

## Checklist - Before Departure - Engine Room

Vessel: \_\_\_\_\_

Date: \_\_\_\_\_

**A tick indicates the check has been performed and appropriate action taken.  
N/A indicates the check is not applicable to the vessel or prevailing conditions.**

Has any part of propulsion machinery been dismantled during stay.		Aux Eng - Oil level, pressure and temp. in order	
If yes the engine must be turned by the turning gear at least 1 revolution after permission obtained by the OOW and the engine must be started two times - ahead and astern.		Fuel oil service tanks - Level sounded and recorded. Temperature in order - Water drained Off.	
Lub. oil sump main engines. Water free. Oil level in order, sounded and recorded.		Cylinder oil lubricators - Level and temp. in order.	
Capacity of running Generators sufficient		Whistle - Steam/air open/electric motor ready.	
Emergency generator ready and on auto start.		Lube. Oil level in reduction gear in order.	
Retractable Thruster Secured in Housed position.		FW. cooling system. Valves correctly set. All inlet/discharge valves open.	
Bow/stern thruster(s) ready		SW. cooling system - Valves correctly set. All inlet/discharge valves open.	
Alarms - All connected and tested and in order.		Turning gear disconnected and secured.	
Lub. oil system main engines - Valves correctly set		Level engine - pit/ tunnel - well acceptable. Bilge alarms tested - in order.	
Lub. oil system/pumps main engines - Pressure and temperature in order.		Engine room hoist, tools and heavy spare parts stowed and secured.	
Stern tube and seal - Lub. oil arrangement in order and ready for start.		Double bottom access openings secured in closed position.	
Cooling water systems/pumps - Pressure and temperature in order.		Telephone to Bridge - Tested in order	
Main engine - preheated. and temp in order.		Engine room telegraph and emergency telegraph Tested from Bridge / Engine, and in order.	
Fuel oil system. Viscosity in order/Valves correctly set.		Pitch propeller moved full ahead/astern before clutching in tail shaft.	
Fuel oil booster priming pumps/fuel valve cooling pump if appropriate - Pressure and temperature in order.		Steering Gear - Tested in conjunction with OOW.	
Fuel oil system main engine - Air bleed completed if appropriate		Starting air - Admission to main engine in order	
Boiler plant - Level and pressure in order - Safety devices connected.		Engine staff - Required number on duty	
Starting air compressors, auto start/stop in order.		Auxiliary blowers running	
FW Expansion tank., Water level in order.		Engines turned with starting air and open indicator. cocks.	
Starting air and control air - Pressure in order - Water drained Off.		Stand-by reported to Bridge for testing main engine.	
Starting air compressors - Ready for Service		Testing of engines to be carried out according to agreement with Master.	
Pressure in starting air vessels in order		If this is not possible first manoeuvre is considered as test during which final control is to be carried out.	
Indicator cocks main engine - In order.		Definitive stand-by for departure reported to Master by Chief Engineer.	
Lub. oil system turbo chargers - Expansion tank level in order.		Manoeuvring.. Agreed with Master to be carried out from Bridge	
Piston cooling main engines- Outlets in order		Manoeuvring.. Agreed with Master to be carried out from Engine	
Upon completion of check, entry must be made in vessel's Engine Log book as follows:-"BEFORE DEPARTURE CHECKLIST COMPLETED". Date:..... Time:.....			

Port / Installation: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_

Completed by:- \_\_\_\_\_

Name (Engineer on Duty)

Signature (Engineer on Duty)

Reviewed by: \_\_\_\_\_

Name (Chief Engineer)

Signature (Chief Engineer)