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| --- | --- |
|  | **MONTHLY LUB-OIL REPORT**  **(MEDIUM SPEED AND TURBINE VESSELS)** |

VESSEL : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ CODE : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Average Monthly Budget (L.P.M.) |  | ......................... |  | ........................... |  | ............................. |  |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Month of | M/E Crankcase Oil (Litres) | | | M/E Cylinder Oil (Litres) | | | Generators (Litres) | | | Other Oils (Litres) | | |
| 19 | Last R.o.b. | Supply | Consumption | Last  R.o.b. | Supply | Consumption | Last  R.o.b. | Supply | Consumption | Last  R.o.b. | Supply | Consumption |
| January |  |  |  |  |  |  |  |  |  |  |  |  |
| February |  |  |  |  |  |  |  |  |  |  |  |  |
| March |  |  |  |  |  |  |  |  |  |  |  |  |
| April |  |  |  |  |  |  |  |  |  |  |  |  |
| May |  |  |  |  |  |  |  |  |  |  |  |  |
| June |  |  |  |  |  |  |  |  |  |  |  |  |
| July |  |  |  |  |  |  |  |  |  |  |  |  |
| August |  |  |  |  |  |  |  |  |  |  |  |  |
| September |  |  |  |  |  |  |  |  |  |  |  |  |
| October |  |  |  |  |  |  |  |  |  |  |  |  |
| November |  |  |  |  |  |  |  |  |  |  |  |  |
| December |  |  |  |  |  |  |  |  |  |  |  |  |
| TOTALS |  |  |  |  |  |  |  |  |  |  |  |  |

This statement has to be repeated each month adding the new figures.

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|  | **MONTHLY LUB-OIL REPORT**  **(MEDIUM SPEED ENGINES ONLY)** |

M/V \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ DATE : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**MONTHLY RUNNING HOURS**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | No. 1 | No. 2 | No. 3 | No. 4 | TOTAL |  |
|  |  |  |  |  | MERH |  |
|  | No. 1 | No. 2 | No. 3 | No. 4 |  |  |
| AUX. D.G. |  |  |  |  |  |  |
|  | No. 5 | No. 6 | No. 7 | No. 8 |  |  |
| AUX. D.G. |  |  |  |  | DGRH |  |
| SHAFT GENERATOR |  |  |  |  |  |  |
| HARBOUR GENERATOR |  |  |  |  |  |  |

|  |  |  |
| --- | --- | --- |
| **MECC TYPE** | **AMOUNT-LTRS** | **NOTES** |
| MAIN ENGINE CRANKCASE ( ) |  |  |
| NEW OIL REMAINING LAST STATEMENT |  |  |
| OIL IN PUMP LAST STATEMENT |  |  |
| OIL RECEIVED DURING ABOVE PERIOD |  |  |
| TOTAL ‘A’ |  |  |
| NEW OIL REMAINING |  |  |
| OIL IN SUMP (PUMP RUNNING BUT M/E OFF) |  | Hourly cons. = C x 0.9 = Kg |
| TOTAL ‘B’ |  | MERH |
| OIL CONSUMED ‘A’-’B’ ‘C’ |  |  |
|  |  |  |
| MAIN ENGINE CYLINDER MECYL ( ) |  |  |
| NEW OIL REMAINING LAST STATEMENT |  |  |
| OIL RECEIVED IN ABOVE PERIOD |  |  |
| TOTAL OIL ON BOARD |  |  |
| OIL REMAINING ON BOARD |  | Hourly cons. = C x 0.9 = Kg |
| OIL CONSUMED ‘C’ |  | MERH |
| IN CASE MECC AND MECYL ARE THE SAME OIL, PLEASE CONSIDER THE TOTAL UNDER MECC ONLY. | | |
| GENERATORS AECC ( ) |  |  |
| OIL REMAINING LAST STATEMENT |  |  |
| OIL RECEIVED IN ABOVE PERIOD |  |  |
| TOTAL OIL ON BOARD |  |  |
| OIL REMAINING ON BOARD |  | Hourly cons. = C x 0.9 = Kg |
| OIL CONSUMED ‘C’ |  | DGRH |
|  |  |  |
| OTHER OILS |  |  |
| OIL REMAINING LAST STATEMENT |  |  |
| OIL RECEIVED IN ABOVE PERIOD |  |  |
| TOTALS OILS ON BOARD |  |  |
| OIL REMAINING |  |  |
| OILS CONSUMED |  |  |

|  |  |  |
| --- | --- | --- |
| OILS IN SYSTEMS | GRADE | QUANTITY |
| MAIN ENGINE (MECC) |  |  |
| GENERATORS (AECC) |  |  |
| STERN TUBE |  |  |
| REDUCTION GEAR CASE |  |  |
| C.P. PROPELLER |  |  |
| BOW/STERN RAMPS |  |  |
| BALLAST VALVES SYTEM |  |  |
| STEERING GEAR |  |  |
| TURBO CHARGER SYSTEM |  |  |
| MOORING WINCHES & WINDLASS / CAPSTAN |  |  |
| WATER TIGHT DOORS |  |  |
| PURIFIERS |  |  |
| HYDRAULIC CARGO PUMPS SYTEM |  |  |
| AUTOPILOT SYSTEM |  |  |
| BOW THRUSTER |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| REMARKS & LOSSES  MECC System Oil is considered as the sump quantity with Main Engine off but with the pump running - and should be constant figure. | | | | |
| LAST SAMPLES LANDED FOR ANALYSIS | |  | LAST ANALYSIS REPORT ONBOARD |  |

DATE .......................... SIGNED .........................

CHIEF ENGINEER

CHANGE OF CHIEF ENGINEERS

THE UNDERSIGNED AGREE THAT THE OILS REMAINING ON BOARD ARE THE SAME AS THOSE ENTERED IN THE LOG BOOK AT

NOON .........................................................................................................................................................

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JOINING CHIEF ENGINEER LEAVING CHIEF ENGINEER