

Sea Trial Review Form

Customer: \_\_\_\_\_ Date: \_\_\_\_\_ Vessel Make & Model: \_\_\_\_\_  
 Address: \_\_\_\_\_  Displacement  Semi-Displacement/Planing  Planing  
 City: \_\_\_\_\_ State/Province: \_\_\_\_\_ LWL: \_\_\_\_\_ Beam: \_\_\_\_\_ Draught: \_\_\_\_\_ Weight: \_\_\_\_\_  
 Country: \_\_\_\_\_ Phone: \_\_\_\_\_ Propulsion Type:  Fixed Pitch  Other \_\_\_\_\_  
 Engine Model: \_\_\_\_\_ HP \_\_\_\_\_ RPM \_\_\_\_\_ Propeller Diameter: \_\_\_\_\_ Pitch: \_\_\_\_\_ No. Blades \_\_\_\_\_  
 S/N: \_\_\_\_\_  Portside  Center  Starboard Transmission Make: \_\_\_\_\_ Model: \_\_\_\_\_  
 Keel Cooled  Heat Exchanger  M Rating: \_\_\_\_\_ Hours: \_\_\_\_\_ Ratio: \_\_\_\_\_ Type: \_\_\_\_\_ S/N: \_\_\_\_\_  
 Wet Exhaust  Dry Exhaust Shaft Material: \_\_\_\_\_ Shaft Diameter: \_\_\_\_\_  
 Dealer: \_\_\_\_\_ Technician: \_\_\_\_\_ Owner/Captain: \_\_\_\_\_

RPM	1000	1200	1400	1600	1800	1900	2000	2100	2200	2300	2400	2500	2600	Max Power RPM
Fuel Rate														
Speed (Knots)														
Load (%)														
Exhaust Back Pressure (in. H <sub>2</sub> O/kPa)														
Exhaust Temperature (°F/°C)														
Intake Manifold Temperature (°F/°C)														
Ambient Air Temperature (°F/°C)														
Temperature at Air Cleaner (°F/°C)														
Boost Pressure (psi/kPa)														
Coolant Temperature (°F/°C)														
Oil Pressure (psi/kPa)														
Sea Water Temperature (°F/°C)														
Keel Cooler Inlet Pressure (psi/kPa)														
Keel Cooler Inlet Temperature (°F/°C)														
Keel Cooler Outlet Pressure (psi/kPa)														
Keel Cooler Outlet Temperature (°F/°C)														
Water Pump Inlet Pressure (psi/kPa)														
SW Pump Inlet Restriction (in. H <sub>2</sub> O/kPa)														
SW Pump Discharge Pressure (psi/kPa)														

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Engine Room Checklist

Air Intake System

- Air Cleaner - Clean
- Restriction Indicator - Not restricted
- Closed Crankcase Ventilation - Not Restricted
- Crankcase Vent Line - Open
- Aftercooler Connections - No Leaks

Electrical System

- Batteries - Fully Charged
- Ground Wires - Properly Ground
- ECU - Connected Directly to Batteries
- No Loose Connections
- ECU & Wiring Harness \_ Properly Tightened

Mounting System

- Mounting Brackets - Properly Tightened
- Alignment - Correct
- Isolators - Properly tightened
- Rigid Mount - No Worn Shims
- Crash blocks - If Required

Fuel System

- Fuel filters - New
- Fuel Water Separator - Drained
- Tank Water Separator - Drained
- Fuel Lines - No Leaks, No Restriction
- Fuel Lines - Approved Material

Exhaust System

- Connections - No Leaks
- Piping - Properly Supported
- Silencer - Backpressure within Guidelines
- Exhaust Outlet - No Obvious Restriction

Instrument Panel

- All Gages Functioning
- Diagnostic Codes - No Faults
- Sensors - Properly Connected
- Warning Lights Functioning
- Alarm Horn and Lights - functioning

Cooling System

- Expansion Tank Coolant Level - Full
- Sea Strainer - Clean
- Sea Cock - Open
- Hose Clamps - Doubled
- Coolant Lines - no Leaks, Kinks, or Twists
- Pressure Cap - Correct Pressure Settings

Control System

- full Throttle Travel
- Equal High Idle on all Engines
- Full Transmission Control Cable Travel
- Electronic Throttle Properly Connected
- Shutdowns Functioning

Fluid Levels

- Engine Oil Level - Full
- Coolant Level - Expansion Tank Full
- Fuel Level - Full and No Water
- Battery Level - Full
- Transmission oil Level - Full
- Hydraulic Oil Level - full

Comments & Recommendations:

Instructions:

1. Complete a sea trial report for each engine.
2. Provide complete header information on the Customer, Vessel, Engine and Transmission.
3. Complete the Engine Room Checklist to verify that the engine is ready for operation.
4. Properly load the vessel with fuel, water, ice, and stores close to the expected water line. (Mark the water line for future reference)
5. Operate the vessel in average conditions.
6. Record the operating parameters on the chart at the indicated RPM intervals. (Please indicate units in Metric or English) Items in blue are required on keel cooled vessels, items in yellow are required for heat exchanged.
7. Remember to record all the operating parameters at the Maximum Power RPM interval.
8. Record the Maximum RPM to verify it is above Rated RPM at full throttle position when at full load. (If Maximum Power RPM is below the specified Rated RPM, review the propeller selection)
9. Provide comments and recommendations and review them with the Owner/Captain.

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