

Subject

Crack Damage on Cylinder Cover Cooling Jacket of Diesel Engine used as main propulsion

# **ClassNK**

## ***Technical Information***

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To whom it may concern

Recently several cases of crack damages on the cylinder covers of cooling jackets of certain types of diesel engines used as main propulsion have been reported.

The cracks were initiated from bolt holes in many cases, resulting in a large amount of cooling water leakage (see Photograph 1).



Photo 1 Crack damage on cooling jacket, initiated from bolt hole in many cases.

The engine maker released a service letter in January 2014 concerning this damage, including how to maintain the relevant parts properly. For details, please refer to the following:

Home (<https://marine.man-es.com/>) > Two-Stroke > Service Letters  
(service letter No.SL2014-584)

(To be continued)

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In addition, the United States Coast Guard (USCG) has called their attention to such damage through the release of a Maine Safety Alert (No.17-16) in December 2016:

Home (<https://www.dco.uscg.mil/>) > Our Organization > Assistant Commandant for Prevention Policy (CG-5P) > Inspection & Compliance (CG-5PC) > Office of Investigations & Casualty Analysis > Safety Alerts

Cooling water leakage due to such cracks will lead not only overheating of the engine but will also induce the auto-slow down and/or auto-stop of the engine. In the worst case, it might lead to a serious casualty such as grounding or collision due to loss of main propulsion.

It is recommended to ship owners, management companies and operators managing ships on which the same types of diesel engines are installed onboard to refer these letters and to call necessary actions to the ships.

For any questions about the above, please contact:

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