

C/ENG. STATEMENT

Today after maneuver and dropped anchor at 15:40 me and engine crew start overhauling ballast pump no. 2.

At 16:40 We received command from Chief Officer from bridge to START M/E.

Very fast M/E was ready to start (all lub. oil pumps were "ON"; M/E after air blowing, indicator cocks closed)

At 16:45 M/E was started and fast increased revolution

At 16:48 M/E control was transferred to the bridge, bowthruster was also ready to use (bridge informed)

At 16:57 in engine room we felt impact shaking movement

The out Oiler went outside to check what happened and he informed that we had collide with another vessel

Captain also by phone informed me about collision

The M/E was still run (pitch propeller showed "ASTERN")

At 18:40 Captain again call to ECR and informed me that we have two tugboats, and we waiting for two additional tugboats. After tugboats come we will start hand maneuver, and he asked for attend standby. All engine crew were in engine room.

At 18:55 we filled excessive vibration, and

many alarms start active:

- Stern tube L.O. gravity tank level low
- HT water high temperature $\approx 92^{\circ}\text{C}$
- M/E exhaust gas temp. aft T/C inlet high $\approx 548^{\circ}\text{C}$
- M/E overload alarm
- fuel index $\approx 116\%$

Finally at 18:57 happened M/E shut down by emergency stop button

At 18:58 we again start M/E, but after Captain order stopped

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