

MIMIC LIST

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Bilge, ballast, fire & wash deck system

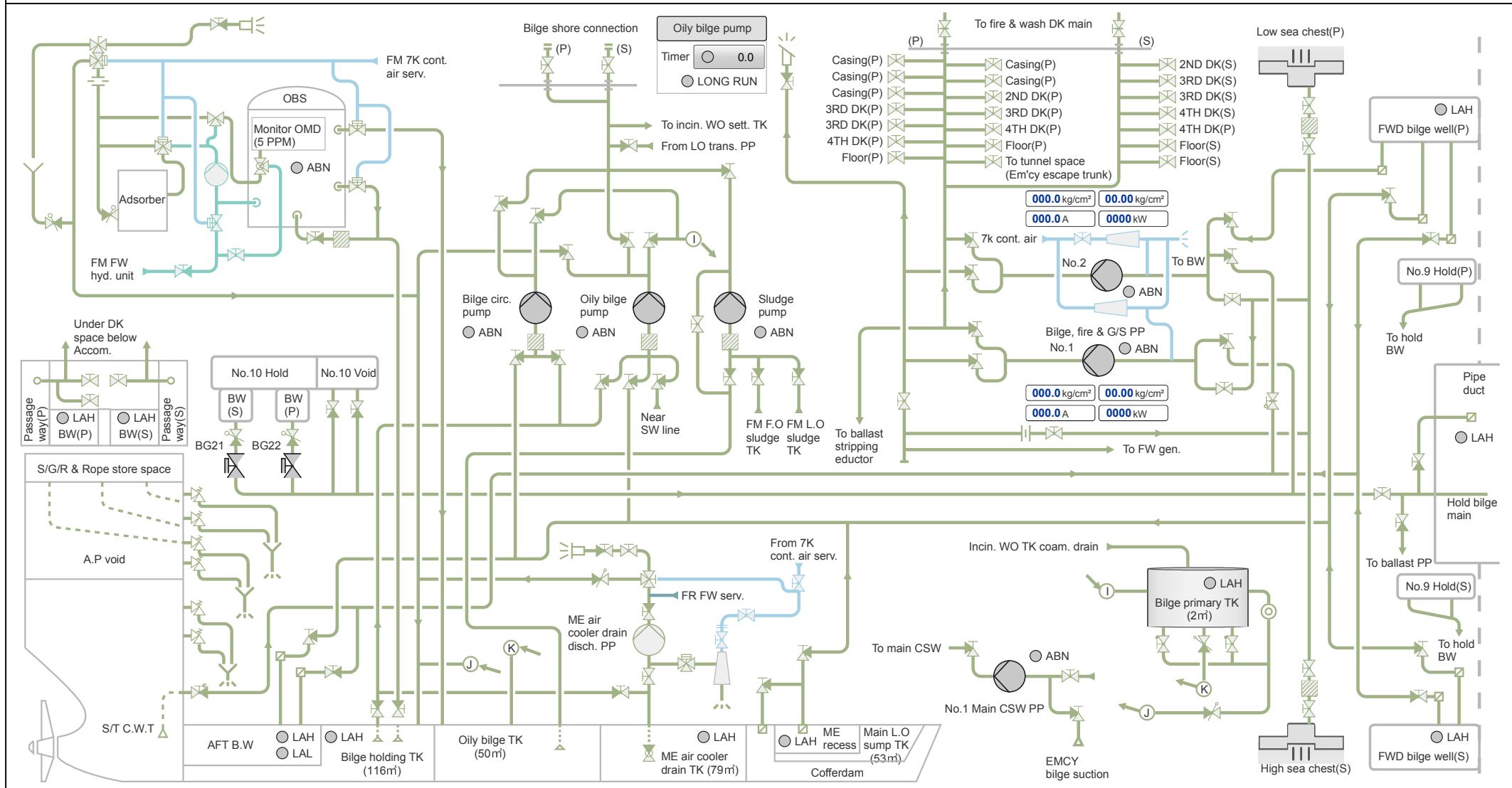
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Date: 18-10-2014 19:24 Checked by:

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Central CSW system

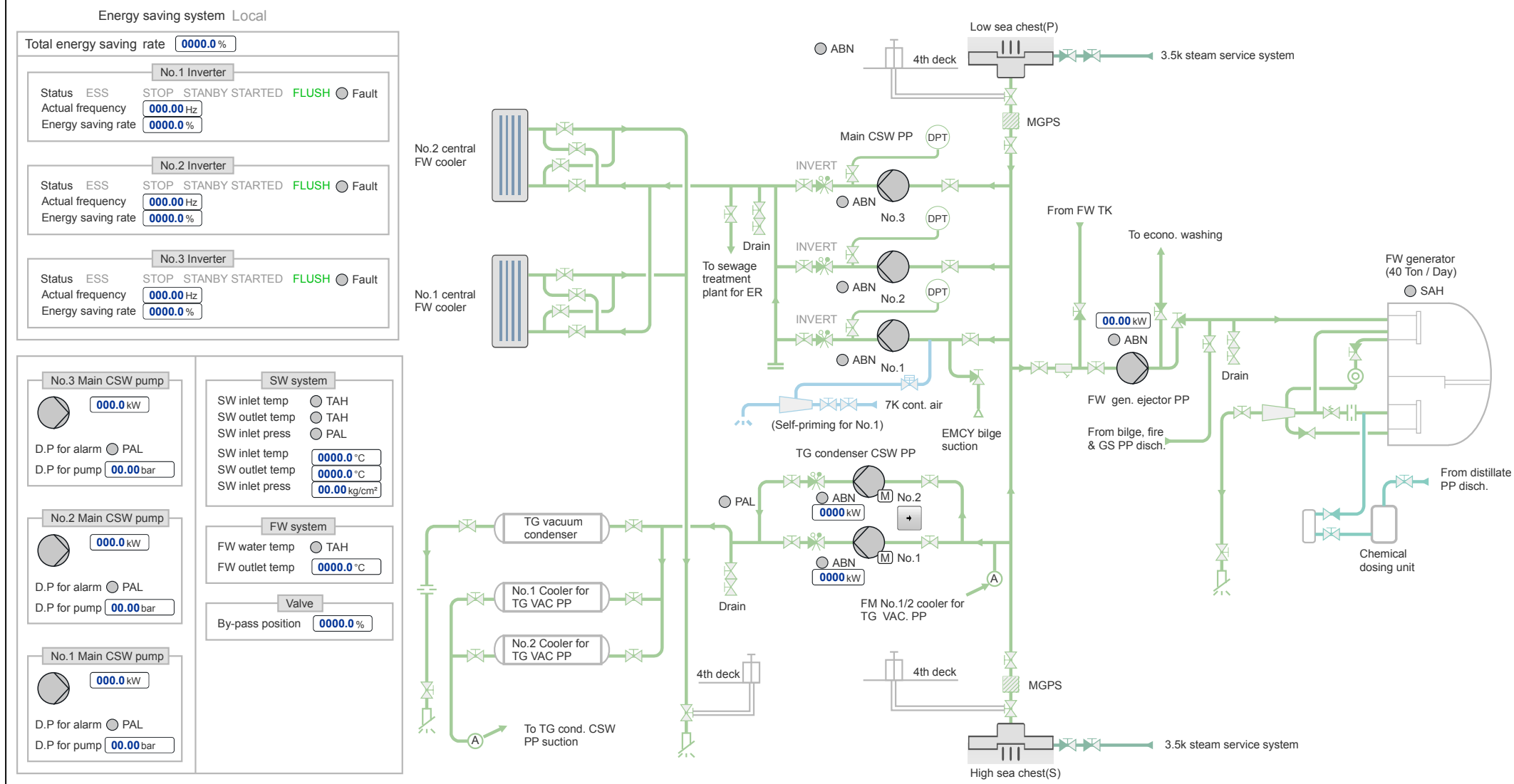
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Central CFW system_1

Rev.:

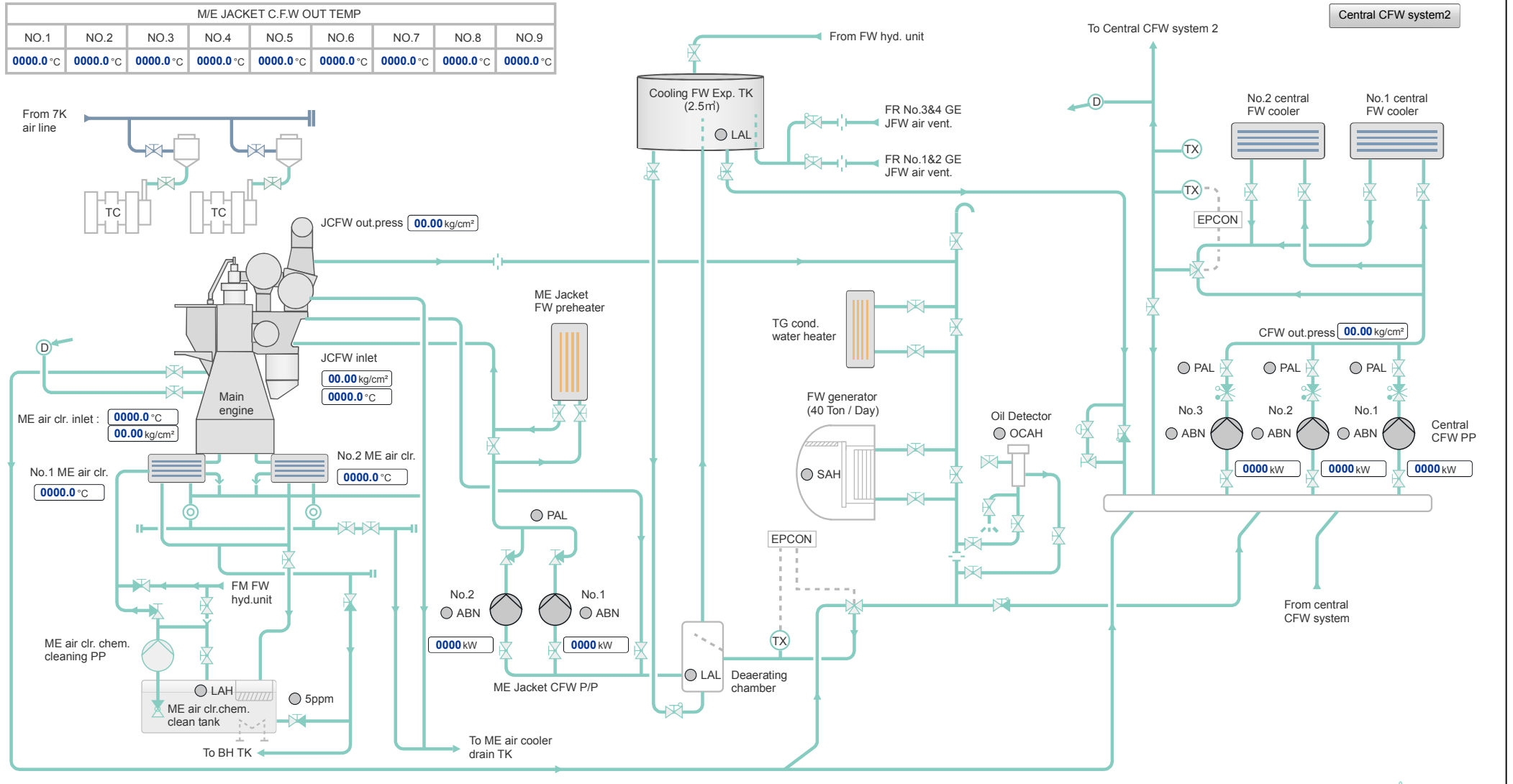
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P no.: 673699403

Approved by:

M/E JACKET C.F.W OUT TEMP								
NO.1	NO.2	NO.3	NO.4	NO.5	NO.6	NO.7	NO.8	NO.9
0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Central CFW system_2

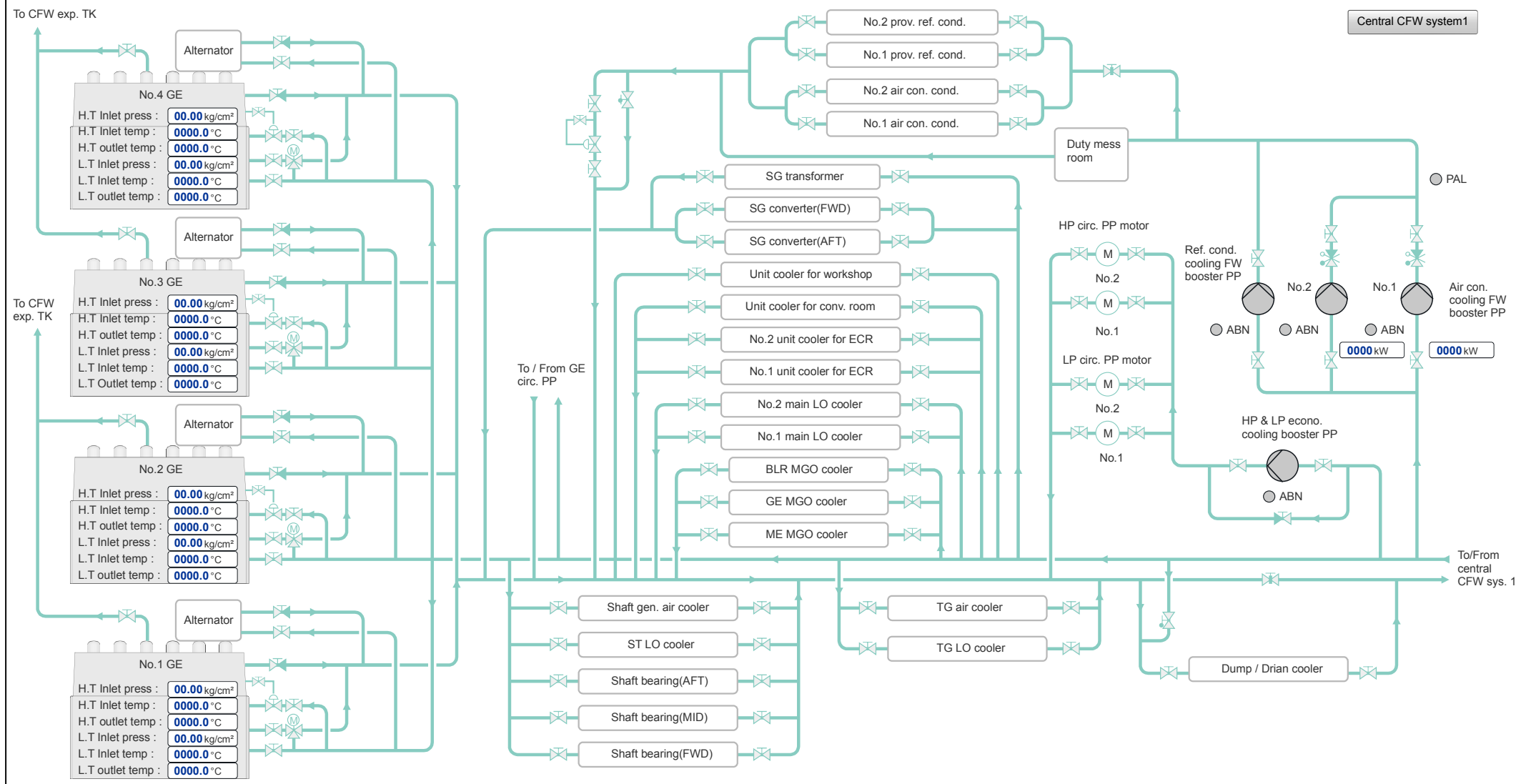
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

LO transfer & purifying system

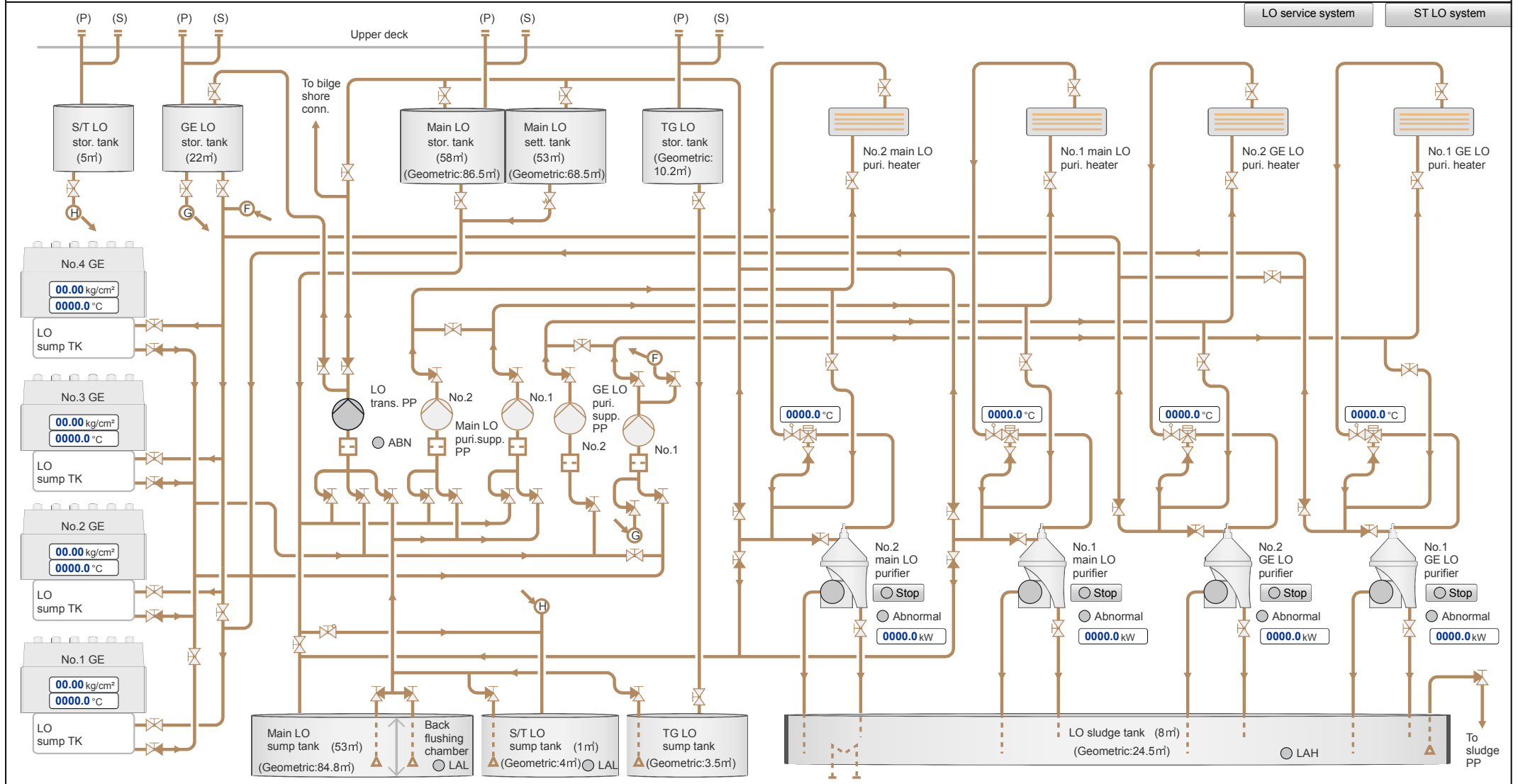
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P no.: 673699403

Designed by:

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

LO service system

Rev.:

Date: 07-10-2014 13:41

P no.: 673699403

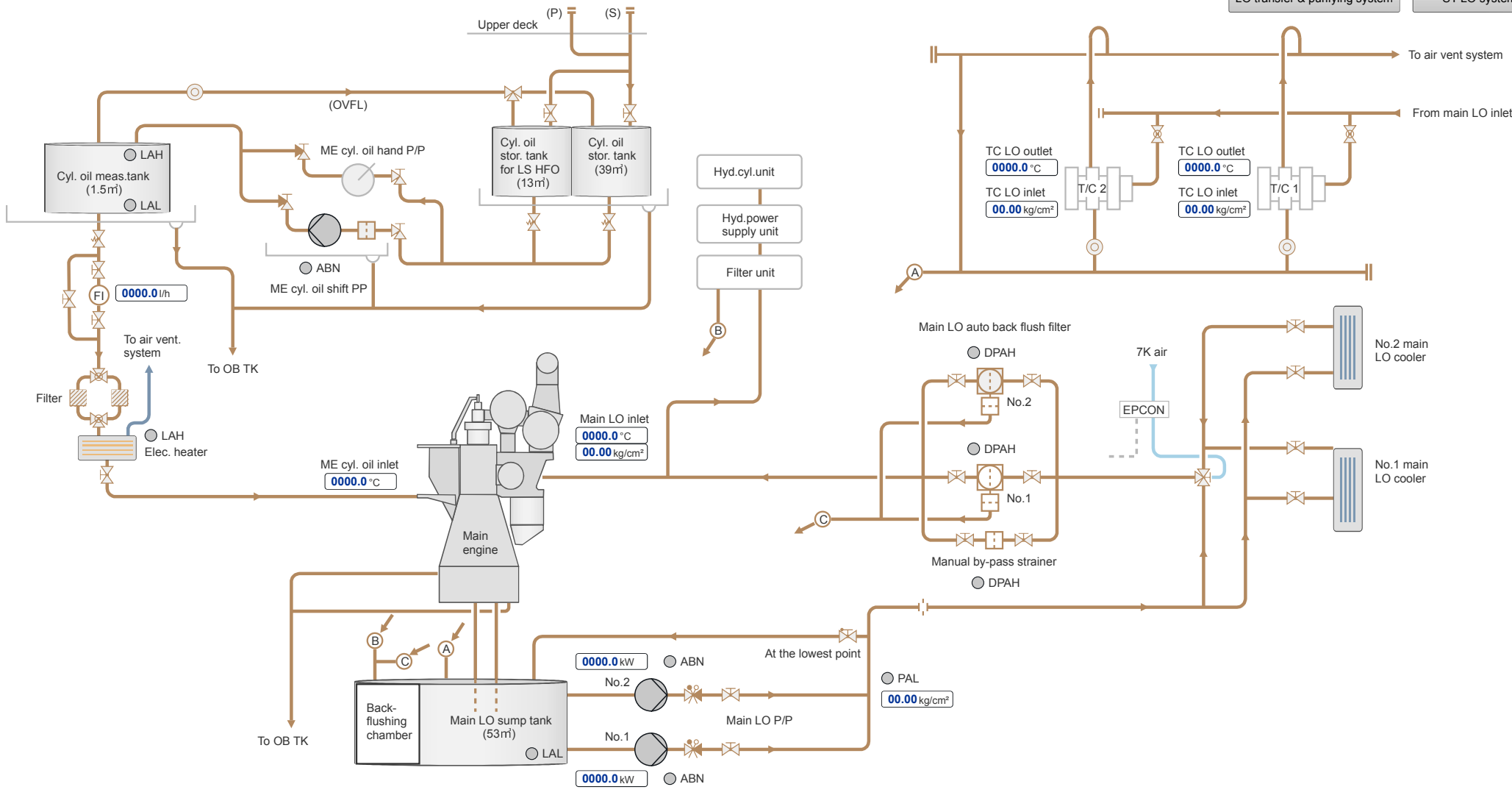
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LO transfer & purifying system

ST LO system





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

ST LO system

Rev.:

Date: 07-10-2014 13:41

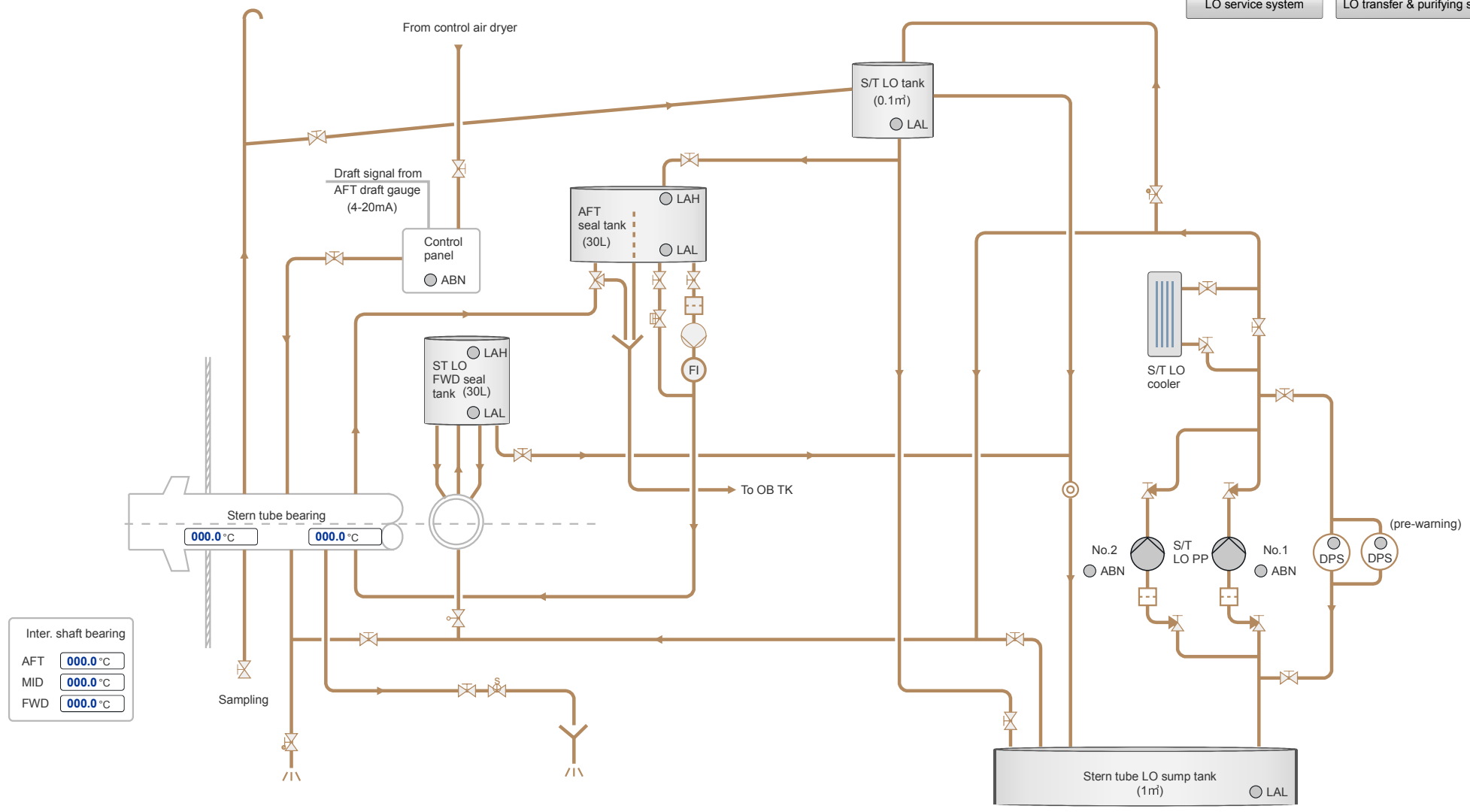
P no.: 673699403

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LO service system LO transfer & purifying system



Inter. shaft bearing

AFT	000.0 °C
MID	000.0 °C
FWD	000.0 °C



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

FO transfer system

Rev.:

Designed by:

Date: 18-10-2014 19:39 Checked by:

P no.: 673699403

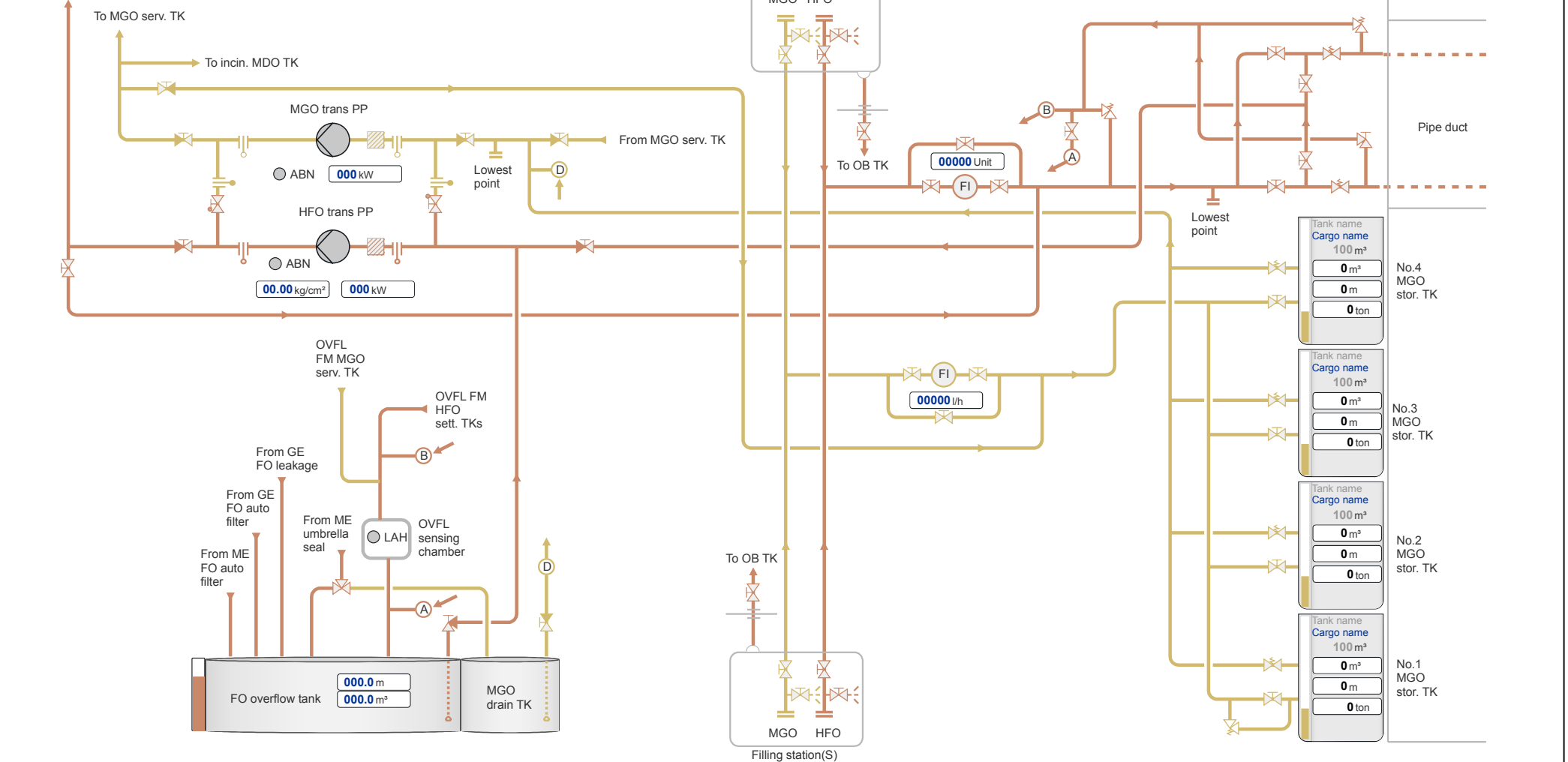
Approved by:

Fo purifying system

ME & GE FO service system

Boiler & incinerator FO service system

HFO sett. & LS HFO sett. TK





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Yard: HSHI

KONGSBERG Hull no.: S738

FO purifying system

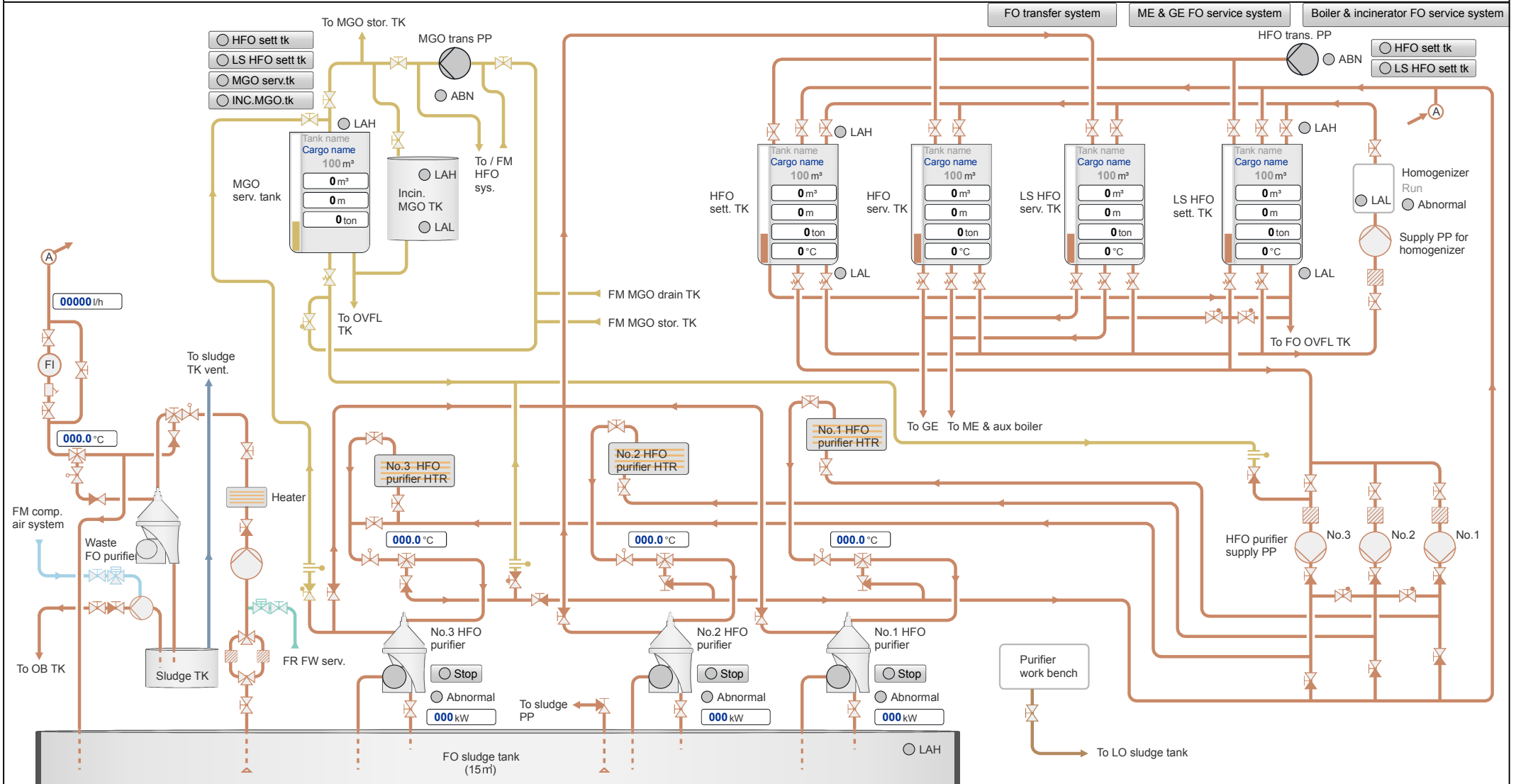
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P no.: 673699403

Designed by:

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

ME & GE FO service system

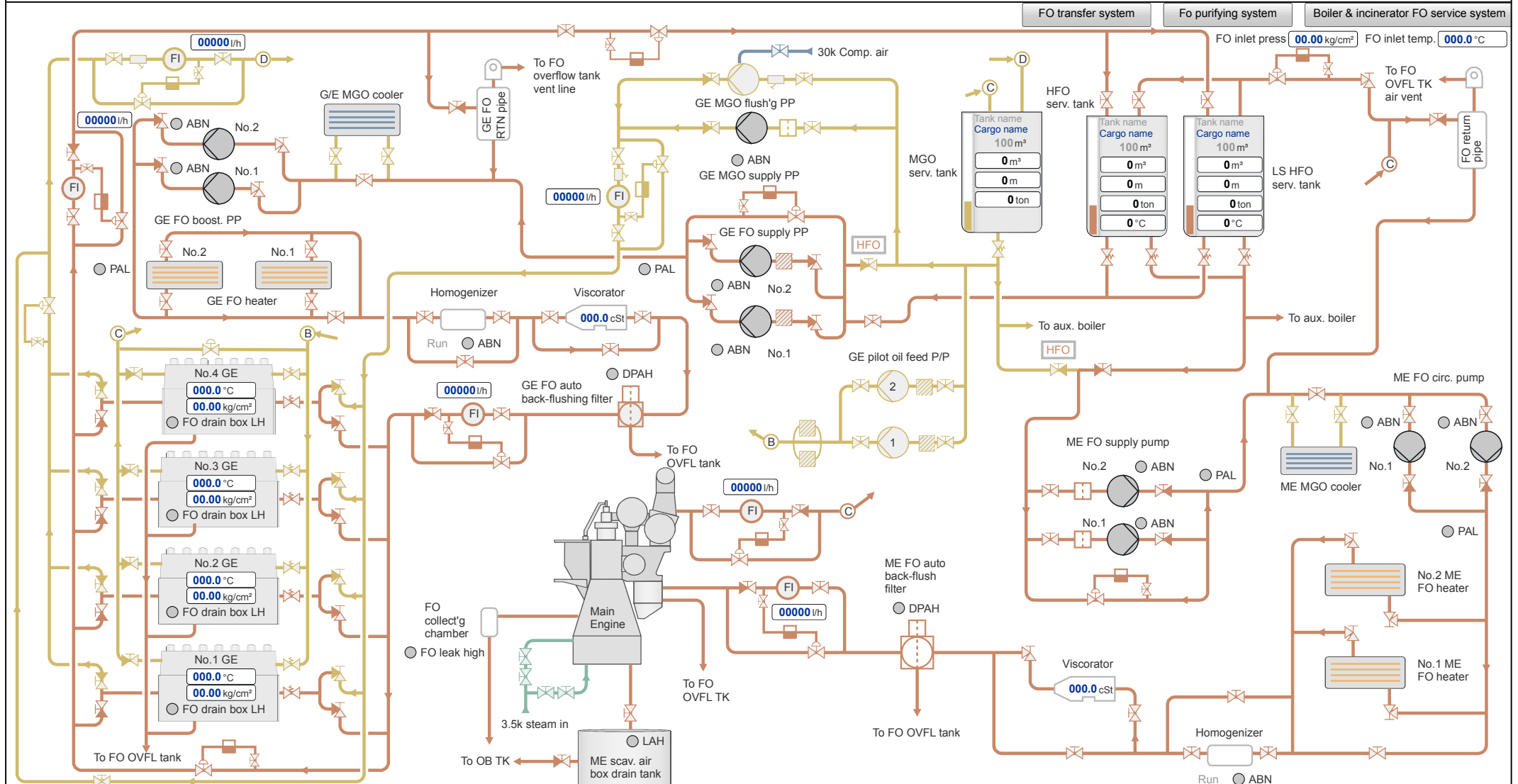
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Boiler & incinerator FO service system

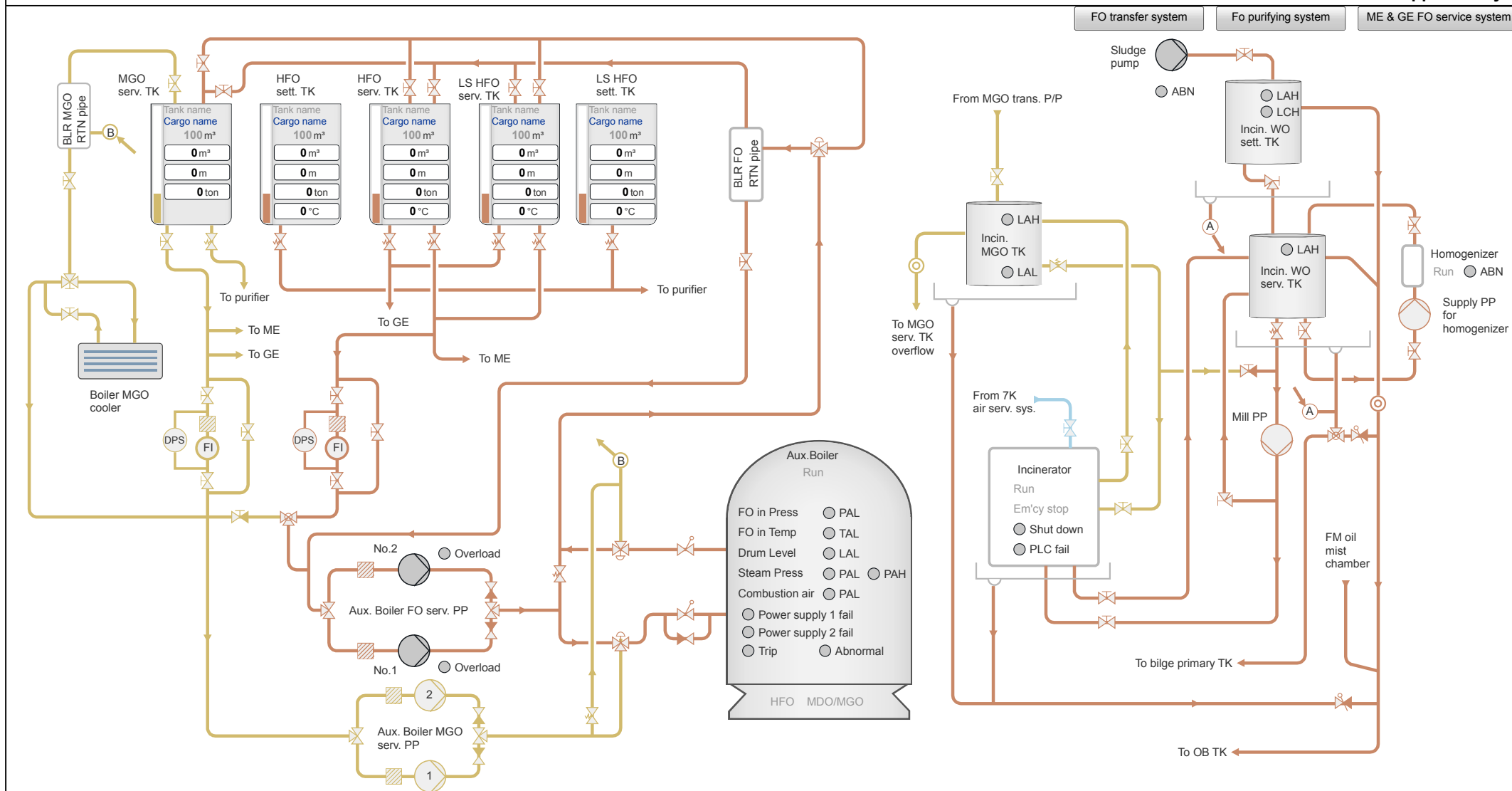
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Compressed air system

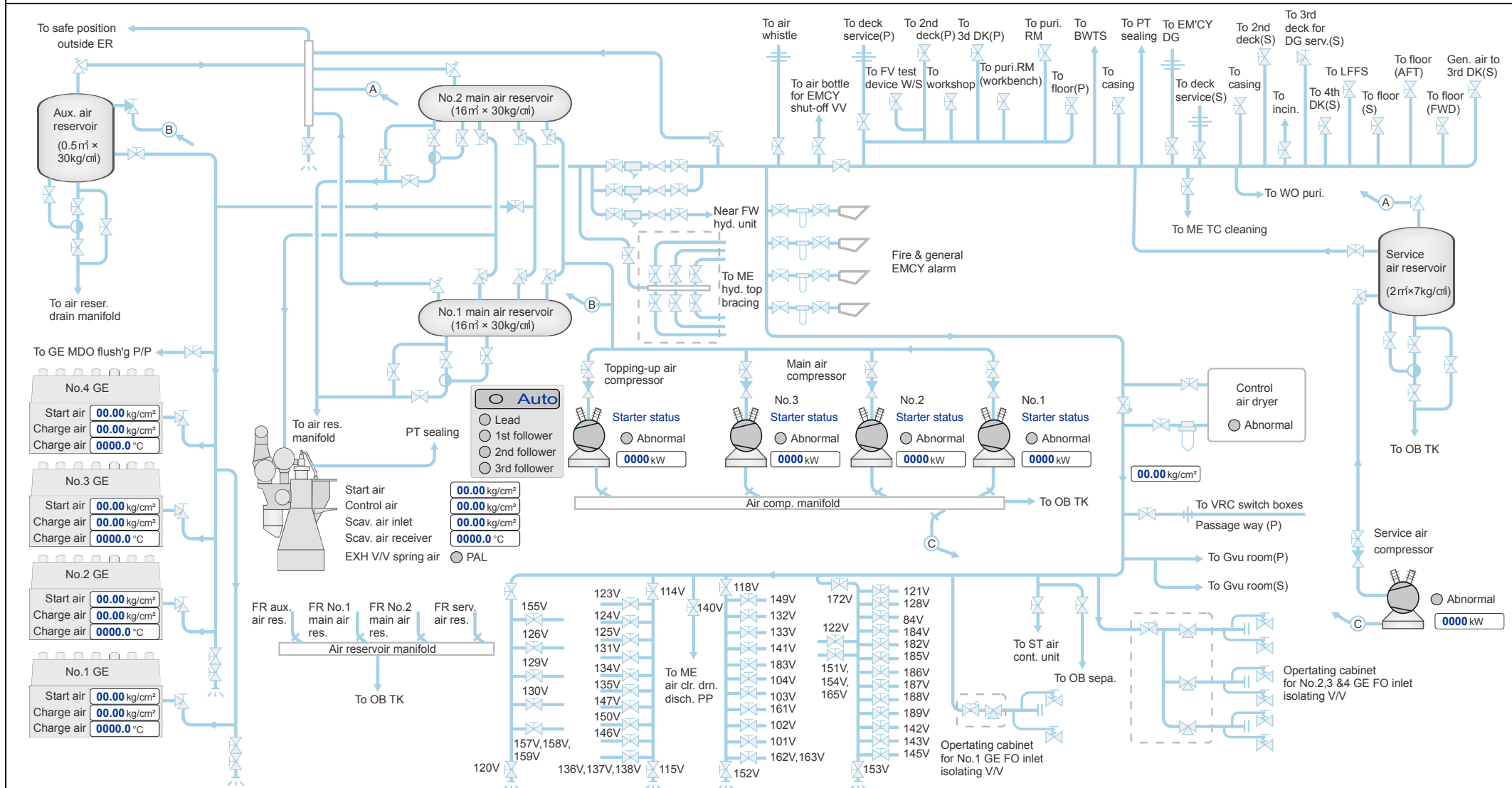
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Boiler feed water system

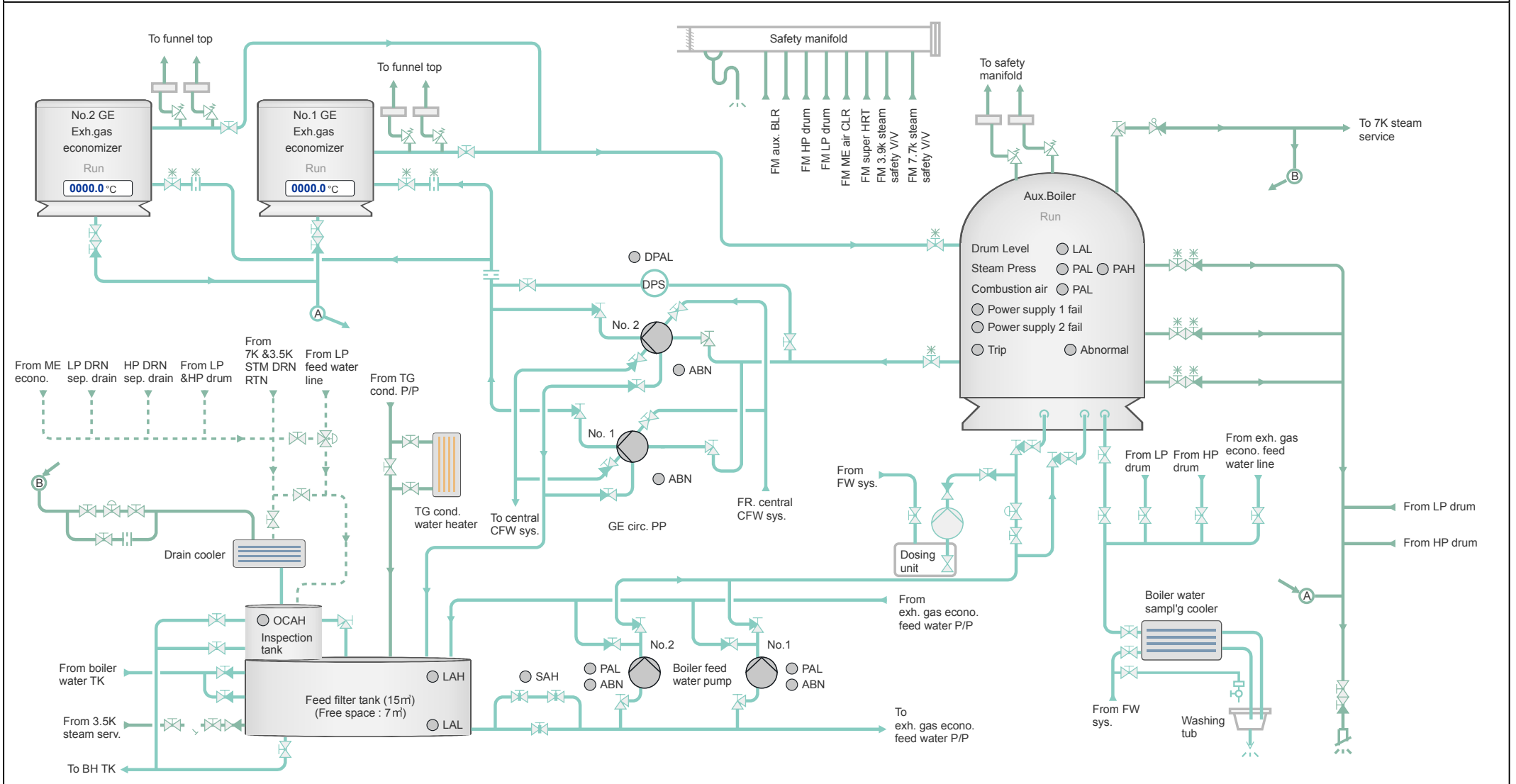
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Designed by:

Date: 01-10-2014 18:22 Checked by:

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Exhaust gas system_1

Rev.:

Date: 07-10-2014 13:46

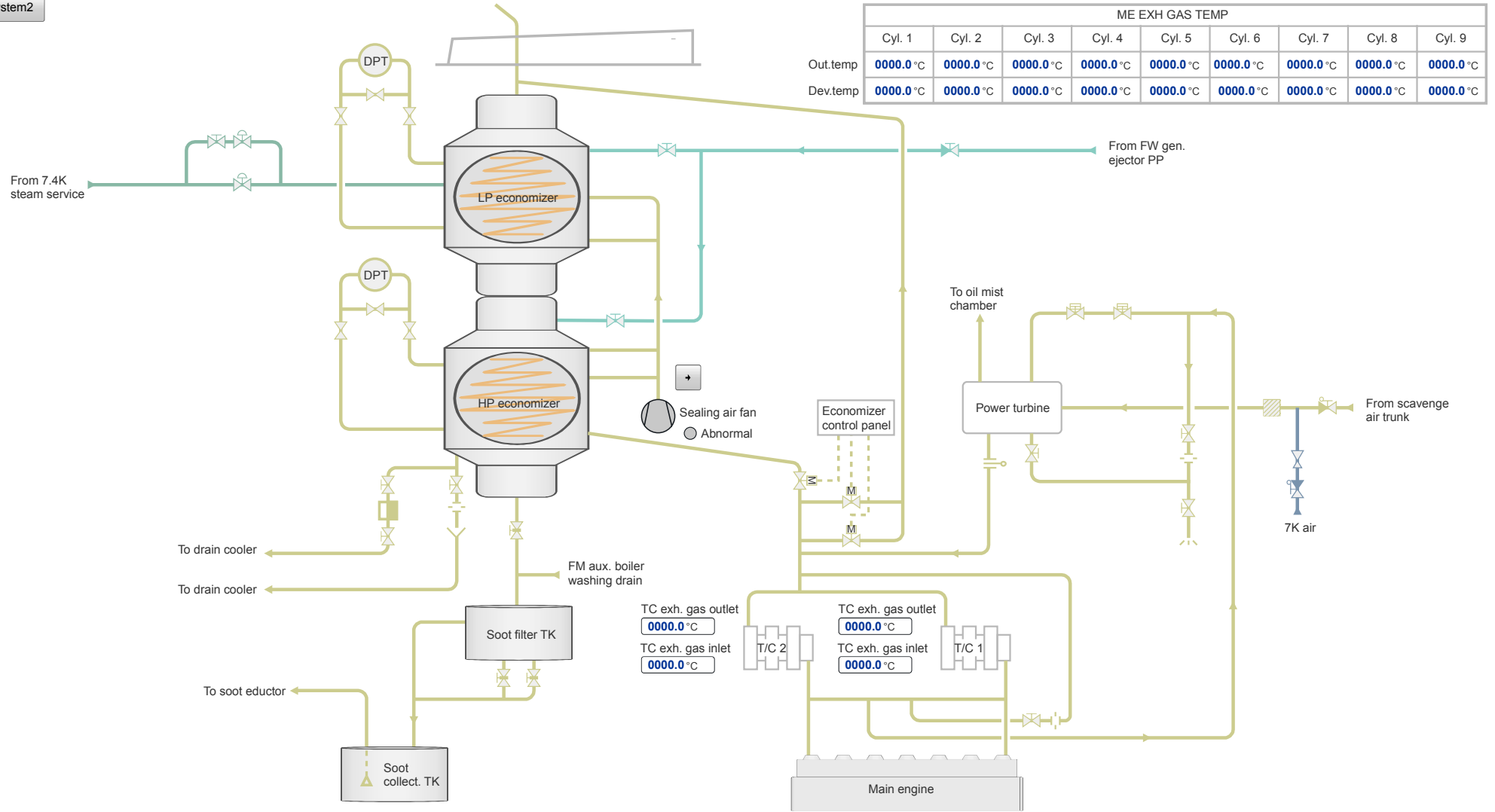
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Checked by:

Approved by:

Exhaust gas system2





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Exhaust gas system_2

Rev.:

Date: 07-10-2014 13:46

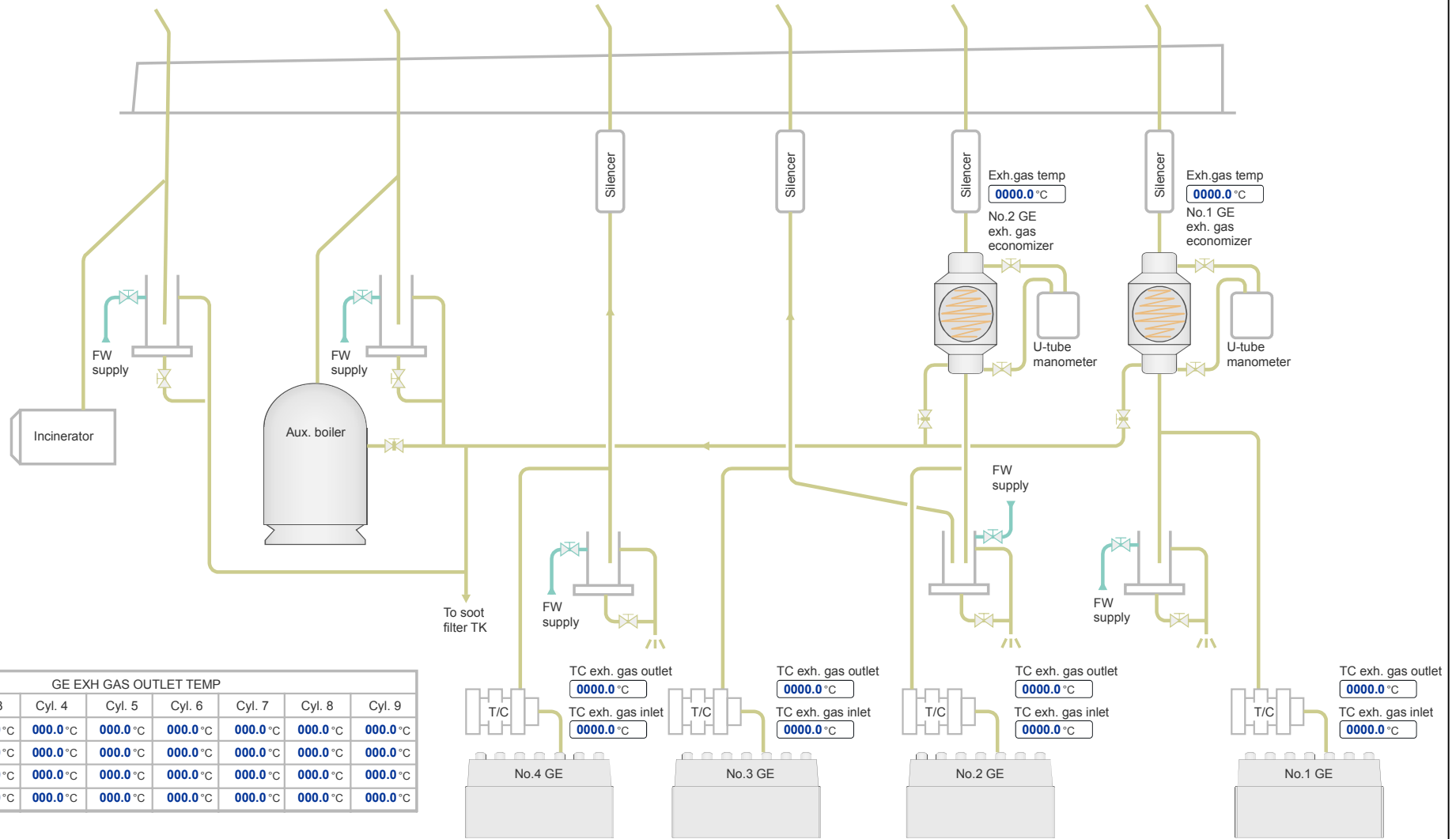
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Exhaust gas system1



GE EXH GAS OUTLET TEMP									
	Cyl. 1	Cyl. 2	Cyl. 3	Cyl. 4	Cyl. 5	Cyl. 6	Cyl. 7	Cyl. 8	Cyl. 9
No.1	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C
No.2	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C
No.3	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C
No.4	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C	000.0 °C



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Water ballast system 1

Rev.:

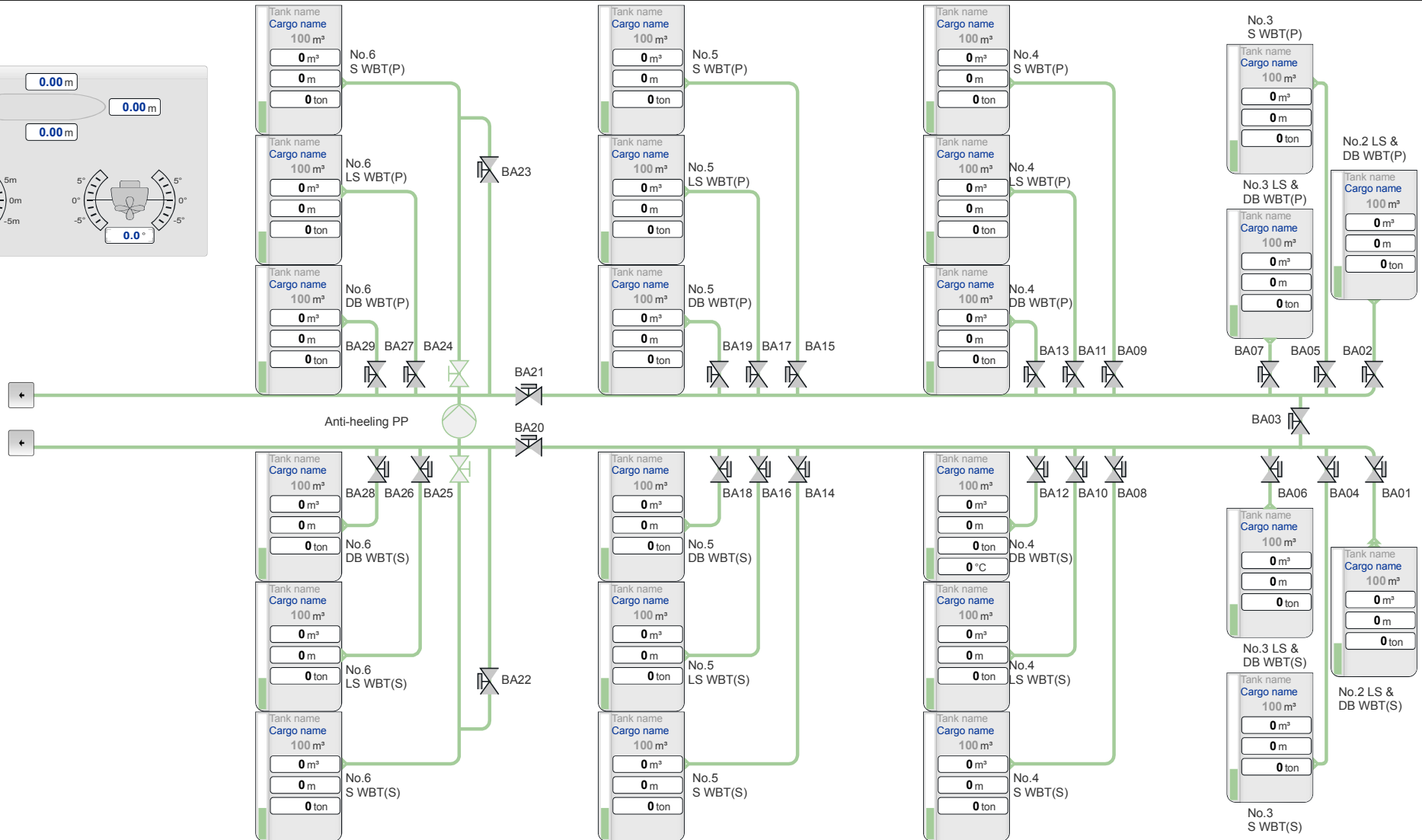
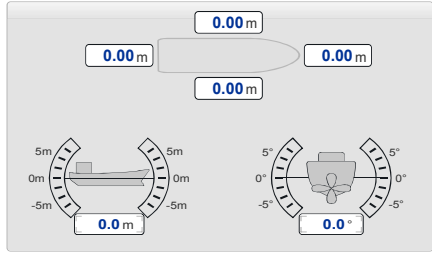
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Water ballast system 2





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KONGSBERG Hull no.: S738

Water ballast system 2

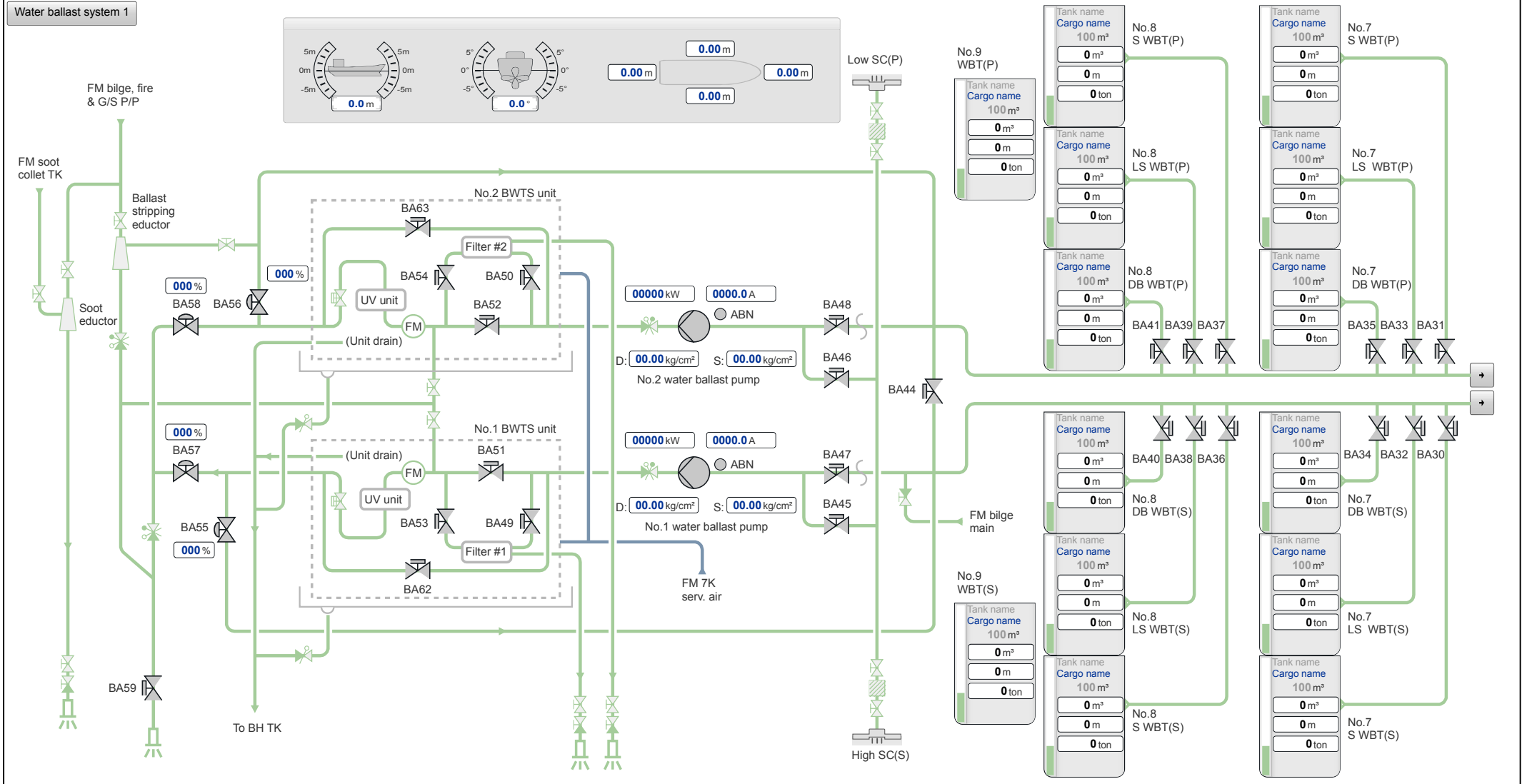
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Bilge system

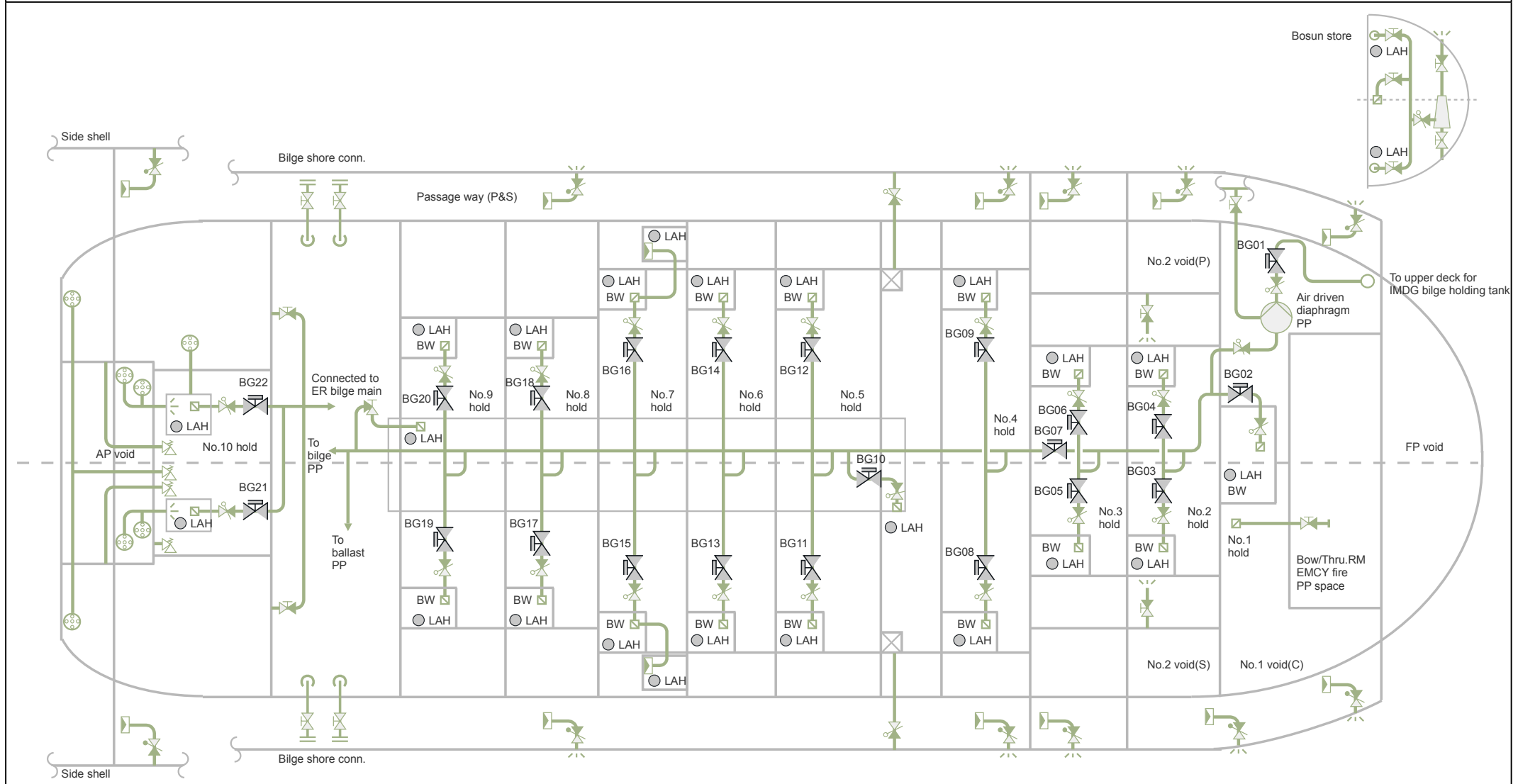
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K-Chief 600

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KONGSBERG Hull no.: S738

FO, GO and LO system

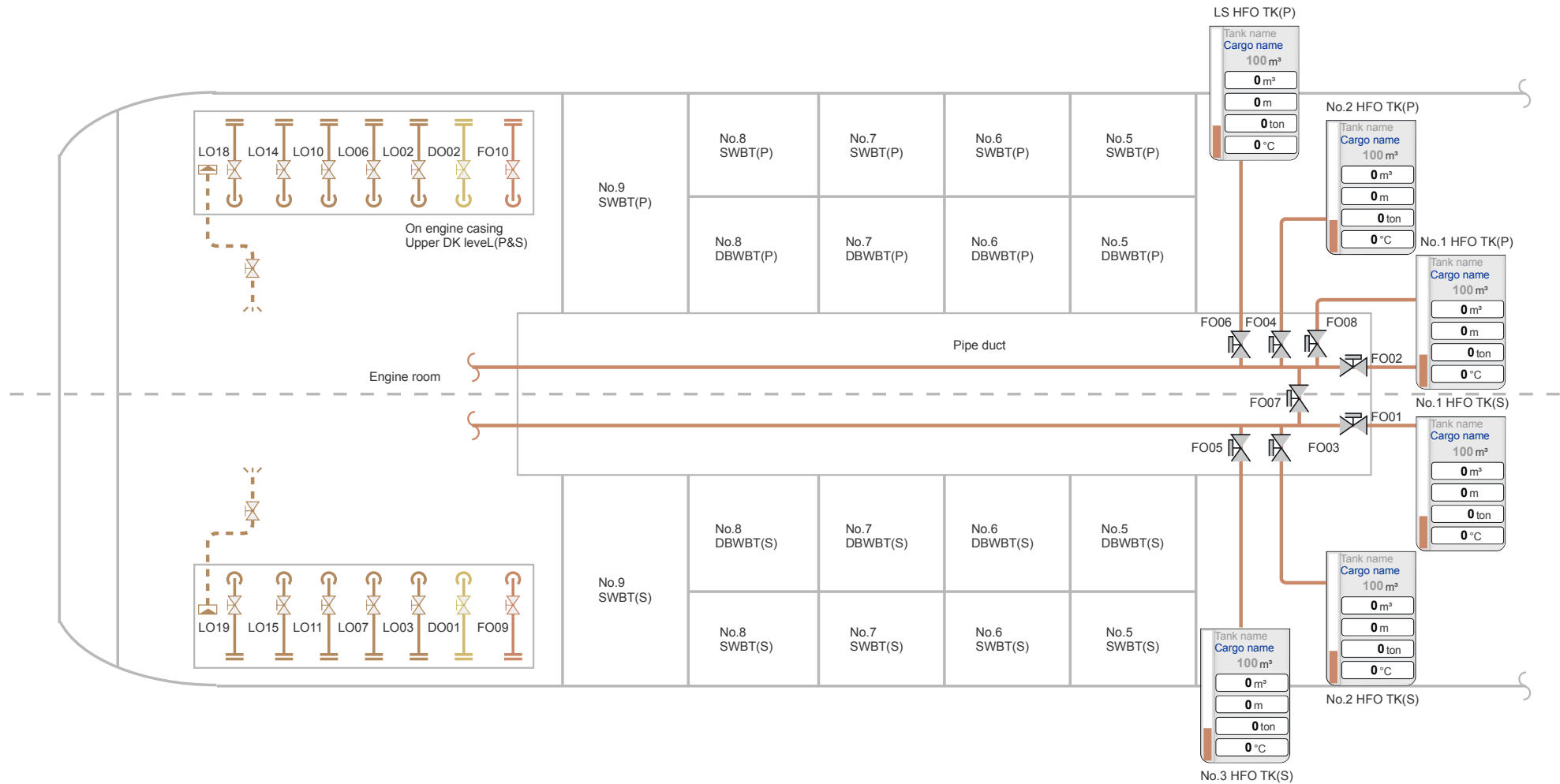
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Designed by:

Date: 10-09-2014 17:14 Checked by:

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

C/H fan & light control

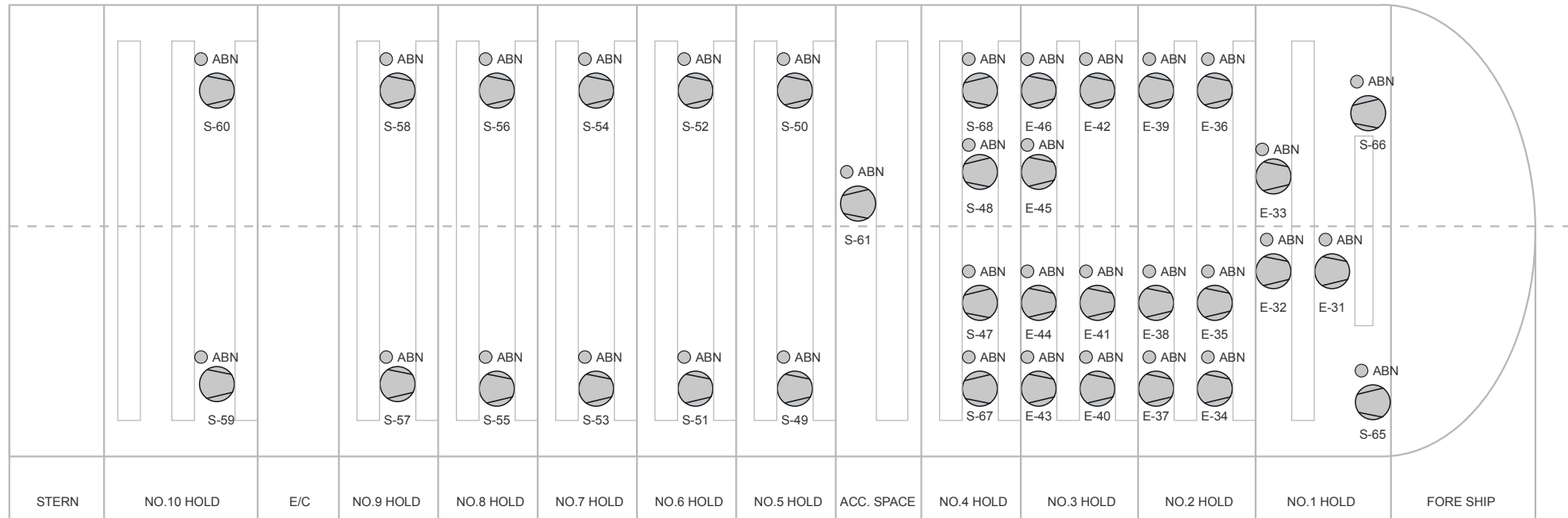
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Date: 01-10-2014 19:09 Checked by:

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Normal (S) <input type="checkbox"/>	Normal (S) <input type="checkbox"/>	Normal (S) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S/M) <input type="checkbox"/>	Normal (S) <input type="checkbox"/>
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Nav. - deck

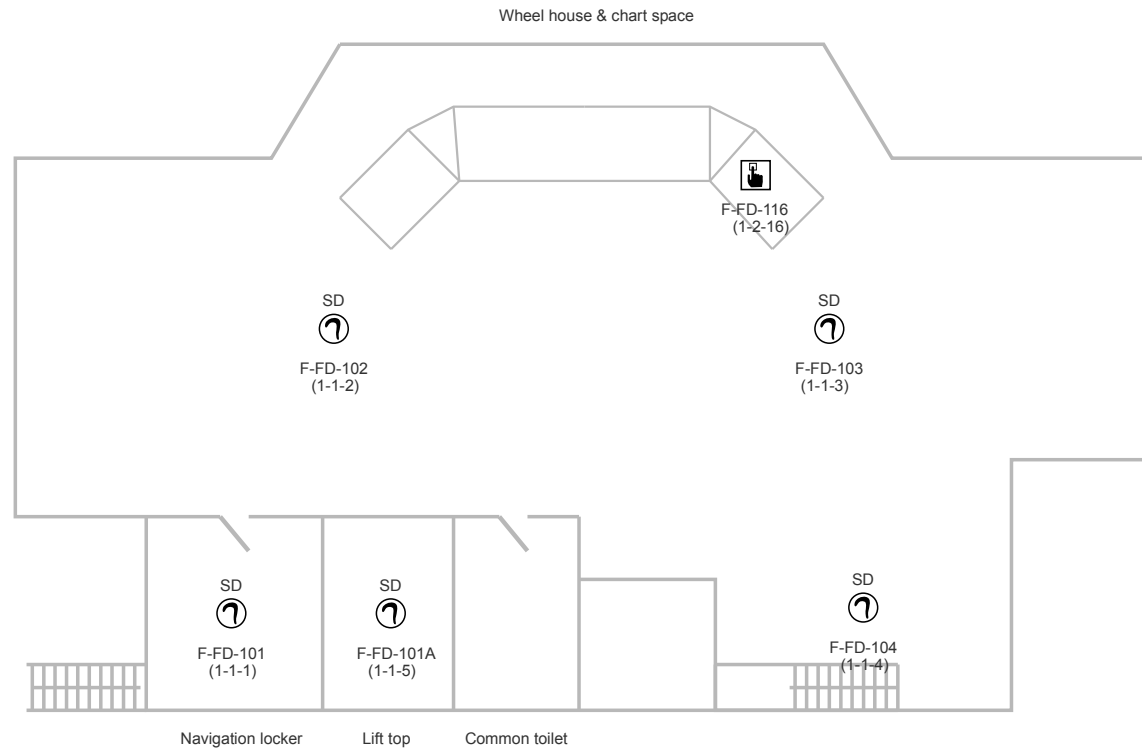
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Designed by:

Date: 14-10-2014 08:53 Checked by:

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

G - deck

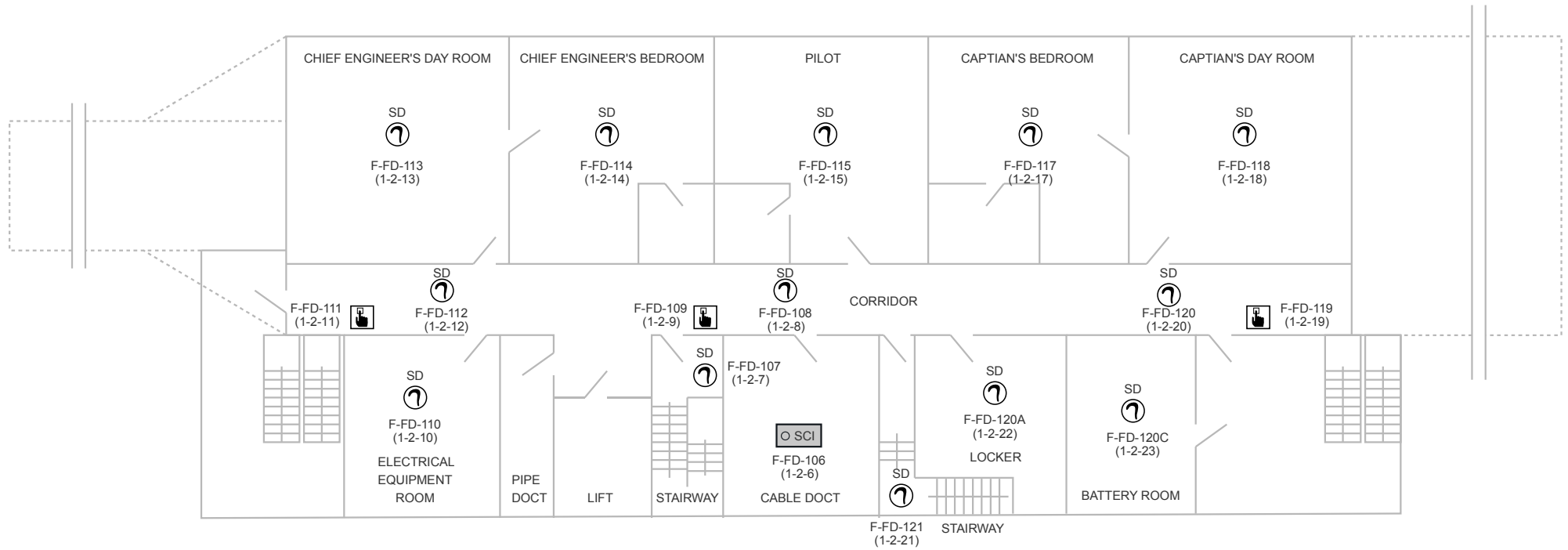
Rev.:

Designed by:

Date: 14-10-2014 10:14 Checked by:

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

F - deck

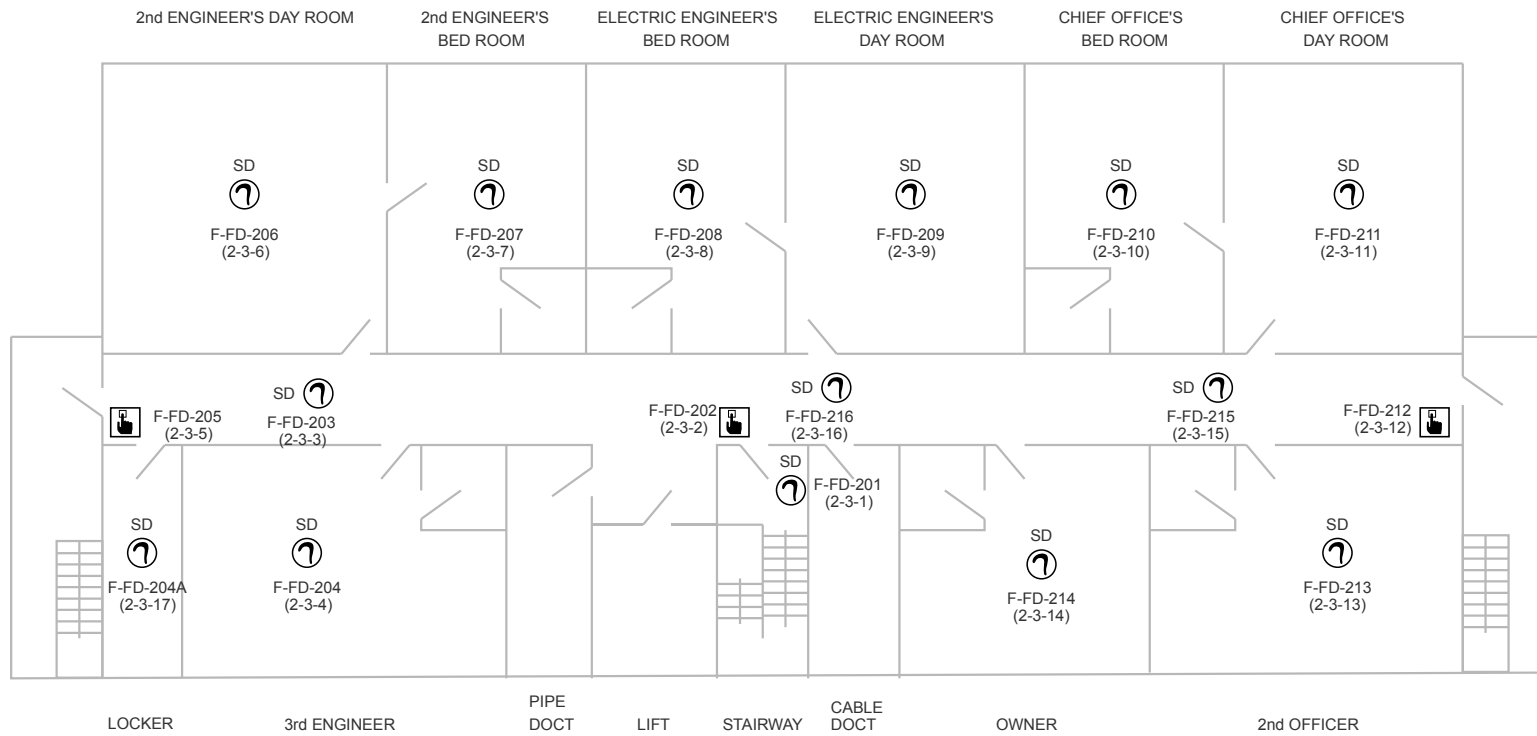
Rev.:

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Date: 14-10-2014 10:15 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

E - deck

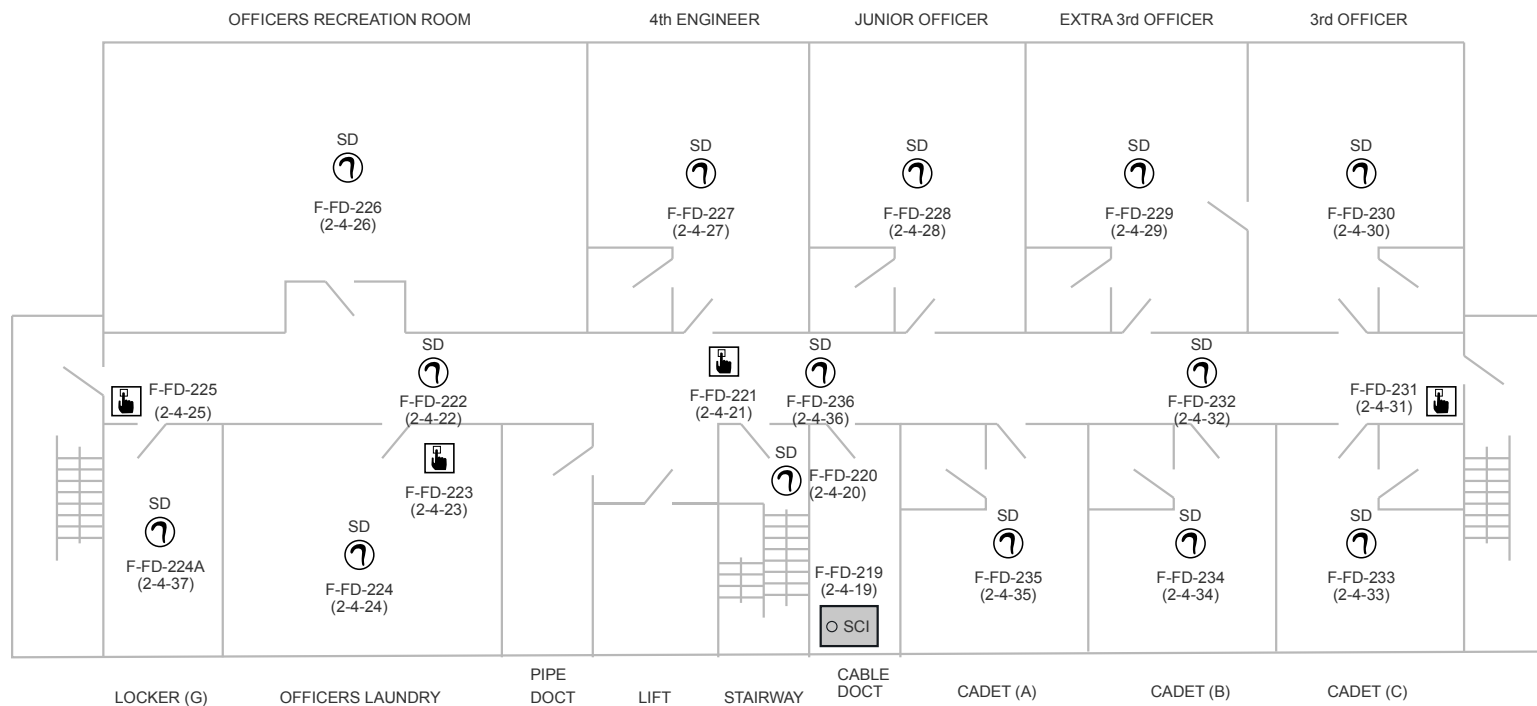
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Date: 14-10-2014 10:15 Checked by:

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

D - deck

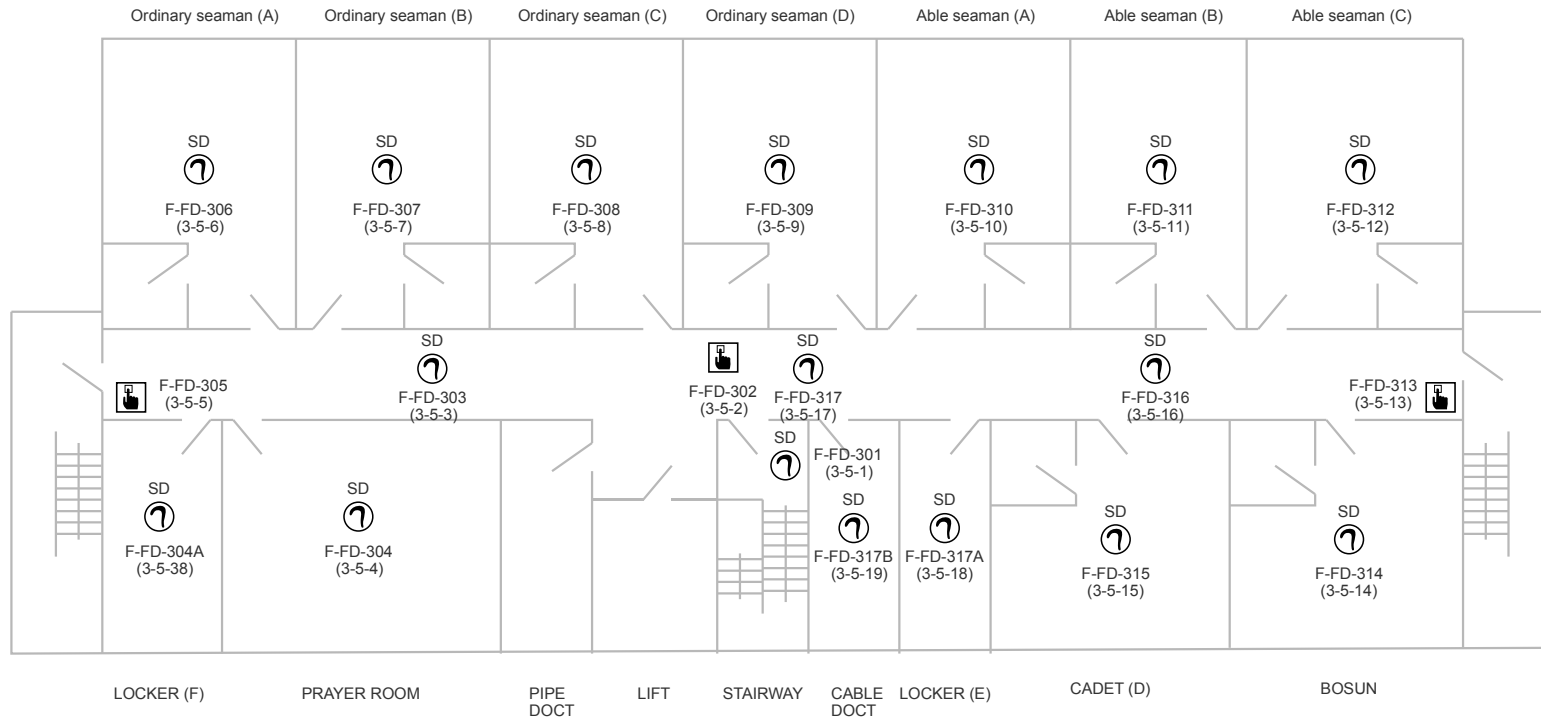
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

C-deck

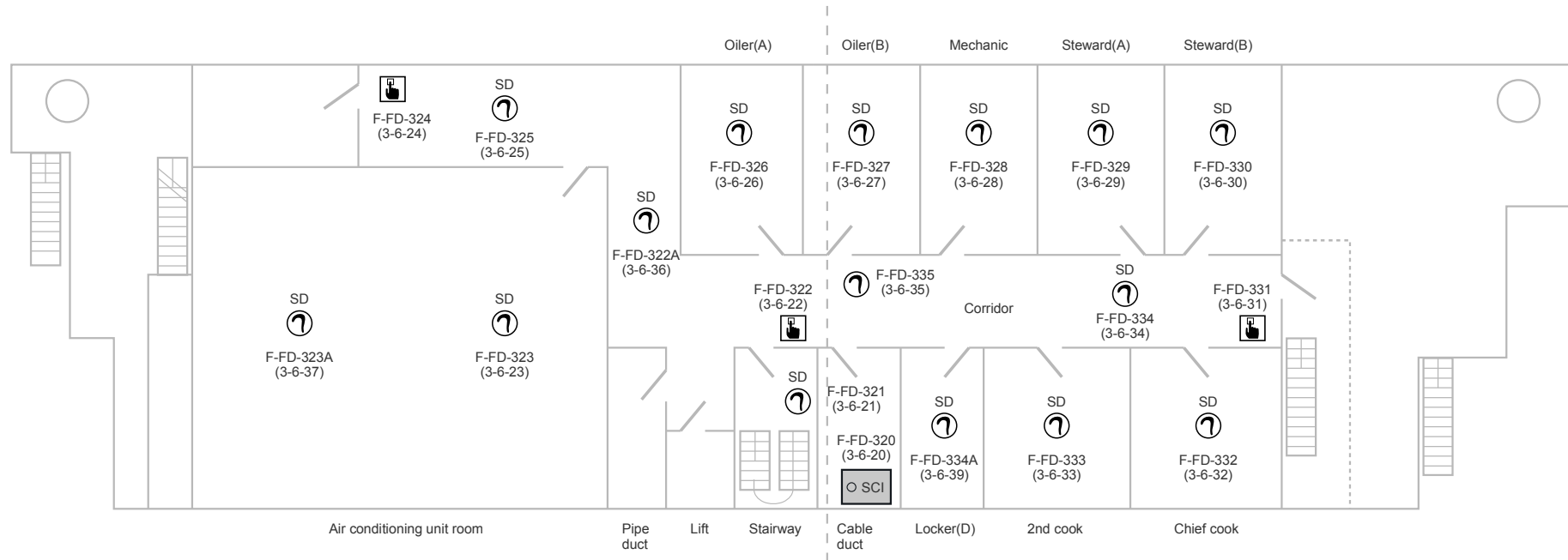
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P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

B-deck

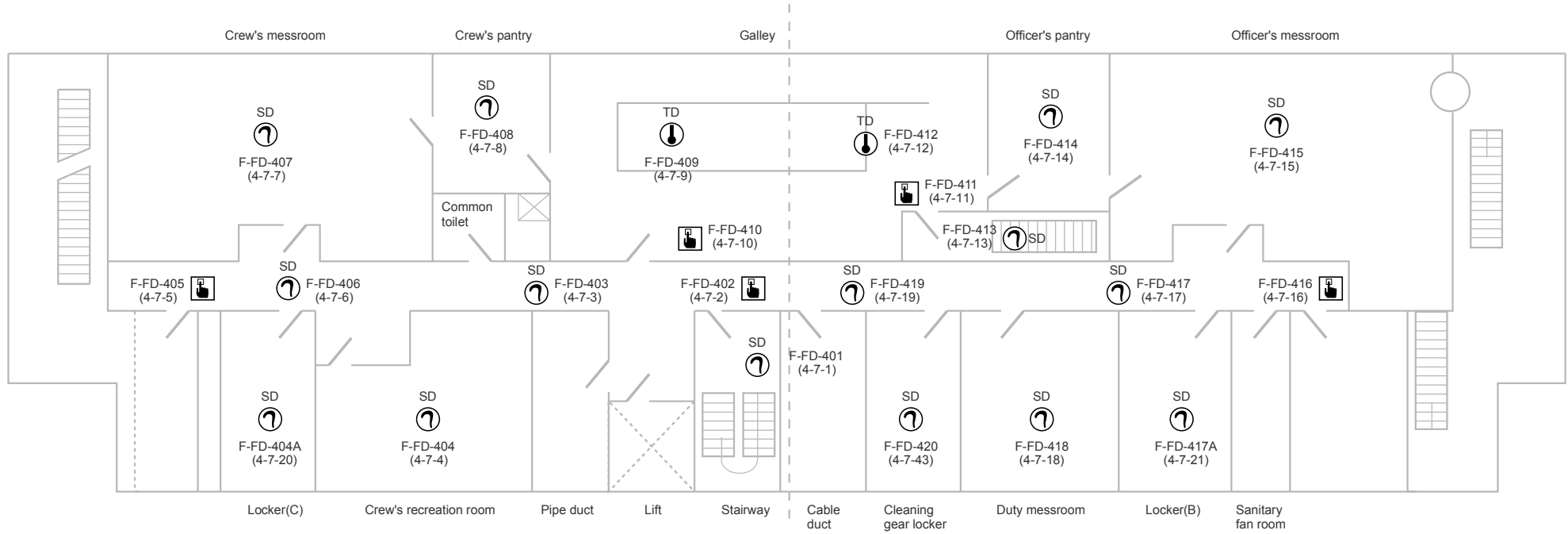
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Date: 14-10-2014 09:08 Checked by:

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

A-deck

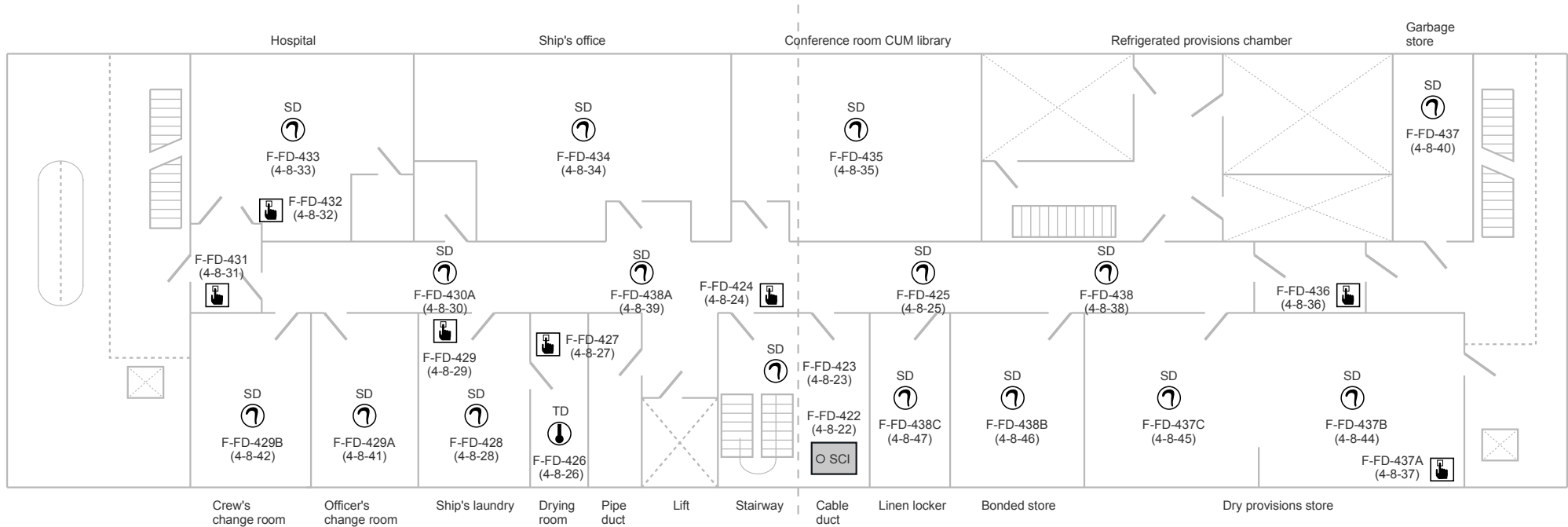
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Date: 14-10-2014 10:17 Checked by:

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Upper deck

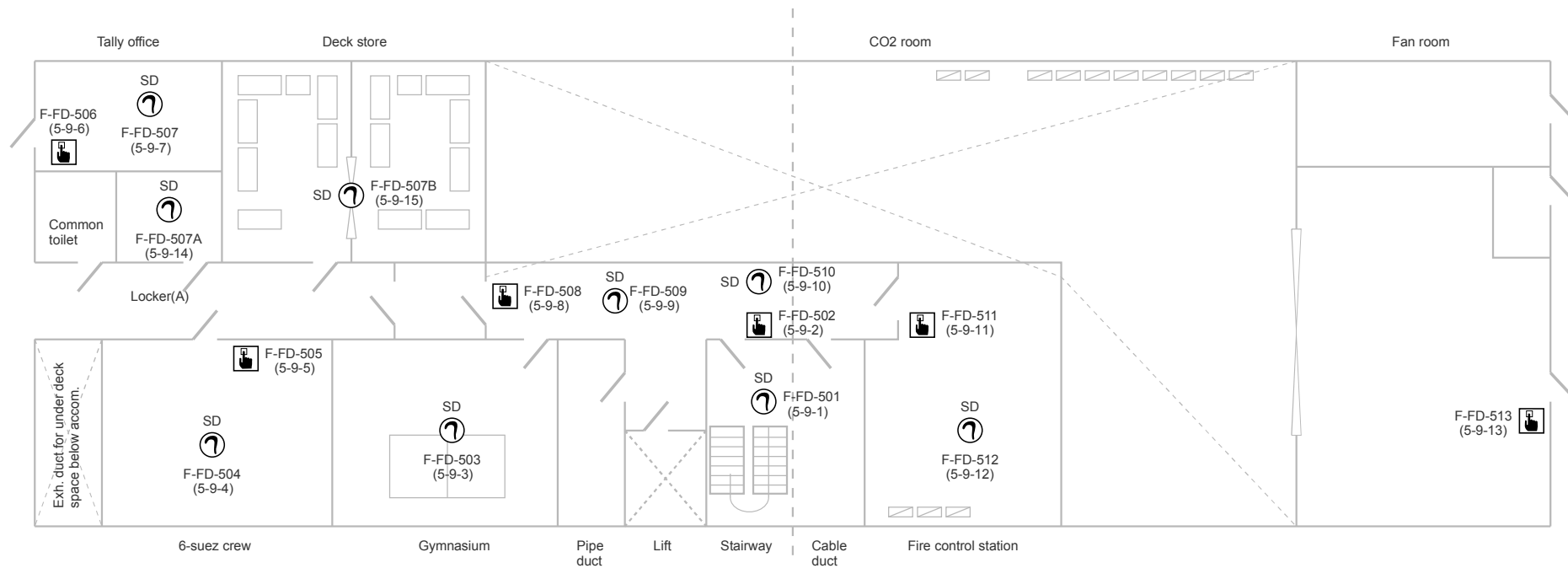
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Date: 14-10-2014 10:18 **Checked by:**

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

2nd deck

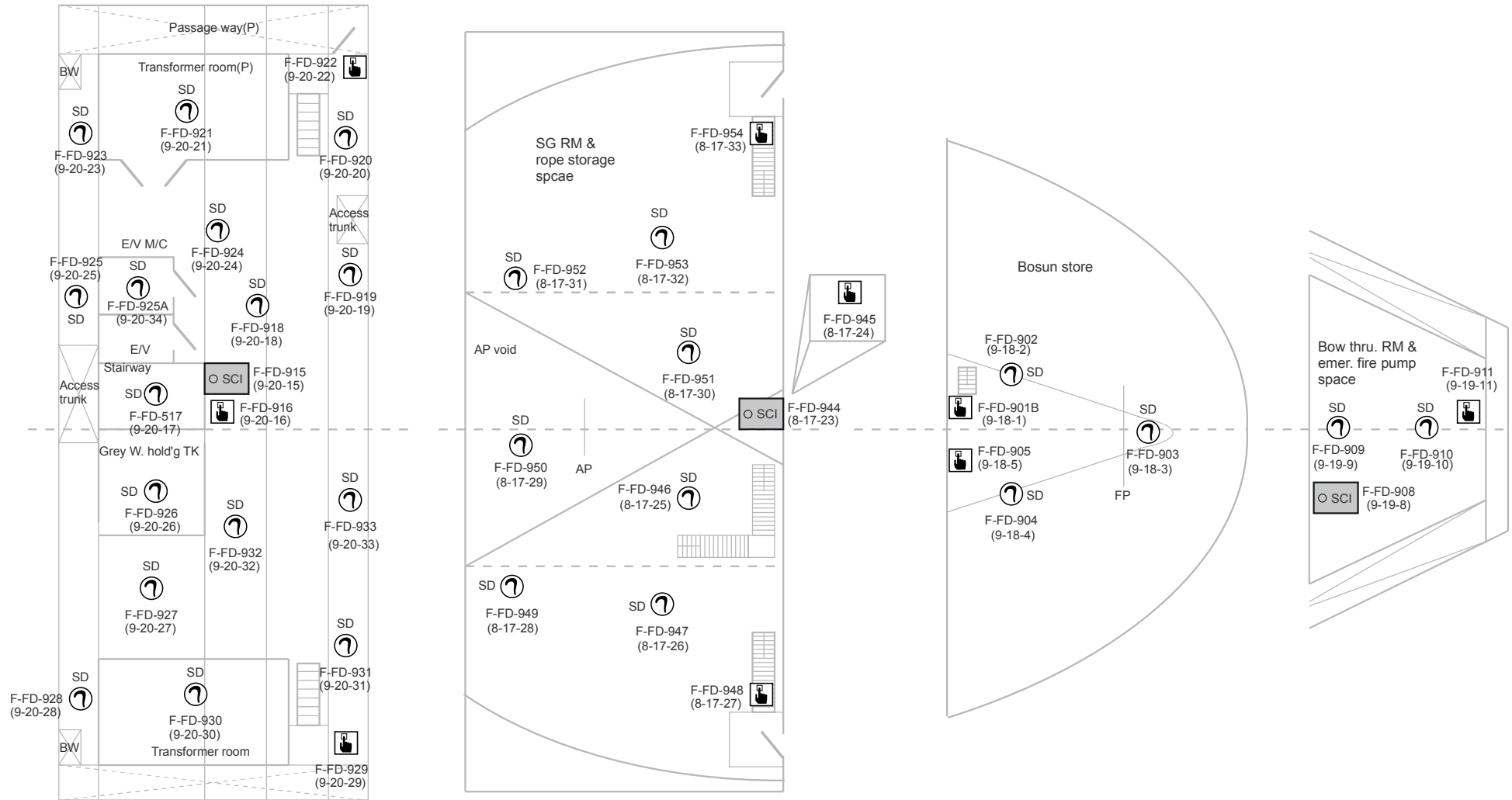
Rev.:

Designed by:

Date: 14-10-2014 10:28 **Checked by:**

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

ER TOP-deck

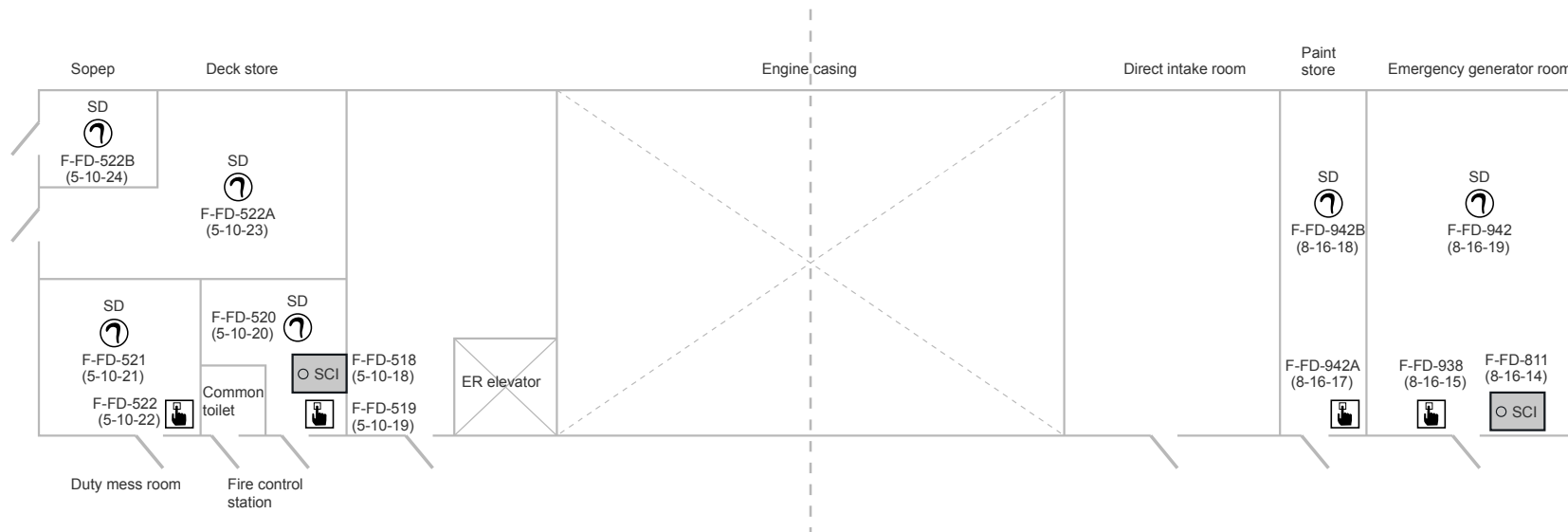
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Designed by:

Date: 14-10-2014 09:23 Checked by:

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

E/R floor

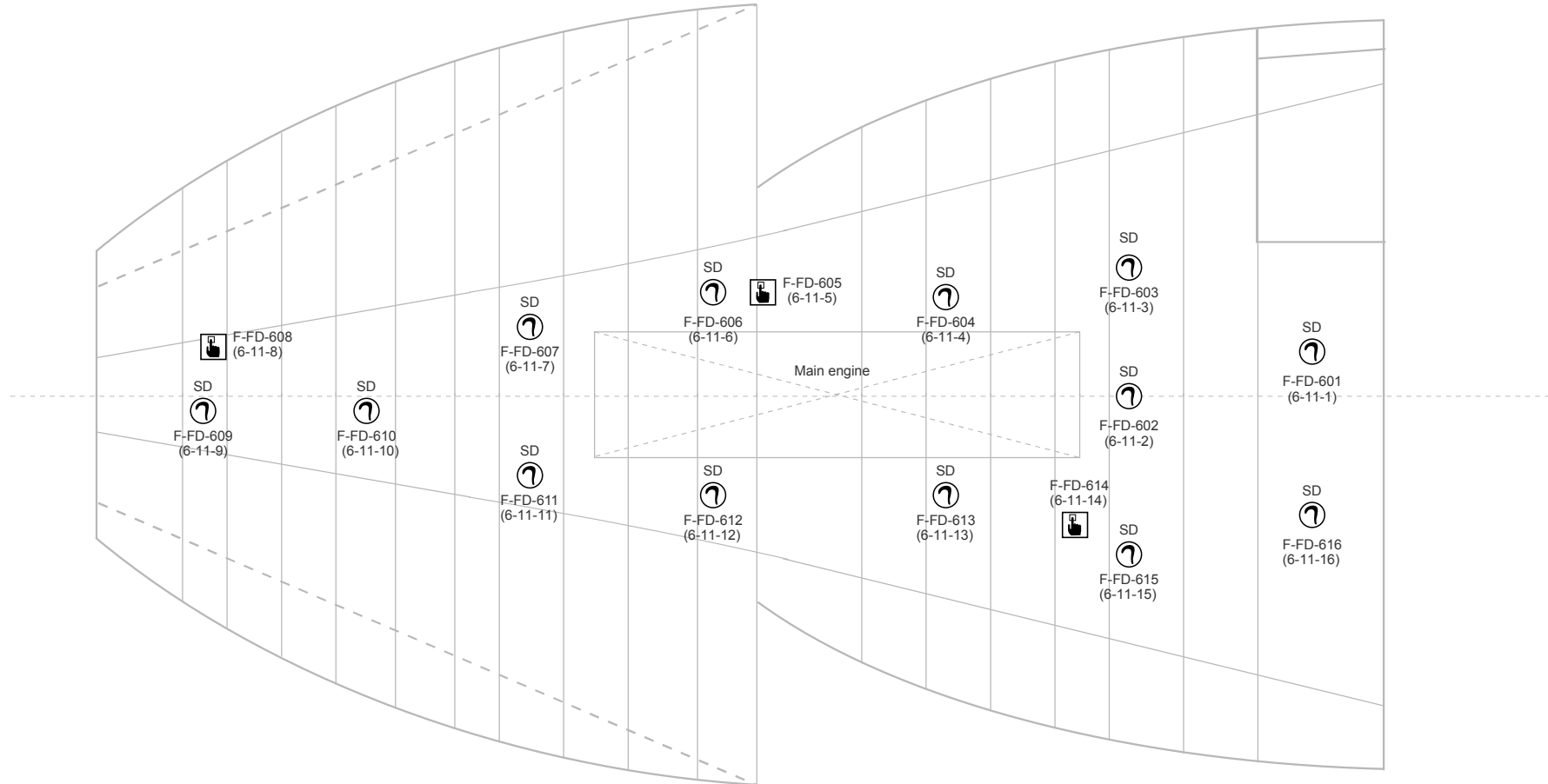
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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

ER 4th DK

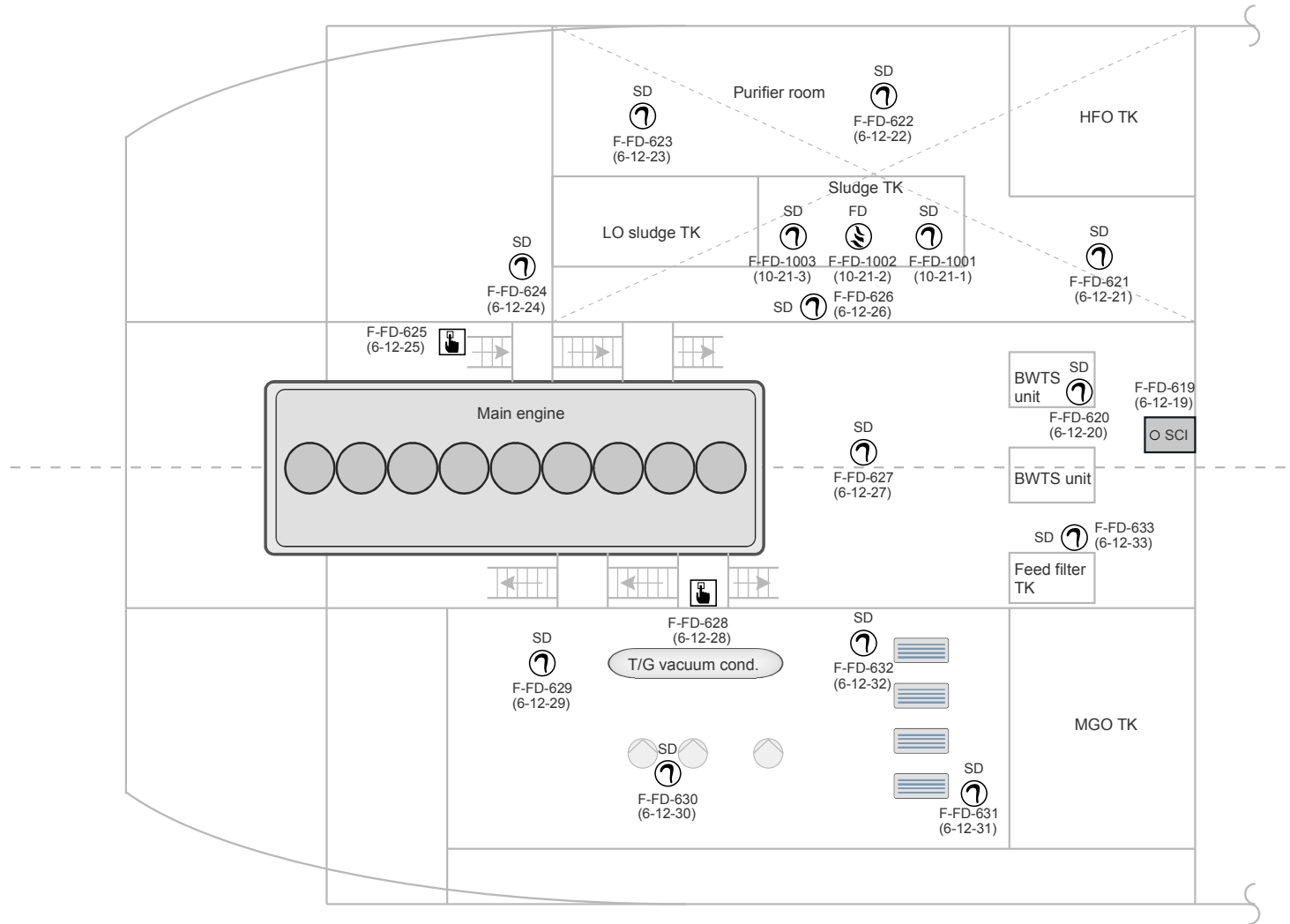
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Date: 14-10-2014 10:28 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

ER 2nd DK

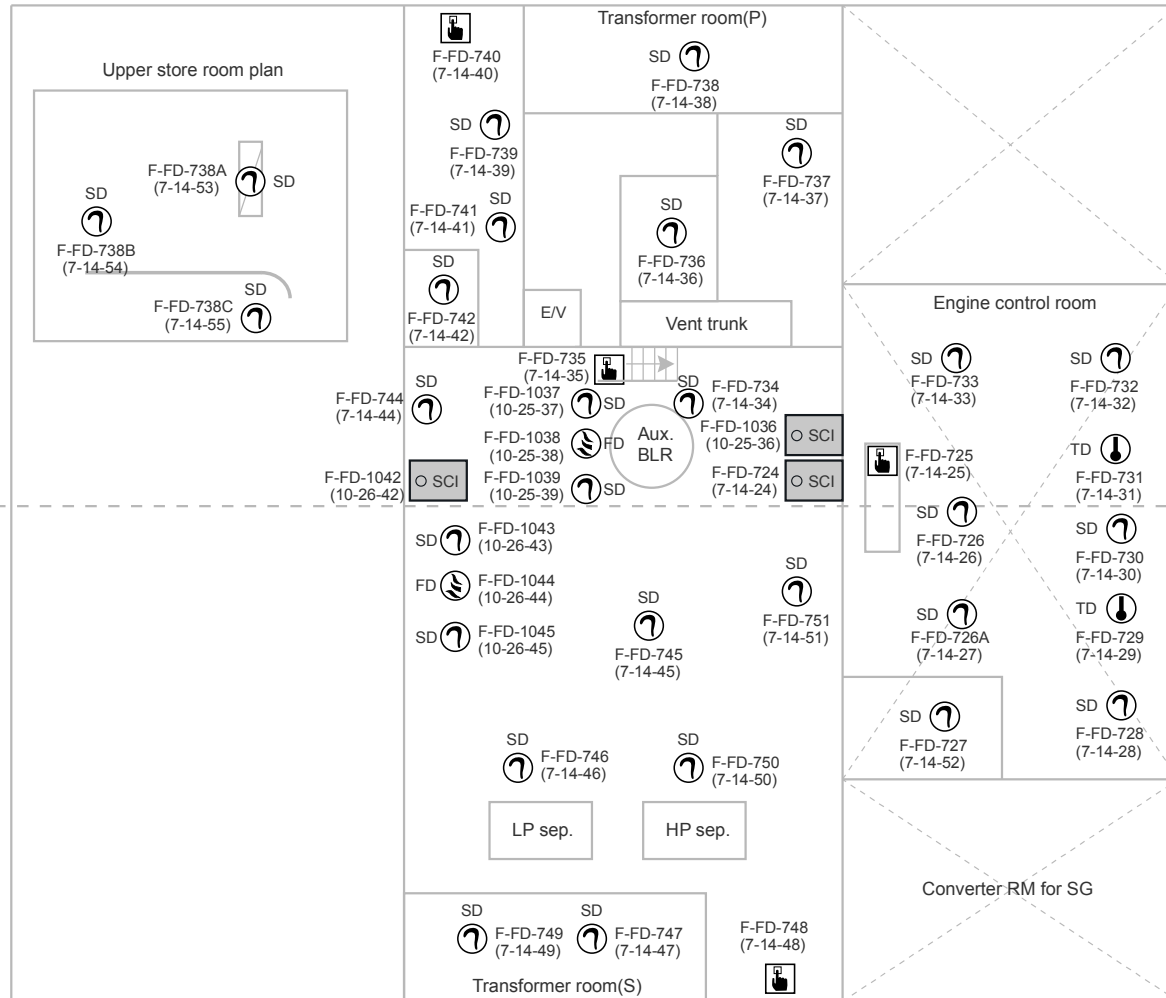
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Date: 14-10-2014 10:30 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

E Casing

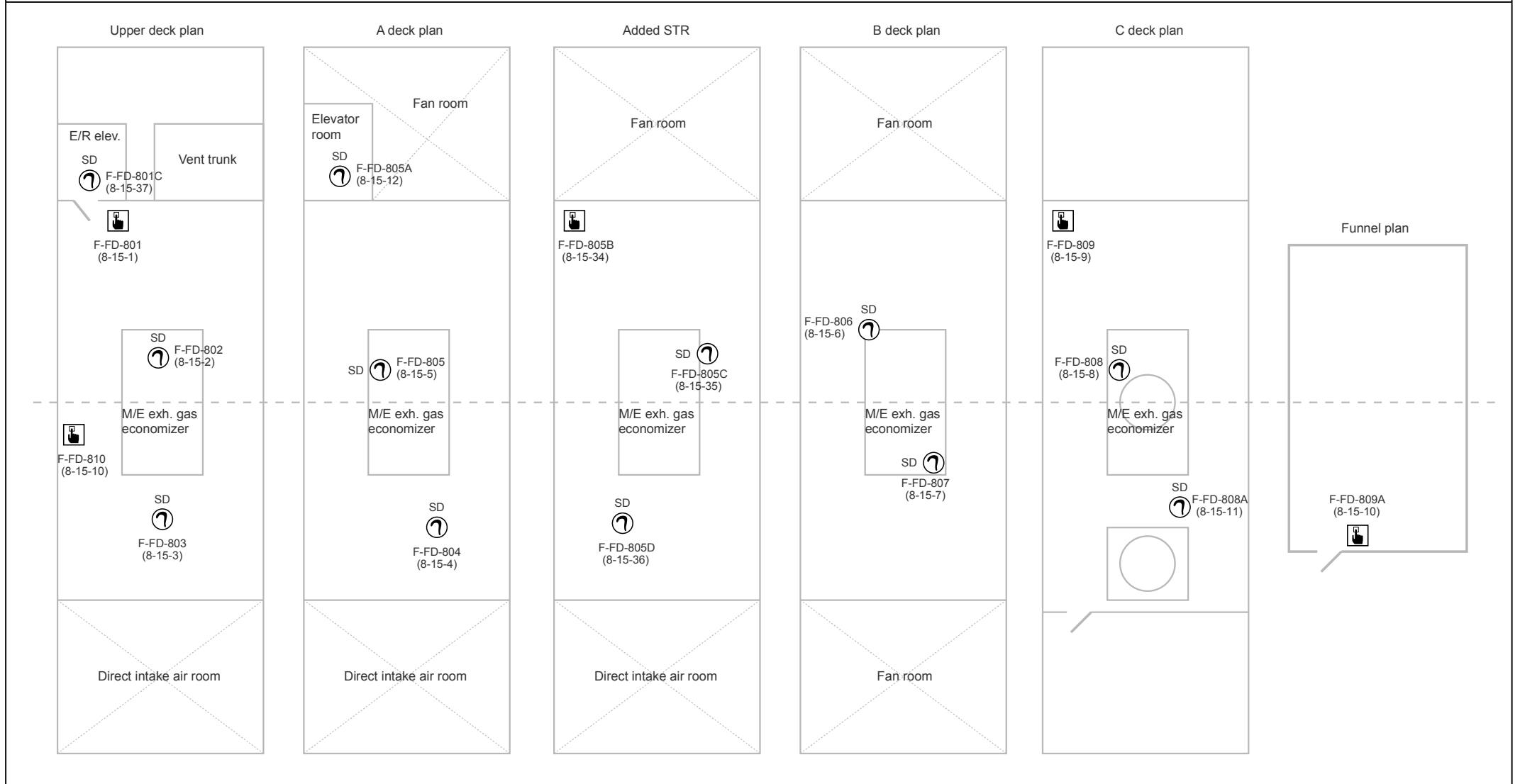
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Designed by:

Date: 14-10-2014 10:30 **Checked by:**

P no.: 673699403

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K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

ME overview 1

Rev.:

Designed by:

Date: 15-10-2014 14:21 Checked by:

P no.: 673699403

Approved by:

	No.1	No.2	No.3	No.4	No.5	No.6	No.7	No.8	No.9
PCO outlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
PCO non flow	<input type="radio"/> NFA	<input type="radio"/> NFA	<input type="radio"/> NFA	<input type="radio"/> NFA	<input type="radio"/> NFA	<input type="radio"/> NFA	<input type="radio"/> NFA	<input type="radio"/> NFA	<input type="radio"/> NFA
Exh. gas outlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Exh. gas deviation temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Scav. air box temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
JCFW outlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Cyl. cover CW outlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
CYL.liner temp (Pump side)	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
CYL.liner temp (Exh side)	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
CYL.main bearing temp	Fore 0000.0 °C					Fore 0000.0 °C	Thrust radial 0000.0 °C		
	Aft 0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
CYL.crank pin bearing temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
CYL.cross head bearing temp	Fore 0000.0 °C								
	Aft 0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C

Mean 0000.0 °C

Fuel mode: HFO

M/E Run: Stop

HPS bearing temp 0000.0 °C

Thrust segment temp 0000.0 °C

Shaft ground. sys abn

M/E RPM 000.0 rpm

ME load 000 %

Inter shaft bearing

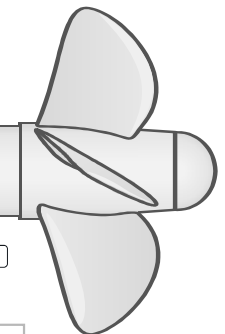
FWD: 0000.0 °C

MID: 0000.0 °C

AFT: 0000.0 °C

ME power 00000 kW

ME torque 0000 kNm



ME Safety & control system

- Shutdown active
- Slowdown active
- Remote general alarm
- Safety system general alarm
- Telegraph system general alarm
- Remote control system failure
- Safety system failure
- Telegraph system failure
- Start failed
- Shutdown canceled
- Slowdown canceled
- Start blocked
- Engine not ready ECS
- Turning gear engaged
- Turning gear disengaged
- ECS-A power fail
- ECS-A 24DC batt. mode
- ECS PSU-A over current
- ECS-B power fail
- ECS-A 24DC batt. mode
- ECS PSU-B over current
- BMS UPS common alarm
- BMS tele. power fail
- LDCL system abnormal

Engine control system

- EICU-A power fail
- EICU-A common alarm
- EICU-B power fail
- EICU-B common alarm
- Start up pump
- ABN No.1
- ABN No.2

L.O system

- L.O inlet press 00.00 kg/cm²
- L.O inlet temp 0000.0 °C
- Cyl oil temp 0000.0 °C
- No.1 main LO auto filter DPAH
- No.2 main LO auto filter DPAH
- LO by-pass filter DPAH
- L.O sump tk level low LAL

FO system

- F.O inlet press 00.00 kg/cm²
- F.O inlet temp 0000.0 °C
- F.O viscosity 0000.0 cSt
- F.O auto filter DPAH
- Leakage F.O from pipe press LAH

SW system

- SW inlet temp TAH SW inlet temp 0000.0 °C
- SW outlet temp TAH SW outlet temp 0000.0 °C
- SW inlet press PAL SW inlet press 00.00 kg/cm²

OMD & Axial vibration

- Oil mist detect. High Fail
- Axial vibration High ABN

HYD oil system

- HYD CYL unit leak oil L.H LAH
- HYD oil auto filter ABN

Aux. blower

- No.1 Aux. blower Fail
- No.2 Aux. blower Fail
- No.3 Aux. blower Fail

Air system

- Scav. air press 00.00 kg/cm²
- Exh V/V spring air press 00.00 kg/cm²
- Starting air inlet press 00.00 kg/cm²
- Control air inlet press 00.00 kg/cm²
- Scav. air temp in receiver 0000.0 °C
- Scav. air drain box L.H LAH

JCFW system

- JCFW inlet press 00.00 kg/cm²
- JCFW inlet temp 0000.0 °C
- JCFW common out.press 00.00 kg/cm²
- Air cooler CW outlet temp 0000.0 °C
- Air cooler CW inlet press 00.00 kg/cm²
- No.1 Air cooler CFW out.temp 0000.0 °C
- No.2 Air cooler CFW out.temp 0000.0 °C

No.1 T/C

- Exh. gas out temp 0000.0 °C
- Exh. gas in temp 0000.0 °C
- L.O in press 00.00 kg/cm²
- L.O out temp 0000.0 °C
- Air suction temp 0000.0 °C
- TC rpm (X10) 00000 rpm

No.2 T/C

- Exh. gas out temp 0000.0 °C
- Exh. gas in temp 0000.0 °C
- L.O in press 00.00 kg/cm²
- L.O out temp 0000.0 °C
- Air suction temp 0000.0 °C
- TC rpm (X10) 00000 rpm



K-Chief 600

Yard: HSHI

Hull no.: S738

ME overview 2

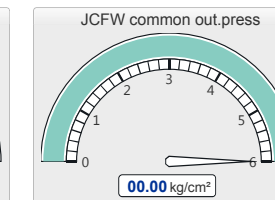
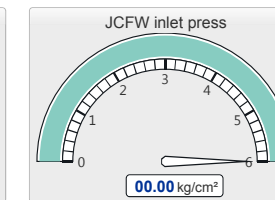
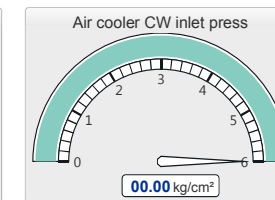
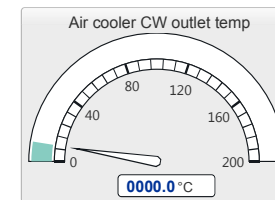
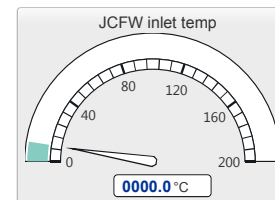
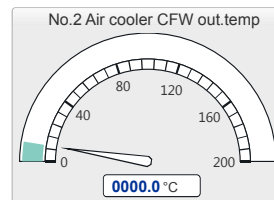
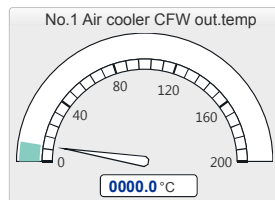
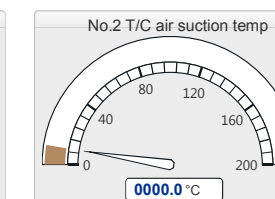
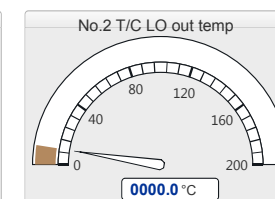
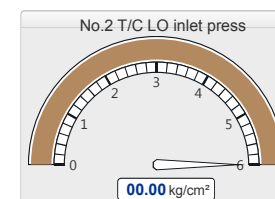
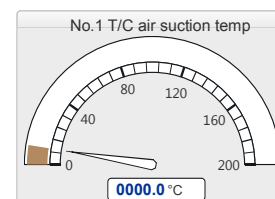
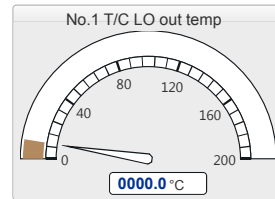
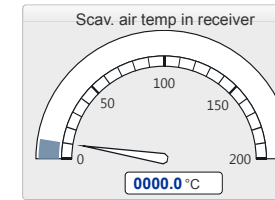
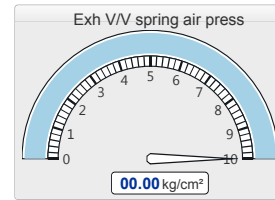
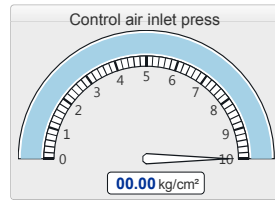
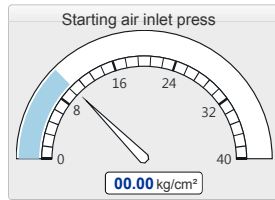
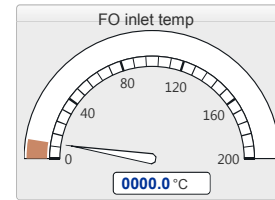
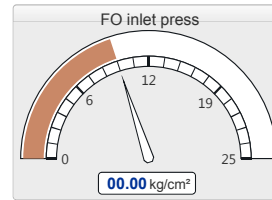
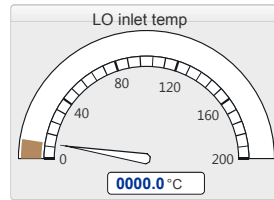
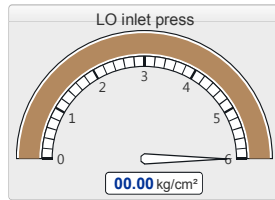
Rev.:

Designed by:

Date: 04-10-2014 16:54 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

GE overview 1

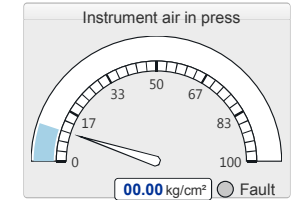
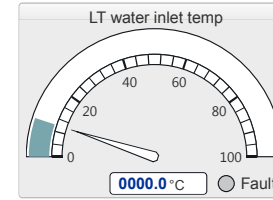
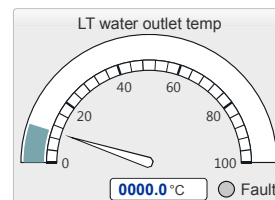
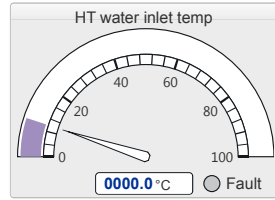
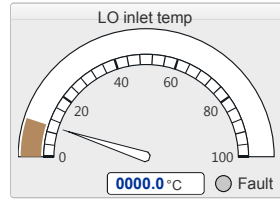
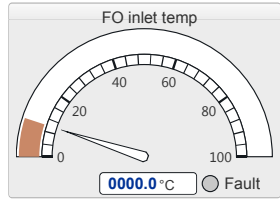
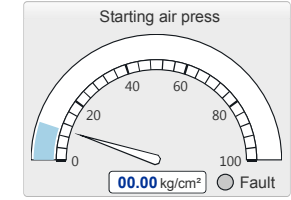
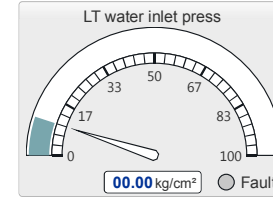
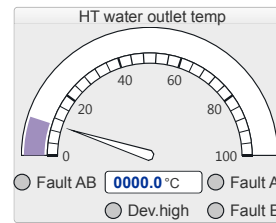
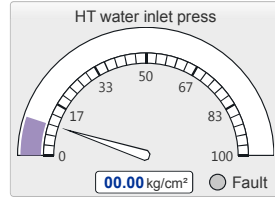
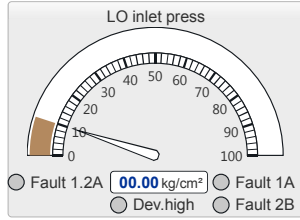
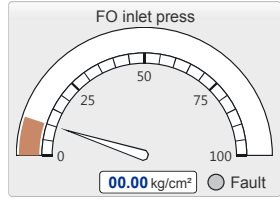
Rev.:

Designed by:

Date: 07-10-2014 11:39 Checked by:

P no.: 673699403

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Diesel generator No.1

G/E run: STOP

G/E speed: 0000.0 rpm Dev.high Fault A Fault B

Fuel mode HFO

	No.1	No.2	No.3	No.4	No.5	No.6	No.7	No.8	No.9	Mean
Exh.gas outlet	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Exh.gas dev	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Bearing temp.	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C

Fault Fault Fault Fault Fault Fault Fault Fault Fault

Air cooler temp 0000.0 °C FO filter 00.00 kg/cm² LO filter 00.00 kg/cm² Pre L.O pump ABN

Fuel viscosity 000.0 cSt DPAH DPAH JW preheater ABN

Charge air temp 0000.0 °C Piolt fuel p/p press 00.00 kg/cm² Pilot fuel alarm

Charge air press 00.00 kg/cm² Fault A Fault B Dev.high

Main thrust bearing.temp 0000.0 °C Fault

Turning gear Engaged

Bearing temp. NDE: 0000.0 °C DE: 0000.0 °C

Turbo charger

Exh. gas outlet temp 0000.0 °C Fault

Exh. gas inlet temp 0000.0 °C Fault Fault B

LO inlet press 0000.0 °C Fault

LO outlet temp 0000.0 °C Fault A Fault B Fault AB Dev.high

Air inlet temp 0000.0 °C Fault

TC rpm (X10) 0000.0 rpm Fault A

- Alarm overview
- FO leakage high
 - Cooler water leakage
 - UPS common alarm
 - UPS alarm
 - System alarm
 - System fault
 - Main power fail
 - Em'cy power fail
 - LOP comms. alarm
 - Slow turning prewarning
 - Oil mist detected alarm
 - Oil mist detector fault
 - Insulation fail
 - Crank press fault
 - MODBUS fault
 - Motor starter alarm
 - CPU fault detected
 - LT driver fault
 - LT position fault
 - LT position dev.high
 - LOP comms alarm
 - Pil ing speed fault 1
 - Pil ing speed fault 2
 - Start fail
 - Overspeed



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

GE overview 2

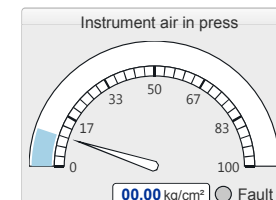
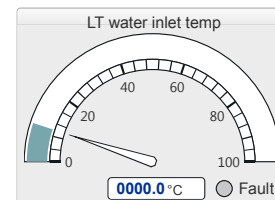
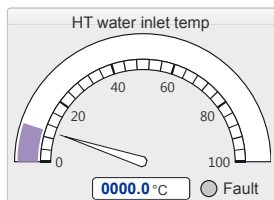
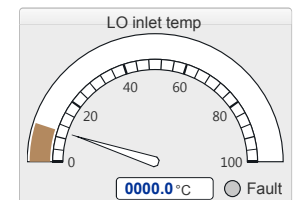
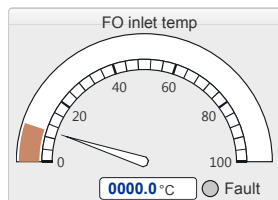
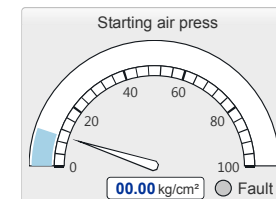
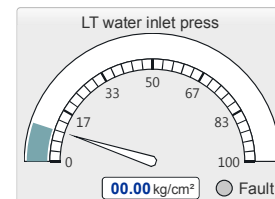
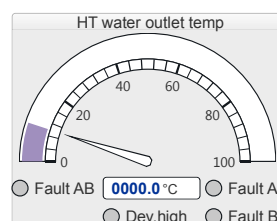
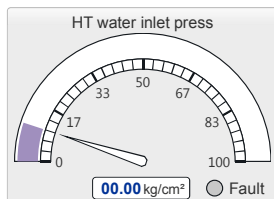
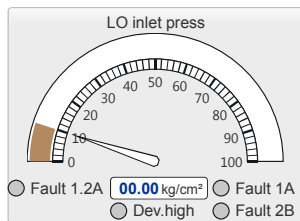
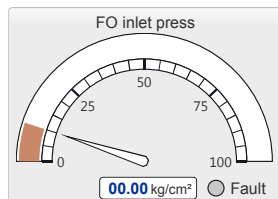
Rev.:

Designed by:

Date: 07-10-2014 11:39 Checked by:

P no.: 673699403

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Diesel generator No.2

G/E run: STOP
G/E speed: 0000.0 rpm
Fuel mode HFO

	No.1	No.2	No.3	No.4	No.5	No.6	No.7	No.8	No.9	Mean
Exh.gas outlet	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Exh.gas dev	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Bearing temp.	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C

Air cooler temp 0000.0 °C
 Fuel viscosity 000.0 cSt
 Charge air temp 0000.0 °C
 Charge air press 00.00 kg/cm²

FO filter 00.00 kg/cm²
 LO filter 00.00 kg/cm²
 Pilot fuel p/p press 00.00 kg/cm²

Pre L.O pump ABN
 JW preheater ABN
 Main thrust bearing temp 0000.0 °C

Turbo charger

Exh. gas outlet temp 0000.0 °C
 Exh. gas inlet temp 0000.0 °C
 LO inlet press 0000.0 °C
 LO outlet temp 0000.0 °C
 Air inlet temp 0000.0 °C
 TC rpm (X10) 0000.0 rpm

- Alarm overview
- FO leakage high
 - Cooler water leakage
 - UPS common alarm
 - UPS alarm
 - System alarm
 - System fault
 - Main power fail
 - Em'cy power fail
 - LOP comms. alarm
 - Slow turning prewarning
 - Oil mist detected alarm
 - Oil mist detector fault
 - Insulation fail
 - Crank press fault
 - MODBUS fault
 - Motor starter alarm
 - CPU fault detected
 - LT driver fault
 - LT position fault
 - LT position dev.high
 - LOP comms alarm
 - Pil ing speed fault 1
 - Pil ing speed fault 2
 - Start fail
 - Overspeed



K-Chief 600

Yard: HSHI

Hull no.: S738

GE overview 3

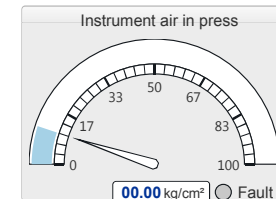
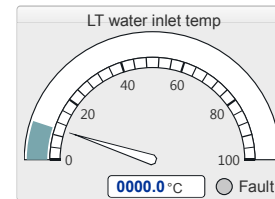
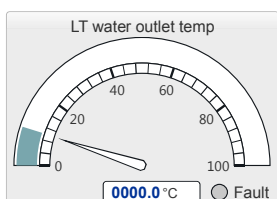
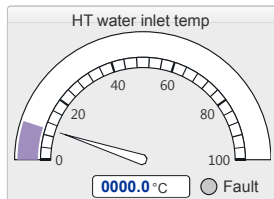
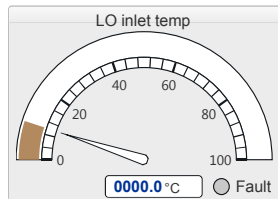
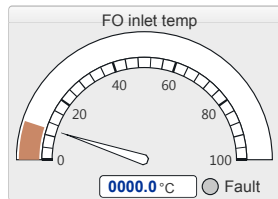
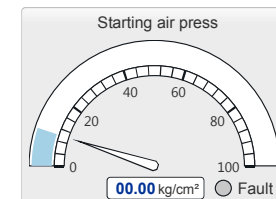
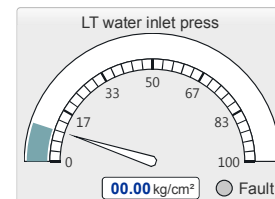
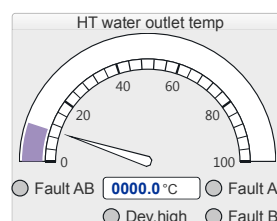
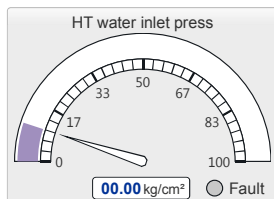
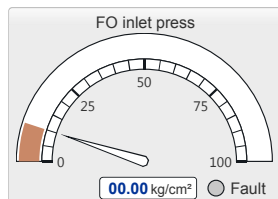
Rev.:

Designed by:

Date: 07-10-2014 11:39 Checked by:

P no.: 673699403

Approved by:



Diesel generator No.3

G/E run: STOP
 G/E speed: 0000.0 rpm
 Fuel mode: HFO

	No.1	No.2	No.3	No.4	No.5	No.6	No.7	No.8	No.9	Mean
Exh.gas outlet	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Exh.gas dev	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Bearing temp.	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C

Fault
 Fault
 Fault
 Fault
 Fault
 Fault
 Fault
 Fault
 Fault
 Fault
 Dev.high
 Dev.low

Air cooler temp: 0000.0 °C
 Fuel viscosity: 000.0 cSt
 Charge air temp: 0000.0 °C
 Charge air press: 00.00 kg/cm²
 FO filter: 00.00 kg/cm²
 LO filter: 00.00 kg/cm²
 Piolt fuel p/p press: 00.00 kg/cm²
 Pre L.O pump: ABN
 JW preheater: ABN
 Main thrust bearing temp: 0000.0 °C

Turbo charger

Exh. gas outlet temp: 0000.0 °C
 Exh. gas inlet temp: 0000.0 °C
 LO inlet press: 0000.0 °C
 LO outlet temp: 0000.0 °C
 Air inlet temp: 0000.0 °C
 TC rpm (X10): 0000.0 rpm

- Alarm overview
- FO leakage high
 - Cooler water leakage
 - UPS common alarm
 - UPS alarm
 - System alarm
 - System fault
 - Main power fail
 - Em'cy power fail
 - LOP comms. alarm
 - Slow turning prewarning
 - Oil mist detected alarm
 - Oil mist detector fault
 - Insulation fail
 - Crank press fault
 - MODBUS fault
 - Motor starter alarm
 - CPU fault detected
 - LT driver fault
 - LT position fault
 - LT position dev.high
 - LOP comms alarm
 - Pil ing speed fault 1
 - Pil ing speed fault 2
 - Start fail
 - Overspeed



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

GE overview 4

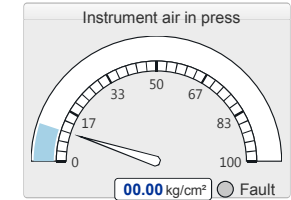
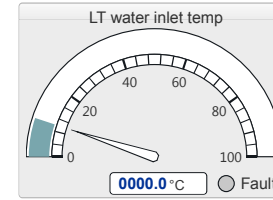
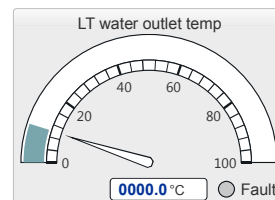
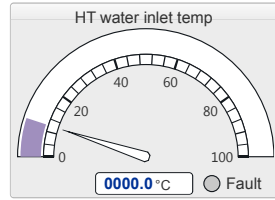
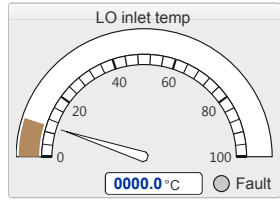
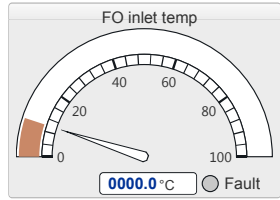
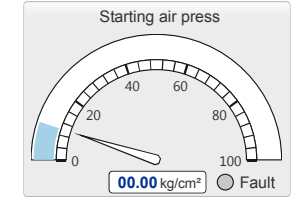
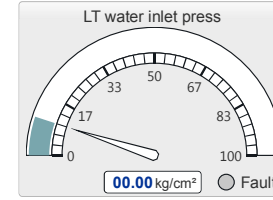
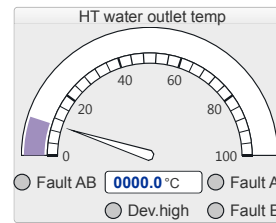
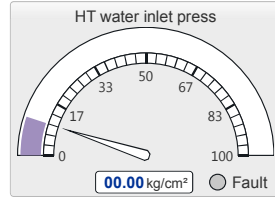
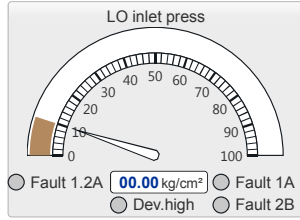
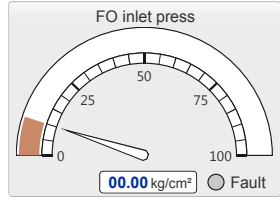
Rev.:

Designed by:

Date: 07-10-2014 11:39 Checked by:

P no.: 673699403

Approved by:



Diesel generator No.4

G/E run: STOP
 G/E speed: 0000.0 rpm
 Fuel mode: HFO

Alarm overview

- FO leakage high
- Cooler water leakage
- UPS common alarm
- UPS alarm
- System alarm
- System fault
- Main power fail
- Em'cy power fail
- LOP comms. alarm
- Slow turning prewarning
- Oil mist detected alarm
- Oil mist detector fault
- Insulation fail
- 24VDC earth fault
- Crank press fault
- MODBUS fault
- Motor starter alarm
- CPU fault detected
- LT driver fault
- LT position fault
- LT position dev.high
- LOP comms alarm
- Pil ing speed fault 1
- Pil ing speed fault 2
- Start fail
- Overspeed

	No.1	No.2	No.3	No.4	No.5	No.6	No.7	No.8	No.9	Mean
Exh.gas outlet	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Exh.gas dev	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Bearing temp.	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C

Fault Fault Fault Fault Fault Fault Fault Fault Fault

Air cooler temp: 0000.0 °C
 Fuel viscosity: 000.0 cSt
 Charge air temp: 0000.0 °C
 Charge air press: 00.00 kg/cm²

FO filter: 00.00 kg/cm²
 LO filter: 00.00 kg/cm²
 Piolt fuel p/p press: 00.00 kg/cm²

Pre L.O pump: ABN
 JW preheater: ABN
 Main thrust bearing temp: 0000.0 °C

Turning gear: EngDged

Bearing temp. NDE: 0000.0 °C
 DE: 0000.0 °C

Turbo charger

Exh. gas outlet temp: 0000.0 °C
 Exh. gas inlet temp: 0000.0 °C
 LO inlet press: 0000.0 °C
 LO outlet temp: 0000.0 °C
 Air inlet temp: 0000.0 °C
 TC rpm (X10): 0000.0 rpm

Fault Fault Fault Fault A Fault B Fault AB Dev.high



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Pump control overview_1

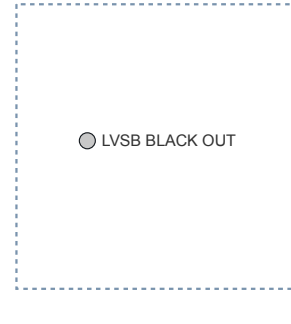
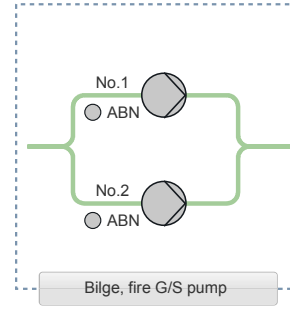
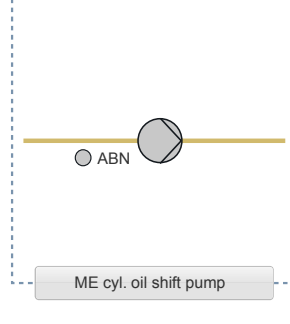
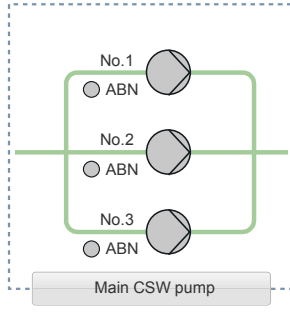
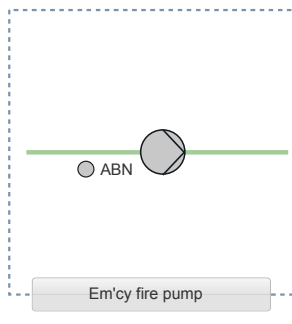
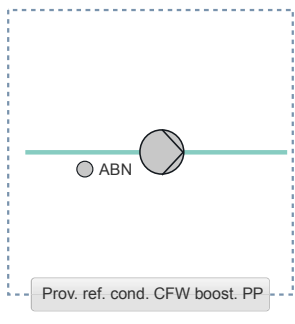
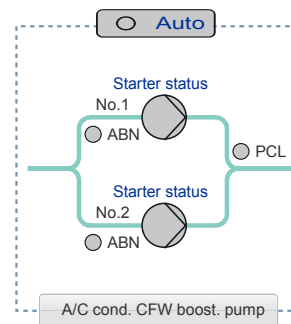
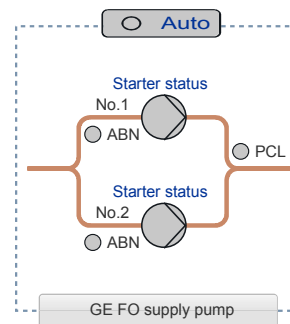
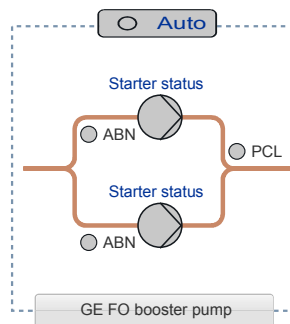
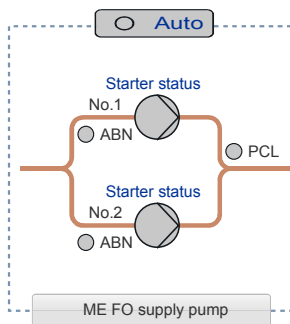
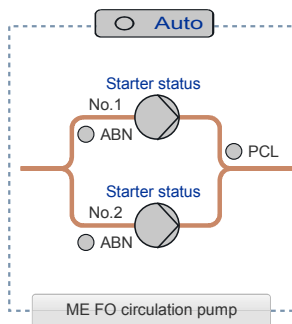
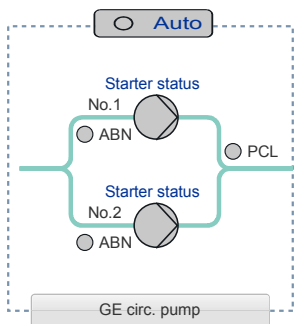
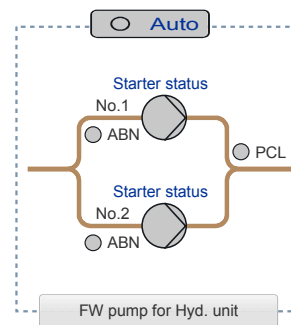
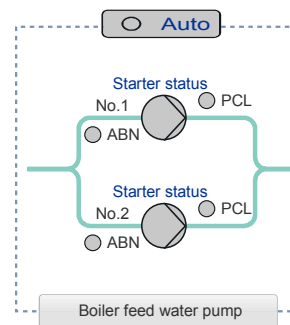
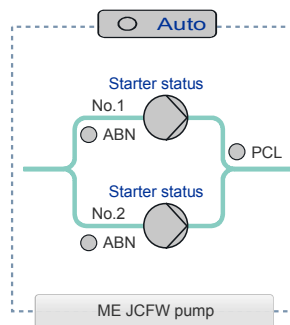
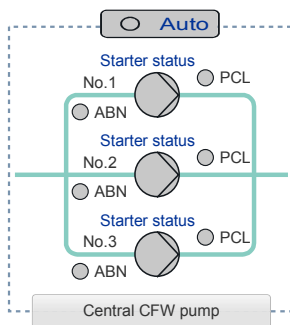
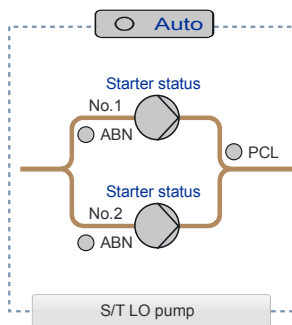
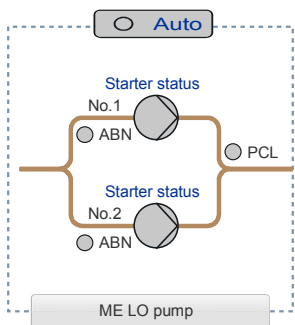
Rev.:

Date: 07-10-2014 15:13 Checked by:

P no.: 673699403

Designed by:

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Pump control overview_2

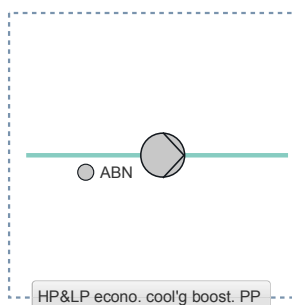
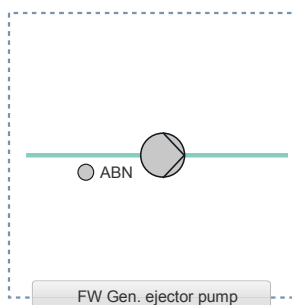
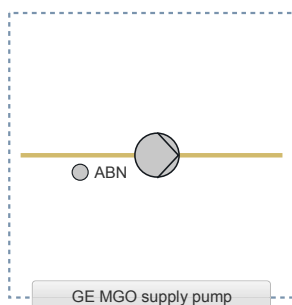
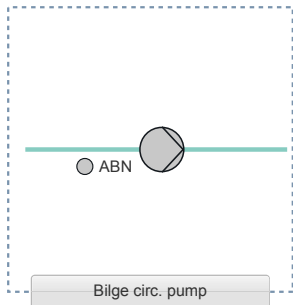
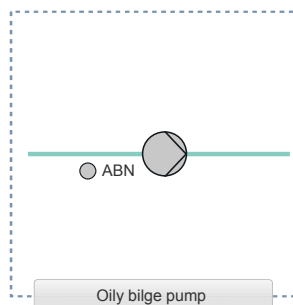
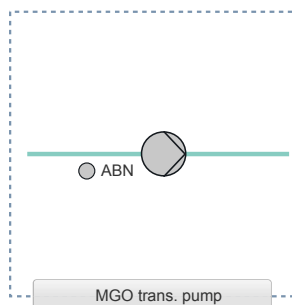
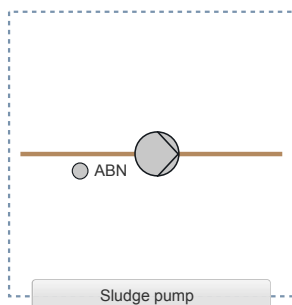
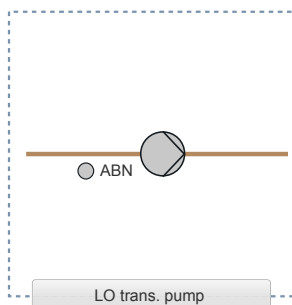
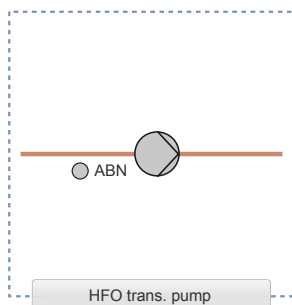
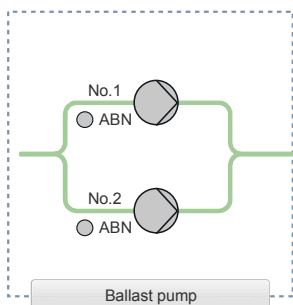
Rev.:

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Date: 06-10-2014 09:03 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

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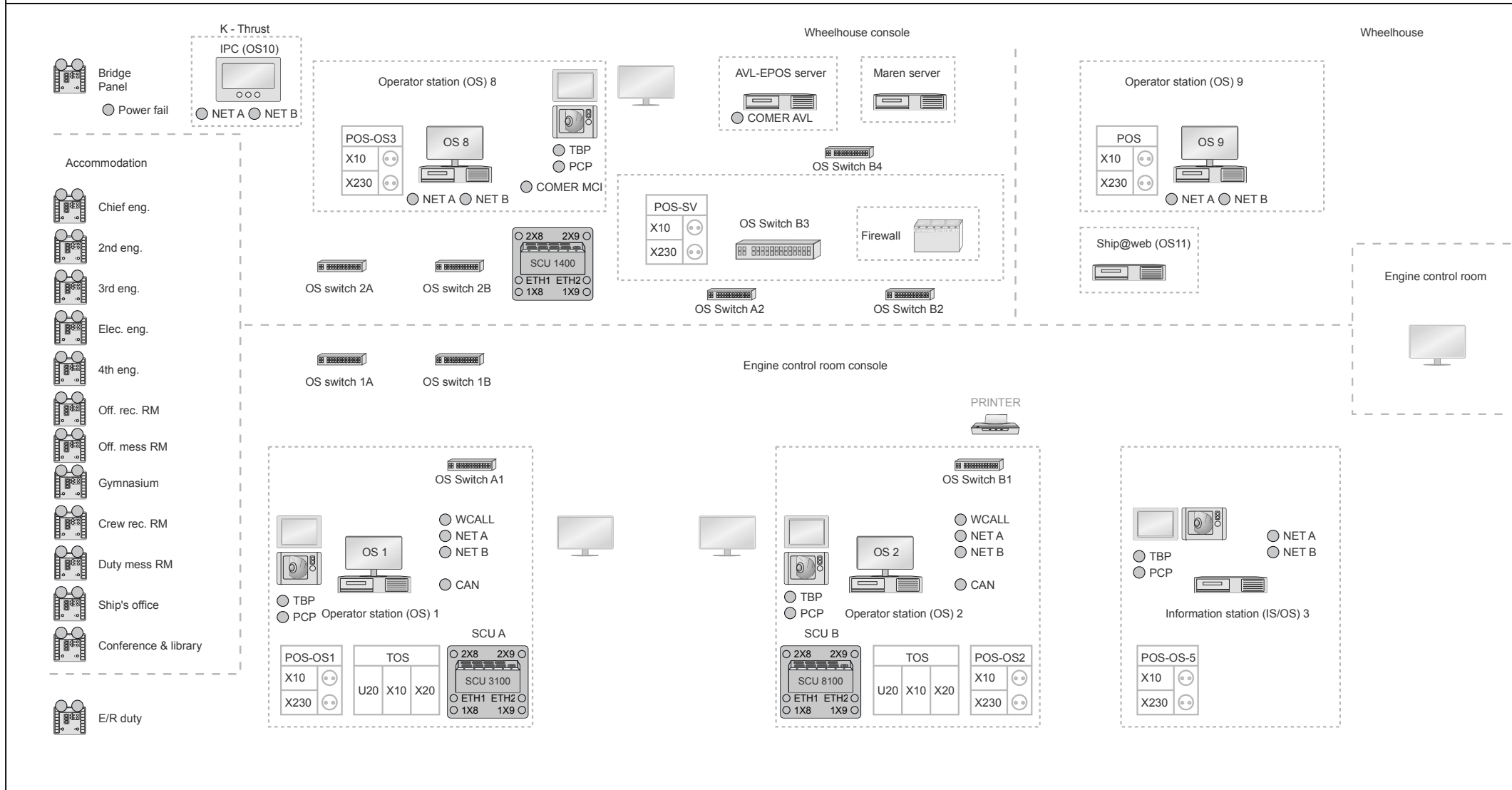
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Designed by:

Date: 18-10-2014 19:47 **Checked by:**

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

Hull no.: S738

K-Chief 600 system overview 2

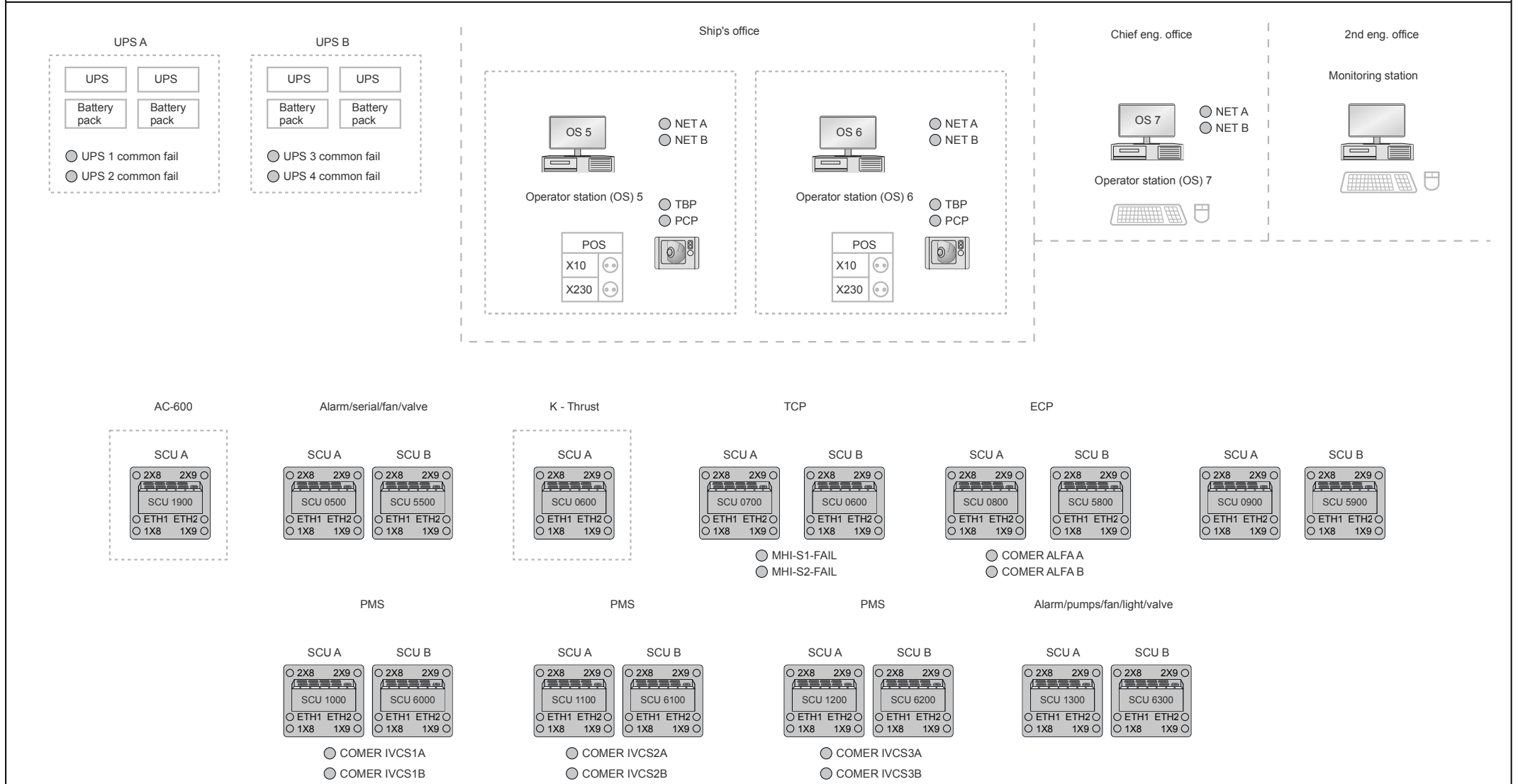
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Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

K-Chief 600 system overview 3

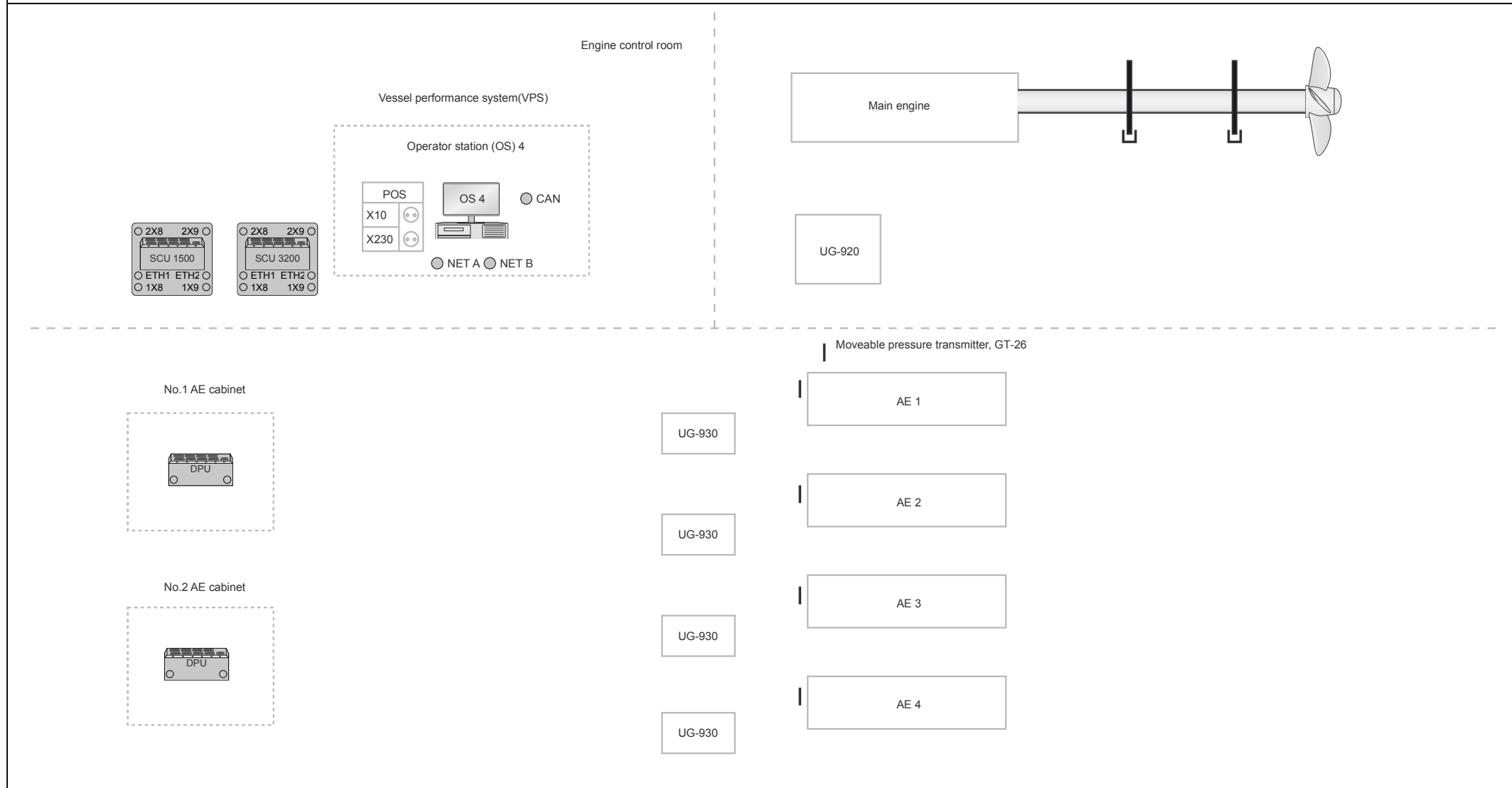
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Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

K-Chief 600 system overview 4

Rev.:

Designed by:

Date: 21-10-2014 16:38 **Checked by:**

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

K-Chief 600 system overview 5

Rev.:

Date: 21-10-2014 16:38 **Checked by:**

P no.: 673699403

Designed by:

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Bearing Wear System Overview

Rev.:

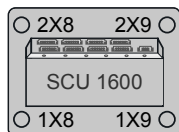
Designed by:

Date: 16-10-2014 05:30 Checked by:

P no.: 673699403

Approved by:

ENGINE CONTROL ROOM

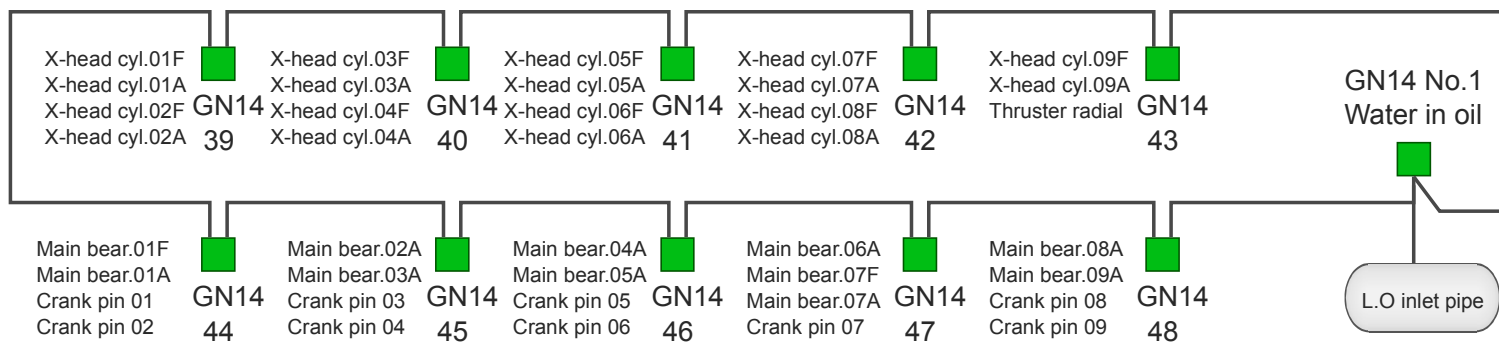
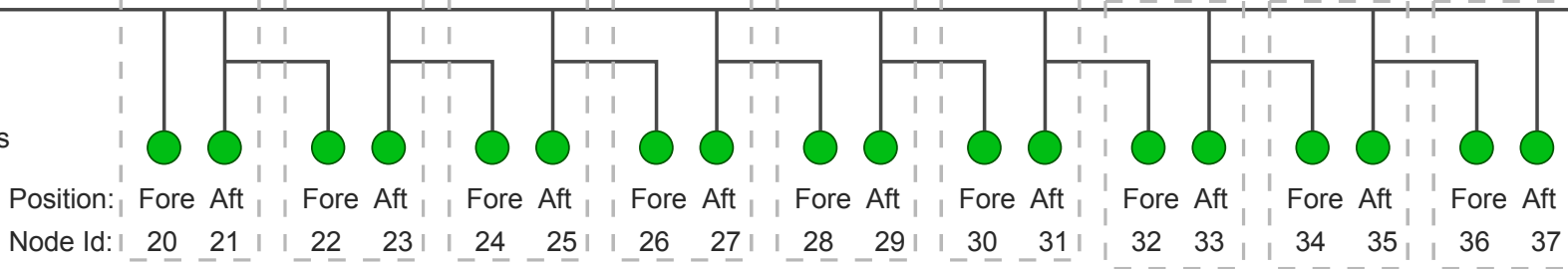


ENGINE ROOM



Cylinder 01 Cylinder 02 Cylinder 03 Cylinder 04 Cylinder 05 Cylinder 06 Cylinder 07 Cylinder 08 Cylinder 09

Bearing Wear Sensors



ME monitoring



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Main Engine Monitoring

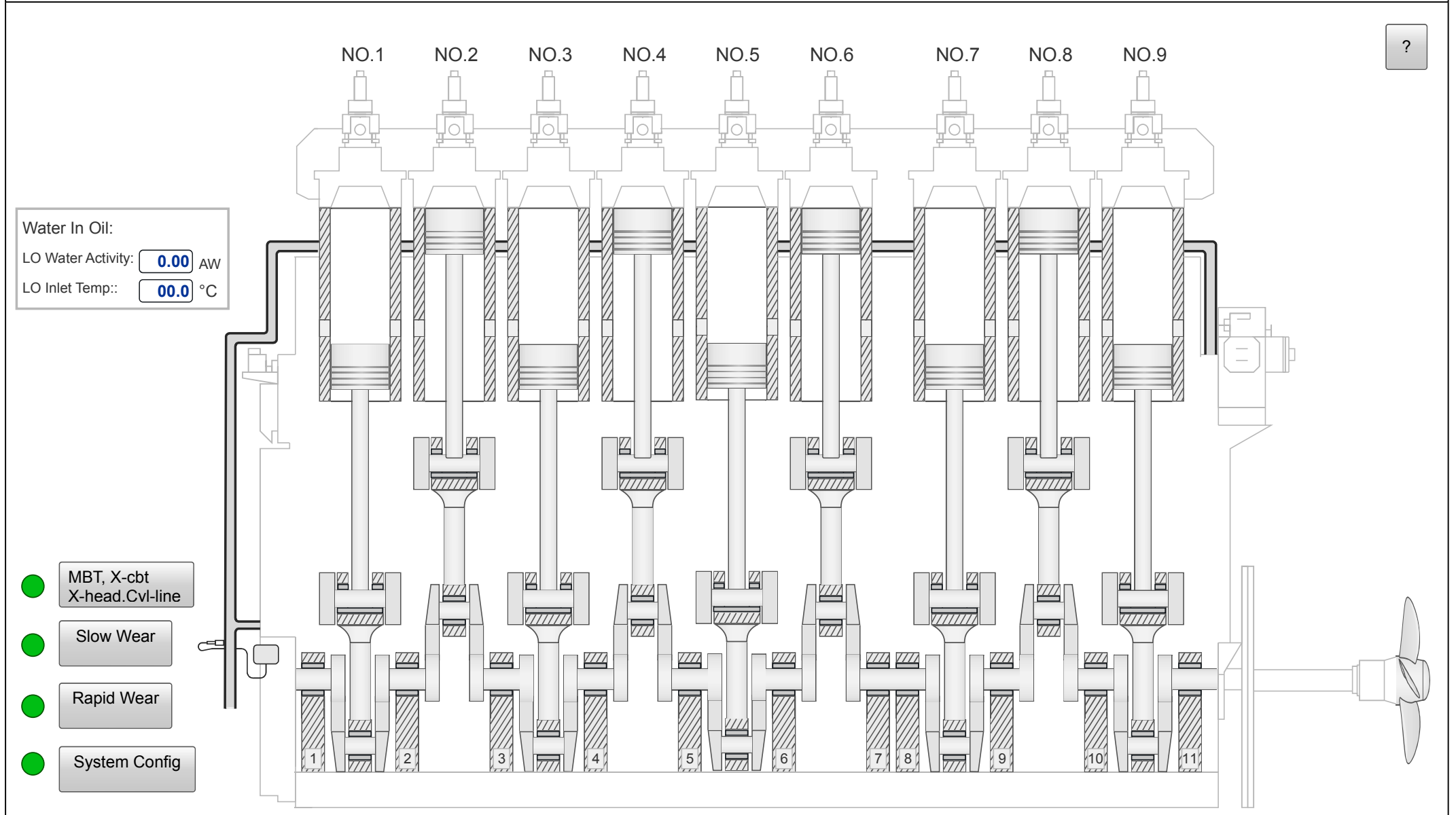
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P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Rapid wear

Rev.: 1.0.0

Designed by: bjorn-er

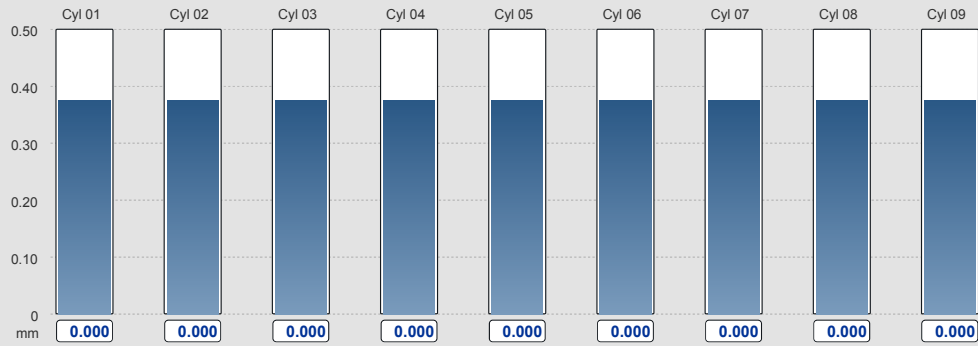
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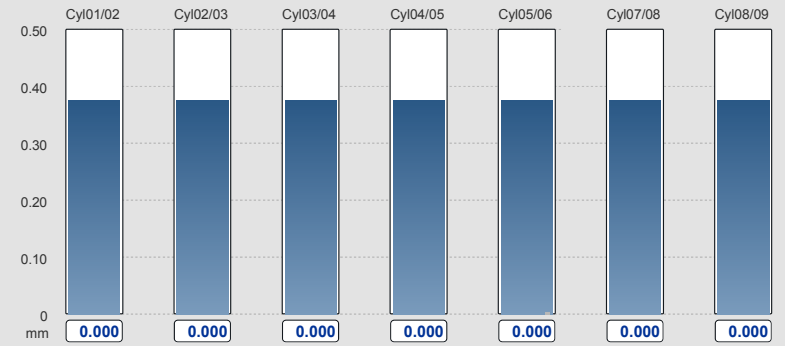
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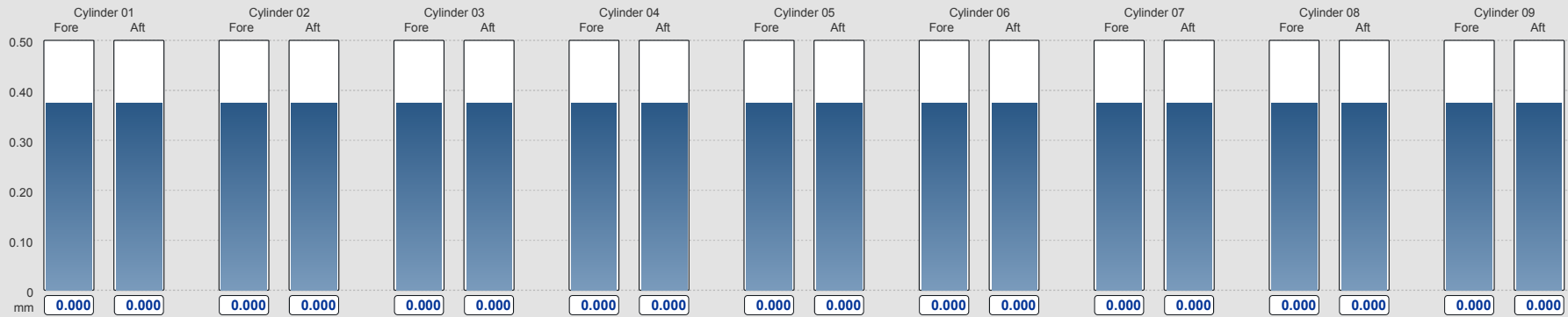
Cylinder Rapid



Twin Cylinder Rapid



Single Rapid



ME monitoring

Analogue text
Analogue text
Analogue text



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Slow wear

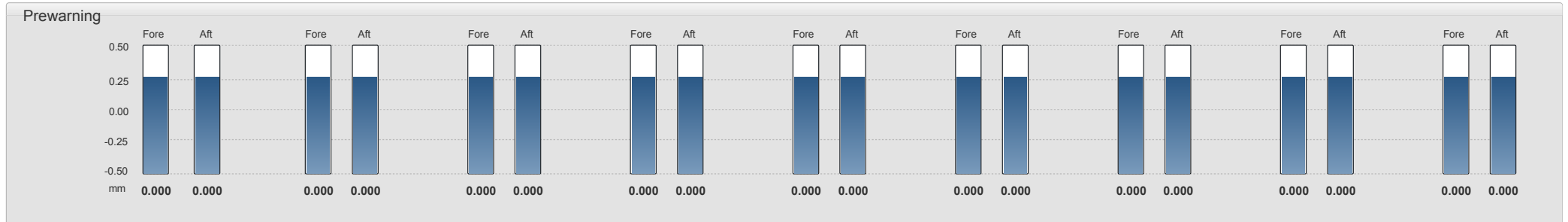
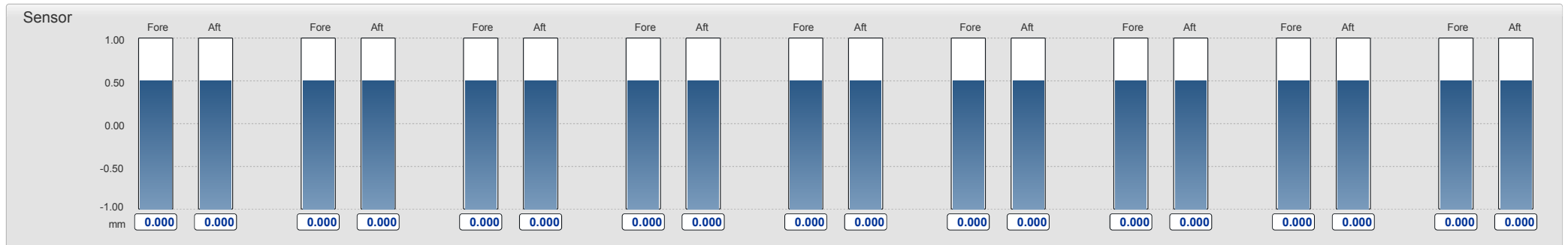
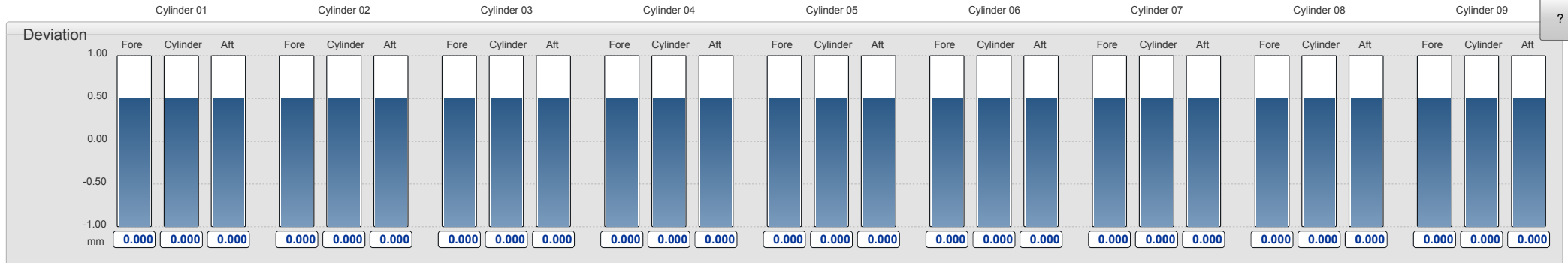
Rev.:

Designed by:

Date: 05-09-2014 19:04 Checked by:

P no.: 673699403

Approved by:



ME monitoring

Analogue text
Analogue text
Analogue text



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

MBT,X-CBT,X-HEAD,CYL-LINER

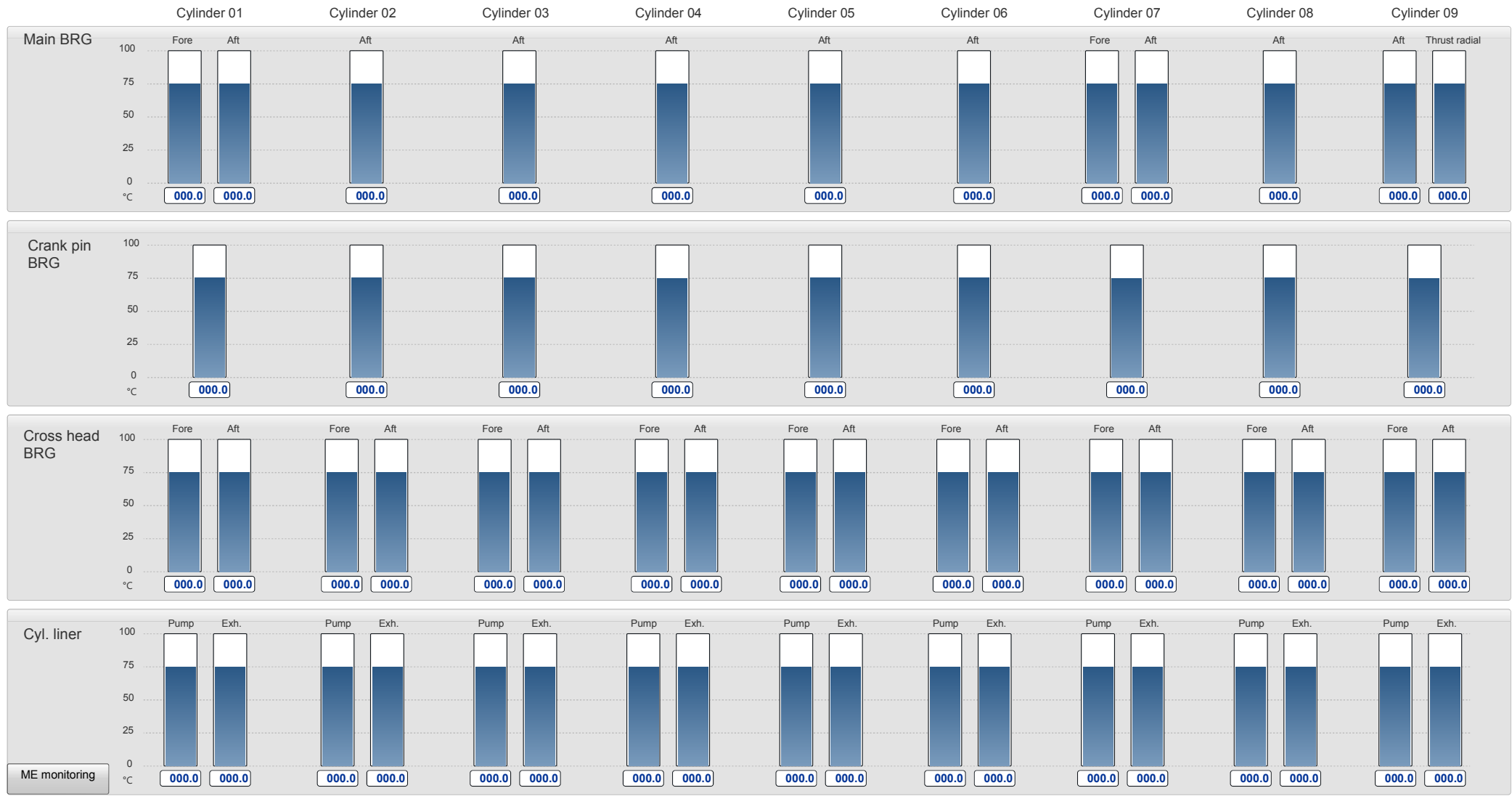
Rev.:

Designed by:

Date: 06-10-2014 17:52 Checked by:

P no.: 673699403

Approved by:



ME monitoring



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

UPS status 1

Rev.: 1.0.0

Designed by: bjornars

Date: 19-08-2014 16:51 Checked by: AHR

P no.: 673699403

Approved by: Ship

UPS A

UPS 1(1A)

- UPS input AC failure (V/Hz)
- UPS on bypass
- UPS on battery
- UPS battery low level alarm



UPS battery estimated time remaining in MIN 0000 min

UPS input volts 000.0 V

UPS battery volts 000.0 V

UPS output VA 0000 VA

UPS output watts 0000 W

UPS output volts 000.0 V

UPS heatsink temperature 000.0 °C

UPS battery output frequency 000.0 Hz

UPS 2(2A)

- UPS input AC failure (V/Hz)
- UPS on bypass
- UPS on battery
- UPS battery low level alarm



UPS battery estimated time remaining in MIN 0000 min

UPS input volts 000.0 V

UPS battery volts 000.0 V

UPS output VA 0000 VA

UPS output watts 0000 W

UPS output volts 000.0 V

UPS heatsink temperature 000.0 °C

UPS battery output frequency 000.0 Hz



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

UPS status 2

Rev.: 1.0.0

Designed by: bjornars

Date: 02-10-2014 12:00 Checked by: AHR

P no.: 673699403

Approved by: Ship

UPS B

UPS 3(1B)

- UPS input AC failure (V/Hz)
- UPS on bypass
- UPS on battery
- UPS battery low level alarm

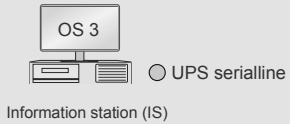


UPS battery estimated time remaining in MIN 0000 min

UPS input volts 000.0 V
 UPS battery volts 000.0 V
 UPS output VA 0000 VA
 UPS output watts 0000 W
 UPS output volts 000.0 V
 UPS heatsink temperature 000.0 °C
 UPS battery output frequency 000.0 Hz

UPS 4(2B)

- UPS input AC failure (V/Hz)
- UPS on bypass
- UPS on battery
- UPS battery low level alarm

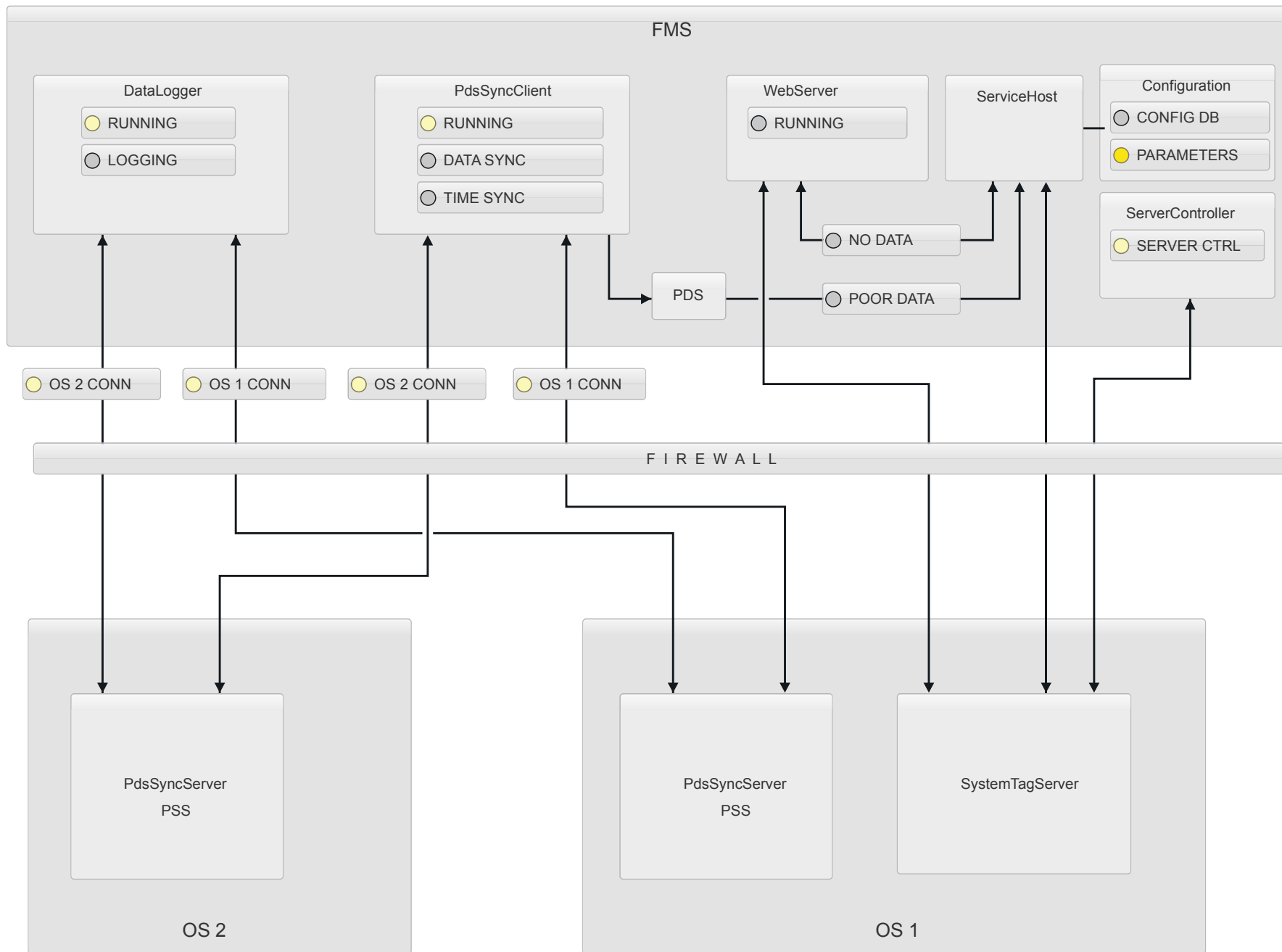


UPS battery estimated time remaining in MIN 0000 min

UPS input volts 000.0 V
 UPS battery volts 000.0 V
 UPS output VA 0000 VA
 UPS output watts 0000 W
 UPS output volts 000.0 V
 UPS heatsink temperature 000.0 °C
 UPS battery output frequency 000.0 Hz



FMS system overview





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Power management system

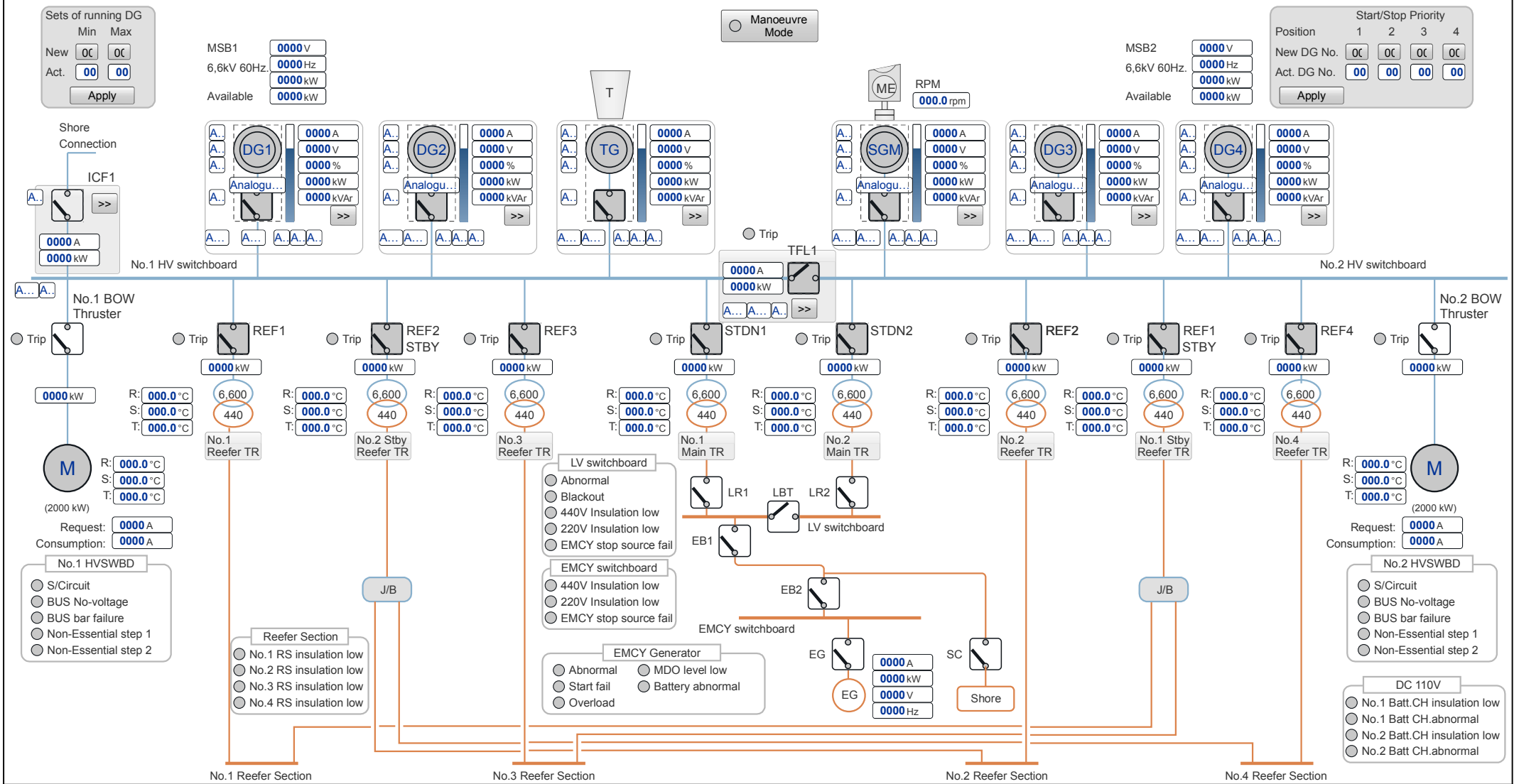
Rev.:

Designed by:

Date: 21-10-2014 17:50 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

EGB overview

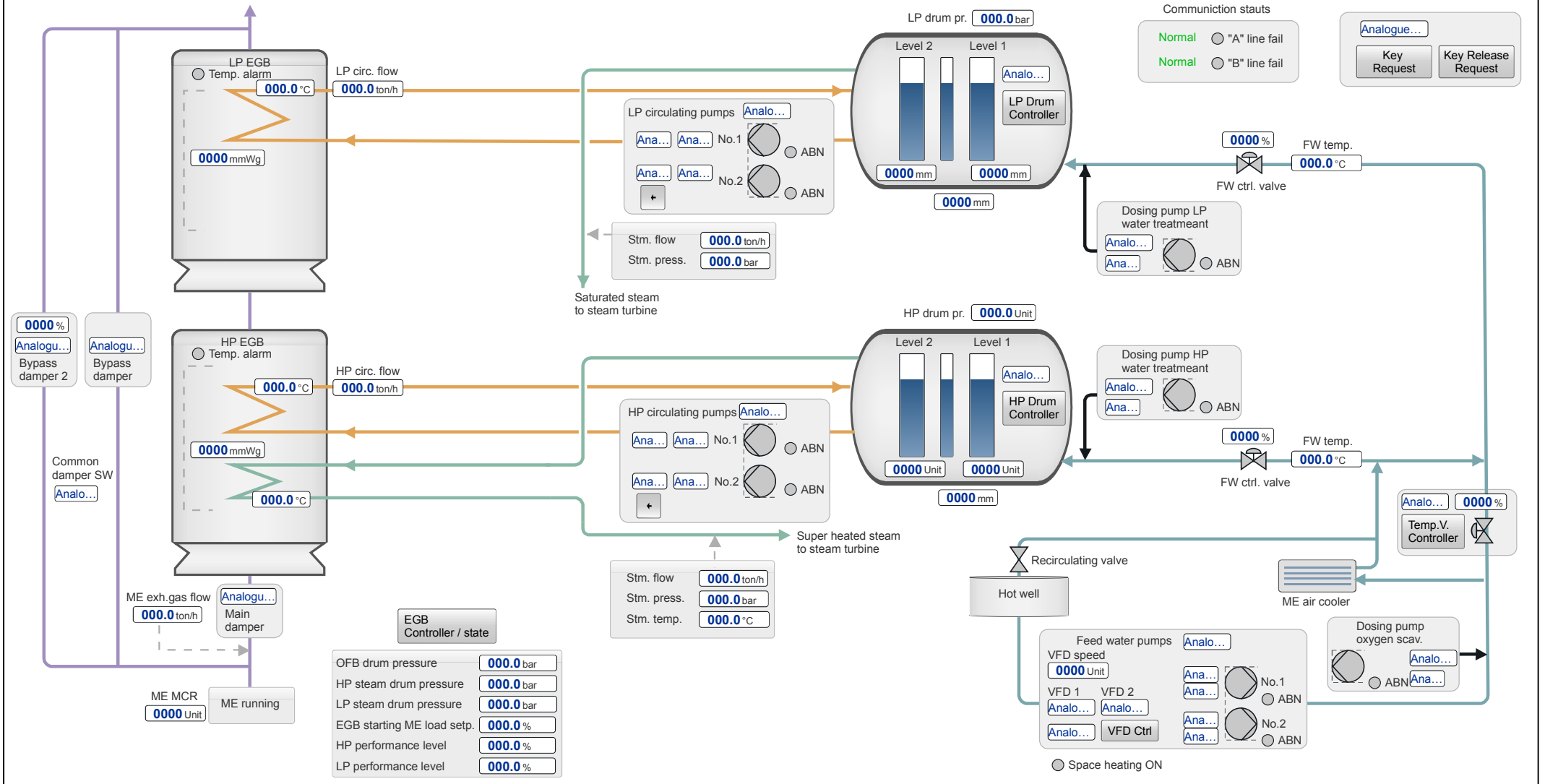
Rev.:

Designed by:

Date: 13-10-2014 13:32 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

EGB soot blower

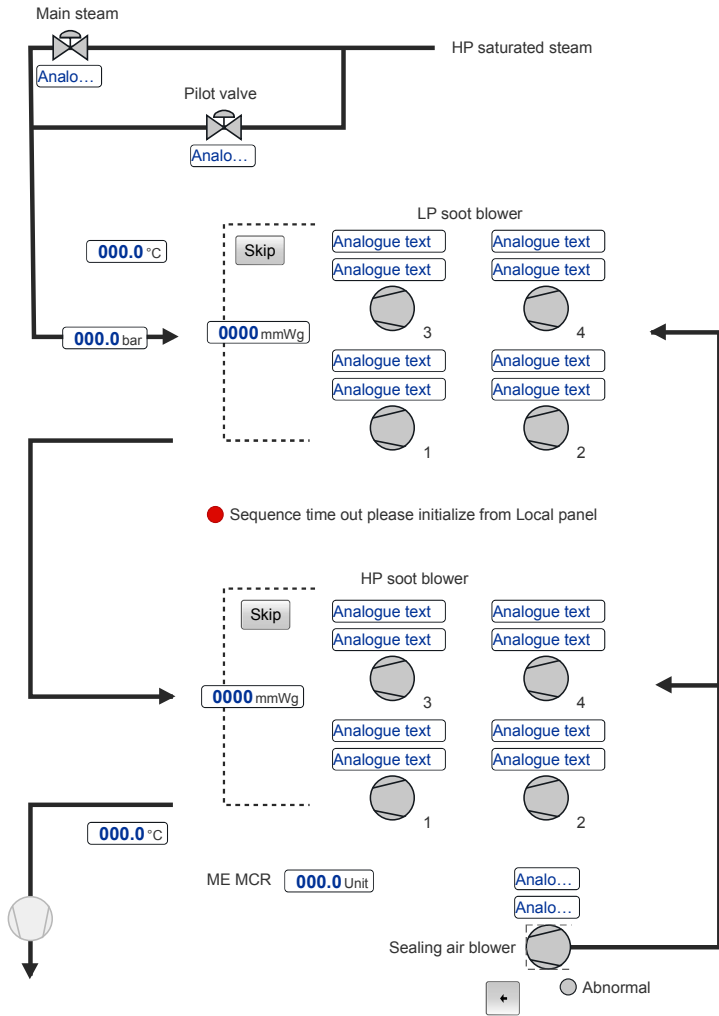
Rev.:

Designed by:

Date: 17-10-2014 10:45 Checked by:

P no.: 673699403

Approved by:



Communication status

Normal "A" line fail

Normal "B" line fail

Analogue...

Key Request Key Release Request

Mode

Manual start Time set: Time remaining:

Timed start 0000 min 0000 min

Recipe Sweeps Complete sweeps

00 00 00 00 00

Manual start Manual stop

- Forced stop enabled
- Ready to start
- Sequence running
- Finished
- Last SB terminated
- Steam pressure low trip
- Main engine low load
- Allowed remote
- EGB running
- Initializing
- Start interlock
- Handle not in position
- SB motor overload
- SB sequence time out

Soot blowing recommended

Expected pressure drop: 0000 mmWg

Soot blowing recommended

Expected pressure drop: 0000 mmWg

Sequence status:

- SB starting/Warming up
- SB Warming up complete
- SB waiting for ok to soot blow
- SB soot blowing on
- SB waiting for steam pressure

Sequence continue

Top view

LP temperature monitoring

14	000.0 °C	24	000.0 °C
13	000.0 °C	23	000.0 °C
12	000.0 °C	22	000.0 °C
11	000.0 °C	21	000.0 °C

Soot Blowers

Top view

HP temperature monitoring

14	000.0 °C	24	000.0 °C
13	000.0 °C	23	000.0 °C
12	000.0 °C	22	000.0 °C
11	000.0 °C	21	000.0 °C

Soot Blowers



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

WHRS overview

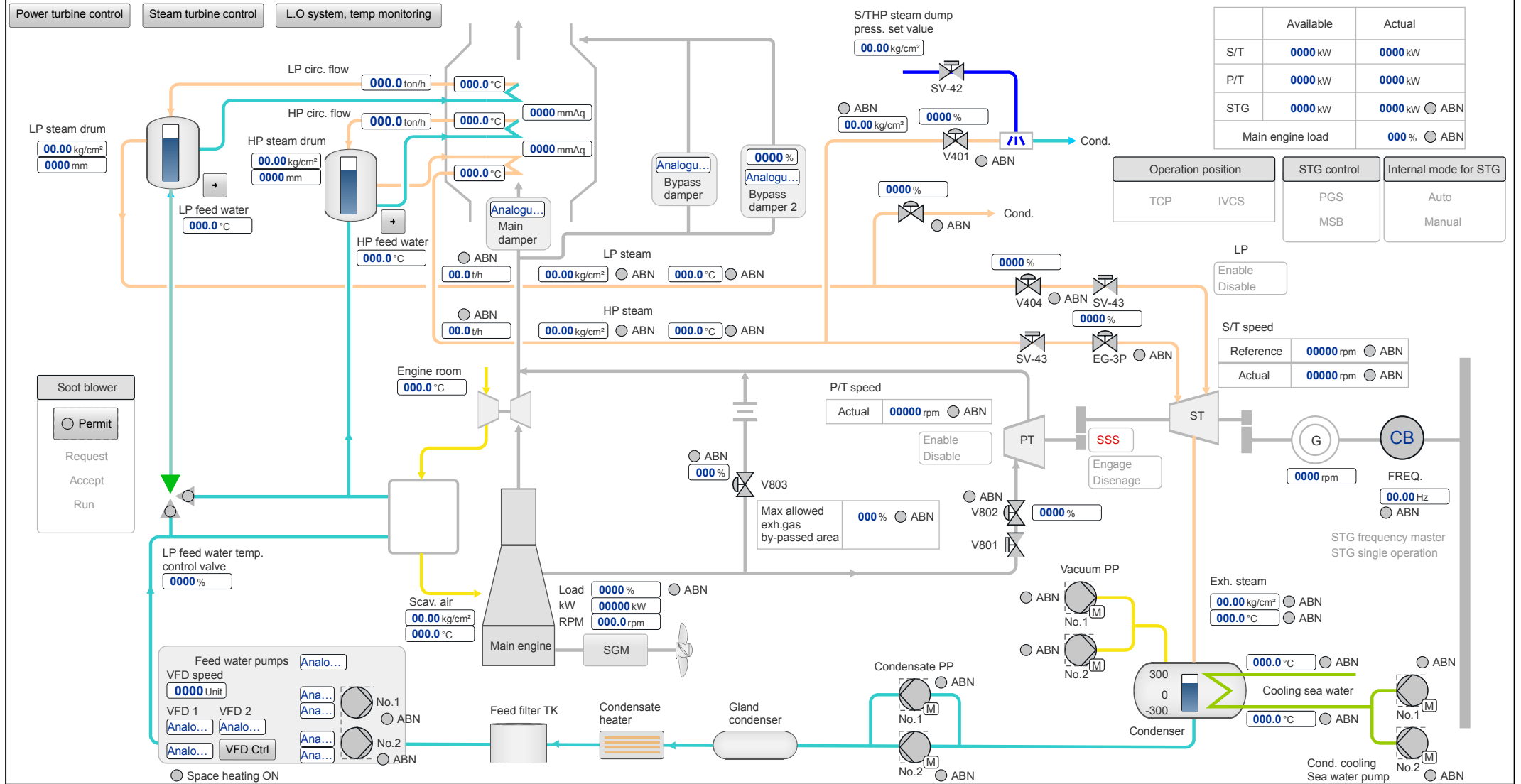
Rev.:

Designed by:

Date: 20-10-2014 18:14 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Power turbine control

Rev.:

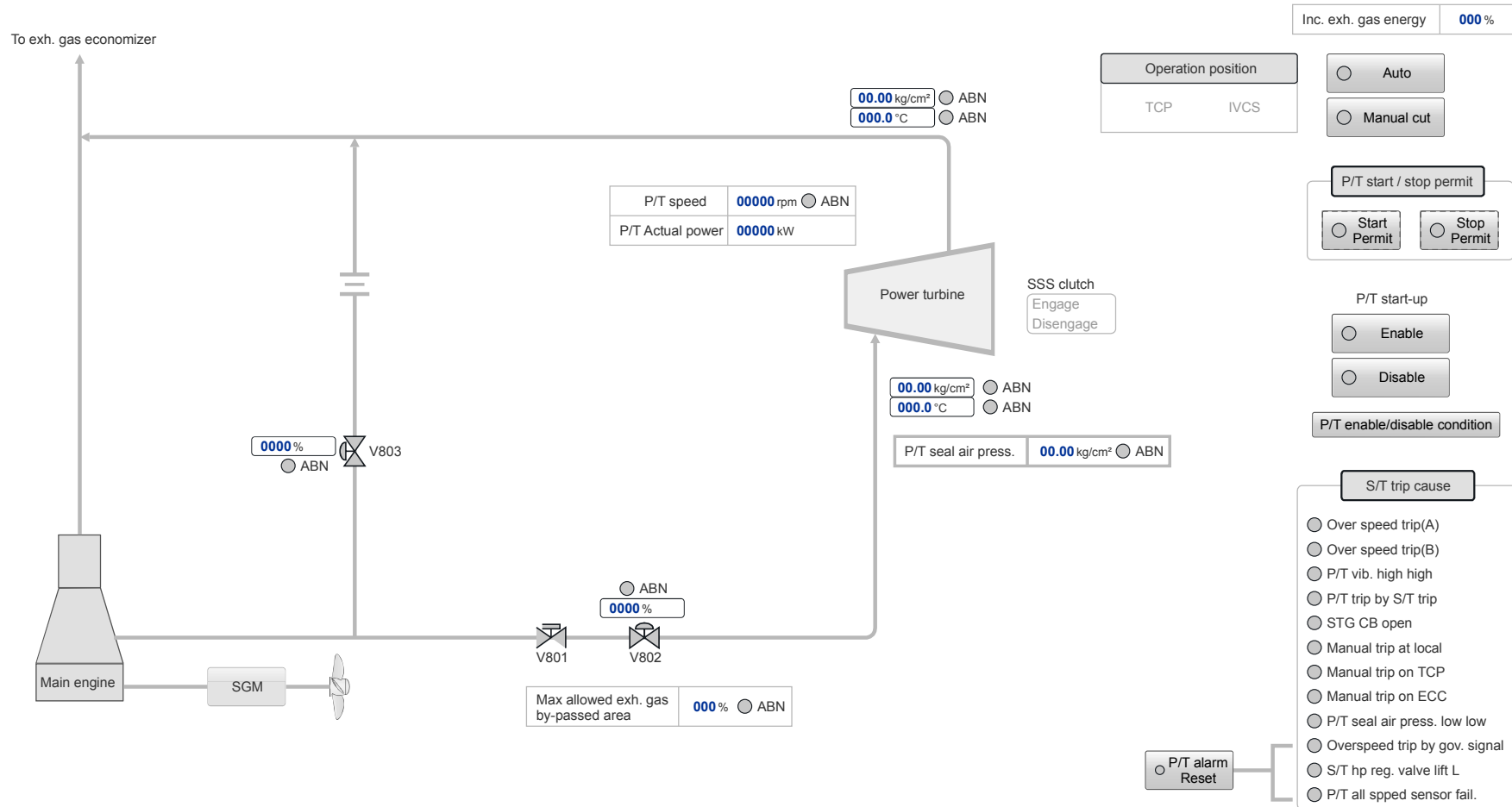
Date: 13-10-2014 13:24 Checked by:

P no.: 673699403

Designed by:

Approved by:

WHRS Overview Steam turbine control L.O system, temp monitoring





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Steam turbine control

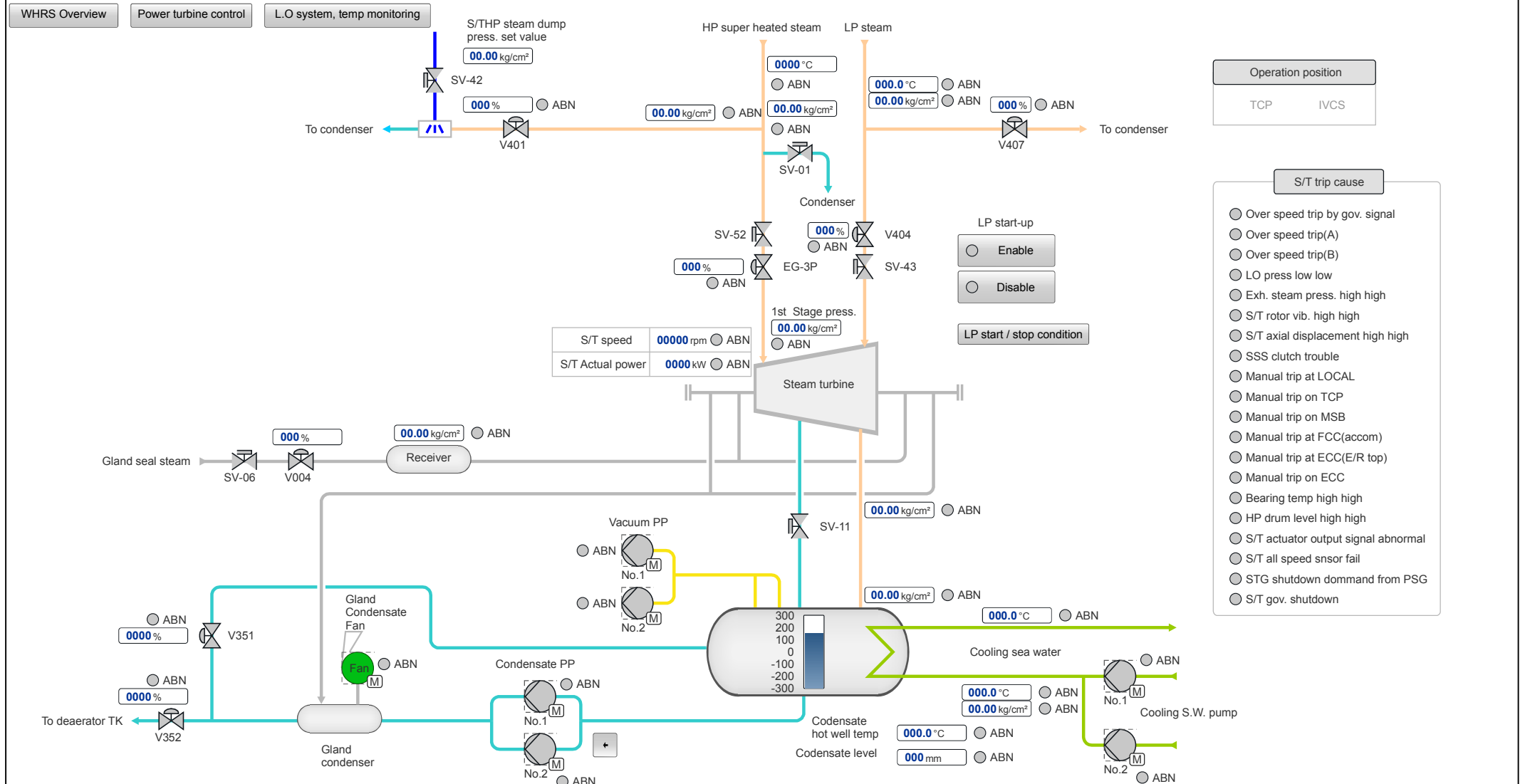
Rev.:

Designed by:

Date: 13-10-2014 14:10 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

System condition

Rev.:

Designed by:

Date: 26-08-2014 18:25 Checked by:

P no.: 673699403

Approved by:

System condition

CPU mode

- Analogue text
- Analogue text

Operation position

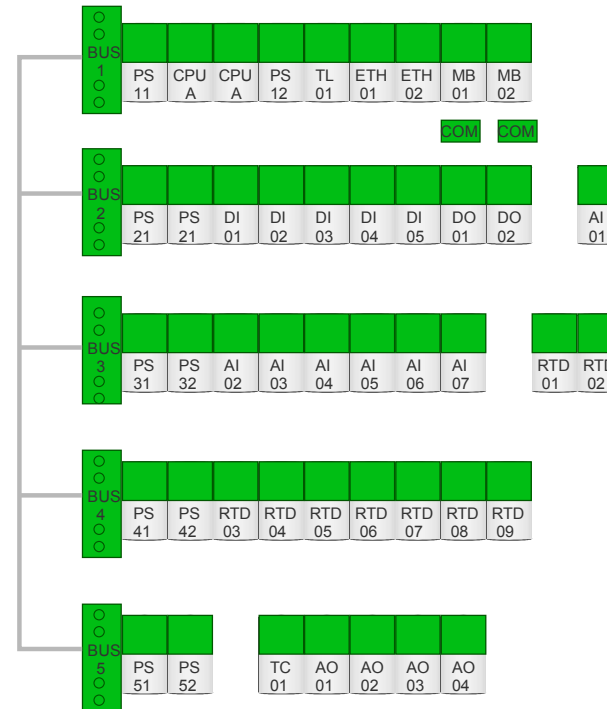
TCP IVCS

TCP system power

- AC main power
- AC emergency power
- AC/DC(AC Main) converter
- AC/DC (AC emergency) converter
- UPS power
- PLC power
- Control power
- Touch panel power
- S/T speed monitor power
- P/T speed monitor power
- Vib & Posi. monitor power
- S/T magnet valve power
- P/T magnet valve power
- Woodward GOV. power
- Indicator power
(Digital meter & lamp circuit)
- Local sensor power
- Miscellaneous power

CPU battery low

POWER & MODULE CONDITION





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

L.O system, temp monitoring

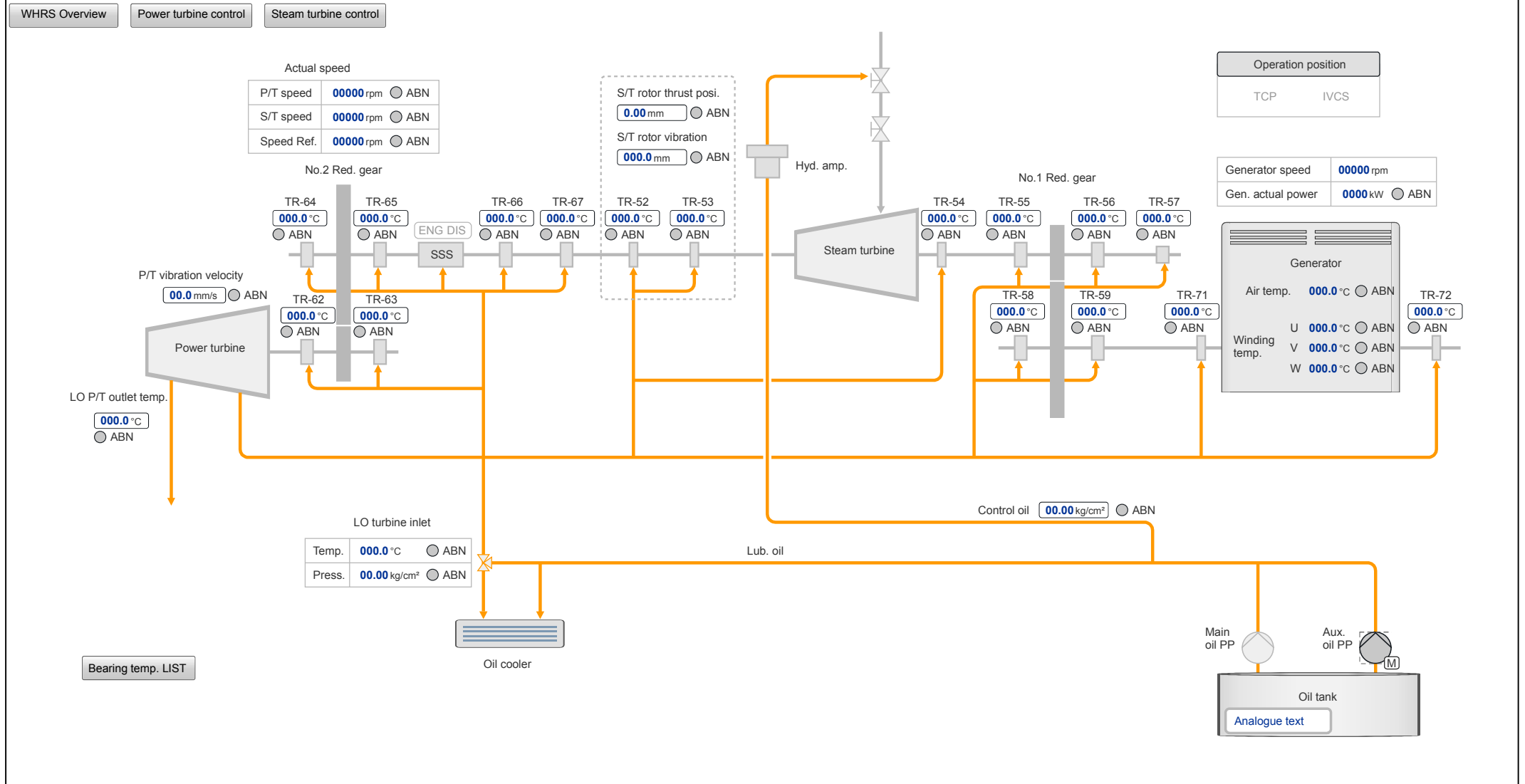
Rev.:

Designed by:

Date: 02-10-2014 11:40 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

P/T start stop sequence

Rev.:

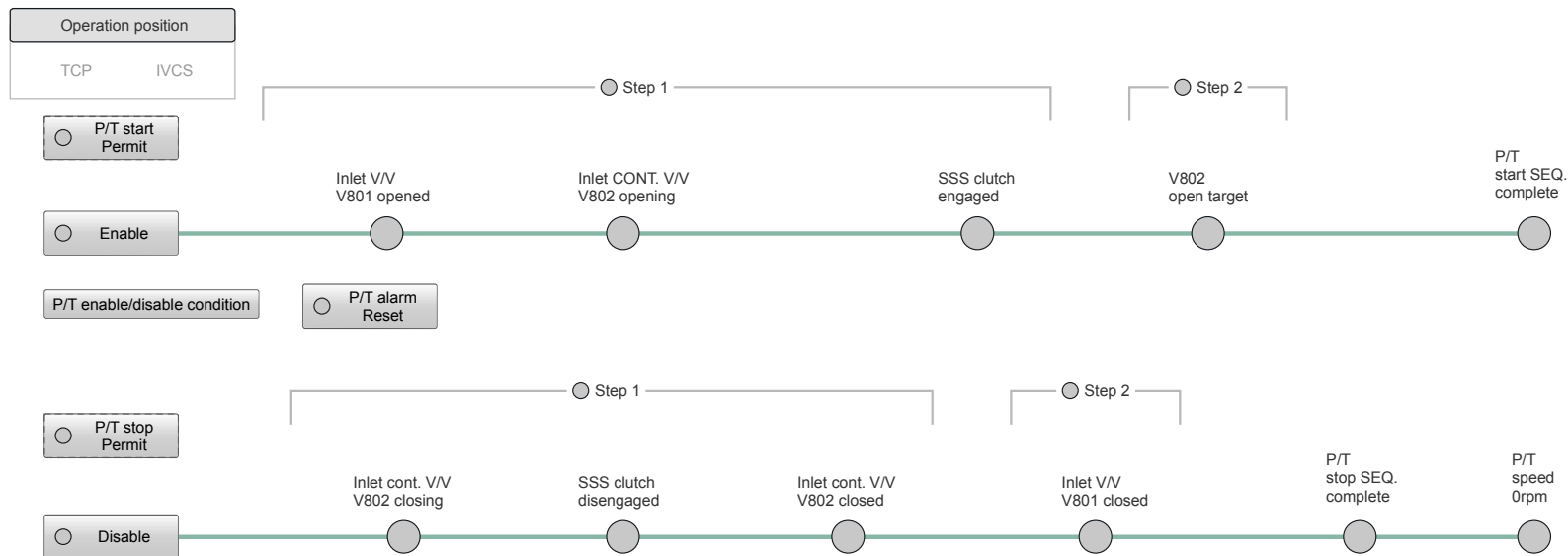
Designed by:

Date: 13-10-2014 13:19 Checked by:

P no.: 673699403

Approved by:

P/T start/stop sequence



P/T speed

Actual	0000 Unit ABN
--------	---------------

ME/ LOAD	0000 Unit ABN
Max allowed PT V802	0000 Unit ABN
CONT. V/V V802 open IND.	0000 Unit ABN



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

S/T Auxiliaries start sequence

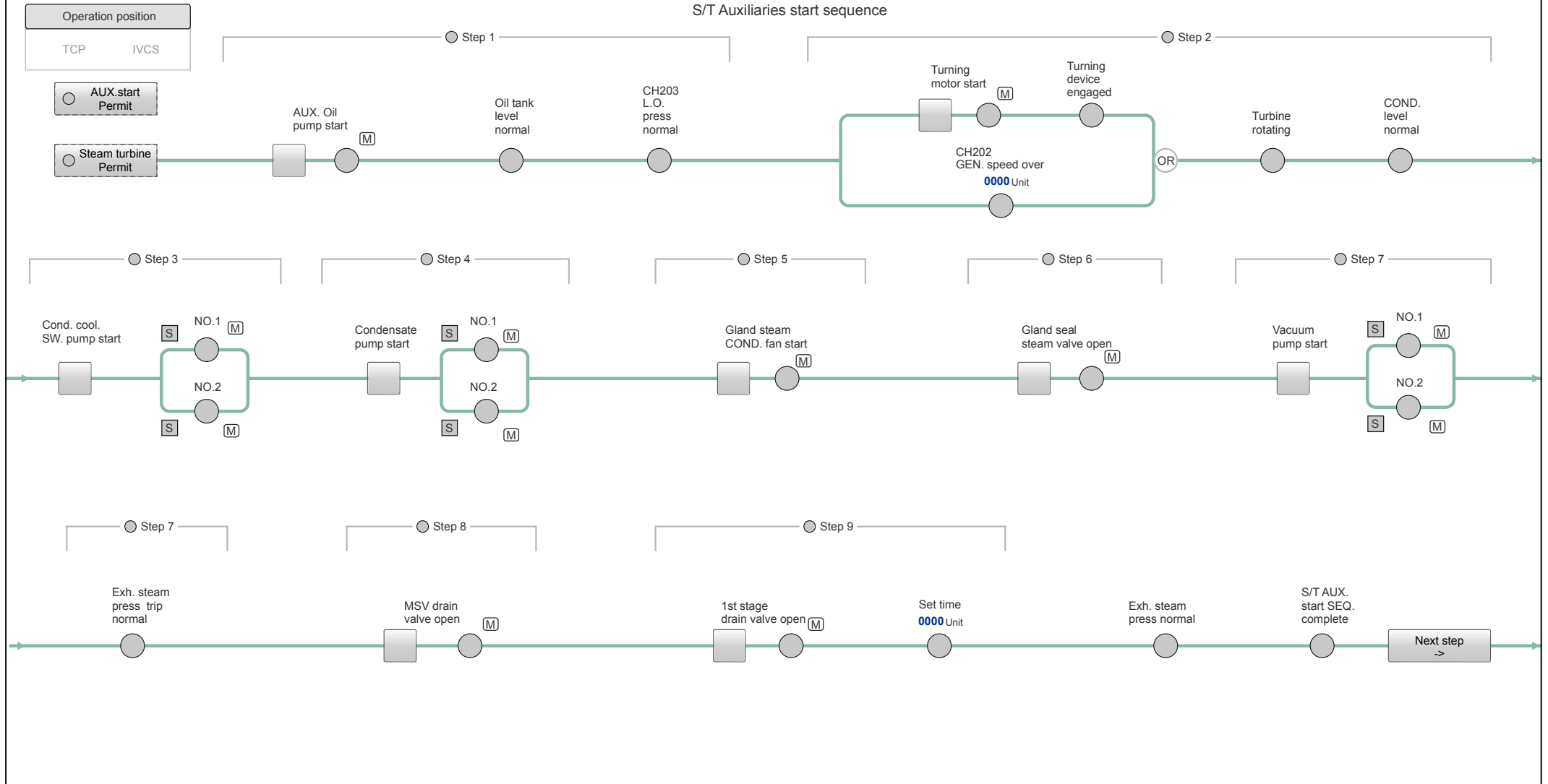
Rev.:

Designed by:

Date: 13-10-2014 14:06 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

S/T Auxiliaries stop sequence

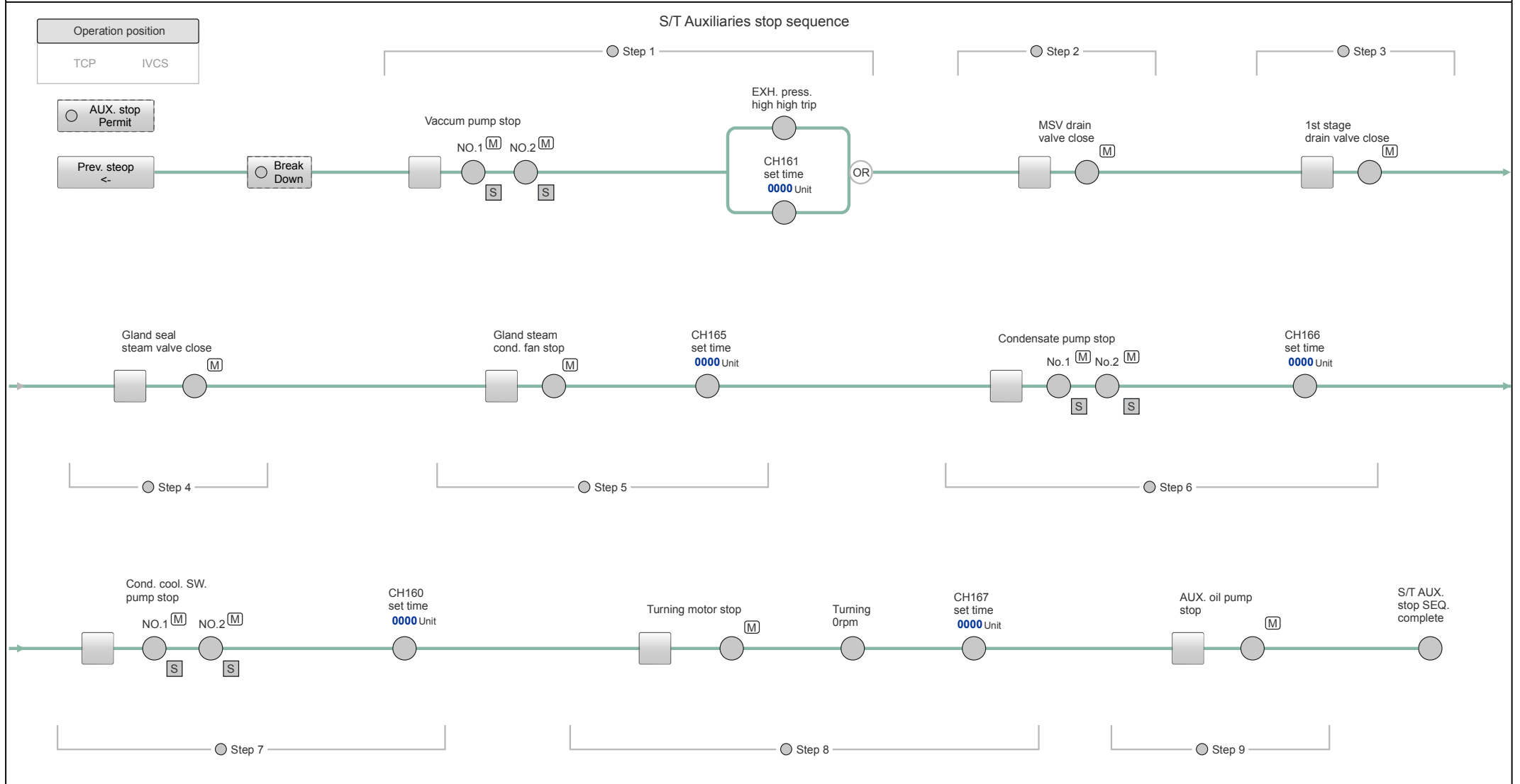
Rev.:

Designed by:

Date: 12-09-2014 11:34 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

S/T start sequence

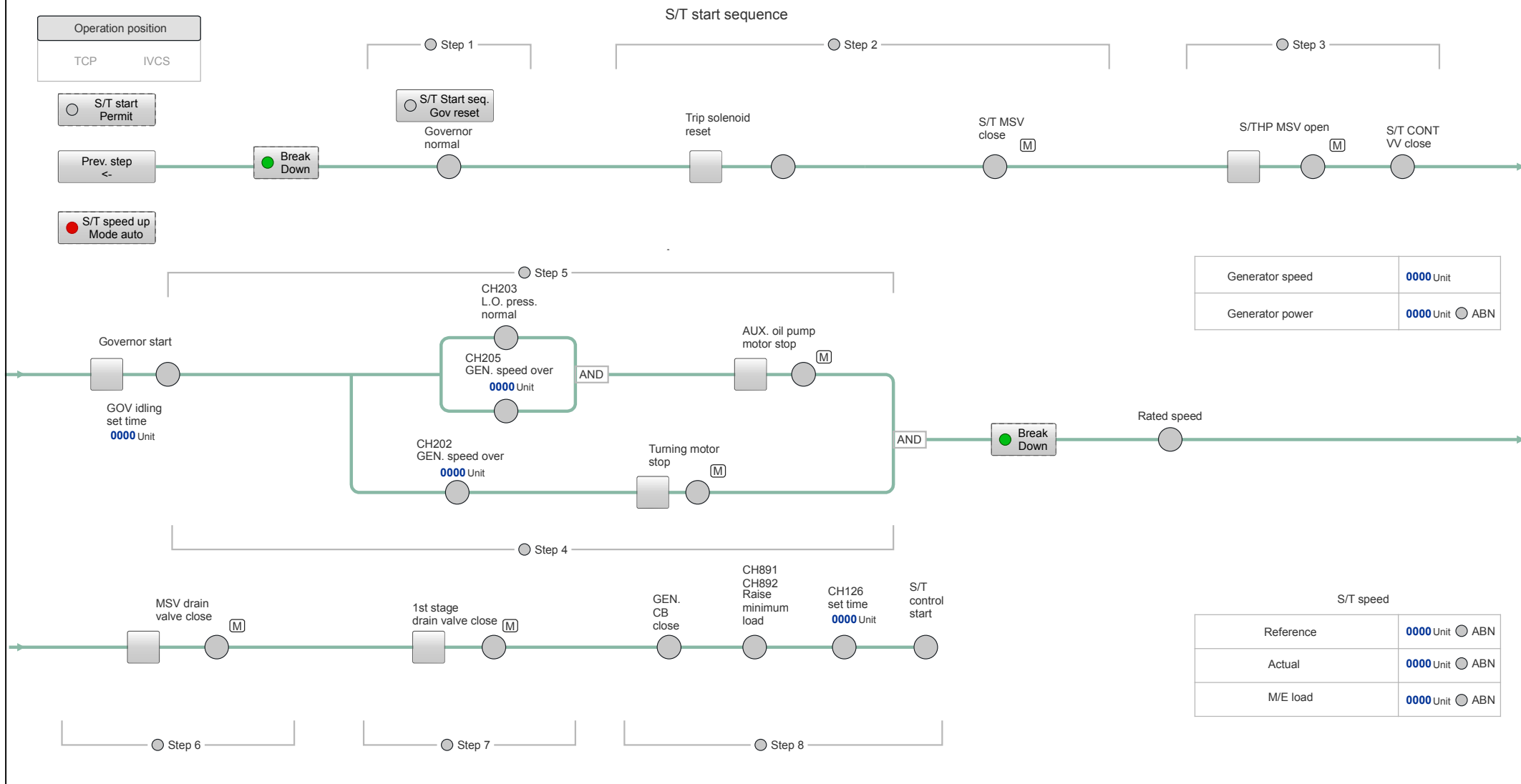
Rev.:

Designed by:

Date: 13-10-2014 13:15 Checked by:

P no.: 673699403

Approved by:



Generator speed	0000 Unit
Generator power	0000 Unit <input type="radio"/> ABN

S/T speed	
Reference	0000 Unit <input type="radio"/> ABN
Actual	0000 Unit <input type="radio"/> ABN
M/E load	0000 Unit <input type="radio"/> ABN



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

S/T stop sequence

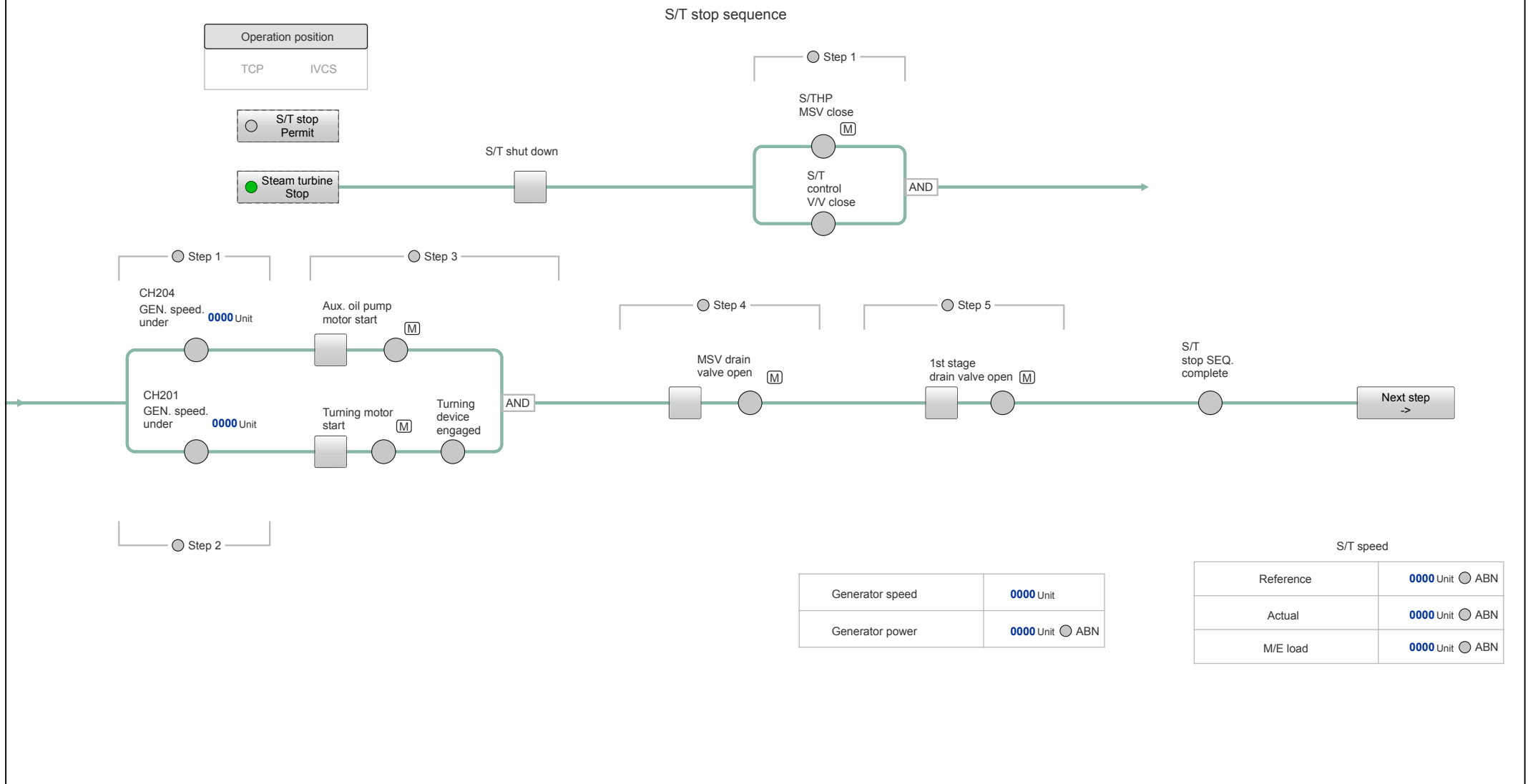
Rev.:

Designed by:

Date: 13-10-2014 13:16 Checked by:

P no.: 673699403

Approved by:





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Aux equipments control (pump & motor)

Rev.:

Designed by:

Date: 13-10-2014 14:59 Checked by:

P no.: 673699403

Approved by:

No.1 condensate pump		No.2 condensate pump	
<input type="radio"/> No.1 Select		<input type="radio"/> No.2 Select	
<input type="radio"/> Auto	<input type="radio"/> Manual	<input type="radio"/> Auto	<input type="radio"/> Manual
<input type="radio"/> Start	<input checked="" type="radio"/> Stop	<input type="radio"/> Start	<input checked="" type="radio"/> Stop
<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit	<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit

No.1 vacuum pump		No.2 vacuum pump	
<input type="radio"/> No.1 Select		<input type="radio"/> No.2 Select	
<input type="radio"/> Auto	<input type="radio"/> Manual	<input type="radio"/> Auto	<input type="radio"/> Manual
<input type="radio"/> Start	<input checked="" type="radio"/> Stop	<input type="radio"/> Start	<input checked="" type="radio"/> Stop
<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit	<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit

Aux. oil pump		Turning motor	
<input type="radio"/> Auto	<input type="radio"/> Man	<input type="radio"/> Auto	<input type="radio"/> Man
<input type="radio"/> Start	<input checked="" type="radio"/> Stop	<input type="radio"/> Start	<input checked="" type="radio"/> Stop
<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit	<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit

Turning gear
 Engage Disengage

No.1 COND.COOL.S.W. pump		No.2 COND.COOL.S.W. pump	
<input type="radio"/> No.1 Select		<input type="radio"/> No.2 Select	
<input type="radio"/> Auto	<input type="radio"/> Manual	<input type="radio"/> Auto	<input type="radio"/> Manual
<input type="radio"/> Start	<input checked="" type="radio"/> Stop	<input type="radio"/> Start	<input checked="" type="radio"/> Stop
<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit	<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Aux equipments control (valve & fan)

Rev.:

Designed by:

Date: 13-10-2014 14:57 Checked by:

P no.: 673699403

Approved by:

MSV drain valve

<input type="radio"/> Auto	<input type="radio"/> Man
<input type="radio"/> Open	<input type="radio"/> Close
<input type="radio"/> Open Permit	<input type="radio"/> Close Permit

1st stage drain valve

<input type="radio"/> Auto	<input type="radio"/> Man
<input type="radio"/> Open	<input checked="" type="radio"/> Close
<input type="radio"/> Open Permit	<input type="radio"/> Close Permit

S/T HP main stop valve

<input type="radio"/> Auto	<input type="radio"/> Man
<input type="radio"/> Open	<input type="radio"/> Close
<input type="radio"/> Open Permit	<input type="radio"/> Close Permit

Gland condenser fan

<input type="radio"/> Auto	<input type="radio"/> Man
<input type="radio"/> Start	<input checked="" type="radio"/> Stop
<input type="radio"/> Start Permit	<input type="radio"/> Stop Permit

Gland seal steam valve

<input type="radio"/> Auto	<input type="radio"/> Man
<input type="radio"/> Open	<input type="radio"/> Close
<input type="radio"/> Open Permit	<input type="radio"/> Close Permit



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

ME Cylinder Performance

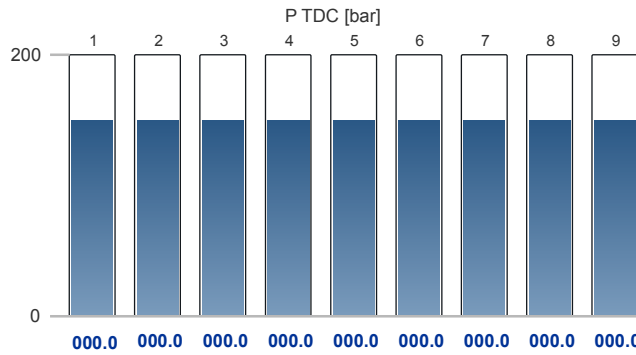
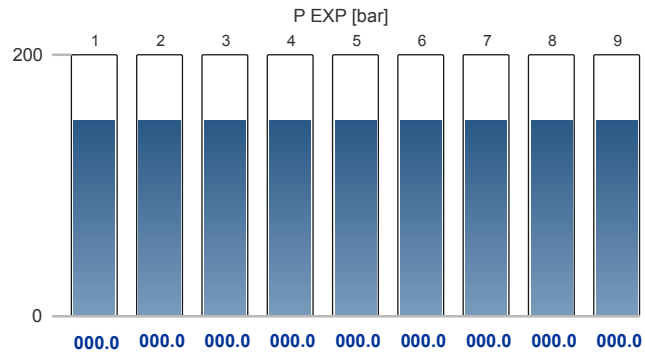
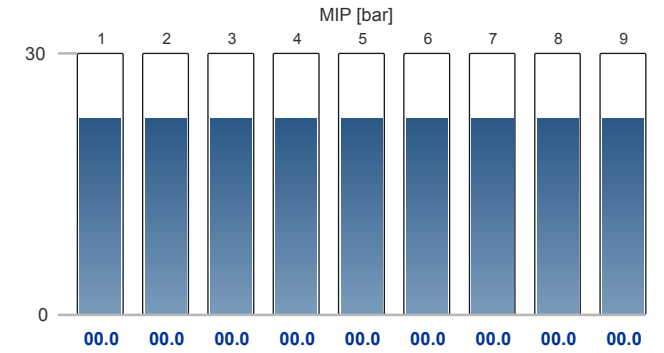
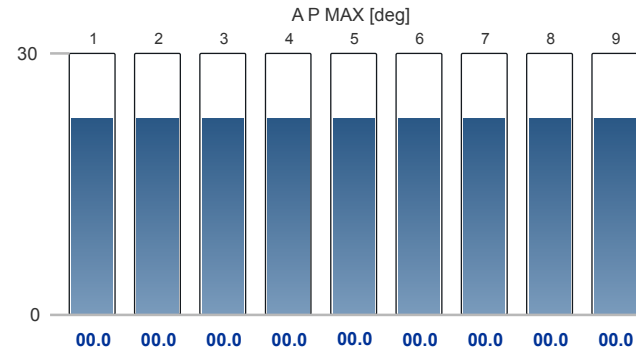
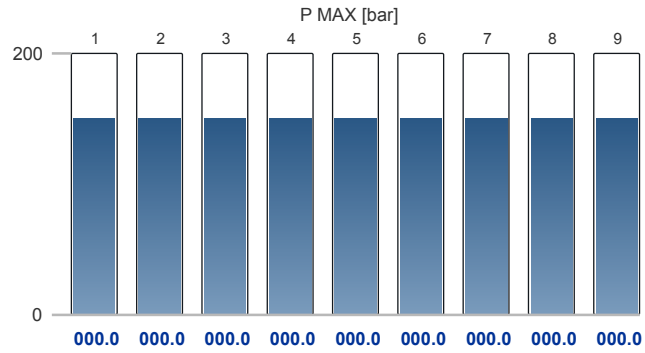
Rev.:

Designed by: jan-arne

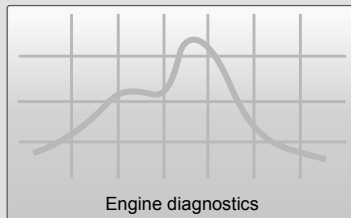
Date: 24-09-2014 17:34 Checked by:

P no.: 673699403

Approved by:



Main engine



Collecting data...

Overall status



Engine diagnostic

Cylinder	1	2	3	4	5	6	7	8	9
Engine/components	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fuel system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Combustion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
System status	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measure status	Digital								



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

DG 1 and 2 data collection

Rev.: 1.0.0

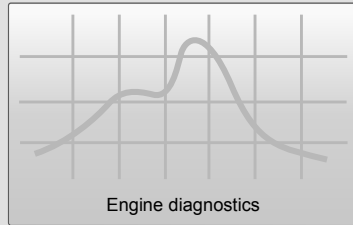
Designed by: jan-arne

Date: 15-09-2014 21:35 Checked by: Håkon Gjone

P no.: 673699403

Approved by: Håkon Gjone

Auxillary engine 1



Collecting data...

Overall status



DG1 Load

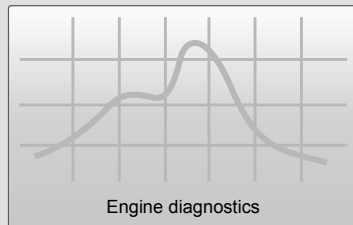
DG1 RPM

DG1 Cylinder pressure

Engine diagnostic

Cylinder	1	2	3	4	5	6	7	8	9
Engine/components	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fuel system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Combustion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
System status	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measure status	Digital								

Auxillary engine 2



Collecting data...

Overall status



DG2 Load

DG2 RPM

DG2 Cylinder pressure

Engine diagnostic

Cylinder	1	2	3	4	5	6	7	8	9
Engine/components	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fuel system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Combustion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
System status	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measure status	Digital								



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

DG 3 and 4 data collection

Rev.: 1.0.0

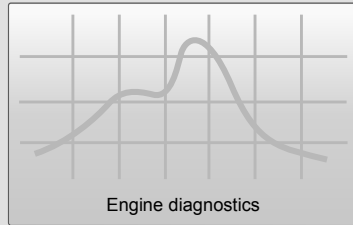
Designed by: Håkon Gjone

Date: 15-09-2014 21:35 Checked by: Håkon Gjone

P no.: 673699403

Approved by: Håkon Gjone

Auxillary engine 3



Collecting data...

Overall status



DG3 Load

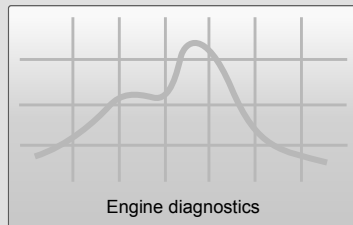
DG3 RPM

DG3 Cylinder pressure

Engine diagnostic

Cylinder	1	2	3	4	5	6	7	8	9
Engine/components	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fuel system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Combustion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
System status	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measure status	Digital								

Auxillary engine 4



Collecting data...

Overall status



DG4 Load

DG4 RPM

DG4 Cylinder pressure

Engine diagnostic

Cylinder	1	2	3	4	5	6	7	8	9
Engine/components	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fuel system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Combustion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
System status	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measure status	Digital								



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Shaft power and torque

Rev.:

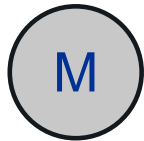
Designed by:

Date: 05-09-2014 16:55 Checked by:

P no.: 673699403

Approved by:

Shaft
Torque & Power
Measurement
System



RTix Torque Handler
Text box

Shaft power momentary 00000 kW

Shaft power averaged 00000 kW

Shaft power accumulated 00000 kWh *Since last reset or engine stop

Twist 0.0000 deg

Duty cycle value 0.0000 Unit

Calibrated duty ref: 00000 Unit

Rotational shaft speed 000.0 rpm

Shaft torque 0000 kNm

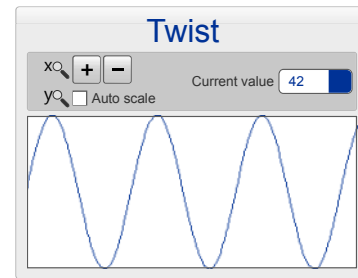
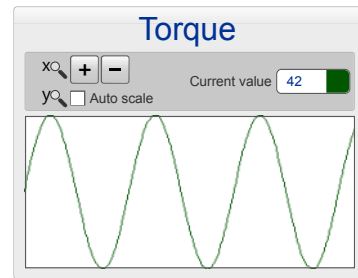
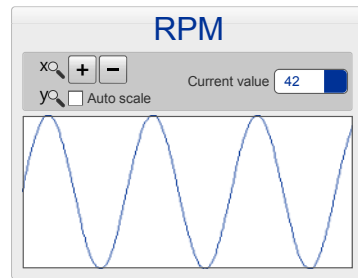
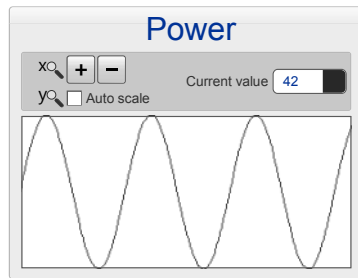
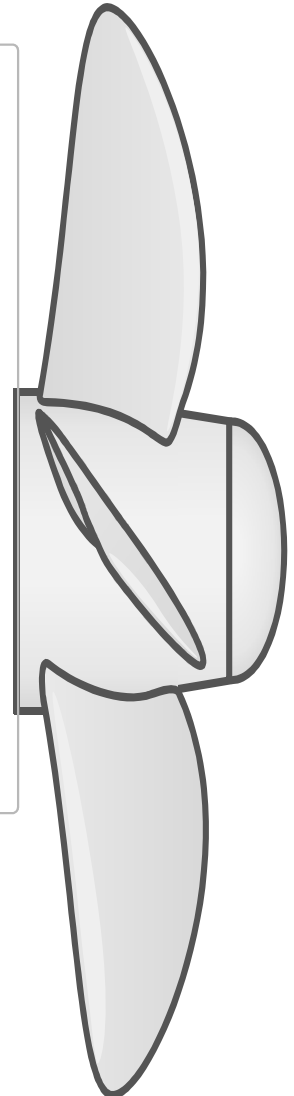
1

Lens cleaning alarm
Text box

Dust particles on codewheels
Text box

2

Lens cleaning alarm
Text box





K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

K-Thrust

Rev.: 1.0.0

Designed by: ANK


Date: 17-10-2014 19:50 Checked by: ANK

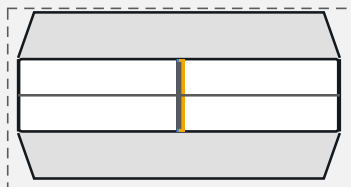
P no.: 673699403

Approved by: HOS

Available power **0000** kW

BT 1

STP **0000** %
 FDB **0000** %
 LOAD 
0000 A

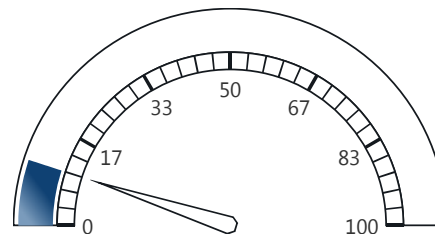


OVERLOAD

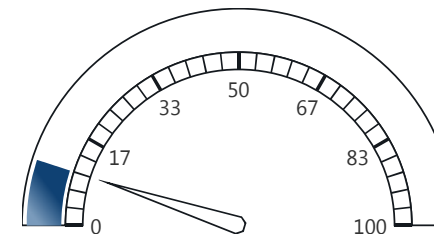
Analogue...

Alarm

BRIDGE




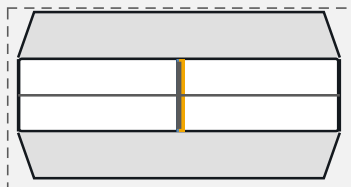
0000 %
BT1 Pitch



0000 A
BT1 Load

BT 2

STP **0000** %
 FDB **0000** %
 LOAD 
0000 A

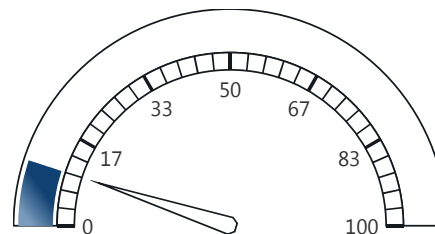


OVERLOAD

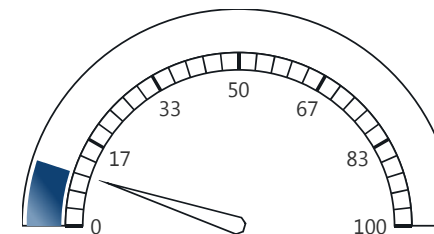
Analogue...

Alarm

BRIDGE



0000 %
BT2 Pitch



0000 A
BT2 Load

- K-thrust LAN A fail
- K-thrust LAN B fail



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Thruster monitoring system

Rev.: 1.0.0

Designed by: AKV

Date: 17-10-2014 20:58 Checked by: AKV

P no.: 673699403

Approved by: HOS

- K-thrust LAN A fail
- K-thrust LAN B fail

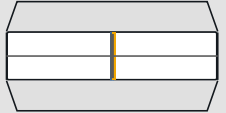
Available power **0000** kW

- GRAVITY TANK LOW LEVEL
- OIL PRESSURE LOW
- MAIN MOTOR OVERLOAD
- MAIN MOTOR TRIP
- HYDR. PUMP OVERLOAD
- POSSIOTINER SIGNAL FAIL
- SYSTEM FAILURE
- LOCAL CONTROL
- POSITIONER POSITION FAIL
- MAIN MOTOR START FAIL
- INSULATION LOW
- EMERGENCY SHUT DOWN

- K-THRUST POWER FAIL
- K-THRUST EARTH FAIL

- GRAVITY TANK LOW LEVEL
- OIL PRESSURE LOW
- MAIN MOTOR OVERLOAD
- MAIN MOTOR TRIP
- HYDR. PUMP OVERLOAD
- POSSIOTINER SIGNAL FAIL
- SYSTEM FAILURE
- LOCAL CONTROL
- POSITIONER POSITION FAIL
- MAIN MOTOR START FAIL
- INSULATION LOW
- EMERGENCY SHUT DOWN

No.1 Bow thruster Analogue text

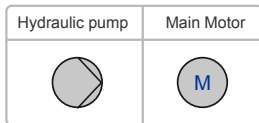


OVERLOAD

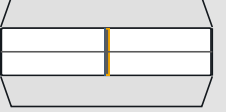
Setpoint : **0000** %

Feedback : **0000** %

Load : **0000** A



No.2 Bow thruster Analogue text

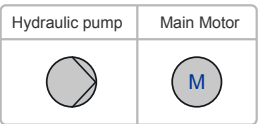


OVERLOAD

Setpoint : **0000** %

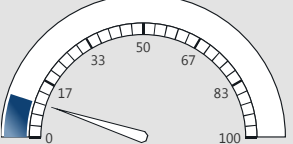
Feedback : **0000** %

Load : **0000** A

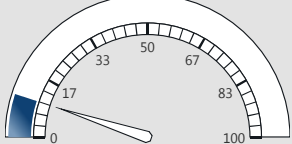


Start block

- Tag description 1
- Tag description 2
- Tag description 3
- Tag description 4
- Tag description 5
- Tag description 6
- Tag description 7
- Tag description 8
- Tag description 9
- Tag description 10



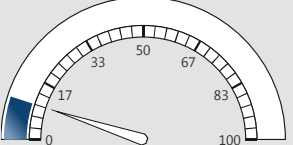
0000 %
BT1 Pitch



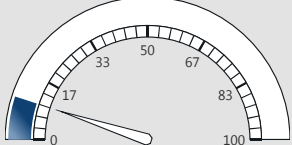
0000 A
BT1 Load

Start block

- Tag description 1
- Tag description 2
- Tag description 3
- Tag description 4
- Tag description 5
- Tag description 6
- Tag description 7
- Tag description 8
- Tag description 9
- Tag description 10



0000 %
BT2 Pitch



0000 A
BT2 Load



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

GE common overview

Rev.:

Designed by:

Date: 16-10-2014 05:41 Checked by:

P no.: 673699403

Approved by:

	No.1	No.2	No.3	No.4
G/E Run	STOP	STOP	STOP	STOP
G/E speed	0000.0 rpm	0000.0 rpm	0000.0 rpm	0000.0 rpm
Fuel mode	HFO			

FO inlet press	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
LO inlet press	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
HT water inlet press	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
HT water outlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
LT water inlet press	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
Starting air press	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
FO inlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
LO inlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
HT water inlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
LT water outlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
LT water inlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Instrument air in press	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
Charge air press	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
FO filter	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
LO filter	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
Main thrust bearing.temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Pilot fuel p/p press	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²	00.00 kg/cm ²
Bearing temp. NDE	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Bearing temp. DE	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Air cooler temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
Charge air temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
TC exh. GDs outlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
TC exh. GDs inlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
TC LO inlet press	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
TC LO outlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
TC air inlet temp	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C
TC rpm (X10)	0000.0 rpm	0000.0 rpm	0000.0 rpm	0000.0 rpm

No.1	No.2	No.3	No.4
<input type="radio"/> FO leakage high	<input type="radio"/> FO leakage high	<input type="radio"/> FO leakage high	<input type="radio"/> FO leakage high
<input type="radio"/> Cooler water leakage	<input type="radio"/> Cooler water leakage	<input type="radio"/> Cooler water leakage	<input type="radio"/> Cooler water leakage
<input type="radio"/> UPS common alarm	<input type="radio"/> UPS common alarm	<input type="radio"/> UPS common alarm	<input type="radio"/> UPS common alarm
<input type="radio"/> UPS alarm	<input type="radio"/> UPS alarm	<input type="radio"/> UPS alarm	<input type="radio"/> UPS alarm
<input type="radio"/> System alarm	<input type="radio"/> System alarm	<input type="radio"/> System alarm	<input type="radio"/> System alarm
<input type="radio"/> System fault	<input type="radio"/> System fault	<input type="radio"/> System fault	<input type="radio"/> System fault
<input type="radio"/> Main power fail	<input type="radio"/> Main power fail	<input type="radio"/> Main power fail	<input type="radio"/> Main power fail
<input type="radio"/> Em'cy power fail	<input type="radio"/> Em'cy power fail	<input type="radio"/> Em'cy power fail	<input type="radio"/> Em'cy power fail
<input type="radio"/> LOP comms. alarm	<input type="radio"/> LOP comms. alarm	<input type="radio"/> LOP comms. alarm	<input type="radio"/> LOP comms. alarm
<input type="radio"/> Slow turning prewarning	<input type="radio"/> Slow turning prewarning	<input type="radio"/> Slow turning prewarning	<input type="radio"/> Slow turning prewarning
<input type="radio"/> Oil mist detected alarm	<input type="radio"/> Oil mist detected alarm	<input type="radio"/> Oil mist detected alarm	<input type="radio"/> Oil mist detected alarm
<input type="radio"/> Oil mist detector fault	<input type="radio"/> Oil mist detector fault	<input type="radio"/> Oil mist detector fault	<input type="radio"/> Oil mist detector fault
<input type="radio"/> Insulation fail	<input type="radio"/> Insulation fail	<input type="radio"/> Insulation fail	<input type="radio"/> Insulation fail
<input type="radio"/> 24VDC earth fault	<input type="radio"/> 24VDC earth fault	<input type="radio"/> 24VDC earth fault	<input type="radio"/> 24VDC earth fault
<input type="radio"/> Crank press fault	<input type="radio"/> Crank press fault	<input type="radio"/> Crank press fault	<input type="radio"/> Crank press fault
<input type="radio"/> MODBUS fault	<input type="radio"/> MODBUS fault	<input type="radio"/> MODBUS fault	<input type="radio"/> MODBUS fault
<input type="radio"/> Motor starter alarm	<input type="radio"/> Motor starter alarm	<input type="radio"/> Motor starter alarm	<input type="radio"/> Motor starter alarm
<input type="radio"/> CPU fault detected	<input type="radio"/> CPU fault detected	<input type="radio"/> CPU fault detected	<input type="radio"/> CPU fault detected
<input type="radio"/> LT driver fault	<input type="radio"/> LT driver fault	<input type="radio"/> LT driver fault	<input type="radio"/> LT driver fault
<input type="radio"/> LT position fault	<input type="radio"/> LT position fault	<input type="radio"/> LT position fault	<input type="radio"/> LT position fault
<input type="radio"/> LT position dev.high	<input type="radio"/> LT position dev.high	<input type="radio"/> LT position dev.high	<input type="radio"/> LT position dev.high
<input type="radio"/> LOP comms alarm	<input type="radio"/> LOP comms alarm	<input type="radio"/> LOP comms alarm	<input type="radio"/> LOP comms alarm
<input type="radio"/> Pil ing speed fault 1	<input type="radio"/> Pil ing speed fault 1	<input type="radio"/> Pil ing speed fault 1	<input type="radio"/> Pil ing speed fault 1
<input type="radio"/> Pil ing speed fault 2	<input type="radio"/> Pil ing speed fault 2	<input type="radio"/> Pil ing speed fault 2	<input type="radio"/> Pil ing speed fault 2
<input type="radio"/> Start fail	<input type="radio"/> Start fail	<input type="radio"/> Start fail	<input type="radio"/> Start fail
<input type="radio"/> Overspeed	<input type="radio"/> Overspeed	<input type="radio"/> Overspeed	<input type="radio"/> Overspeed
<input type="radio"/> Pilot fuel alarm	<input type="radio"/> Pilot fuel alarm	<input type="radio"/> Pilot fuel alarm	<input type="radio"/> Pilot fuel alarm

	Cyl.1	Cyl.2	Cyl.3	Cyl.4	Cyl.5	Cyl.6	Cyl.7	Cyl.8	Cyl.9	Mean	
No.1 Exh.gas outlet	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	<input type="radio"/> Dev.high
No.1 Exh.gas dev	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	<input type="radio"/> Dev.low
No.1 Bearing temp.	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	
No.2 Exh.GBs outlet	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	<input type="radio"/> Dev.high
No.2 Exh.GBs dev	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	<input type="radio"/> Dev.low
No.2 Bearing temp.	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	
No.3 Exh.GCs outlet	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	<input type="radio"/> Dev.high
No.3 Exh.GCs dev	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	<input type="radio"/> Dev.low
No.3 Bearing temp.	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	
No.4 Exh.GDs outlet	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	<input type="radio"/> Dev.high
No.4 Exh.GDs dev	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	<input type="radio"/> Dev.low
No.4 Bearing temp.	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	0000.0 °C	



K-Chief 600

Yard: HSHI

KONGSBERG Hull no.: S738

Miscellaneous

Rev.:

Designed by:

Date: 21-10-2014 19:05 Checked by:

P no.: 673699403

Approved by:

Ref gas

- Ref gas meat RM HI
- Ref gas meat RM HH
- Ref gas fish RM HI
- Ref gas fish RM HH
- Ref gas vege RM HI
- Ref gas vege RM HH
- Ref gas gallaei HI
- Ref gas gallaei HH
- Ref gas air handling uint HI
- Ref gas air handling uint HH
- Ref gas air diary RM HI
- Ref gas air diary RM HH
- Ref gas air cond.plant HI
- Ref gas air cond.plant HH
- Ref gas prov refer plant HI
- Ref gas prov refer plant HH
- Ref gas detector fault
- Ref gas detector power fail

VRC substation

- VRC E/R substation press low
- VRC No.1 substation press low
- VRC No.2 substation press low
- VRC No.3 substation press low
- VRC No.4 substation press low
- VRC No.5 substation press low
- VRC No.6 substation press low
- VRC No.7 substation press low
- VRC No.8 substation press low
- VRC No.9 substation press low

Sewage treat plant

- Sewage treat plant (ER) abnormal
- Sewage treat plant (ACC) abnormal
- Sewage treat plant (ER) stop
- Sewage treat plant (ACC) stop

Mooring winch

- No.1 Wind mooring winch abnormal
- No.2 Wind mooring winch abnormal
- No.1 mooring winch abnormal
- No.2 mooring winch abnormal
- No.3 mooring winch abnormal
- No.4 mooring winch abnormal
- No.5 mooring winch abnormal
- No.6 mooring winch abnormal
- No.7 mooring winch abnormal
- No.8 mooring winch abnormal
- No.9 mooring winch abnormal
- No.10 mooring winch abnormal
- No.11 mooring winch abnormal
- No.12 mooring winch abnormal
- No.13 mooring winch abnormal
- No.14 mooring winch abnormal

No.1 Wind mooring winch power

No.2 Wind mooring winch power

No.1 Mooring winch power

No.2 Mooring winch power

No.3 Mooring winch power

No.4 Mooring winch power

No.5 Mooring winch power

No.6 Mooring winch power

No.7 Mooring winch power

No.8 Mooring winch power

No.9 Mooring winch power

No.10 Mooring winch power

No.11 Mooring winch power

No.12 Mooring winch power

No.13 Mooring winch power

No.14 Mooring winch power

AMP

AMP cable reel ready

AMP cable reel automode

AMP shore power available

AMP control VCB closed

- AMP communication loss
- AMP Cable reel last turn
- AMP Cable reel 2nd last turn
- AMP Cable reel E-stop
- AMP Cable reel abnormal
- AMP control power loss
- AMP control MV emcy
- AMP control smoke alarm
- AMP control MVSB trip
- AMP control temp abnormal
- AMP control emcy stop from MSB

Cold chamber

Cold chamber temp(Meat)

Cold chamber temp(Fish)

Cold chamber temp(Vege)

Cold chamber temp(Daily)

- Cold chamber rescue alarm

Electric system

- ECR console AC power fail
- ECR console DC power fail
- Light signal column power fail
- 6.6K A-bus Insul.low
- 6.6K A-bus DC110V source fail
- 6.6K B-bus Insul.low
- 6.6K B-bus DC110V source fail
- 6.6K A-bus earthing SW closed
- 6.6K B-bus earthing SW closed
- Referential trip 1
- Referential trip 2
- MV SWBD blackout
- MV SWBD abnormal
- FWD 230V insul.low
- Elec. heat tracing abnormal

Air condition

Local Remote Alarm reset

Compressor

No.1 No.2 No.3 No.4

No.1 Heater

No.2 Heater

No.1 Fan stop Common alarm 1

No.2 Fan stop Common alarm 2

Cooling mode Common alarm 3

Heating mode Common alarm 4

Fresh air temp 1

Mixing air temp 1

Supply air temp 1

Fresh air temp 2

Mixing air temp 2

Supply air temp 2

Pre-heater position 1

Re-heater position 1

Pre-heater position 2

Re-heater position 2

EEV position 1-1

EEV position 1-2

EEV position 1-3

EEV position 1-4

EEV position 2-1

EEV position 2-2

EEV position 2-3

EEV position 2-4

Engine room

E/R STBD Normal light (L-1) E/R pressure

E/R STBD Normal light (L-2) E/R temp

E/R vent Fan

FWD REV Local

No.1 ABN

No.2 ABN

No.3 ABN

Miscellaneous

- EMCY SH-OFF VV main p/p power fail
- EMCY SH-OFF VV sub p/p power fail
- Hospital calling alarm
- MGPS abnormal
- Anti heeling sys. abnormal
- Anti heeling alarm
- Anti heeling mode
- Water tight door ind power fail
- Refer cont. monitoring sys.fail
- Sterilizer abnormal
- E/R elevator abnormal
- E/R elevator EMCY call
- Acc. elevator abnormal
- Acc. elevator EMCY call
- PA power fail
- PA sys.fail
- FWD ICCP abnormal
- AFT ICCP abnormal
- W1 anchor chain length
- W2 anchor chain length
- Acc calorifier temp high
- ER calorifier temp high
- Hull stress moni.system alarm
- Hull stress moni.sys. UPS abnormal

Generator

- No.1 DG Hi-map-BC fail
- No.2 DG Hi-map-BC fail
- No.3 DG Hi-map-BC fail
- No.4 DG Hi-map-BC fail
- TG Hi-map-BC fail
- SGM Hi-map-BC fail
- SGM CVT scalance fail
- PGS A scalance fail
- PGS B scalance fail

Deadman

- Deadman alarm
- Deadman system start
- Deadman system stop
- Deadman system reset