KNR 8.12 Engine Room Flooding

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1. Purpose

The purpose of this procedure is to establish guidelines for responding to Engine Room flooding and the alternatives available.

2. Responsibility

It is the responsibility of the Chief Engineer to ensure that procedures are established to handle an engine room flooding emergency.

3. References

a. Glosten Drawings 7902 Sheet 2 & 3
b. Glosten Drawings 7905 sheet 2

4. Procedures

LOWER MACHINERY ROOM FLOODING

The Lower Machinery Room (LMR) has two normal bilge sections on the aft bilge manifold. One bilge suction is for the starboard side aft and one is for the port side aft. Either the Bilge pump in the LMR or the Bilge/Ballast Pump in the Auxiliary Machinery Space (AMS) can be used to take a suction on this manifold #1 SW Circulating Pump can be lined up to take a suction on the bilge main and used to pump out the space. An Independent Emergency Bilge Suction can be used via the motorized valve controller 3EP-113. The controller for this valve is directly aft of the Oily Water Separator. (See Reference a.) The MMS #1 Fire Pump can be used to dewater the space using it's Emergency Bilge Suction Valve. This valve is under the deck plate hatch just aft and inboard of the #4 Main Engine. (See Reference b.)

AUXILIARY MACHINERY SPACE FLOODING

The Auxiliary Machine Space has two normal bilge suctions on the aft bilge manifold. One bilge suction is on the port side aft and the other is on the starboard side aft. Either the Bilge/Ballast Pump in the AMS or the Bilge Pump in the LMR can be used to take a suction on these valves. Either one of the SW Circulating Pumps can be lined up to take a suction on the bilge main and used to pump out the space. An Independent Emergency Bilge Suction can be used via the motorized valve controller 7EP-113. This controller is just aft of the Bilge/Ballast Pump (See Reference a.)

Either space can be dewatered using either the gasoline or electrically powered portable pumps.