

# ENGINE LOG BOOK

IMO Company ID #: \_\_\_\_\_

M / V \_\_\_\_\_

of \_\_\_\_\_ Chief Engineer \_\_\_\_\_

from \_\_\_\_\_ to \_\_\_\_\_

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Sample



# ENGINE LOG BOOK\*

No. \_\_\_\_\_

Vessel: \_\_\_\_\_

Call-Sign: \_\_\_\_\_

IMO Ship Identification No.: \_\_\_\_\_

Port of Registry: \_\_\_\_\_

Gross Tons: \_\_\_\_\_ Net Tons: \_\_\_\_\_

Length o. a.: \_\_\_\_\_ Beam o. a.: \_\_\_\_\_

Commanded by: \_\_\_\_\_

Following Log Books, data sheets and/or records are part of this Log Book: See opposite page.

Commencing: \_\_\_\_\_ Closed: \_\_\_\_\_

Working language aboard: \_\_\_\_\_

\* with extracts of various IMO sources / publications all relating to Log Book entries, certain safety actions, watchkeeping etc. incorporating all amendments.

Extracted from:

IMO: SOLAS 1974 - Convention and Protocol  
IMO: SOLAS IBC, IBC Code  
IMO: SOLAS IBC, BCH Code  
IMO: COLREG 1972 amended up to  
IMO: IMO LOAD LINES 1988 amended up to

IMO: STCW 1978 + 1995 and Manila as amended  
IMO: MARPOL 2011  
IMO: Polar Code  
USA: Title 33 + 46 CFR



– Excerpts –

**Entries to be made into the Engine Log Book, to comply with international IMO regulations checked to revision date as stated on label of cover.**

A.+B. Deck- and Engine Log Book

3. On all ships, to ensure effective crew performance in safety matters a working language shall be established and recorded in the ship's log book.

SOLAS chapter V reg. 14.3

- A. Deck Log Book  
Extracted in the Deck Log Book

- B. Engine Log Book

**PASSENGER SHIPS**

- 42... Emergency (e-) source of electrical power; associated transforming equipment, if any transitional source of e-power; e-switchboard and e-lighting switchboard; e-generator; e-lighting; navigation lights; VHF, MF, MF / HF radio and ship earth station; internal communication equipment; fire detection and fire alarm system; fire door holding and release system; signalling lamp; ship's whistle; manually operated call points; internal signals required in an emergency; fire pumps; automatic sprinkler pump; e-bilge pump; steering gear; watertight doors, passenger lift cars;

- 42-1 if ro-ro cargo spaces: supplementary electric lighting; portable rechargeable battery operated lamps...

- 42.7 Provision shall be made for the periodic testing of the complete emergency system and shall include the testing of automatic starting arrangements.

SOLAS chapt. II-1 Reg. 42..., 42-1 and 42.7

**CARGO SHIPS**

- 43... Self-contained emergency (e-) source of electrical power; associated transforming equipment, if any, transitional source of e-power; e-switchboard and e-lighting switchboard; e-generator; e-lighting; navigation and position lights; VHF, MF, MF / HF radio and ship earth station; internal communication equipment; fire detection and fire alarm system; daylight signalling lamp; ship's whistle; manually operated call points; internal signals required in an emergency; fire pumps; steering gear; ...

- 43.7 Provision shall be made for the periodic testing of the complete emergency system and shall include the testing of automatic starting arrangements.

SOLAS chapt. II-1 Reg. 43... and 43-7

**ENGINE ROOM LOG**

- 67 The chief engineer officer shall ensure that the engineer officer in charge of the watch is informed of all preventive maintenance, damage control,

or repair operations to be performed during the watch. The engineer officer in charge of the watch shall be responsible for the isolation, bypassing and adjustment of all machinery under his responsibility that is to be worked on, and shall record all work carried out.

- 73 Before going off duty, the engineer officer in charge of the watch shall ensure that all events related to the main and auxiliary machinery are suitably recorded.

STCW-Code Part A, chapt. VIII, Reg. 67 and 73

**PREVENTIVE AND REPAIR MAINTENANCE**

19. The engineer officer in charge of the watch should co-operate with any engineer officer in charge of maintenance work during all preventive maintenance, damage control or repairs. This would include but not necessarily be limited to:

- (a) ... , (b) ... ,
- (c) recording, in the engine room log or other suitable document, the equipment worked on and the personnel involved, the safety steps taken and by whom, for the benefit of relieving engineer officers and for record purposes;
- (d) ... ,

STCW Resolution 2 No. 19

Sources from which was extracted:

1. SOLAS means: "SOLAS as applicable from 1 January 2001" e. g. the International Convention for the Safety of Life at Sea, 1974, entered into force 25th May 1980 and all amendments until revision date stated on label of cover, its Protocol entered into force 1st May 1981 and all amendments until revision date stated on label of cover the "IBC" Code: International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, entered into force on 1st July 1986, as amended, the "GC" Code: Code for the Construction and Equipment of Ships carrying liquefied Gases in Bulk, as amended, the "BCH" Code: Code for the Construction and Equipment of Ships carrying dangerous chemicals in Bulk, as amended, the "IGC" Code: International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk entered into force on 1st July 1986, as amended.
2. STCW means: "STCW as applicable from 28th April 1984" e. g. the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 and the Resolution adopted by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 both entered into force 28th April 1984, including all subsequent amendments (e.g. STCW 95...) up to revision date stated on label of cover.

**STCW Code**

**Seafarers' Training, Certification and Watchkeeping (STCW) Code, Chapter VIII, Section A – VIII/2**

– excerpts –

**PART 3-2**

**Taking over the watch**

- 58 Prior to taking over the engineering watch, relieving officers shall satisfy themselves regarding at least the following:

- .1 the standing orders and special instructions of the chief engineer officer relating to the operation of the ship's systems and machinery;
- .2 the nature of all work being performed on machinery and systems, the personnel involved and potential hazards;
- .3 the level and, where applicable, the condition of water or residues in bilges, ballast tanks, slop tanks, reserve tanks, fresh water tanks, sewage tanks and any special requirements for use or disposal of the contents thereof;
- .4 the condition level of fuel in the reserve tanks, settling tanks, day tank and other fuel storage facilities;
- .5 any special requirements relating to sanitary system disposals;
- .6 condition and mode of operation of the various main and auxiliary systems, including the electrical power distribution system;
- .7 where applicable, the condition of monitoring and control console equipment, and which equipment is being operated manually;

- .8 where applicable, the condition and mode of operation of automatic boiler controls such as flame safeguard control systems, limit control systems, combustion control systems, fuel-supply control systems and other equipment related to the operation of steam boilers;
- .9 any potentially adverse conditions resulting from bad weather, ice, or contaminated or shallow water;
- .10 any special modes of operation dictated by equipment failure or adverse ship conditions;
- .11 the reports of engine-room ratings relating to their assigned duties;
- .12 the availability of fire-fighting appliances; and
- .13 the state of completion of engine-room log.

**Performing the engineering watch**

- 66 Due attention shall be paid to the ongoing maintenance and support of all machinery, including mechanical, electrical, electronic, hydraulic and pneumatic systems, their control apparatus and associated safety equipment, all accommodation service systems equipment and the recording of stores and spare gear usage.

## IMO Safety record MARPOL and national environmental regulations.

Safety records may be kept in separate logs as regulated in the vessel's Safety Management Manual according to ISM. If the Engine Log is used, entries concerning the deck department may be recorded in the Deck Log Book.

### All Ships

Check no.	Activity	Interval	Kind of check	Extracted from
<b>Steering devices:</b>				
1	<p>1 Within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew. The test procedure shall include, where applicable, the operation of the following:</p> <ul style="list-style-type: none"> <li>.1 the main steering gear;</li> <li>.2 the auxiliary steering gear;</li> <li>.3 the remote steering gear control systems;</li> <li>.4 the steering positions located on the navigating bridge;</li> <li>.5 the emergency power supply;</li> <li>.6 the rudder angle indicators in relation to the actual position of the rudder;</li> <li>.7 the remote steering gear control system power failure alarms;</li> <li>.8 the steering gear power unit failure alarms; and</li> <li>.9 automatic isolating arrangements and other automatic equipment.</li> </ul> <p>2 The checks and tests shall include:</p> <ul style="list-style-type: none"> <li>.1 the full movement of the rudder according to the required capabilities of the steering gear;</li> <li>.2 a visual inspection of the steering gear and its connecting linkage; and</li> <li>.3 the operation of the means of communication between the navigating bridge and steering gear compartment.</li> </ul> <p>5 The Administration may waive the requirements to carry out the checks and tests prescribed in paragraphs 1 and 2 (quoted at position no. 1) for ships which regularly engage on voyages of short duration. Such ships shall carry out these checks and tests at least once every week.</p> <p>6 The date upon which the checks and tests prescribed in paragraphs 1 and 2 are carried out and the date and details of emergency steering drills carried out under paragraph 4 (quoted at interval of once every 3 months) shall be recorded.</p>	<p>within 12 hours before departure</p> <p>at least once every week</p> <p>once every 3 month</p>	<p>F+D</p> <p>E</p> <p>F</p>	<p>SOLAS chapt. V Reg. 28.1</p> <p>SOLAS chapt. V Reg. 28.2</p> <p>SOLAS chapt. V Reg. 28.5</p> <p>SOLAS chapt. V Reg. 28.6</p>
<b>Checks carried out</b>		<b>Date last check:</b> ...testing + drills	please enter page no:	
		<b>Date last check:</b> emergency steering	please enter page no:	
		<b>Date last check:</b> ...Admin. waived requirements	please enter page no:	
2	<p>4 In addition to the routine checks and tests prescribed in paragraphs 1 and 2 (quoted at position no. 1), emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control from within the steering gear compartment, the communications procedure with the navigating bridge and, where applicable, the operation of alternative power supplies.</p> <p>6 The date upon which the checks and tests prescribed in paragraphs 1 and 2 are carried out and the date and details of emergency steering drills carried out under paragraph 4, shall be recorded.</p>	<p>at least once every 3 months</p> <p>at least once every 3 months</p>	<p>F+D</p> <p>E</p>	<p>SOLAS chapt. V Reg. 28.4</p> <p>SOLAS chapt. V Reg. 28.6</p>
<b>Drills carried out</b>		<b>Date last check:</b>	please enter page no:	
<b>Electric safety devices:</b>				
3	<p><b>Emergency source of electrical power (PAX + CARGO)</b> Provision shall be made for the periodic testing of the complete emergency system and shall include the testing of automatic starting arrangements.</p> <p>43... Self-contained emergency (e-) source of electrical power; associated transforming equipment, if any, transitional source of e-power; e-switch-board and e-lighting switchboard; e-generator; e-lighting; navigation and position lights; VHF, MF, MF / HF radio and ship earth station; internal communication equipment; fire detection and fire alarm systems; daylight signalling lamp; ship's whistle; manually operated call points; internal signals required in an emergency; fire pumps; steering gear; ...</p> <p>7 Provision shall be made for the periodic testing of the complete emergency system and shall include the testing of automatic starting arrangements.</p>	<p>weekly</p> <p>weekly</p> <p>weekly</p>	<p>F</p> <p>F</p> <p>F</p>	<p>SOLAS chapt. II-1, Reg. 42.7 and 43.7</p>
<b>Tests carried out</b>		<b>Date last check:</b>	please enter page no:	
4	<p>3.4.9 Emergency lighting for mustering and abandonment shall be tested at each abandon ship drill.</p> <p>5 The date when musters are held, details of abandon ship drills and fire drills, drills of other life-saving appliances and on-board training shall be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log-book stating the circumstances and the extent of the muster, drill or training session held.</p>	<p>every month</p> <p>every month</p>	<p>V</p> <p>E</p>	<p>SOLAS chapt. III part B, Reg. 19.3.4.9</p> <p>SOLAS chapt. III part B, Reg. 19.5</p>
<b>Drills carried out</b>		<b>Date last check:</b>	please enter page no:	

D= Drill/training; E= Log entry; F= Functional check/test; I= Instruction; V= Inspection/visual check.

## IMO Safety record MARPOL and national environmental regulations.

Safety records may be kept in separate logs as regulated in the vessel's Safety Management Manual according to ISM. If the Engine Log is used, entries concerning the deck department may be recorded in the Deck Log Book.

### All Ships

Check no.	Activity	Interval	Kind of check	Extracted from
5	<p>9.2 All LLL* systems should have their luminance tested at least once every five years. Readings should be taken on site. If the luminance for a particular reading does not meet the requirement of these guidelines, readings should be taken in at least ten locations equally spaced apart in the space. If more than 30 % of the readings do not meet the requirements of these guidelines, the LLL should be replaced. If between 20 % and 30 % of the readings do not meet the requirements of these guidelines, the LLL* should be checked again in one year or may be replaced.</p> <p><small>*) LLL = Low-Location Lighting</small></p>	at least each 5 years	V+F	IMO Resolution A.752(18) Reg. 9.2
<b>Checks carried out</b>		<b>Date last check:</b>	<small>please enter page no:</small>	
<b>Communication devices:</b>				
6	All two-way communication equipment carried on board a ship to which this chapter applies which is capable of automatically including the ship's position in the distress alert shall be automatically provided with this information from an internal or external navigation receiver, if either is installed. If such a receiver is not installed, the ship's position and the time at which the position was determined shall be manually updated at intervals not exceeding 4 h, while the ship is under way, so that it is always ready for transmission by the equipment.	intervals not exceeding 4 hours if not automatically		SOLAS chapt. IV Reg. 18
<b>Checks carried out</b>		<b>Date last check:</b> <small>if 4 hour interval, please use day-to-day pages, every watch</small>	<small>please enter page no:</small>	therefore entry 6 times every day on day-to-day pages
7	4 the general emergency alarm system shall be tested.	weekly	I	SOLAS chapt. III part B, Reg. 20.6.4
<b>Tests carried out</b>		<b>Date last check:</b>	<small>please enter page no:</small>	
8	<p>AIS/LRIT</p> <p>7 Systems and equipment used to meet the requirements of this regulation shall be capable of being switched off on board or be capable of ceasing the distribution of long-range identification and tracking information:</p> <p>2 In exceptional circumstances and for the shortest duration possible where the operation is considered by the master to compromise the safety or security of the ship. In such case, the master shall inform the Administration without undue delay and make an entry in the record of navigational activities and incidents maintained in accordance with regulation 28 setting out the reasons for the decision and indication the period during which the system or equipment was switched off.</p>	if arising	E	SOLAS chapt. V Reg. 19-1.7
<b>Checks carried out</b>		<b>Date last check:</b>	<small>please enter page no:</small>	
<b>Embarkation devices:</b>				
9	<p>3 For all ships the means of embarkation and disembarkation shall be inspected and maintained* in suitable condition for their intended purpose, taking into account any restrictions related to safe loading. All wires used to support the means of embarkation and disembarkation shall be maintained as specified in chapt. III, Reg. 20.4.</p> <p><small>*) Refer to MSC/Circ. 1093 and 1206</small></p>	monthly falls inspection periodically; falls renewed interval not more than 5 years	V	SOLAS chapt. II-1, Reg. 3-8.3 and chapter III Reg. 20.4
<b>Inspection carried out</b>		<b>Date last check:</b>	<small>please enter page no:</small>	
<b>Mustering:</b>				
10	<p>2.2 On a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 h, musters of newly-embarked passengers shall take place prior to or immediately upon departure. Passengers shall be instructed in the use of the lifejackets and the action to take in an emergency.</p> <p>5 The date when musters are held, details of abandon ship drills and fire drills, drills of other life-saving appliances and on board training shall be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log-book stating the circumstances and the extent of the muster, drill or training session held.</p>	prior to or immediately upon departure	D	SOLAS chapt. III part B Reg. 19.2.2  SOLAS chapt. III, part B, Reg. 19.5
<b>Musters carried out</b>		<b>Date last check:</b>	<small>please enter page no:</small>	

D=Drill/training; E=Log entry; F=Functional check/test; I=Instruction; V=Inspection/visual check.

## Boiler Malfunctions

Malfunction	Possible reasons	Effect
No flame	Safety trip is active Steam pressure too high Water level too low Fuel pressure too low Insufficient supply of combustion air Ignition not successful within safe time Water level too high Superheated steam temperature too high	Steam pressure sinks
Steam pressure too high	Setpoint of burner power control set too high Burner power control too slow-acting	Danger to boiler: over-production condenser responds in case of combined operation of auxiliary boilers and exhaust gas steam boilers Safety valves open
Water level too low	Absent or insufficient feed Water loss due to leakage in boiler or feedwater system	Danger to boiler (burn through)
Fuel pressure too low	Detritus-clogged fuel filter Fuel pump defective Fuel pressure controller defective	Flame extinguishes
Combustion air supply insufficient	Boiler fan defective Air volume controller defective Setting of air volume controller too low	Incomplete combustion Flame extinguishes
Ignition not successful within safe time interval	Defective electric ignition device Starting electrode gap too large Fuel supply to lighting-up burner interrupted	Boiler program starts anew up to two times
Water level too high	Excessive feed Expansion during start-up not taken into account	Boiler spews Water hammer in steam system
Superheated steam temperature too high	Superheating too high Superheated steam temperature controller defective	Superheated steam consumer endangered
Steam pressure too low	Set-point of burner power control set too low Burner power control too slow-acting	Consumers do not achieve full output (e. g. heavy fuel oil final feed temperature)

## Types of lubricating greases

Lubricating grease with metallic soap thickener		Lubricating grease with non-metallic soap thickener		Adhesive lubricants	
(plain soaps, mixed soaps, complex soaps of various metal bases, e. g. Ca, Na, Li, Al, etc.)		Organic and inorganic solids, e. g. alumina (bentonite, silica gel, polyurea, soot and paint)			
Mineral oil as liquid phase	Synthetic liquids as liquid phase (silicones, ester, polyglycols, polyalphaolefins)	Mineral oil as liquid phase	Synthetic liquids as liquid phase (fully synthetic lubricating grease)	Lubricants that can be sprayed with solid lubricants	Bitumen-containing lubricants



## Greases overview

Thickener			Base oil	Drop point [°C]	Operation temperature range [°C]		Water resistance	Protection against corrosion	Natural EP-behaviour	Price relation	Remarks	
Soaps	Normal	Calcium	Lubrication grease on mineral oil base	Mineral oil	80/105	-35	+50/60	+++	+	++	0.8	Good sealing effect against water
		Sodium		Mineral oil	160/180	-40	+120	-	++	+	0.9	Dissolves in water
		Lithium		Mineral oil	180/200	-40	+120/140	+	+	+	1.0	Emulsifies water
		Aluminium		Mineral oil	100/120	-30	+80/100	++	+++	+	2.5-3.0	Swells in water
	Complex	Calcium		Mineral oil	>280	-30	+140 (200)	++	++	++	0.9-1.2	Hardens under high temperature
		Sodium		Mineral oil	>240	-30	+130	+	+	+	3.5	Hardens under high temperature
		Lithium		Mineral oil	>250	-30	+150	++	+	+	4.0-5.0	Little used, special cases
		Aluminium		Mineral oil	>250	-30	+140 (200)	++	+	+	2.5-4.0	Little used, special cases
		Lithium Calcium		Mineral oil	170/180	-30	+120/130	++	+	+	1.3	Water-resistant and durable
	Non-soaps	Inorganic		Bentonite	Mineral oil	without	-25	+150/200	++	-	+	6.0-10.0
Aerosil (Gel)			Mineral oil	without	-20	+180/180	++	-	-	6.0	Acid- and base-resistant	
Organic		Polyurea	Mineral oil	>260	-25	+180/200	++	+	+	6.0	High-speed bearings	
Soaps	Normal	Lithium	Lubrication grease on synthetic lubricant base	Ester	>190	-40	+130	++	+	+	5.0-8.0	Grease for low temperatures
		Lithium		Polyalphaolefin	>190	-60	+140	++	+	+	3.0-4.0	Grease for low temperatures
		Lithium		Silicone oil	>190	-40	+170	+++	-	-	20.0	Grease for low and high temperatures
	Complex	Lithium		Ester	>260	-40	+160	+++	+	+	6.0-8.0	Grease for low temperatures
		Barium		Ester	>260	-40	+130	++	+++	+++	7.0	Grease for low temperatures
		Barium		Polyalphaolefin	>260	-60	+150	++	+++	+++	6.0	Grease for low temperatures
		Sodium		Silicone oil	>220	-40	+200	+	+	-	20.0-25.0	Grease for low and high temperatures
Non-soaps	Inorganic	Bentonite	Polyalphaolefin	without	-60	+180	++	-	+	10.0-15.0	Grease for low temperatures	
		Bentonite	Ester	without	-40	+180	++	-	+	10.0-12.0	Grease for low temperatures	
		Aerosil (Gel)	Silicone oil	without	-40	+200	++	-	-	30.0-40.0	Grease for low and high temperatures	
	Organic	Polyurea	Silicone oil	>250	-40	+200	+++	+	-	35.0-40.0	High temperature grease	
		Polyurea	Polyphenyl ether	>250	>0	+220	+++	+	+	100.0	High temperature grease	
		PTFE	Silicone oil	without	-40	+250	+++	+	-	-	High temperature grease	



To .....		Day .....										Date .....										Page																															
	Consumption data																Fuel flowmeter (liters)																																				
	Fuel		Diesel (t)			Lub. oil main engine sump (kg)	Lub. oil aux. engine sump (kg)	Lub. oil aux. engine sump (kg)	Lub. oil aux. engine fresh	Cylinder oil				Stem tube oil	FW s/bd.	FW port	FW dist.	Fuel oil treatment																																			
			DMA	DMZ	DMB					HS		LS							Main engine	Auxiliary engines	Aux. boiler	Incinerator																															
										MOP	Tank	MOP	Tank																																								
On stock prev. noon																		Reading previous noon																																			
End of sea passage																		End of sea passage																																			
Finish with engine																		Finish with engine																																			
Received																		Departure																																			
Departure																		Begin of sea passage																																			
Begin of sea passage																		Received																																			
On stock at noon																		Departure																																			
Running hours																	Auxiliary engines																																				
		Total										During voyage										Aux. no.	Pressures			Temperatures °C			KVA/Amp.	Oil sump on																							
																							Lub. oil	Cool. water	Scav. air	Before cooler	After cooler	Cyl. inlet			Cyl. outlet	Ext. exhaust																					
		Main engine 1	Main engine 2	Aux. engine 1	Aux. engine 2	Aux. engine 3	Aux. engine 4	Aux. engine 5	Aux. blower 1	Aux. blower 2	Aux. blower 3	Emergency generator	Life boat motor's	Hyd. auto filter flushings	Oil sep. 1	Oil sep. 2	Fuel sep. 1	Fuel sep. 2	Bilge pump	Ballast No. 1	Ballast No. 2	On fuel Exhaust	No. 1	No. 2	Work	Control	Evaporator	Lub. oil filter	Fuel oil filter	Lub. oil filter	Fuel oil filter	1																					
																																	2																				
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																																	4																				
																																	5																				
Last noon																																Day's run	hrs.	min.	; time difference:																		
Spice Used																																Revolutions - per day:			; - per minute:																		
At noon																																Miles <sub>prop.</sub> - per day:			; - per hour:																		
																																Miles <sub>total.</sub> - per day:			;																		
																																Slip: $\frac{\Delta sm \times 100}{miles_{prop.}}$ - _____ x 100 - _____ % slip																					
																																Pitch of propeller:			; factor „C“:																		
Cylinder cooling-water outlet °C		A																														Latitude:			longitude:																		
		B																														Rev. counter at noon:																					
Pistons cooling outlet °C		A																														Average RPM:																					
		B																														Average speed:			knots																		
Cylinder exhaust temperature °C		A																														Full speed:	hrs.	min.																			
		B																														Reduced speed:	hrs.	min.																			
Scavenging air temperature °C		A																														Stop:	hrs.	min.																			
		B																														Anchored:	hrs.	min.																			
Fuel rack		A																														Total distance to go:																					
		B																																																			
VIT		A																																																			
		B																																																			
Safety rounds										Remarks										Duty Engineer																																	
Rank		Time			Signature													Rank		Time																																	
		From		To																From		To																															
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# Template for emergency / manual mode (To be copied)

Watch	Turbocharger 1										Turbocharger 2										Turbocharger 3										Turbocharger 4																																																													
	Scavenging air		Temp. °C		Gas temp. °C		RPM (x 1000)	Pressure drop cooler		Temp. °C		Gas temp. °C		RPM (x 1000)	Pressure drop cooler		Temp. °C		Gas temp. °C		RPM (x 1000)	Pressure drop cooler		Temp. °C		Gas temp. °C		RPM (x 1000)	Pressure drop cooler		Temp. °C		Gas temp. °C																																																											
00/04	04/08	08/12	12/16	16/20	20/24	00/04	04/08	08/12	12/16	16/20	20/24	00/04	04/08	08/12	12/16	16/20	20/24	00/04	04/08	08/12	12/16	16/20	20/24	00/04	04/08	08/12	12/16	16/20	20/24	00/04	04/08	08/12	12/16	16/20	20/24																																																									
Watch	Lubricating oil sump on																																																																																											
	Day tanks		Fuel contents		Gauge reading		No. 1		No. 2		Diesel		Yale hydraulic		Press.		Press.		Evaporator / osmosis		Salinity		Vacuum		Water produced		Temp.		Press.		Calorif.		Steam / thermal oil		Temp.		Press.		Temp.		Oil cons.		Temp. °C		Interned bearing temp. °C		Fuel oil Automatic Filter		Noon		Strokes		Lub. oil Automatic Filter		Noon		Strokes		OWS		O./board open/close		O./board seal no.		Sewage valves		Tank		Ovb valve open/close		Ovb valve seal no.		Oil press.		Temp. °C		Tank level		Oil press.		Temp. °C		Tank level		Smart power meter		Thrust pad bearing °C		Torsional vibration damper press.		Axial vibr. monitor	





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