**ERS AND BRIDGE CONTROL CONSOLE**

This will be the menu we will use in machine lessons after learning the system. I am closing it for now. There is a balloon outside of it. Keep it always open. I told you a little while ago in 3D, if this is closed, when you stand on any system, I open it, let me open a page from SYS.

Look, I'm coming at it because I turned it off...Because I turned it off, it doesn't tell me what it is, and if I turn it on, it will tell me what it is.

You see a question mark next to it. If you press the question mark, the system page will appear in front of us. Look, I am moving it here because it is on the other screen so that you can see it... From here you can open any system from the system book. I say fuel oil system. From here you will be able to watch how to use it, what you can do, what is on your menu, you will be able to watch it all from here.

There is nothing else for you to use.

We will do all our operations on the pages we see below. There are 15 pages here. Let me say it very briefly. BCC is called bridge control consol. You can see the menus on the bridge that we can use under this page. There are these under the BCC page. BCC A has the rudder. BBC B has the main engine control. BCC C has the fire alarm panel. And underneath there are inert cards. And under that is the local fire control repeater panel. The first page is the bridge control console. The second page is the engine control console. He has already given a picture of the engine control at the front. And if we go below it, if we open the engine control console A panel, as you can see, the panel came first. What's on this panel? It says engine control section A. Here he showed the circuits of the cargo pumps. Since this ship is a big ship, its pumps have a large capacity and their drives are made by steam power, that is, they are turned by a steam turbine. Maintenance says main air compressor next to it. Control of our main compressors. In other words, we can activate our main compressors from the engine room and we can control them from here. You know what I said a while ago... local... remote... I told you that when we re-commission them, the control comes here. Look, I can start and stop two compressors from here. But there is a switch here.. pay attention. It's number one. There are two of them and three of them. What's 1? It defines it right underneath. It says 1. Number 1 compressor leak, no 2 follow. If I put it on 2, it's manual.

If I put it on 3, then 1 and 2 have switched places. No. 2 compressor lead and the other one follow. What does lead and follow mean? It means fall. When I put the compressors on automatic, if the air pressure drops, of course they will not both be activated at the same time, right? Then I say that I need 30 kilos of compressed air for the compressors. If it goes down 4 kilos from 30 kilos, that is, if it comes to 26, I say compressor number 1 should work. This is our lead compressor. …… I say that this compressor is working but it can't deliver the air. My consumption is higher. So maybe I'm maneuvering too much. Then I say that if the bar drops another 2 bars, the follow one will be activated. That's it... If I set the values to 24 bars at 26 follows as lead, I come here and say 1 no lead, 2 follow. Or 2 lead, 1 follow. Or I say manual, I take it, I come to 2, from here I say start, I start the compressor. I say stop, I stop it. If I do it like this, that is, I have automatized it. Now my compressor will not work as you can see, why? Because I set it to automatic. The compressor will be activated automatically.

Remember this menu. In Section A, engine control section, my compressors have manual selector switches and operation buttons for remote or local operation.