MAIN ENGINE FAILURE 5

	ACTION TO BE TAKEN (NOT NECESSARILY IN ORDER)
☐	Inform the Master.
☐	Steer the vessel away from any danger.
☐	Stand by anchors to assist stopping or anchoring the vessel if in shallow water.
☐	If COLLISION imminent sound general alarm.
☐	Exhibit 'not under command' shapes/lights.
☐	Commence sound signalling.
☐	Broadcast URGENCY message to Port Control, VTIS and /or ships in the vicinity, as appropriate.
☐	Assess when main engine will be ready for use.
☐	Assess the dangers to which to ship is exposed and the urgency with which assistance may be required. • Hazard to or from other shipping. • Rate and direction of drift. • Navigational hazards. • Anticipated weather conditions. • Hazard of heavy (synchronised) rolling. • Hazard of broaching or flooding. • Hazard of cargo shifting.
☐	Advise the authorities as appropriate.
☐	Implement necessary action to mitigate the hazards e.g. • Arrange tug assistance if appropriate. • .
☐	Restrict movement of personnel on weather deck.

	CONTINGENCY PLAN FOR MAIN ENGINE FAILURE
1.	Failure of the main engine can be sudden, without any prior warning. Testing of the main engine ahead and astern prior to departure or arrival is essential.
2.	A dangerous situation can develop quickly following a main engine failure depending on the position of the vessel at the time; e.g. under pilotage; in congested or confined waters etc., and it is therefore necessary to speedily regain or retain control of the vessel until it has been safely stopped. (see checklist overleaf)
3.	Once the vessel is safely stopped the dangers to which it may be exposed i.e. other shipping; weather conditions; lee shore etc. should be assessed, together with the urgency with which assistance may be required.
4.	A vessel stopped at sea has a natural tendency to come broadside onto the sea and wind and may result in heavy rolling and shipping of seas on deck. This can make repair efforts hazardous and slow and could cause damage to the ship or cargo. The danger of flooding or cargo shifting may exist.
5.	The Master should ensure that the vessels watertight integrity is maintained and when necessary the vessel is kept head to the sea and wind by use of the bowthruster or lowering of the anchors. FAILURE TO CLOSE WATERTIGHT ACCESS DOORS ON BOARD VESSELS STOPPED IN HEAVY SEAS HAS RESULTED IN ENGINEROOM SPACES BEING FLOODED.
6.	The Master must use his judgement and the authority given him to implement the necessary action and assistance to ensure the safety of life, the safety of the ship and its cargo, and the protection of the environment, which are paramount.
7.	It is acknowledged that it is better to overreact on the side of safety and pollution prevention than to delay action in the hope that the situation may improve.
8.	Calls to the vessel's mobile and satellite telephones during the emergency may provide a major distraction to the Master, and consideration should be given to posting a dedicated officer on the bridge to handle and filter all communications.
9.	Reference should be made to the following publications on board; • PERIL AT SEA AND SALVAGE • BRIDGE TEAM MANAGEMENT