

## **Lessons Learned 2011 12**

### **Water Ingestion Damage to Outboard Engines 2005**

Reference: **Accident 2005/01**

<http://www.ccg-pacific.org/ccga-p/library/?action=category&lcid=16>

A DRV has been put out of action due to the ingestion of water into one of its outboard engines when conducting an emergency stop drill when doing 25 to 30 knots.

Firstly there is very rarely a need to carry out such a manoeuvre when training or on a mission, if a proper lookout is being kept, and proper resources management is being utilised..

There is absolutely no need to practise such a manoeuvre when planing.

There has also been an occasion recently after such an emergency stop, and resultant water ingestion (hydraulic), that although the vessel was able to get back to base on one engine, that engine, although appearing unharmed, prematurely failed a short time later.

All operators of outboard powered planing vessels (either Owner Operator or Dedicated Response Vessels) must exercise caution when transitioning from planing mode to displacement mode, and must do so slowly and smoothly, and take care not to put the engines astern in the process.