

ENGINE LOG BOOK

Internal owner ISM ID #: 17

M/V CONTI PERidot

of MONROVIA Chief Engineer J.J. GUSTILG

from JAN. 31, 2015 to

Checked, changed: 01.02.2014; last revision: 01.02.2014/SoHN

Druckerei Paul Mehlke OHG Höhenfelder Allee 17-19
D-22087 Hamburg ☎ (+49 43) 25 30 00-0 (+49 43) 25 30 00-55

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Ship CONT PERIODOT

voyage No.

passage No.

from HOUSTON (PORT)

[illegible]

to

[illegible]

Ship CONT PERIODOT

voyage No.

passage No.

from HOUSTON USA (ANCHORAGE)

[illegible]

to

[illegible]

cylinder exhaust temperature °C				turbocharger 1								turbocharger 2								turbocharger 3								turbocharger 4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
13	14	15	16	R.P.M. (x 1000)	scavenging air				gas temp.		R.P.M. (x 1000)	scavenging air				gas temp.		R.P.M. (x 1000)	scavenging air				gas temp.		R.P.M. (x 1000)	scavenging air				gas temp.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
					pressure drop	cooler	temperature		before turb.	after turb.		pressure drop	cooler	temperature		before turb.	after turb.		pressure drop	cooler	temperature		before turb.	after turb.		pressure drop	cooler	temperature		before turb.	after turb.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Running hours																			noon report		
total										during voyage											
	main engine	main engine 2	aux. engine 1	aux. engine 2	aux. engine 3	aux. engine 4	emergency generator	life boat motor	oil sep.	fuel sep.	bilge pump	ballast	boiler	air comp.		evap.	lub oil aut. filter	fuel oil aut. filter			
												in	out	on fuel	exh.	1	2				
last noon	17290	18448	23006	22298	23424											4522	3752				
since	8		5	-	23											2	3				
at noon	19801		23103	22298	22507											4524	3785				
																			Latitude	longitude	
																			Sailing time	hrs.	min.
																			Revolution counter last noon		
																			Revolution counter at noon		
																			Revolutions turned per day		

Consumption data														Revolutions turned per day	
fuel (t)		MPO DMA	diesel (t) LSMPO DME	TOTAL DMB	lubr. oil main engine sump (kg)	lubricating oil main engine fresh	lubr. oil aux. engine sump (kg)	lubricating oil aux. engine fresh	cylinder oil (kg) HS LS	stern tube oil	water consumed		fuel oil treatment	Average R.P.M.	
on hand last noon	157.5	0.0	11.5	42.7	54.2	18970		5100	18665	2897				Distance by observation	miles
consumed			5.1	5.1					16					Distance by engine	miles
received														Average speed	knots
on hand at noon	157.5	0.0	11.5	37.6	49.1	18970		5100	18665	2891				Apparent slip	%

Remarks:

X. 0735H 1 HR NOTICE, PREPARED MIZ. FIRE DEP. ACC. TO SF-01-03/B
0740-TEST M.E. AHEAD & ASTERN, 0730G STBY ENGINE, OBCHUT
ANCHOR AWAY, X.1 HOUR ADVANCE ON SHIP'S CLOCK
X. 0810 MAX. 2015 @ ART. 1233 HRS COLLISION IMPACT
X. 0840MED COW E/R SCANNING OF ALL TANKS / ALSO ON DECK
FO. T. NO INCREASE OF VOLUME FOUND. (CARLA MAERCK)

Transfer of liquids				Duty Engineer on call		Full speed	hrs.	min.
Type						Reduced speed	hrs.	min.
Quantity						Stop	hrs.	min.
from						Anchored	hrs.	min.
to						Total distance run		miles
time						Total distance to go		
				Chief engineer				

ture °C

auxiliary boiler	auxiliary boiler
------------------	------------------

ference

Signature _____

104121

noon report

Consumption data

Transfer of liquids

Duty Engineer on call

chief engineer

Ship CONTI PERIODOT

voyage No.

passage No.

from HOUSTON (ANCHORAGE)

[illegible]

[illegible]

Consumption data															Average R.P.M.	
fuel (t)			diesel (t)			lubr. oil main engine sump (kg)	lubricating oil main engine fresh	lubr. oil aux. engine sump (kg)	lubricating oil aux. engine fresh	cylinder oil (kg)		stern tube oil	water consumed	fuel oil treatment		
			DMA	DMZ	DMB					HS	LS					
on hand last noon	157.5	0.0	11.5	48.2	59.7		18970		5100	12615	2907				Distance by observation	miles
consumed				21.7					80						Distance by engine	miles
received															Average speed	knots
on hand at noon	157.5	0.0	11.5	45.5	57.0		18970		5100	12615	2907				Apparent slip	%
															Full speed	hrs min

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Ship CONN PERIOD

voyage No.

passage No.

from HOUSTON (ANCHORAGE)

voyage No.																	passage No.										from														
Watch	counter reading	revs per watch	R.P.H.	fuel reading	Pressures kg/cm ²																	Temperatures °C																			
					lubricating oil				cooling-water				fuel				fresh-water					injector coolant			lubricating oil bearing																
					pump suction	before filter	after filter	main engine	thrust bearing	cylinder	piston	sea	before filter	after filter	starting	air vessels	scav. air	receiver	injector coolant	pist. cooler	cyl. cooler	before cooler	after cooler	before cooler	after cooler	separator inlet															
																				bef.	after	bef.	after	before cooler	after cooler	before cooler	after cooler	separator inlet	1	3	5	7	9	11	13	15	17				
00/04																									2	4	6	8	10	12	14	16	18								
04/08																																									
08/12																																									
12/16																																									
16/20																																									
20/24																																									

Watch	cylinder cooling-water outlet °C																pistons cooling outlet °C																cylinder exhaust temperature °C											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11					
00/04	A																																											
04/08	A																																											
08/12	A																																											
12/16	A																																											
16/20	A																																											
20/24	A																																											
	B																																											

Watch	auxiliary engines								fuel tanks				fuel flowmeter (liters)				
	pressures			temperatures °C					tank	sound	m ³ cont	spec. gravity	viscosity	main engine		auxiliary engines	auxiliary boiler
	lubr. oil	cool. water	scav. air	before cooler	after cooler	cyl. inlet	cyl. outlet	oil sump cm						Reading previous day			
00/04														28050.64			214.57
04/08														28052.65			215.45
08/12																	
12/16																	
16/20																	
20/24																	
1																	
2																	
3																	
4																	
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4																	

EXHAUST TEMP

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

Safety Records

Signature

No.

done

remarks

Signature

No.

done

remarks

Signature

No.

done

remarks

1 ☒ BURGE ALARM TEST2 ☒ FIRE ALARM TEST3 ☒ ER VENTILATION FLAP TEST4 ☒ RESCUE BOAT TEST5 ☒ LIFEBOAT TEST6 ☒ EMERGENCY FIRE PUMP TEST7 ☒ EMERGENCY GENERATOR TEST

Temperature °C

engines	auxiliary boiler
---------	------------------

ferenceC^{III}:Signature _____

from HOUSTON (ANCHORAGE)

[illegible]

Ship COMM PERIOD

voyage No.

passage No.

from HOUSTON (ANCHORAGE)

[illegible]

Druckerei Paul Moehle OHG
D-22067 Hamburg · ☎ (+49 40) 25 30 00-0 · 📠 (+49 40) 25 30 00-55
Hohenfelder Allee 17-19

to

[illegible]

[illegible]

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Ship CONT DERVOOT

voyage No.

passage No.

from HOUSTON (ANCHORAGE)

[illegible]

to

[illegible]

Temperature °C

engines	auxiliary boiler
---------	------------------

e difference

$\frac{D}{d} =$ _____ % slip

Remarks:	Transfer of liquids				Duty Engineer on call	Full speed	hrs.	min.
	Type							
RETARD 1 HR ON SHIPS CLOCK	Quantity					Reduced speed	hrs.	min.
ADDED 75 LTRS FRESH LUB OIL TO AE#3						Stop	hrs.	min.
0840H-START CHARGING OVER OF CONSUMPTION, HFO TO MGO	from					Anchored	hrs.	min.
1055H-FINISH CHARGING OVER OF CONSUMPTION	to					Total distance run		miles
	time				chief engineer	Total distance to go		

Ship CONTI PERidot

voyage No.

passage No.

from PANAMA

[illegible]

to ... HOUSTON

[illegible]

to HANNOVER

day MONDAY

date MARCH 2, 2015

page

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lubricating oil bearing thrust		fuel		Temperatures °C			domestic refrig.		reefer		day tanks		evaporator / osmose		steam		stern tube		engineer on watch																																																																				
day tank	day tank	at viscor.	fuel visc. red No. 1	main engine inlet	meat	fish	veget.	1	2	scav. air receiver	sea water	engine room	fuel contents gauge reading	salinity	vacuum	water produced	Temp. °C bar	oil fired boiler	exhaust boiler	oil cons.	temp. °C	fuel oil autom. filter	fuel oil automatic..	lub oil automatic..	engineer on watch																																																														
54				129	-15	-14	8			30	27	84				5189	13				42				2E																																																														
cylinder exhaust temperature °C <table border="1"> <thead> <tr> <th colspan="4">turbocharger 1</th> <th colspan="4">turbocharger 2</th> <th colspan="4">turbocharger 3</th> <th colspan="4">turbocharger 4</th> </tr> <tr> <th colspan="2">scavenging air</th> <th colspan="2">gas temp.</th> <th colspan="2">scavenging air</th> <th colspan="2">gas temp.</th> <th colspan="2">scavenging air</th> <th colspan="2">gas temp.</th> <th colspan="2">scavenging air</th> <th colspan="2">gas temp.</th> </tr> <tr> <th>R.P.M. (x 1000)</th> <th>pressure drop cooler</th> <th>before cooler</th> <th>after cooler</th> <th>R.P.M. (x 1000)</th> <th>pressure drop cooler</th> <th>before cooler</th> <th>after cooler</th> <th>R.P.M. (x 1000)</th> <th>pressure drop cooler</th> <th>before cooler</th> <th>after cooler</th> <th>R.P.M. (x 1000)</th> <th>pressure drop cooler</th> <th>before cooler</th> <th>after cooler</th> </tr> </thead> <tbody> <tr> <td>9453</td> <td>6950</td> <td>110</td> <td>84</td> <td>400</td> <td>380</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>																								turbocharger 1				turbocharger 2				turbocharger 3				turbocharger 4				scavenging air		gas temp.		scavenging air		gas temp.		scavenging air		gas temp.		scavenging air		gas temp.		R.P.M. (x 1000)	pressure drop cooler	before cooler	after cooler	R.P.M. (x 1000)	pressure drop cooler	before cooler	after cooler	R.P.M. (x 1000)	pressure drop cooler	before cooler	after cooler	R.P.M. (x 1000)	pressure drop cooler	before cooler	after cooler	9453	6950	110	84	400	380										
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scavenging air		gas temp.		scavenging air		gas temp.		scavenging air		gas temp.		scavenging air		gas temp.																																																																									
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in	out	on fuel	exh.	1	2																																																																																		
				450.8765																																																																																			
Consumption data																Average R.P.M. 100.2 Distance by observation 329 miles Distance by engine 304.58 miles Average speed 13.71 knots Apparent slip -8.02 % Full speed hrs. min. Reduced speed hrs. min. Stop hrs. min. Anchored hrs. min. Total distance run miles Total distance to go																																																																							
fuel (t) <table border="1"> <thead> <tr> <th>DMA</th> <th>DMZ</th> <th>DMB</th> <th>lub. oil main engine sump (kg)</th> <th>lubricating oil main engine fresh</th> <th>lub. oil aux. engine sump (kg)</th> <th>lubricating oil aux. engine fresh</th> <th>cylinder oil (kg) HS</th> <th>LS</th> <th>stern tube oil</th> <th>water consumed</th> <th>fuel oil treatment</th> </tr> </thead> <tbody> <tr> <td>205.5</td> <td>0.0</td> <td>11.5</td> <td>79.3</td> <td>90.8</td> <td>18970</td> <td>5255</td> <td>18878</td> <td>8000</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>																DMA	DMZ	DMB	lub. oil main engine sump (kg)	lubricating oil main engine fresh	lub. oil aux. engine sump (kg)	lubricating oil aux. engine fresh	cylinder oil (kg) HS	LS	stern tube oil	water consumed	fuel oil treatment	205.5	0.0	11.5	79.3	90.8	18970	5255	18878	8000				on hand last noon 205.5 consumed 25.5 received on hand at noon 180.0																																															
DMA	DMZ	DMB	lub. oil main engine sump (kg)	lubricating oil main engine fresh	lub. oil aux. engine sump (kg)	lubricating oil aux. engine fresh	cylinder oil (kg) HS	LS	stern tube oil	water consumed	fuel oil treatment																																																																												
205.5	0.0	11.5	79.3	90.8	18970	5255	18878	8000																																																																															
Remarks:																Transfer of liquids Typ Quantity from to time																																																																							
* CARVED HYDRAULIC TEST OF HFB & D.O. BUNKER PUMPING PIPING SYSTEM. * LOCK UP SEWAGE PUMP DISCHARGE VALVE TO EUROPEAN (DINER VALVE) DEMO No. 253377																Duty Engineer on call [Signature]																																																																							

Ship CORN PERIOT

voyage No. _____

passage No. _____

from PADAMAto HOUSTON

Watch	counter reading	revs per watch	R.P.H.	fuel reading	Pressures kg/cm ²															Temperatures °C																	
					lubricating oil					cooling-water					fuel					fresh-water					injector coolant					lubricating oil bearing							
					pump suction	before filter	after filter	main engine	thrust bearing	cylinder	piston	sea	before filter	after filter	starting	air vessels	scav. air receiver	injector	coolant	bef.	after	bef.	after	before cooler	after cooler	before cooler	after cooler	separator inlet	1	3	5	7	9	11	13	15	17
					2	4	6	8	10	12	14	16	1	3	5	7	9	11	13	15	17	1	3	5	7	9	11	13	15	17	1	3	5	7	9	11	13
00/04																																					
04/08																																					
08/12		7		54																																	
12/16																																					
16/20																																					
20/24																																					

Watch	cylinder cooling-water outlet °C												pistons cooling outlet °C												cylinder exhaust temperature °C																																											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12																												
00/04	A																																																																			
04/08	B																																																																			
08/12	A	82	82	82	84	84	82																																																													
12/16	B																																																																			
16/20	A																																																																			
20/24	B																																																																			

Watch	auxiliary engines							fuel tanks					fuel flowmeter (liters)						
	pressures			temperatures °C				KVA/amp.	oil sump cm	tank	soun. m	cont m ³	spec. gravity	viscosity	main engine	auxiliary engines	auxiliary boiler		
	lubr. oil	cool. water	scav. air	before cooler	after cooler	cyl. inlet	cyl. outlet												
00/04	1																		
04/08	1																		
08/12	1	.4	.3	.4		59	64	229	232	14	1	380	380	370	360	370			
12/16	1	.5	.3	.7		56	67	228	245	11	2	360	360	400	380	400			
16/20	1																		
20/24	1																		

Safety Records			
No.	done	remarks	Signature
	☐		
	☐		
	☐		
	☐		
	☐		
	☐		

Remarks:

* CARVED HYDROSTATIC
PIPING SYSTEM.
* LOCK UP SEWAGE PU
SINK NO. 253377

ENGINE LOG BOOK*

No. 17

Vessel MV CONTI PERIDOT

Call-Sign: A8WR7

IMO Ship Identification No.: 9492634

Port of Registry: MONROVIA

Gross Tons: 33,036

Net Tons: 19276

Length o. a.: 189.99 M

Breadth o. a.: 32.26 M

Commanded by: CAPT. VOLODYMYR FEDORENKO

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

Commencing: JAN. 31, 2015

Ending:

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 1978/88
amended up to 2012
IMO: SOLAS IGC, GC Code 2011
IMO: SOLAS IBC, BCH Code 2004-2006
IMO: COLREG 1972 amended up to 2003
IMO: IMO LOAD LINES 1966 amended up to 2006

IMO: STCW 1978 + 1995 + Manila as amended 2012
Canada: Shipping Act 2011
Liberia: Maritime Law 2013
Marshall Islands: Marine Guideline 2013
USA: Title 33 + 46 CFR 2013



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