MULTI-ENGINED PROPULSION MACHINERY INSTALLATIONS

To Shipowners, Shipbuilders, Classification Societies, Masters and Chief Engineers of Merchant Ships

1. In a recent incident a twin screw passenger and vehicle ferry was immobilised for some time after damage to one main engine resulted in a loss of cooling water from both engines.

2. The incident shows a need for systems essential to engine operation, such as fresh cooling water systems, which are common to a multi engine installation, to be so arranged and provided with easily operated isolating valves so that a damaged engine from which the system's fluid was leaking could be quickly isolated whilst supply to the remaining engine or engines continued.

3. The system isolating or bypass valves should be located in accessible positions and exercised at regular intervals to permit rapid operation when required. Similarly the engine monitoring, alarm and control systems should be regularly checked.

4. Engine control and system arrangements, particularly cooling water systems, vary considerably from ship to ship. It is therefore essential that the facilities provided for the isolation of an engine when required should be readily recognisable and be familiar to the ship engineers. Shipowners are strongly urged to ensure that ship staff are familiar with the procedures involved.

Department of Transport
Marine Directorate
London WC1V 6LP
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