**Scavenge Inspection Report**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Vessel : |  | Hull No : |  | Vessel Type |  | Local Start Time |  |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Time Zone |  | Local End Time |  | Time Zone |  | Form No. | **TOM 87** |
| IMO No |  |

**Engine**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Maker : |  | Model : |  | License/Builder : |  | Serial No : |  |
| MCR : |  | Speed at MCR : |  | Bore : |  | Stroke : |  |

**Turbocharger(s)**

|  |  |  |  |
| --- | --- | --- | --- |
| Maker : |  | Model : |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **General Data** | | | |
| **Total Running Hour:** |  | **Position:** |  |
| **Cylinder Oil type:** |  | **Cylinder Oil feed rate:** |  |
| **Normal service load in % of MCR:** |  | **Inspected by (Rank):** |  |
| **Scrubber:** |  | **Fuel Sulphur %:** | ( % ) |

|  |  |
| --- | --- |
| **Piston Surfaces** | |
| **No.** | **Piston crown** |
| 1 | Cl |
| 2 | Cl |
| 3 | Cl |
| 4 | Cl |
| 5 | Cl |
| 6 | Cl |
| **Mean** |  |

*Legend:-[Cl-Clean, C-Carbon, BU- Burning. LO-Leakage Oil, LW-Leakage Water]*

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Deposits** | | | | | |
| **No.** | **Topland** | **Ringland 1** | **Ringland 2** | **Ringland 3** | **Ringland 4** |
| **1** | l | l | l | l | l |
| **2** | l | LC | LC | l | l |
| **3** | l | LC | LC | l | l |
| **4** | l | l | LC | l | l |
| **5** | l | l | l | l | l |
| **6** | l | LC | LC | l | l |
| **7** | l | LC | LC | l | l |
| **8** | l | l | LC | l | l |
| **Mean** |  |  |  |  |  |

*Legend :- [ I - Intact, C - Collapsed, BO - Broken opposite ring gap, BN - Broken near ring gap, SP - Several pieces, M - Entirely missing ]*

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ring Breakage** | | | | | |
| **No.** | **Ring#1 (RB)** | **Ring#2 (RB)** | **Ring#3 (RB)** | **Ring#4 (RB)** | **Ring#5 (RB)** |
| **1** | l | l | l | l | l |
| **2** | l | l | l | l | l |
| **3** | l | l | l | l | l |
| **4** | l | l | l | l | l |
| **5** | l | l | l | l | l |
| **6** | l | l | l | l | l |
| **7** | l | l | l | l | l |
| **8** | l | l | l | l | l |
| **Mean** |  |  |  |  |  |

*Legend :- [ I - Intact, C - Collapsed, BO - Broken opposite ring gap, BN - Broken near ring gap, SP - Several pieces, M - Entirely missing ]*

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ring Movement** | | | | | |
| **No.** | **Ring#1 (RM)** | **Ring#2 (RM)** | **Ring#3 (RM)** | **Ring#4 (RM)** | **Ring#5 (RM)** |
| **1** | L | L | L | L | L |
| **2** | L | L | L | L | L |
| **3** | L | L | L | L | L |
| **4** | L | L | L | L | L |
| **5** | L | L | L | L | L |
| **6** | L | L | L | L | L |
| **Mean** |  |  |  |  |  |

*Legend :- [ L - Loose, SL - Sluggish, ST - Stuck in groove ]*

|  |  |  |  |
| --- | --- | --- | --- |
| **Deposits - Sludge** | | | |
| **No.** | **Under piston space** | **Scavange air receiver** | **Flaps & N/return V/v** |
| **1** | LS | LS | LS |
| **2** | LS | LS | LS |
| **3** | LS | LS | LS |
| **4** | LS | LS | LS |
| **5** | LS | LS | LS |
| **6** | LS | LS | LS |
| **Mean** |  |  |  |

*Legend :- [ LS - Little Sludge , MS - Much Sludge, M - Moveable, NM - Not Moveable ]*

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Surface Condition** | | | | | | | | | |
| **No.** | **Ring #1 (SC)** | **Ring#2 (SC)** | **Ring#3 (SC)** | **Ring#4 (SC)** | **Ring#5 (SC)** | **Piston Skirt (SC)** | **Piston Rod (SC)** | **Cyl. Liner abv scav. ports (SC)** | **Cyl. Liner near**  **scav.ports (SC)** |
| **1** | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl |
| **2** | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl |
| **3** | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl |
| **4** | Cl | Cl | S | Cl | Cl | Cl | Cl | Cl | Cl |
| **5** | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl |
| **6** | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl |
| **7** | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl | Cl |
| **8** | Cl | Cl | S | Cl | Cl | Cl | Cl | Cl | Cl |
| **Mean** |  |  |  |  |  |  |  |  |  |

*Legend :- [Cl-Clean/Smooth,S-Scratches(vertical),mz-Micro-seizures (local), MZ- Micro-seizures (all over), MZA - Micro-seizures Still active MZ, MZO - Micro Seizures Old, WR-Wear ridges bottom,SC - Scuffing,CL-Coverleaf wear,CO -Corrosion]*

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Lubrication Condition** | | | | | | | | |
| **No.** | **Ring#1 (LC)** | **Ring#2 (LC)** | **Ring#3 (LC)** | **Ring#4 (LC)** | **Ring#5 (LC)** | **Piston Skirt (LC)** | **Piston Rod (LC)** | **Cylinder**  **Liner (LC)** |
| **1** | N | N | O | N | N | N | N | N |
| **2** | N | N | N | N | N | N | N | N |
| **3** | N | N | N | N | N | N | N | N |
| **4** | N | N | O | N | N | N | N | N |
| **5** | N | N | O | N | N | N | N | N |
| **6** | N | N | N | N | N | N | N | N |
| **7** | N | N | N | N | N | N | N | N |
| **8** | N | N | O | N | N | N | N | N |
| **Mean** |  |  |  |  |  |  |  |  |

*Legend :- [ N - Normal , O - Too much Oil, OB - Black Oil, D-Slightly dry, DD - Very dry ]*

|  |  |
| --- | --- |
| **Remarks** | |
| **No.** | **Unit No.** |
| 1 |  |
| 2 |  |
| 3 |  |
| 4 |  |
| 5 |  |
| 6 |  |
| **Mean** |  |

*For vessels with ABS-BS5, this report should be attached to the respective work order.*

**Comments**

**Ship Remarks**

|  |
| --- |
|  |

**Office Remarks**

|  |
| --- |
|  |

**Detected Defects**

|  |  |
| --- | --- |
| Cylinder 1 | Cylinder 2 |
| Cylinder 3 | Cylinder 4 |
| Cylinder 5 | Cylinder 6 |
| Cylinder 7 | Cylinder 8 |