

Q & A INTERVIEW CHIEF ENGINEER BY DAILY PELAUT

1. What is the main responsibility of Chief Engineer?

A: Overall responsibility for safe and efficient operation and maintenance of all machinery and technical systems onboard.

ID: Bertanggung jawab penuh atas operasi dan perawatan semua mesin dan sistem teknis di kapal agar aman dan efisien.

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2. What is ISM Code requirement for Chief Engineer?

A: Implement SMS onboard, conduct maintenance, report non-conformities, and ensure crew competence.

ID: Menerapkan SMS di kapal, melakukan perawatan, lapor ketidaksesuaian, dan pastikan kompetensi kru mesin.

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3. What is critical equipment under ISM?

A: Equipment whose sudden failure may cause hazardous situation. Must have maintenance and testing plan.

ID: Peralatan yang jika tiba-tiba gagal dapat menyebabkan bahaya. Harus ada rencana perawatan dan pengujian.

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4. What is PMS?

A: Planned Maintenance System. Scheduled maintenance to prevent breakdown and ensure reliability.

ID: Sistem perawatan terjadwal untuk mencegah kerusakan dan menjaga keandalan mesin.

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5. **What is root cause analysis?**

A: Systematic process to identify underlying cause of failure to prevent recurrence.

ID: Proses sistematis untuk menemukan penyebab utama kerusakan agar tidak terulang.

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6. **What is condition monitoring?**

A: Monitoring machinery condition using vibration, oil analysis, temperature to predict failure.

ID: Pemantauan kondisi mesin pakai vibrasi, analisis oli, suhu untuk prediksi kerusakan.

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7. **What is fuel changeover procedure?**

A: Procedure to switch from HFO to MGO/MDO before entering ECA to comply with MARPOL Annex VI.

ID: Prosedur ganti bahan bakar dari HFO ke MGO/MDO sebelum masuk ECA sesuai MARPOL Annex VI.

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8. **What is sulfur limit in ECA?**

A: Maximum 0.10% m/m sulfur content in fuel oil.

ID: Maksimal 0.10% kandungan sulfur dalam bahan bakar.

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9. **What is sulfur limit outside ECA?**

A: Maximum 0.50% m/m sulfur content since 1 Jan 2020.

ID: Maksimal 0.50% kandungan sulfur sejak 1 Jan 2020.

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10. What is CII?

A: Carbon Intensity Indicator. Measures CO2 emission per transport work under MARPOL Annex VI.

ID: Indikator intensitas karbon. Mengukur emisi CO2 per kerja angkut sesuai MARPOL Annex VI.

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11. What is EEXI?

A: Energy Efficiency Existing Ship Index.

Measures energy efficiency of existing ships.

ID: Indeks efisiensi energi untuk kapal yang sudah ada.

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12. What is SEEMP Part III?

A: Ship Energy Efficiency Management Plan Part III for CII implementation and improvement plan.

ID: Rencana manajemen efisiensi energi kapal bagian III untuk implementasi dan perbaikan CII.

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13. What is main engine derating?

A: Reducing maximum continuous rating to comply with EEXI/CII and reduce fuel consumption.

ID: Menurunkan MCR mesin utama untuk memenuhi EEXI/CII dan mengurangi konsumsi bahan bakar.

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14. What is main cause of scavenge fire?

A: Accumulation of unburnt fuel, oil, and carbon in scavenge space with hot spot ignition.

ID: Penumpukan bahan bakar tidak terbakar, oli, dan karbon di ruang scavenging dengan penyalan hot spot.

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15. What action if scavenge fire occurs?

A: Reduce load, stop fuel, maintain air supply, apply steam/CO2, monitor exhaust temperature.

ID: Turunkan beban, stop bahan bakar, jaga suplai udara, pakai steam/CO2, pantau suhu exhaust.

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16. What is main cause of crankcase explosion?

A: Hot spot igniting oil mist due to overheated bearing, broken oil pipe, or poor ventilation.

ID: Hot spot menyalakan kabut oli akibat bearing overheat, pipa oli pecah, atau ventilasi buruk.

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17. What action if crankcase explosion risk detected?

A: Stop engine, stop oil circulation, ventilate crankcase, investigate cause before restart.

ID: Stop mesin, stop sirkulasi oli, ventilasi crankcase, investigasi penyebab sebelum restart.

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18. What is cylinder liner wear limit?

A: Typically 0.8-1.2% of bore diameter. Check maker's manual for exact limit.

ID: Biasanya 0.8-1.2% dari diameter bore. Cek manual maker untuk batas pasti.

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19. What is reason for liner polishing?

A: Overcooling, poor lubrication, low load operation causing lack of oil film.

ID: Overcooling, pelumasan buruk, operasi beban rendah menyebabkan lapisan oli hilang.

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20. What is turbocharger surging?

A: Unstable airflow due to mismatch between compressor and turbine, causing vibration and noise.

ID: Aliran udara tidak stabil akibat mismatch kompresor dan turbin, menyebabkan getaran dan suara.

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21. What is main cause of bearing damage?

A: Lubrication failure, contamination, misalignment, overload, fatigue.

ID: Kegagalan pelumasan, kontaminasi, misalignment, overload, kelelahan material.

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22. What is white metal bearing wiping?

A: Partial melting and smearing of white metal due to overheating and oil film failure.

ID: White metal meleleh sebagian dan melumasi akibat overheat dan kegagalan lapisan oli.

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23. What is main engine hot spot?

A: Localized overheating in cylinder, piston, or exhaust valve causing abnormal expansion.

ID: Overheat lokal di silinder, piston, atau katup exhaust menyebabkan pemuaian abnormal.

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24. How to detect hot spot?

A: High exhaust temperature, high cooling water temperature, high cylinder liner temperature.

ID: Suhu exhaust tinggi, suhu air pendingin tinggi, suhu liner silinder tinggi.

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25. What is load sharing between generators?

A: Distributing load equally between running generators to prevent overload and ensure stability.

ID: Membagi beban merata antar generator yang jalan untuk cegah overload dan jaga stabilitas.

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26. What is blackout?

A: Total loss of electrical power onboard due to generator trip or system failure.

ID: Hilangnya total listrik di kapal akibat generator trip atau kegagalan sistem.

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27. What is blackout recovery procedure?

A: Start emergency generator, restore essential services, restart main generators, restore normal supply.

ID: Start generator darurat, pulihkan layanan esensial, restart generator utama, pulihkan suplai normal.

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28. What is reverse power trip?

A: Protection to trip generator when it acts as motor due to loss of prime mover power.

ID: Proteksi untuk trip generator saat berfungsi sebagai motor karena penggerak utama mati.

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29. What is synchronizing?

A: Matching voltage, frequency, and phase before connecting generator to busbar.

ID: Menyelaraskan tegangan, frekuensi, dan fase sebelum menghubungkan generator ke busbar.

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30. What is main engine slow down?

A: Automatic reduction of engine speed by safety system to prevent damage.

ID: Pengurangan putaran mesin otomatis oleh sistem keselamatan untuk mencegah kerusakan.

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31. What is main engine shut down?

A: Automatic stop of engine by safety system in critical condition.

ID: Penghentian mesin otomatis oleh sistem keselamatan dalam kondisi kritis.

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32. What is main cause of high jacket water temperature?

A: Insufficient cooling water flow, fouled cooler, thermostat failure, overload.

ID: Aliran air pendingin kurang, cooler kotor, thermostat rusak, overload.

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33. What is main cause of high lube oil temperature?

A: Insufficient cooling, fouled lube oil cooler, high load, low oil flow.

ID: Pendinginan kurang, cooler oli kotor, beban tinggi, aliran oli rendah.

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34. What is main cause of low lube oil pressure?

A: Pump failure, clogged filter, low oil level, worn bearings, oil leakage.

ID: Pompa rusak, filter mampet, level oli rendah, bearing aus, kebocoran oli.

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35. What is cavitation in pump?

A: Formation and collapse of vapor bubbles due to low suction pressure causing erosion and noise.

ID: Pembentukan dan pecahnya gelembung uap karena tekanan suction rendah menyebabkan erosi dan suara.

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36. How to prevent cavitation?

A: Increase NPSH, reduce suction lift, increase suction pipe diameter, reduce speed.

ID: Naikkan NPSH, kurangi suction lift, besarkan pipa suction, kurangi putaran.

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37. What is water hammer?

A: Pressure surge in piping due to sudden change in fluid velocity.

ID: Lonjakan tekanan di pipa akibat perubahan kecepatan fluida mendadak.

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38. What is purpose of boiler water treatment?

A: Prevent scale, corrosion, and carryover in boiler system.

ID: Mencegah kerak, korosi, dan carryover di sistem boiler.

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39. What is boiler water alkalinity test?

A: Test to check pH and prevent acidic corrosion in boiler.

ID: Tes untuk cek pH dan mencegah korosi asam di boiler.

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40. What is boiler priming?

A: Carryover of water with steam due to high water level, foaming, or sudden load change.

ID: Air terbawa bersama uap karena level tinggi, foaming, atau perubahan beban mendadak.

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41. What is boiler carryover effect?

A: Water in steam causes water hammer, turbine blade erosion, and poor steam quality.

ID: Air dalam uap menyebabkan water hammer, erosi sudu turbin, dan kualitas uap buruk.

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42. What is main engine torsional vibration?

A: Oscillatory twisting of crankshaft due to uneven firing forces.

ID: Getaran puntir poros engkol akibat gaya pembakaran tidak merata.

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43. What is barred speed range?

A: Engine speed range to avoid due to excessive torsional vibration.

ID: Rentang putaran mesin yang harus dihindari karena getaran puntir berlebihan.

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44. What is main engine alignment?

A: Alignment of crankshaft, intermediate shaft, and propeller shaft to prevent bearing damage.

ID: Penyelarasan poros engkol, intermediate, dan propeller untuk cegah kerusakan bearing.

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45. What is stern tube seal failure consequence?

A: Seawater ingress into engine room, pollution, and shaft bearing damage.

ID: Air laut masuk ke kamar mesin, polusi, dan kerusakan bearing poros.

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46. What is main cause of propeller shaft fracture?

A: Fatigue due to misalignment, corrosion, stress concentration, overload.

ID: Kelelahan material akibat misalignment, korosi, konsentrasi tegangan, overload.

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47. What is dry docking preparation?

A: Prepare equipment list, spare parts, drawings, permits, and coordinate with yard.

ID: Siapkan daftar peralatan, spare part, gambar, izin, dan koordinasi dengan galangan.

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48. What is thickness measurement?

A: Ultrasonic measurement of hull and structure thickness during survey.

ID: Pengukuran ultrasonik ketebalan lambung dan struktur saat survey.

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49. What is condition of class?

A: Requirement imposed by class society to be rectified within specified time.

ID: Persyaratan dari class society yang harus diperbaiki dalam waktu tertentu.

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50. What is class survey cycle?

A: Annual, Intermediate, Special Survey every 5 years for hull and machinery.

ID: Survey tahunan, antara, dan khusus tiap 5 tahun untuk lambung dan mesin.

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51. What is PSC inspection focus for engine room?

A: Safety equipment, pollution prevention, ISM compliance, crew competence, maintenance records.

ID: Peralatan keselamatan, pencegahan polusi, kepatuhan ISM, kompetensi kru, catatan perawatan.

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52. What is major non-conformity?

A: Deficiency that poses serious threat to safety, environment, or effective SMS implementation.

ID: Ketidaksesuaian yang mengancam keselamatan, lingkungan, atau implementasi SMS efektif.

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53. What is corrective action?

A: Action taken to eliminate cause of detected non-conformity.

ID: Tindakan untuk menghilangkan penyebab ketidaksesuaian yang ditemukan.

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54. What is preventive action?

A: Action taken to eliminate cause of potential non-conformity.

ID: Tindakan untuk menghilangkan penyebab ketidaksesuaian potensial.

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55. What is near miss reporting?

A: Reporting incident that could have caused accident but did not, to improve safety.

ID: Melaporkan kejadian nyaris celaka untuk meningkatkan keselamatan.

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56. What is risk assessment?

A: Process of identifying hazards, analyzing risk, and implementing control measures.

ID: Proses identifikasi bahaya, analisis risiko, dan implementasi pengendalian.

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57. What is permit to work system?

A: Formal system to control hazardous work and ensure safety measures are in place.

ID: Sistem formal untuk mengontrol pekerjaan berbahaya dan memastikan langkah keselamatan.

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58. What is lock out tag out?

A: Procedure to isolate energy source and prevent accidental operation during maintenance.

ID: Prosedur mengisolasi sumber energi dan mencegah operasi tidak sengaja saat perawatan.

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59. What is enclosed space entry requirement?

A: Risk assessment, permit, atmosphere testing, ventilation, standby person, communication.

ID: Penilaian risiko, izin, tes atmosfer, ventilasi, penjaga, komunikasi.

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60. What is main cause of electrical fire?

A: Overload, short circuit, poor connection, insulation failure, moisture.

ID: Overload, korsleting, sambungan buruk, kegagalan isolasi, kelembaban.

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61. What is insulation resistance test frequency?

A: Typically every 6 months or as per PMS and class requirement.

ID: Biasanya tiap 6 bulan atau sesuai PMS dan persyaratan class.

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62. What is earth fault?

A: Unintentional connection between live conductor and earth causing current leakage.

ID: Koneksi tidak sengaja antara konduktor bertegangan dan tanah menyebabkan kebocoran arus.

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63. What is main engine fuel valve leaking effect?

A: Poor combustion, high exhaust temperature, carbon buildup, power loss.

ID: Pembakaran buruk, suhu exhaust tinggi, penumpukan karbon, kehilangan tenaga.

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64. What is main engine exhaust valve burning?

A: Caused by poor seating, leakage, high temperature, poor cooling.

ID: Disebabkan dudukkan buruk, kebocoran, suhu tinggi, pendinginan buruk.

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65. What is cylinder lubrication optimization?

A: Adjusting feed rate based on load, sulfur content, and liner condition to minimize wear and cost.

ID: Menyesuaikan laju pelumasan berdasarkan beban, kadar sulfur, dan kondisi liner untuk minimalkan aus dan biaya.

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66. What is scavenge air cooler cleaning method?

A: Chemical cleaning or water washing during operation or overhaul.

ID: Pembersihan kimia atau water washing saat operasi atau overhaul.

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67. What is turbocharger efficiency check?

A: Measure exhaust gas temperature drop, boost pressure, and fuel consumption.

ID: Ukur penurunan suhu gas buang, tekanan boost, dan konsumsi bahan bakar.

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68. What is main cause of generator vibration?

A: Misalignment, unbalanced rotor, bearing wear, loose mounting.

ID: Misalignment, rotor tidak seimbang, bearing aus, mounting kendur.

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69. What is main engine piston overhaul interval?

A: Typically 8000-16000 hours depending on maker and operating condition.

ID: Biasanya 8000-16000 jam tergantung maker dan kondisi operasi.

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70. What is main engine liner honing?

A: Process to restore cross-hatch pattern on liner surface for oil retention.

ID: Proses mengembalikan pola cross-hatch pada permukaan liner untuk menahan oli.

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71. What is main engine crankshaft deflection measurement?

A: Measure alignment and wear of crankshaft bearings using deflection gauge.

ID: Mengukur alignment dan keausan bearing poros engkol pakai alat ukur defleksi.

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72. What is main engine fuel oil viscosity control?

A: Maintain viscosity at 12-14 cSt at injector inlet for proper atomization.

ID: Jaga viskositas 12-14 cSt di inlet injector untuk pengabutan yang tepat.

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73. What is main engine cooling water treatment?

A: Add corrosion inhibitor, scale inhibitor, and pH control chemicals.

ID: Tambahkan inhibitor korosi, inhibitor kerak, dan bahan pengontrol pH.

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74. What is main engine slow steaming effect?

A: Reduced fuel consumption but risk of fouling, liner polishing, and poor combustion.

ID: Konsumsi bahan bakar turun tapi risiko fouling, liner polishing, dan pembakaran buruk.

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75. What is main engine fuel blending?

A: Mixing different fuels to achieve required viscosity and sulfur content.

ID: Mencampur bahan bakar berbeda untuk mencapai viskositas dan kadar sulfur yang dibutuhkan.

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76. What is main engine emergency maneuvering?

A: Ability to control engine from local control in case of remote control failure.

ID: Kemampuan mengontrol mesin dari kontrol lokal jika kontrol jarak jauh gagal.

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77. What is main engine indicator card analysis?

A: Analyze combustion pressure diagram to check engine performance and timing.

ID: Menganalisis diagram tekanan pembakaran untuk cek performa dan timing mesin.

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78. What is main engine cylinder power balance?

A: Equalizing power output of each cylinder to reduce vibration and stress.

ID: Menyelaraskan output daya tiap silinder untuk mengurangi getaran dan tegangan.

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79. What is main engine fuel pump calibration?

A: Adjust fuel pump delivery to ensure equal fuel injection per cylinder.

ID: Mengatur pengiriman pompa bahan bakar agar injeksi bahan bakar tiap silinder sama.

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80. What is main engine exhaust gas economizer?

A: Heat exchanger using exhaust gas heat to produce steam and save fuel.

ID: Heat exchanger yang pakai panas gas buang untuk hasilkan uap dan hemat bahan bakar.

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81. What is main engine selective catalytic reduction?

A: System to reduce NOx emission by injecting urea into exhaust gas.

ID: Sistem mengurangi emisi NOx dengan menyuntikkan urea ke gas buang.

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82. What is main engine exhaust gas recirculation?

A: Recirculating part of exhaust gas to reduce combustion temperature and NOx formation.

ID: Mendaur ulang sebagian gas buang untuk turunkan suhu pembakaran dan pembentukan NOx.

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83. What is main engine scrubber system?

A: System to remove SOx from exhaust gas using seawater or freshwater with chemical.

ID: Sistem menghilangkan SOx dari gas buang pakai air laut atau air tawar dengan bahan kimia.

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84. What is main engine black carbon emission?

A: Particulate matter from incomplete combustion affecting climate and health.

ID: Partikel dari pembakaran tidak sempurna yang mempengaruhi iklim dan kesehatan.

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85. What is main engine condition-based maintenance?

A: Maintenance based on actual condition monitored through data, not fixed interval.

ID: Perawatan berdasarkan kondisi aktual yang dipantau melalui data, bukan interval tetap.

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86. What is main engine predictive maintenance?

A: Using data analytics and AI to predict failure before it occurs.

ID: Menggunakan analisis data dan AI untuk memprediksi kerusakan sebelum terjadi.

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87. What is main engine spare parts management?

A: Controlling inventory, usage, and ordering to ensure availability and cost control.

ID: Mengontrol inventaris, penggunaan, dan pemesanan untuk memastikan ketersediaan dan kontrol biaya.

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88. What is main engine lubrication oil analysis?

A: Laboratory analysis of oil for wear metals, viscosity, water content, and contamination.

ID: Analisis laboratorium oli untuk logam aus, viskositas, kandungan air, dan kontaminasi.

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89. What is main engine vibration analysis?

A: Measuring vibration spectrum to detect bearing, gear, and alignment problems.

ID: Mengukur spektrum getaran untuk mendeteksi masalah bearing, gear, dan alignment. by @daily.pelaut.ID

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90. What is main engine thermography?

A: Using infrared camera to detect overheating in electrical and mechanical equipment.

ID: Menggunakan kamera inframerah untuk mendeteksi overheat pada peralatan listrik dan mekanik.

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91. What is main engine fuel oil testing?

A: Testing fuel for viscosity, density, sulfur content, water, and contaminants before use.

ID: Menguji bahan bakar untuk viskositas, densitas, kadar sulfur, air, dan kontaminan sebelum pakai.

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92. What is main engine bunker sampling procedure?

A: Take sample at bunker manifold, seal, label, and send for analysis as per MEPC guidelines.

ID: Ambil sampel di manifold bunker, segel, beri label, dan kirim untuk analisis sesuai panduan MEPC.

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93. What is main engine room resource management?

A: Managing human, technical, and informational resources for safe and efficient operation.

ID: Mengelola sumber daya manusia, teknis, dan informasi untuk operasi aman dan efisien.

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94. What is main engine crew training requirement?

A: Regular training on equipment operation, emergency procedures, and safety practices.

ID: Pelatihan rutin tentang operasi peralatan, prosedur darurat, dan praktik keselamatan.

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95. What is main engine energy efficiency monitoring?

A: Monitoring fuel consumption, speed, and emission to optimize performance and CII rating.

ID: Memantau konsumsi bahan bakar, kecepatan, dan emisi untuk optimalkan performa dan rating CII.

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96. What is main engine cyber security risk?

A: Risk of cyber attack on automation and control systems affecting engine operation.

ID: Risiko serangan siber pada sistem otomasi dan kontrol yang mempengaruhi operasi mesin.

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97. What is main engine remote monitoring?

A: Real-time monitoring of engine parameters from shore for diagnostics and support.

ID: Pemantauan parameter mesin real-time dari darat untuk diagnosis dan dukungan.

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98. What is main engine condition report?

A: Report summarizing machinery condition, maintenance, and recommendations for management.

ID: Laporan ringkasan kondisi mesin, perawatan, dan rekomendasi untuk manajemen.

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99. What is main engine handover procedure?

A: Transfer of responsibility and information between outgoing and incoming Chief Engineer.

ID: Serah terima tanggung jawab dan informasi antara Chief Engineer lama dan baru.

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100. **What is main engine management philosophy?**

A: Balance between safety, reliability, efficiency, cost, and environmental compliance.

ID: Keseimbangan antara keselamatan, keandalan, efisiensi, biaya, dan kepatuhan lingkungan.

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