

Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

SECTION A – MAIN ENGINE TROUBLESHOOTING INTERVIEW (1–20)

1. One Cylinder High Exhaust Temperature

Q: One cylinder shows high exhaust gas temperature. What will you do?

A: I will compare all cylinder parameters, check fuel injector condition, exhaust valve leakage, compression pressure, and fuel pump timing. If necessary, I will reduce engine load and carry out further inspection.

ID: Saya akan membandingkan semua parameter silinder, memeriksa kondisi fuel injector, kebocoran exhaust valve, tekanan kompresi, dan timing fuel pump. Jika diperlukan, saya akan mengurangi beban mesin dan melakukan inspeksi lebih lanjut.

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2. One Cylinder Low Exhaust Temperature

Q: What could cause one cylinder to have a low exhaust temperature?

A: Possible causes include faulty fuel injector, insufficient fuel injection, poor compression, fuel pump malfunction, or a cylinder cut-out condition.

ID: Penyebabnya bisa berupa fuel injector rusak, suplai bahan bakar kurang, kompresi rendah, kerusakan fuel pump, atau silinder tidak bekerja normal.

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3. Main Engine High Jacket Water Temperature

Q: What actions will you take if jacket cooling water temperature becomes too high?

A: I will check cooling water pumps, thermostat valves, heat exchangers, seawater flow, and engine load. If temperature continues rising, engine load should be reduced.

ID: Saya akan memeriksa pompa pendingin, thermostat valve, heat exchanger, aliran air laut, dan beban mesin. Jika temperatur terus naik, beban mesin harus dikurangi.

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4. Main Engine Low Lubricating Oil Pressure

Q: How would you respond to low lubricating oil pressure?

A: I will verify pressure readings, check oil level, inspect lube oil pumps, filters, suction strainers, and possible leakages. If pressure remains low, the engine must be stopped to prevent damage.

ID: Saya akan memastikan pembacaan tekanan benar, memeriksa level oli, pompa oli, filter, suction strainer, dan kemungkinan kebocoran. Jika tekanan tetap rendah, mesin harus dihentikan untuk mencegah kerusakan.

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5. Crankcase Mist Detector Alarm

Q: What should be done when a crankcase mist detector alarm is activated?

A: I will reduce engine load immediately, monitor bearing temperatures, prepare for engine shutdown, and investigate possible overheating of bearings or moving parts.

ID: Saya akan segera mengurangi beban mesin, memonitor temperatur bearing, bersiap menghentikan mesin, dan menyelidiki kemungkinan overheating pada bearing atau komponen yang bergerak.

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6. Scavenge Fire During Voyage

Q: How do you handle a scavenge fire at sea?

A: I will reduce engine speed, activate scavenge fire procedures, increase cylinder lubrication if required, monitor temperatures, and prepare firefighting equipment. The engine should not be stopped suddenly unless necessary.

ID: Saya akan mengurangi putaran mesin, menjalankan prosedur scavenge fire, meningkatkan pelumasan silinder bila diperlukan, memonitor temperatur, dan menyiapkan peralatan pemadam. Mesin tidak boleh langsung dihentikan kecuali sangat diperlukan.

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7. Turbocharger Surging

Q: What causes turbocharger surging?

A: Surging may be caused by dirty air filters, fouled turbine blades, restricted air flow, engine overload, or improper combustion.

ID: Surging dapat disebabkan oleh filter udara kotor, sudu turbin kotor, aliran udara terhambat, mesin overload, atau pembakaran yang tidak normal.

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8. Turbocharger High Vibration

Q: How would you investigate high turbocharger vibration?

A: I will reduce engine load, check rotor balance, bearings, compressor cleanliness, turbine condition, and inspect for foreign object damage.

ID: Saya akan mengurangi beban mesin, memeriksa keseimbangan rotor, bearing, kebersihan compressor, kondisi turbin, dan kemungkinan kerusakan akibat benda asing.

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9. Main Engine Cannot Start

Q: What would be your troubleshooting sequence if the main engine cannot start?

A: I will check starting air pressure, starting valves, control air supply, turning gear interlock, fuel availability, safety shutdown systems, and remote control signals.

ID: Saya akan memeriksa tekanan starting air, starting valve, suplai control air, interlock turning gear, ketersediaan bahan bakar, sistem safety shutdown, dan sinyal remote control.

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10. Main Engine Slow Turning

Q: What may cause slow turning of the main engine?

A: Possible causes include insufficient starting air pressure, excessive friction, poor lubrication, bearing problems, or mechanical resistance inside the engine.

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ID: Penyebabnya dapat berupa tekanan starting air rendah, gesekan berlebih, pelumasan buruk, masalah bearing, atau hambatan mekanis di dalam mesin.

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11. Excessive Cylinder Oil Consumption

Q: What could be the reason for excessive cylinder oil consumption?

A: Causes may include incorrect lubrication settings, worn piston rings, damaged quills, poor cylinder condition, or leakage.

ID: Penyebabnya dapat berupa pengaturan pelumasan yang salah, piston ring aus, quill rusak, kondisi silinder buruk, atau kebocoran.

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12. Piston Seizure Indication

Q: What are the signs of piston seizure?

A: Signs include high exhaust temperature, increased scavenge temperature, abnormal engine noise, reduced power output, and excessive friction.

ID: Tanda-tandanya meliputi temperatur exhaust tinggi, temperatur scavenge meningkat, suara mesin tidak normal, tenaga berkurang, dan gesekan berlebih.

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13. High Piston Crown Temperature

Q: What can cause high piston crown temperature?

A: Poor cooling, faulty fuel injection, carbon deposits, excessive engine load, or insufficient lubrication.

ID: Dapat disebabkan oleh pendinginan yang buruk, fuel injection bermasalah, endapan karbon, beban mesin berlebih, atau pelumasan yang kurang.

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14. Exhaust Valve Burning

Q: What are the common causes of exhaust valve burning?

A: Incorrect valve seating, carbon deposits, poor cooling, faulty fuel injector, and prolonged operation under abnormal conditions.

ID: Penyebab umum adalah dudukan valve tidak rapat, endapan karbon, pendinginan buruk, fuel injector bermasalah, dan operasi berkepanjangan dalam kondisi abnormal.

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15. Fuel Pump Timing Problem

Q: How can incorrect fuel pump timing affect engine performance?

A: Incorrect timing can cause incomplete combustion, high exhaust temperatures, power loss, increased fuel consumption, and black smoke.

ID: Timing yang tidak tepat dapat menyebabkan pembakaran tidak sempurna, temperatur exhaust tinggi, kehilangan tenaga, konsumsi bahan bakar meningkat, dan asap hitam.

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16. Cylinder Liner Excessive Wear

Q: What causes excessive cylinder liner wear?

A: Poor lubrication, abrasive particles, incorrect cylinder oil dosage, fuel contamination, and poor maintenance practices.

ID: Disebabkan oleh pelumasan yang buruk, partikel abrasif, dosis cylinder oil yang tidak tepat, kontaminasi bahan bakar, dan perawatan yang kurang baik.

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17. Scavenge Drain Excessive Oil

Q: What does excessive oil in scavenge drains indicate?

A: It may indicate worn piston rings, excessive cylinder lubrication, piston damage, or poor combustion.

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ID: Hal ini dapat menunjukkan piston ring aus, pelumasan silinder berlebihan, kerusakan piston, atau pembakaran yang buruk.

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18. Engine Overload Condition

Q: What actions should be taken when the main engine is overloaded?

A: I will reduce engine load, check propeller condition, weather influence, fuel system performance, turbocharger condition, and engine parameters.

ID: Saya akan mengurangi beban mesin, memeriksa kondisi propeller, pengaruh cuaca, performa sistem bahan bakar, kondisi turbocharger, dan parameter mesin.

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19. Sudden RPM Fluctuation

Q: What may cause sudden RPM fluctuation during operation?

A: Possible causes include governor malfunction, fuel supply instability, control system faults, varying propeller load, or sensor problems.

ID: Penyebabnya dapat berupa kerusakan governor, suplai bahan bakar tidak stabil, gangguan sistem kontrol, perubahan beban propeller, atau masalah sensor.

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20. Main Bearing High Temperature

Q: What will you do if a main bearing shows high temperature?

A: I will reduce engine load, monitor temperature trends, check lubrication supply, inspect bearing condition, and prepare for engine shutdown if temperature continues to rise.

ID: Saya akan mengurangi beban mesin, memonitor tren temperatur, memeriksa suplai pelumasan, menginspeksi kondisi bearing, dan bersiap menghentikan mesin jika temperatur terus meningkat.

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SECTION B – AUXILIARY ENGINE & GENERATOR TROUBLESHOOTING

21. Generator Overload Trip

Q: What will you do if a generator trips on overload?

A: I will identify the load causing the overload, check load distribution, verify protection settings, and restore the generator after ensuring safe operating conditions.

ID: Saya akan mengidentifikasi beban yang menyebabkan overload, memeriksa distribusi beban, memastikan pengaturan proteksi, dan menjalankan kembali generator setelah kondisi aman.

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22. Generator Reverse Power Trip

Q: What causes a reverse power trip?

A: Reverse power trip occurs when a generator starts receiving power instead of producing it, usually due to fuel supply failure, governor malfunction, or prime mover problems.

ID: Reverse power trip terjadi ketika generator menerima daya dari sistem, bukan menghasilkan daya, biasanya akibat kegagalan suplai bahan bakar, kerusakan governor, atau masalah pada prime mover.

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23. Black Smoke from Generator

Q: What are the possible causes of black smoke from a generator engine?

A: Black smoke may result from overloaded operation, faulty fuel injectors, insufficient air supply, dirty turbocharger, or poor fuel atomization.

ID: Asap hitam dapat disebabkan oleh operasi overload, fuel injector rusak, suplai udara kurang, turbocharger kotor, atau atomisasi bahan bakar yang buruk.

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24. High Exhaust Temperature Generator

Q: How would you investigate high exhaust temperature in a generator engine?

A: I will check fuel injectors, valve condition, turbocharger performance, engine load, cooling system, and compare cylinder temperatures.

ID: Saya akan memeriksa fuel injector, kondisi valve, performa turbocharger, beban mesin, sistem pendingin, dan membandingkan temperatur tiap silinder.

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25. Generator Hunting Frequency

Q: What causes frequency hunting in a generator?

A: Frequency hunting is commonly caused by governor instability, fluctuating loads, incorrect governor settings, or fuel supply irregularities.

ID: Frequency hunting biasanya disebabkan oleh governor yang tidak stabil, beban yang berubah-ubah, pengaturan governor yang tidak tepat, atau suplai bahan bakar yang tidak stabil.

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26. Alternator Overheating

Q: What would you check if an alternator is overheating?

A: I will inspect ventilation, cooling fans, electrical load, winding condition, insulation resistance, and bearing temperatures.

ID: Saya akan memeriksa ventilasi, kipas pendingin, beban listrik, kondisi winding, tahanan isolasi, dan temperatur bearing.

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27. Low Insulation Resistance

Q: How do you handle low insulation resistance in a generator?

A: I will identify the affected circuit, inspect for moisture or contamination, dry the equipment if necessary, and perform insulation testing before reconnecting.

ID: Saya akan mengidentifikasi rangkaian yang terkena, memeriksa adanya kelembaban atau kontaminasi, mengeringkan peralatan bila perlu, dan melakukan pengujian isolasi sebelum menghubungkan kembali.

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28. Emergency Generator Fails to Start

Q: What would you check if the emergency generator fails to start?

A: I will check battery condition, starting system, fuel supply, control circuit, safety trips, and emergency start arrangements.

ID: Saya akan memeriksa kondisi baterai, sistem starting, suplai bahan bakar, rangkaian kontrol, safety trip, dan sistem emergency start.

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29. Fuel Rack Stuck

Q: What are the possible causes of a stuck fuel rack?

A: Causes may include contamination, corrosion, inadequate lubrication, mechanical damage, or governor linkage problems.

ID: Penyebabnya dapat berupa kontaminasi, korosi, pelumasan yang kurang, kerusakan mekanis, atau masalah pada linkage governor.

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30. Governor Malfunction

Q: How would you troubleshoot a governor malfunction?

A: I will inspect governor settings, actuator operation, linkage movement, oil pressure, feedback signals, and control system alarms.

ID: Saya akan memeriksa pengaturan governor, kerja actuator, pergerakan linkage, tekanan oli, sinyal feedback, dan alarm pada sistem kontrol.

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31. Uneven Load Sharing

Q: What causes uneven load sharing between generators?

A: Uneven load sharing may result from governor mismatch, incorrect load-sharing settings, sensor faults, or synchronization issues.

ID: Pembagian beban yang tidak merata dapat disebabkan oleh governor yang tidak sinkron, pengaturan load sharing yang salah, kerusakan sensor, atau masalah sinkronisasi.

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32. High Crankcase Pressure

Q: What could cause high crankcase pressure in a generator engine?

A: Possible causes include excessive blow-by, worn piston rings, damaged liners, blocked crankcase breather, or piston damage.

ID: Penyebabnya dapat berupa blow-by berlebihan, piston ring aus, liner rusak, crankcase breather tersumbat, atau kerusakan piston.

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33. Low Lube Oil Pressure

Q: What actions will you take if lube oil pressure is low?

A: I will verify pressure readings, check oil level, inspect pumps and filters, examine suction strainers, and investigate internal leakages.

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ID: Saya akan memastikan pembacaan tekanan benar, memeriksa level oli, menginspeksi pompa dan filter, memeriksa suction strainer, serta mencari kemungkinan kebocoran internal.

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34. Cooling Water Leakage

Q: How do you respond to cooling water leakage in a generator engine?

A: I will identify the leakage source, monitor cooling water level, isolate the affected section if possible, and carry out repairs safely.

ID: Saya akan mengidentifikasi sumber kebocoran, memonitor level air pendingin, mengisolasi bagian yang terdampak jika memungkinkan, dan melakukan perbaikan dengan aman.

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35. Generator Blackout Recovery

Q: What are your priorities during generator blackout recovery?

A: My priorities are restoring power safely, identifying the root cause, starting standby or emergency generators, and recovering essential systems in a controlled sequence.

ID: Prioritas saya adalah memulihkan tenaga listrik dengan aman, mengidentifikasi penyebab utama, menjalankan standby atau emergency generator, dan mengembalikan sistem penting secara bertahap dan terkendali.

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SECTION C – BOILER & STEAM SYSTEM TROUBLESHOOTING

36. Boiler Low Water Level

Q: What will you do if the boiler low water level alarm activates?

A: I will immediately verify the actual water level, reduce boiler load if necessary, check feed water pumps, feed control valves, and level control systems. If the water level is critically low, I will stop the boiler according to emergency procedures.

ID: Saya akan segera memastikan level air yang sebenarnya, mengurangi beban boiler bila diperlukan, memeriksa feed water pump, feed control valve, dan sistem kontrol level. Jika level air sangat rendah, boiler harus dihentikan sesuai prosedur darurat.

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37. Boiler High Water Level

Q: What causes high water level in a boiler?

A: High water level may be caused by faulty feed water control valves, malfunctioning level controllers, excessive feed water supply, or operator error.

ID: Level air tinggi dapat disebabkan oleh feed water control valve yang rusak, level controller yang bermasalah, suplai feed water berlebihan, atau kesalahan operator.

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38. Burner Flame Failure

Q: What would you check if the burner flame fails during operation?

A: I will check fuel oil pressure, burner atomization, ignition electrodes, flame detector, combustion air supply, and burner management system alarms.

ID: Saya akan memeriksa tekanan bahan bakar, atomisasi burner, elektroda pengapian, flame detector, suplai udara pembakaran, dan alarm pada burner management system.

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39. Boiler Pressure Not Building Up

Q: What are the possible causes when boiler pressure cannot reach normal operating pressure?

A: Possible causes include burner inefficiency, fuel supply problems, steam leakage, poor combustion, excessive steam consumption, or faulty pressure controls.

ID: Penyebabnya dapat berupa burner tidak efisien, masalah suplai bahan bakar, kebocoran steam, pembakaran yang buruk, konsumsi steam berlebihan, atau kontrol tekanan yang rusak.

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40. Boiler Water Carryover

Q: What is boiler water carryover and what causes it?

A: Carryover occurs when boiler water is carried into the steam line. Causes include high water level, poor water treatment, excessive boiler load, and foaming.

ID: Carryover terjadi ketika air boiler ikut terbawa ke jalur steam. Penyebabnya meliputi level air terlalu tinggi, treatment air yang buruk, beban boiler berlebihan, dan foaming.

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41. Furnace Explosion Risk

Q: What can lead to a furnace explosion in a boiler?

A: Furnace explosion can occur due to accumulated unburned fuel inside the furnace, failed ignition attempts, improper purging, or malfunctioning safety systems.

ID: Ledakan furnace dapat terjadi akibat akumulasi bahan bakar yang tidak terbakar di dalam furnace, kegagalan pengapian, purging yang tidak benar, atau kerusakan sistem keselamatan.

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42. Steam Leakage

Q: How would you respond to a steam leakage onboard?

A: I will identify the leak source, isolate the affected section if possible, reduce system pressure when necessary, and arrange immediate repairs while ensuring personnel safety.

ID: Saya akan mengidentifikasi sumber kebocoran, mengisolasi bagian yang terdampak jika memungkinkan, mengurangi tekanan sistem bila diperlukan, dan mengatur perbaikan segera dengan tetap mengutamakan keselamatan personel.

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43. Economizer Fire

Q: What actions will you take during an economizer fire?

A: I will reduce engine load, stop soot blowing operations, monitor exhaust temperatures, isolate the economizer if required, and follow the vessel's emergency procedures.

ID: Saya akan mengurangi beban mesin, menghentikan soot blowing, memonitor temperatur exhaust, mengisolasi economizer jika diperlukan, dan mengikuti prosedur darurat kapal.

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44. Feed Water Pump Failure

Q: What will you do if the feed water pump fails?

A: I will start the standby pump immediately, investigate the cause of failure, check electrical supply, mechanical condition, suction line, and pump protection systems.

ID: Saya akan segera menjalankan standby pump, menyelidiki penyebab kerusakan, memeriksa suplai listrik, kondisi mekanis, jalur suction, dan sistem proteksi pompa.

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45. Boiler Automation Failure

Q: How would you manage a boiler automation system failure?

A: I will switch to manual control if available, maintain safe boiler operation, identify faulty sensors or controllers, and coordinate repairs while monitoring critical parameters closely.

ID: Saya akan beralih ke kontrol manual jika tersedia, menjaga operasi boiler tetap aman, mengidentifikasi sensor atau controller yang rusak, serta mengoordinasikan perbaikan sambil memantau parameter penting secara ketat.

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SECTION D – PURIFIER & FUEL SYSTEM TROUBLESHOOTING

46. Purifier Losing Water Seal

Q: What are the common causes of purifier losing water seal?

A: Common causes include incorrect gravity disc size, insufficient sealing water, low operating temperature, dirty bowl, or excessive throughput.

ID: Penyebab umum meliputi ukuran gravity disc yang tidak sesuai, sealing water kurang, temperatur operasi rendah, bowl kotor, atau kapasitas aliran yang terlalu besar.

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47. High Purifier Vibration

Q: How would you troubleshoot excessive purifier vibration?

A: I will stop the purifier safely, inspect bowl cleanliness, check bowl balance, bearings, spindle condition, and ensure proper assembly of internal parts.

ID: Saya akan menghentikan purifier dengan aman, memeriksa kebersihan bowl, keseimbangan bowl, bearing, kondisi spindle, serta memastikan pemasangan komponen internal sudah benar.

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48. Purifier Bowl Not Opening

Q: What would you check if the purifier bowl does not open during sludge discharge?

A: I will check operating water pressure, solenoid valves, control system, hydraulic passages, and inspect for sludge blockage inside the bowl.

ID: Saya akan memeriksa tekanan operating water, solenoid valve, sistem kontrol, saluran hidrolik, dan kemungkinan penyumbatan sludge di dalam bowl.

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49. Purifier Bowl Not Closing

Q: What may cause a purifier bowl not to close properly?

A: Possible causes include low operating water pressure, worn sealing rings, hydraulic leakage, damaged closing mechanism, or control valve malfunction.

ID: Penyebabnya dapat berupa tekanan operating water rendah, sealing ring aus, kebocoran hidrolis, mekanisme penutup rusak, atau control valve bermasalah.

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50. Sludge Discharge Failure

Q: What are the possible causes of sludge discharge failure?

A: Sludge discharge failure may result from blocked water passages, faulty solenoid valves, low water pressure, control system faults, or excessive sludge accumulation.

ID: Kegagalan sludge discharge dapat disebabkan oleh saluran air tersumbat, solenoid valve rusak, tekanan air rendah, gangguan sistem kontrol, atau penumpukan sludge yang berlebihan.

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51. Fuel Contamination Onboard

Q: How would you manage fuel contamination onboard?

A: I will isolate contaminated fuel, conduct fuel testing, increase purification, monitor filters closely, and transfer clean fuel to service tanks whenever possible.

ID: Saya akan mengisolasi bahan bakar yang terkontaminasi, melakukan pengujian bahan bakar, meningkatkan proses pemurnian, memonitor filter secara ketat, dan memindahkan bahan bakar bersih ke service tank jika memungkinkan.

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52. High Water Content in Fuel

Q: What actions will you take if high water content is detected in fuel oil?

A: I will drain settling and service tanks, optimize purifier operation, check heating temperature, and closely monitor fuel quality before use.

ID: Saya akan melakukan drain pada settling tank dan service tank, mengoptimalkan operasi purifier, memeriksa temperatur pemanasan, dan memonitor kualitas bahan bakar sebelum digunakan.

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53. Fuel Transfer Pump Failure

Q: What would you check if a fuel transfer pump fails?

A: I will inspect electrical supply, pump motor condition, suction strainers, pump coupling, discharge pressure, and possible mechanical damage.

ID: Saya akan memeriksa suplai listrik, kondisi motor pompa, suction strainer, coupling pompa, tekanan discharge, dan kemungkinan kerusakan mekanis.

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54. Fuel Heater Malfunction

Q: How would you troubleshoot a fuel heater malfunction?

A: I will check steam supply, control valves, temperature sensors, heating coils, condensate drainage, and temperature control systems.

ID: Saya akan memeriksa suplai steam, control valve, sensor temperatur, heating coil, drain kondensat, dan sistem kontrol temperatur.

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55. Fuel Viscosity Control Problem

Q: What may cause fuel viscosity control problems?

A: Causes include faulty viscosity sensors, control valve malfunction, inadequate heating, incorrect controller settings, or contaminated fuel.

ID: Penyebabnya dapat berupa sensor viskositas rusak, control valve bermasalah, pemanasan yang tidak cukup, pengaturan controller yang salah, atau bahan bakar yang terkontaminasi.

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SECTION E – AIR COMPRESSOR SYSTEM TROUBLESHOOTING

56. Air Compressor High Discharge Temperature

Q: What are the possible causes of high discharge temperature in an air compressor?

A: High discharge temperature may be caused by insufficient cooling water flow, dirty intercoolers, faulty valves, inadequate lubrication, or excessive compressor load.

ID: Temperatur discharge yang tinggi dapat disebabkan oleh aliran air pendingin yang kurang, intercooler kotor, valve rusak, pelumasan yang tidak memadai, atau beban kompresor yang berlebihan.

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57. Air Compressor Low Capacity

Q: How would you troubleshoot an air compressor with low capacity?

A: I will check suction filters, valve condition, piston rings, air leakage, intercoolers, and compressor operating parameters.

ID: Saya akan memeriksa filter hisap, kondisi valve, piston ring, kebocoran udara, intercooler, dan parameter operasi kompresor.

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58. Compressor Oil Carryover

Q: What causes excessive oil carryover from an air compressor?

A: Causes may include worn piston rings, excessive oil level, faulty oil separators, damaged scraper rings, or poor maintenance.

ID: Penyebabnya dapat berupa piston ring aus, level oli terlalu tinggi, oil separator rusak, scraper ring rusak, atau perawatan yang kurang baik.

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59. Compressor Fails to Start

Q: What would you check if the air compressor fails to start?

A: I will check electrical power supply, motor protection devices, pressure switch settings, starter condition, control circuits, and safety interlocks.

ID: Saya akan memeriksa suplai listrik, perangkat proteksi motor, pengaturan pressure switch, kondisi starter, rangkaian kontrol, dan safety interlock.

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60. High Moisture in Air Bottle

Q: What causes excessive moisture accumulation in the air bottle?

A: Excessive moisture may result from ineffective intercoolers, faulty moisture separators, poor draining practices, or high ambient humidity.

ID: Kelembaban berlebih dapat disebabkan oleh intercooler yang tidak efektif, moisture separator yang rusak, drain yang jarang dilakukan, atau kelembaban udara yang tinggi.

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61. Starting Air Pressure Dropping

Q: What actions will you take if starting air pressure is dropping continuously?

A: I will inspect the air compressor performance, check for leakage in the air system, inspect non-return valves, air bottles, and starting air piping.

ID: Saya akan memeriksa performa air compressor, mencari kebocoran pada sistem udara, memeriksa non-return valve, air bottle, dan pipa starting air.

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62. Starting Air Valve Leakage

Q: How would you troubleshoot a leaking starting air valve?

A: I will isolate the affected valve, inspect valve seating, springs, sealing surfaces, and check for carbon deposits or mechanical damage.

ID: Saya akan mengisolasi valve yang bermasalah, memeriksa dudukan valve, pegas, permukaan

sealing, serta memeriksa adanya endapan karbon atau kerusakan mekanis.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

SECTION F – COOLING WATER SYSTEM TROUBLESHOOTING

63. Central Cooling System Overheating

Q: What would you do if the central cooling system temperature becomes too high?

A: I will check cooling water pumps, heat exchangers, temperature control valves, seawater flow, and monitor engine load. If necessary, I will reduce the engine load to prevent overheating.

ID: Saya akan memeriksa pompa pendingin, heat exchanger, temperature control valve, aliran air laut, dan memonitor beban mesin. Jika diperlukan, saya akan mengurangi beban mesin untuk mencegah overheating.

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64. Fresh Water Pump Failure

Q: What actions will you take if a fresh water cooling pump fails?

A: I will start the standby pump immediately, investigate the failed pump, check electrical supply, coupling condition, bearings, and pump impeller.

ID: Saya akan segera menjalankan standby pump, menyelidiki penyebab kerusakan pompa, memeriksa suplai listrik, kondisi coupling, bearing, dan impeller pompa.

by @daily.pelaut.ID

65. Sea Water Pump Failure

Q: How would you troubleshoot a sea water cooling pump failure?

A: I will check the pump motor, suction strainer, impeller condition, seawater inlet blockage, discharge pressure, and mechanical seals.

ID: Saya akan memeriksa motor pompa, suction strainer, kondisi impeller, kemungkinan sumbatan pada sea chest, tekanan discharge, dan mechanical seal.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

66. Heat Exchanger Fouling

Q: What problems can heat exchanger fouling cause?

A: Fouling reduces heat transfer efficiency, increases cooling water temperature, raises system pressure drop, and may cause machinery overheating.

ID: Fouling mengurangi efisiensi perpindahan panas, meningkatkan temperatur air pendingin, menaikkan pressure drop sistem, dan dapat menyebabkan overheating pada mesin.

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67. Expansion Tank Low Level

Q: What could cause a low level in the expansion tank?

A: Possible causes include cooling water leakage, evaporation losses, faulty level indicators, or air trapped in the cooling system.

ID: Penyebabnya dapat berupa kebocoran air pendingin, kehilangan akibat penguapan, indikator level yang rusak, atau udara yang terjebak di dalam sistem pendingin.

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68. Air Lock in Cooling System

Q: How would you identify and remove an air lock in the cooling water system?

A: I will check for unstable temperatures, poor circulation, unusual noises, and vent the system through designated air release points until normal flow is restored.

ID: Saya akan memeriksa adanya temperatur yang tidak stabil, sirkulasi yang buruk, suara tidak normal, dan membuang udara melalui titik venting hingga aliran kembali normal.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

69. Cooling Water Contamination

Q: What are the possible causes of cooling water contamination?

A: Contamination may occur due to oil leakage, seawater leakage through heat exchangers, corrosion products, or poor water treatment practices.

ID: Kontaminasi dapat terjadi akibat kebocoran oli, kebocoran air laut melalui heat exchanger, produk korosi, atau treatment air yang tidak memadai.

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70. Excessive Corrosion in Cooling System

Q: How would you handle excessive corrosion in a cooling water system?

A: I will analyze water quality, check chemical treatment records, inspect sacrificial anodes, identify affected areas, and implement corrective maintenance.

ID: Saya akan menganalisis kualitas air, memeriksa catatan chemical treatment, menginspeksi sacrificial anode, mengidentifikasi area yang terdampak, dan melakukan tindakan perbaikan yang diperlukan.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

SECTION G – PUMP & HYDRAULIC SYSTEM TROUBLESHOOTING

71. Cargo Pump Low Performance

Q: What are the possible causes of low cargo pump performance?

A: Low performance may be caused by suction blockage, worn impeller, air ingress, low pump speed, clogged strainers, or internal leakage.

ID: Performa pompa yang rendah dapat disebabkan oleh sumbatan pada suction, impeller aus, masuknya udara, putaran pompa rendah, strainer tersumbat, atau kebocoran internal.

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72. Ballast Pump Vibration

Q: How would you troubleshoot excessive ballast pump vibration?

A: I will check pump alignment, bearing condition, impeller balance, cavitation signs, foundation bolts, and suction conditions.

ID: Saya akan memeriksa alignment pompa, kondisi bearing, keseimbangan impeller, tanda-tanda cavitation, baut pondasi, dan kondisi suction.

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73. Hydraulic Oil Overheating

Q: What causes hydraulic oil overheating?

A: Hydraulic oil overheating may result from excessive system load, clogged filters, cooling system failure, internal leakage, or low oil level.

ID: Overheating pada oli hidrolik dapat disebabkan oleh beban sistem yang berlebihan, filter tersumbat, kegagalan sistem pendingin, kebocoran internal, atau level oli yang rendah.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

74. Steering Gear Low Pressure

Q: What actions will you take if steering gear hydraulic pressure becomes low?

A: I will check hydraulic oil level, pump performance, relief valves, filters, leakage points, and system pressure settings.

ID: Saya akan memeriksa level oli hidrolik, performa pompa, relief valve, filter, titik kebocoran, dan pengaturan tekanan sistem.

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75. Hydraulic Leakage

Q: How would you handle hydraulic oil leakage?

A: I will locate the source of leakage, isolate the affected system if necessary, prevent oil pollution, repair the defect, and replenish hydraulic oil.

ID: Saya akan mencari sumber kebocoran, mengisolasi sistem yang terdampak jika diperlukan, mencegah pencemaran oli, memperbaiki kerusakan, dan menambah oli hidrolik.

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76. Pump Cavitation

Q: What is pump cavitation and how would you prevent it?

A: Cavitation occurs when vapor bubbles form and collapse inside the pump. Prevention includes ensuring adequate suction pressure, maintaining proper liquid level, and avoiding suction restrictions.

ID: Cavitation terjadi ketika gelembung uap terbentuk dan pecah di dalam pompa. Pencegahannya meliputi menjaga tekanan suction yang cukup, mempertahankan level cairan yang memadai, dan menghindari hambatan pada jalur suction.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

SECTION H – ENVIRONMENTAL EQUIPMENT TROUBLESHOOTING

77. Oily Water Separator Malfunction

Q: What would you do if the Oily Water Separator is not operating properly?

A: I will check the oil content monitor, filters, coalescer elements, valves, pumps, and control systems to identify the fault.

ID: Saya akan memeriksa oil content monitor, filter, elemen coalescer, valve, pompa, dan sistem kontrol untuk menemukan penyebab gangguan.

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78. 15 ppm Alarm Activated

Q: What actions should be taken when the 15 ppm alarm activates?

A: I will stop overboard discharge immediately, investigate the cause, inspect the OWS system, and ensure compliance with MARPOL requirements.

ID: Saya akan segera menghentikan pembuangan overboard, menyelidiki penyebab alarm, memeriksa sistem OWS, dan memastikan kepatuhan terhadap persyaratan MARPOL.

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79. Sewage Treatment Plant High Level

Q: What may cause a high-level alarm in the sewage treatment plant?

A: Possible causes include transfer pump failure, discharge pump malfunction, blocked piping, faulty level sensors, or excessive inflow.

ID: Penyebabnya dapat berupa kerusakan transfer pump, discharge pump bermasalah, pipa tersumbat, sensor level rusak, atau aliran masuk yang berlebihan.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

80. Incinerator Ignition Failure

Q: How would you troubleshoot incinerator ignition failure?

A: I will check fuel supply, ignition electrodes, burner condition, flame detector, combustion air supply, and safety interlocks.

ID: Saya akan memeriksa suplai bahan bakar, elektroda pengapian, kondisi burner, flame detector, suplai udara pembakaran, dan safety interlock.

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81. Incinerator High Temperature Trip

Q: What causes an incinerator high temperature trip?

A: Causes may include excessive waste loading, faulty temperature sensors, insufficient cooling, burner malfunction, or poor combustion control.

ID: Penyebabnya dapat berupa muatan limbah yang berlebihan, sensor temperatur rusak, pendinginan yang kurang, burner bermasalah, atau kontrol pembakaran yang buruk.

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82. Excess Sludge Generation

Q: What can cause excessive sludge generation onboard?

A: Excess sludge may result from poor fuel quality, inefficient purification, excessive contamination, or improper fuel handling procedures.

ID: Produksi sludge yang berlebihan dapat disebabkan oleh kualitas bahan bakar yang buruk, proses purifikasi yang tidak efisien, kontaminasi berlebih, atau prosedur penanganan bahan bakar yang tidak tepat.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

83. MARPOL Violation Prevention

Q: As Chief Engineer, how do you prevent MARPOL violations?

A: I ensure strict compliance with procedures, maintain accurate records, conduct regular crew training, monitor pollution prevention equipment, and promote environmental awareness onboard.

ID: Saya memastikan kepatuhan yang ketat terhadap prosedur, menjaga pencatatan yang akurat, melakukan pelatihan awak kapal secara rutin, memantau peralatan pencegahan pencemaran, dan meningkatkan kesadaran lingkungan di atas kapal.

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84. Oil Spill Response Onboard

Q: What are your immediate actions during an oil spill onboard?

A: I will stop the source of leakage, contain the spill, activate the SOPEP procedures, notify relevant personnel, and commence cleanup operations immediately.

ID: Saya akan menghentikan sumber kebocoran, mengendalikan tumpahan, mengaktifkan prosedur SOPEP, memberitahu personel terkait, dan segera memulai operasi pembersihan.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

SECTION I – ELECTRICAL & AUTOMATION TROUBLESHOOTING

85. Complete Blackout at Sea

Q: What are your immediate actions during a complete blackout at sea?

A: My first priority is safety. I will establish communication with the bridge, start the standby or emergency generator, identify the root cause of the blackout, and restore essential services in a controlled manner.

ID: Prioritas pertama saya adalah keselamatan. Saya akan berkomunikasi dengan anjungan, menjalankan standby atau emergency generator, mengidentifikasi penyebab blackout, dan memulihkan sistem penting secara bertahap dan terkendali.

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86. Automation System Failure

Q: How would you handle an automation system failure?

A: I will switch to manual operation if available, monitor critical machinery parameters, identify the faulty component, and coordinate repairs while maintaining safe operation.

ID: Saya akan beralih ke operasi manual jika tersedia, memonitor parameter penting mesin, mengidentifikasi komponen yang rusak, dan mengoordinasikan perbaikan sambil menjaga operasi tetap aman.

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87. Power Management System Fault

Q: What could cause a Power Management System fault?

A: Causes may include communication failures, sensor defects, controller malfunction, software issues, or incorrect load-sharing signals.

ID: Penyebabnya dapat berupa kegagalan komunikasi, kerusakan sensor, controller bermasalah, gangguan perangkat lunak, atau sinyal load sharing yang tidak benar.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

88. Switchboard Fire

Q: What actions will you take if a fire occurs in the main switchboard?

A: I will isolate the power supply if safe to do so, activate firefighting procedures, use appropriate extinguishing methods, and protect personnel from electrical hazards.

ID: Saya akan mengisolasi sumber listrik jika aman dilakukan, menjalankan prosedur pemadaman kebakaran, menggunakan metode pemadaman yang sesuai, dan melindungi personel dari bahaya listrik.

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89. Earth Fault Alarm

Q: How would you investigate an earth fault alarm?

A: I will identify the affected circuit, isolate equipment one by one, perform insulation testing, and locate the fault before restoring the system.

ID: Saya akan mengidentifikasi sirkuit yang terdampak, mengisolasi peralatan satu per satu, melakukan pengujian isolasi, dan menemukan sumber gangguan sebelum sistem dikembalikan normal.

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90. UPS Failure

Q: What should be checked when a UPS fails?

A: I will inspect battery condition, charger operation, input and output voltage, inverter status, alarms, and electrical connections.

ID: Saya akan memeriksa kondisi baterai, kerja charger, tegangan masuk dan keluar, status inverter, alarm, dan sambungan listrik.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

SECTION J – CHIEF ENGINEER MANAGEMENT QUESTIONS

91. How Do You Manage a Major Machinery Breakdown at Sea?

Q: How do you manage a major machinery breakdown at sea?

A: I assess the situation, ensure safety, inform the Master, organize the engine team, identify the root cause, and implement temporary or permanent repairs to restore safe operation.

ID: Saya menilai situasi, memastikan keselamatan, melaporkan kepada Nakhoda, mengorganisasi tim mesin, mengidentifikasi penyebab utama, dan melakukan perbaikan sementara atau permanen untuk memulihkan operasi dengan aman.

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92. How Do You Conduct Root Cause Analysis?

Q: How do you conduct Root Cause Analysis after a machinery failure?

A: I collect evidence, review maintenance records, analyze alarm history, interview involved personnel, identify immediate and underlying causes, and implement corrective actions.

ID: Saya mengumpulkan bukti, meninjau catatan perawatan, menganalisis riwayat alarm, mewawancarai personel terkait, mengidentifikasi penyebab langsung dan penyebab dasar, lalu menerapkan tindakan perbaikan.

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93. How Do You Prepare for PSC Inspection?

Q: How do you prepare for a Port State Control inspection?

A: I ensure all machinery is operational, certificates are valid, records are updated, crew are prepared, and deficiencies are corrected before inspection.

ID: Saya memastikan semua mesin beroperasi dengan baik, sertifikat masih berlaku, dokumen diperbarui, awak kapal siap, dan semua kekurangan telah diperbaiki sebelum inspeksi.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

94. How Do You Manage Dry Docking?

Q: What is your approach to managing a dry docking project?

A: I prepare a detailed work list, prioritize repairs, coordinate with shipyard personnel, monitor progress, control costs, and ensure quality standards are met.

ID: Saya menyiapkan daftar pekerjaan secara rinci, menentukan prioritas perbaikan, berkoordinasi dengan pihak galangan, memantau kemajuan pekerjaan, mengendalikan biaya, dan memastikan standar kualitas terpenuhi.

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95. How Do You Prioritize Repairs with Limited Budget?

Q: How do you prioritize repairs when the maintenance budget is limited?

A: I prioritize repairs based on safety, regulatory compliance, operational reliability, and risk assessment while optimizing available resources.

ID: Saya menentukan prioritas perbaikan berdasarkan keselamatan, kepatuhan regulasi, keandalan operasional, dan penilaian risiko dengan memaksimalkan sumber daya yang tersedia.

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96. How Do You Handle a Conflict Between Engineers?

Q: How would you handle a conflict between engineers in your department?

A: I listen to both sides, identify the root cause, encourage professional communication, resolve misunderstandings, and focus on teamwork and operational goals.

ID: Saya mendengarkan kedua pihak, mengidentifikasi akar masalah, mendorong komunikasi profesional, menyelesaikan kesalahpahaman, dan memfokuskan tim pada kerja sama serta tujuan operasional.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

97. How Do You Manage Spare Parts Inventory?

Q: How do you manage spare parts inventory effectively?

A: I monitor stock levels regularly, maintain critical spare parts, use inventory management systems, and plan procurement in advance.

ID: Saya memantau stok secara rutin, menjaga ketersediaan spare part kritis, menggunakan sistem manajemen inventaris, dan merencanakan pengadaan jauh sebelum kebutuhan mendesak.

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98. How Do You Reduce Fuel Consumption?

Q: What measures do you take to reduce fuel consumption onboard?

A: I optimize engine performance, maintain machinery efficiently, monitor fuel consumption trends, improve voyage planning, and reduce unnecessary energy use.

ID: Saya mengoptimalkan performa mesin, melakukan perawatan yang efektif, memantau tren konsumsi bahan bakar, meningkatkan perencanaan pelayaran, dan mengurangi penggunaan energi yang tidak perlu.

by @daily.pelaut.ID

99. What Would You Do After a Serious Near Miss?

Q: What actions would you take following a serious near miss incident?

A: I secure the situation, investigate the incident, identify root causes, report findings, implement corrective actions, and share lessons learned with the crew.

ID: Saya mengamankan situasi, menyelidiki kejadian, mengidentifikasi penyebab utama, melaporkan hasil investigasi, menerapkan tindakan perbaikan, dan membagikan pembelajaran kepada awak kapal.

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Q & A TROUBLESHOOTING INTERVIEW CHIEF ENGINEER

100. How Do You Ensure Safety Culture in the Engine Department?

Q: How do you promote and maintain a strong safety culture in the engine department?

A: I lead by example, enforce safety procedures, conduct toolbox meetings, encourage reporting of hazards and near misses, and provide continuous training to all crew members.

ID: Saya memberikan contoh yang baik, menegakkan prosedur keselamatan, mengadakan toolbox meeting, mendorong pelaporan bahaya dan near miss, serta memberikan pelatihan berkelanjutan kepada seluruh awak mesin.

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