**MAINTENANCE REPORT**

**DIESEL GENERATOR**

D/G N

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| M/V IN PORT/AT SEA DATE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENGINE TYPE FUEL LUB OIL TYPE CONS LT/DAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PLANNED MAINT. DUE SURVEY DUE LAST MAINT. DONE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENGINE RH. RH. FROM LAST O/H | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PISTON CONDITIONS 1 - Gap between ends  2 - Max. Clearance on groove  3 - Conditions | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N | RECOM-  MENDED | PIST 1  1 2 3 | | | PIST 2  1 2 3 | | | PIST 3  1 2 3 | | | PIST 4  1 2 3 | | | PIST 5  1 2 3 | | | PIST 6  1 2 3 | | | PIST 7  1 2 3 | | | PIST 8  1 2 3 | | |
| R 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| R 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| R 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| R 4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| R 5 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| R 6 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OS1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OS2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| G = GOOD B = BROKEN W = WORN DOWN R = REUSED | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Piston Conditions | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |
| Liners Cal Trans/Long | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |
| Top End Bearing Clearance | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |
| Bottom End Clearance Conditions | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |
| Main Bearing Clearance | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |
| Ovality Pins/Conrod | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |  | | |
| T/C RH  OIL CHANGED  OVERHAULED  LUB OIL COOLER CLEANED  CARBON DEPOSIT ON VALVES PISTON  OTHER COOLER CLEANED | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOTES  SPARES USED    Chief Engineer | | | | | | | | | | | | | | | | | | | | | | | | | | |

Form OP30 (Pax) Issued 12/94 Version : 1 Sheet 1 of 1