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## **GENERAL CIRCULAR**

**1<sup>st</sup> Feb 2019**

**TO: The Fleet**

### **Subject: Performance Test of Main & Auxiliary Engines**

In the Co ISM is stated the frequency at which the Performance Test of the Main and Auxiliary Generator Engines are to be recorded and sent to the Office.

The purpose of this General Circular (GC) is to advise you of certain additional guidelines which must be taken into account when carrying out the Engine Performance Tests.

As per the ISM, you are normally required to take the Engine Performance during a Loaded and a Ballast passage and additionally as and when required (i.e. Engine problem / after DD / after any Major Engine repairs etc) or when instructed to do so by the vessel Supt.

However this GC is addressing the Performance Tests that are being carried out at 'normal' intervals.

#### **Main Engine:**

Before commencing the test it is important to verify from the Bridge that the weather is good and if it will continue to remain so for at least the next 4 hours.

Once the above has been established, gradually increase the 'Load' on the Main Engine to at least 85% MCR (Maximum Continuous Rating of the Engine) OR 98% of the Main Engine Rated RPM, whichever is achieved first.

Continue to operate the Engine at 'this' 85% Load or 98% RPM for at least 1 hour, until such time that all the parameters (Temperatures / Pressures) have become steady. (Please refer to the Engine Manual for calculating Engine load).

Once steady conditions have been attained, commence with the Performance Test.

Equal emphasis must also be given towards ensuring that all the Engine Room openings are closed / shut ( i.e. Skylights / Doors etc) and that all the Ventilation Fans are operating as designed, (Reversible fans if provided for the E/R must be put to 'Supply' mode) so as to maintain a positive pressure in the E/R , during the test.

## **Auxiliary Generator Engines:**

Before commencing the test it is important to verify from the Bridge that the weather is good and if it will continue to remain so until such time the test is expected to be completed.

Once the above has been established, gradually increase the 'Load' on the Auxiliary Generator Engines to at least 80% MCR (Maximum Continuous Rating) for at least 1 hour, until such time that all parameters (Temperatures / Pressures) have become steady. At times it may be seen necessary to start additional machinery so as to bring up the load on the Auxiliary Generator Engines.

Once steady conditions have been attained, commence with the Performance Test.

Equal emphasis must also be paid towards ensuring that all the Engine Room openings are closed / shut ( i.e. Skylights / Doors etc) and that all the Ventilation Fans are operating as designed, (Reversible fans if provided for the E/R must be put to 'Supply' mode) so as to maintain a positive pressure in the E/R , during the test. Additionally avoid any 'load' fluctuations when carrying out the test.

Once the Engine Performance Tests have been completed and the related ISM Performance Sheets filled in, please immediately send the same via e-mail to:

[technical@maritectankers.com](mailto:technical@maritectankers.com)

cc. [qhse@maritectankers.com](mailto:qhse@maritectankers.com)

In the same message the Chief Engineer must comment on the abnormalities that have been noted during the test and the corrective action made or will be undertaken.

If for any reason the Performance Test cannot be performed during the voyage, on any of the stated Machinery in accordance with the guidelines given above, the vessel Supt. must be informed with reasons, before the end of the voyage.

**Technical  
Maritec Tanker Management Pvt Ltd.**