



Chief Engineer's Weekly Summary

Vessel		M/V Chenega		Starting Date		16-Aug-15		at 0001 hrs					
				Ending Date		22-Aug-15		at 2400 hrs					
Equipment		Hours				Consumption		Rate					
Status		Begin Week		End Week		Total Week		Lube Oil					
								Fuel Oil					
								Lube Oil					
Main Engine 1	769	Hr	823	Hr	54	Hr	10	gal	g/hr	0.19	g/hr		
Main Engine 2	761	Hr	792	Hr	31	Hr		gal	g/hr	0.00	g/hr		
Main Engine 3	753	Hr	807	Hr	54	Hr	9	gal	g/hr	0.17	g/hr		
Main Engine 4	697	Hr	751	Hr	54	Hr	26	gal	g/hr	0.48	g/hr		
Auxiliary Engine 1	15773	Hr	15798	Hr	25	Hr	0	gal	g/hr	0.00	g/hr		
Auxiliary Engine 2	15333	Hr	15357	Hr	24	Hr	0	gal	g/hr	0.00	g/hr		
Auxiliary Engine 3	15672	Hr	15711	Hr	39	Hr	0	gal	g/hr	0.00	g/hr		
Auxiliary Engine 4	14840	Hr	14880	Hr	40	Hr	0	gal	g/hr	0.00	g/hr		
Distance (nm):	1370	Clutched In (hours):	51.7	GPM:	19.9	MPH:	26.5	GPH:	527				
Liquid Status				Fuel		ME/AE LO		Used LO		Bilgewater		Sewage	
				Received		Received		To Buffalo		To Buffalo		Discharged	
Date	8/16/15	Place	JNU	6000	gal		gal		gal		gal	1607	gal
Date	8/17/15	Place	JNU	5000	gal		gal		gal		gal	0	gal
Date	8/18/15	Place	JNU	0	gal		gal		gal		gal	0	gal
Date	8/19/15	Place	JNU	6000	gal		gal		gal		gal	1692	gal
Date	8/20/15	Place	JNU	6000	gal		gal	30	gal		gal	0	gal
Date	8/21/15	Place	JNU	4500	gal		gal		gal		gal	0	gal
Date	8/22/15	Place	JNU	0	gal		gal		gal		gal	0	gal
Total Rcvd / (Dischd) by Meter				27500	gal	0	gal	30	gal	0	gal	3299	gal
On Hand 1st of Week				10780	gal	198	gal	325	gal	325	gal	1000	gal
Total				38280	gal	198	gal	355	gal	325	gal	4299	gal
Sent Ashore					gal		gal		gal		gal	3299	gal
On Hand End of Week				11030	gal	198	gal	355	gal	325	gal	2065	gal
Consumed (Generated)				27250	gal	0	gal	30	gal	0	gal	4364	gal
Soundings:		DB 1	Dry	DB 2	Dry	DB 5	Dry	DB 6	Dry	DB 7	Dry	DB 8	Dry
Comments:													
ME2 secured for cracked constant pressure manifold. PPG in attendance.													
ME1 Umblasen solenoid failure. PPG replacing with "upgraded" solenoid.													
ME1 JW Head Tank level dropped 5cm over 6 days.													
WJ1&3 hydraulic coolers have no flow as "balanced" by MTU. Rerouted discharge to ME SW strainer as temp work around.													
Strongly recommend MTU be tasked with balancing ME SW piping again, with particular attention to WJ coolers.													
Repairs to #2 HVAC Chiller on hold with Mike's Refrigeration.													
	Trip Duration (h)		Trip Consumption (l)		Mean Trip Consumption (l/h)		Total Consumption (l)						
ME1	54	28219	520	432072									
ME2	31	14403	520	397133									
ME3	54	28310	522	423543									
ME4	54	28134	520	382467									

Chief Engineer's Weekly Summary

M/V FAIRWEATHER



Starting Date Monday 24 Dec 2018 0001 Hours
 Ending Date Sunday 30 Dec 2018 2400 Hours

Equipment	Engine Hours			LO Consumption	
	End	Begin	Total	Gallons	Rate (gal/hr)
#1 Main Engine	6301	6294	7	0	0.00
#2 Main Engine	6265	6258	7	0	0.00
#3 Main Engine	5964	5957	7	0	0.00
#4 Main Engine	6296	6289	7	0	0.00
#1 Aux Engine	18227	18218	9	0	0.00
#2 Aux Engine	19043	19035	8	0	0.00
#3 Aux Engine	18089	18082	7	0	0.00
#4 Aux Engine	17362	17362	0	0	0.00

Miles	154	Underway hours	6.3	GPM	21.0	MPH	24.4	GPH	513
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Liquid Status		Fuel Received		ME & AE Lube Oil		Used LO to Buffalo Tank		Bilge Water to Buffalo Tank		Sewage Discharged	
Date	Place										
12/24	JNU	0	Gal	0	Gal	0	Gal	0	Gal	0	Gal
12/25	JNU	3500	Gal	0	Gal	0	Gal	0	Gal	0	Gal
12/26	JNU	0	Gal	0	Gal	0	Gal	0	Gal	0	Gal
12/27	JNU	0	Gal	0	Gal	0	Gal	0	Gal	0	Gal
12/28	JNU	0	Gal	0	Gal	0	Gal	0	Gal	0	Gal
12/29	JNU	0	Gal	0	Gal	0	Gal	0	Gal	0	Gal
12/30	JNU	0	Gal	0	Gal	0	Gal	0	Gal	0	Gal
Total Rcvd/Dischd		3500	Gal	0	Gal	0	Gal	0	Gal	0	Gal
On Hand Begin Week		7540	Gal	228	Gal	385	Gal	100	Gal	240	Gal
Total		11040	Gal	228	Gal	375	Gal	100	Gal	240	Gal
Sent Ashore		0	Gal	0	Gal	0	Gal	0	Gal	0	Gal
On Hand End Week		7810	Gal	227	Gal	385	Gal	100	Gal	1,255	Gal
Consumed / Generated		3230	Gal	1	Gal	0	Gal	0	Gal	1,015	Gal

ECU FO Data		ME1	ME2	ME3	ME4
Trip Duration	hrs	7	6	6	7
Trip Consumption	l	594	3579	3565	3672
Mean Consumption	l/hr	84	523	515	521
Total Consumption	l	3207308	3107468	3013999	3178109

Soundings: #1 DB Dry, #2 DB Dry, #5 DB Dry, #6 DB Dry, #7 DB Dry, #8 DB Dry

Comments:

Daily inspections of wet deck damage area being logged
 Hourly inspections of engineroom hull pitting patch being logged when U/W
 Omnichief #3 ground fault. PMC to address in S/Y
 FWX down for season due to algae in the fuel tanks. Clogging filters and causing injectors to fail. ME1 A1, ME3 A1, A2, B3, ME4 A6 injectors replaced. Dosed fuel tanks with Biobor (approved by Ron Stewart). Manufacturer recommends letting it sit in tanks for 72hrs before emptying tanks and cleaning. Planning on accessing tanks on Tuesday 1/1/19.

835's: Fidley top weld crack.
 Seawater flanges in engineroom.
 Stbd ER pitting repair.

Equipment Failure (if "yes" include report)	Yes	X	No		Chief Engineer	Gassan/Sacks
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