



Fleet Incident Report and Lesson Learned

FIR # 8

Distribution Date: 11 Feb 2019

Action Item Due: YES

Incident Report: Engine Failure, Unable to Restart

What Went Wrong

During transit to port, the 1st mate decelerated the vessel due to oncoming vessel traffic. When the throttles were pulled back, the port engine shut down and could not be restarted from the bridge. The mate turned the vessel to starboard while the engine was being restarted from the engine room by the engineers. At no time was the vessel in danger of collision with other vessels or the platform in the area, but miscommunication between the master and the mate seemed to exacerbate the situation, causing confusion on the bridge as to distances to two other vessels and one rig in the area and what the proper maneuvering should be.

The vessel mains on the Brooks McCall have sensors that detect sudden drops in oil pressure (which occurs due to sudden deceleration) which automatically shuts down the engine to protect it. The engine's governor must be reset manually in the engine room before the engine can be restarted. A slightly more gradual pulling back on the throttles would have precluded the loss of the main engine, which could have been critical under more demanding circumstances. This bit of vessel specific knowledge was not communicated to the 1st mate.

What needs to be done to correct this issue

Each vessel needs to identify vessel specific idiosyncrasies and address them in Master's standing orders, Master's handovers, Chief Engineer's standing orders, Chief engineer's handovers and – if necessary- signage. Please submit any findings and revisions to the standing orders and/or handovers, new signage and location to HSE@tdi-bi.com.

Actions you need to take to prevent a similar incident on your vessel:

Department	Responsible Person	Action to take	To be Completed by Date
Engineering, Bridge	First Mate	<p>Review this FIR with the entire crew at the next safety meeting.</p> <p>Have Chief Engineer and Bridge Crew review the vessel systems for any unusual behaviors or equipment adjustments/ Instructions specific to your vessel.</p> <p>Is signage needed to notify crew? If so, send a copy of the new signage and state where it is posted.</p>	<p>February 18, 2019</p> <p>Send findings and revised orders/ handovers to HSE@tdi-bi.com</p>

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