

Surveyor's Guidelines:

Main Engine Damage Cylinder Liner

This note serves as a guideline to Surveyors attending an Engine Damage casualty on behalf of The Swedish Club. Engine damage is a diversified field and therefore the below only covers the basic principles. It should be noted that the purpose is not to limit the extent of the survey. If deemed necessary, the scope may very well be extended to cover areas not addressed below, as found necessary.

The survey report issued by the attending surveyor should preferably include the following information, as available:

Damage/Repair History & Sequence of Events:

- List dates, running hours of the engine and the cylinder liner(s) at the time of casualty and running hours since last overhaul/maintenance for any components susceptible of having sustained damage.

General particulars:

- Type, manufacturer and normal continuous rating (NCR) [% of MCR]
- Include a description of the Fuel/Lube Oil Treatment System onboard, and any deviation from manufacturer's recommendation or improper handling of the same
- Report on cleaning rate, shooting frequency of back flush filter system as well as any contamination found of the same

Records:

Include records for:

- Liner Calibrations
- Heavy Fuel Oil analyses carried out for a period of time overlapping the damage
- Lube oil analyses (applicable for 4-stroke engines) preceding the damage
- Draining and Cleaning of Day Tank and Service tanks
- Purifier temperature, output rate and filter status
- Records of draining of condensate from the scavenging air system
- Manufacturer's service reports
- VIT settings
- Main engine performance
- Cylinder Lube oil used and Feed rate settings and any recent changes to the same
- Piston rod calibrations
- Piston Groove Calibrations
- C/E reports