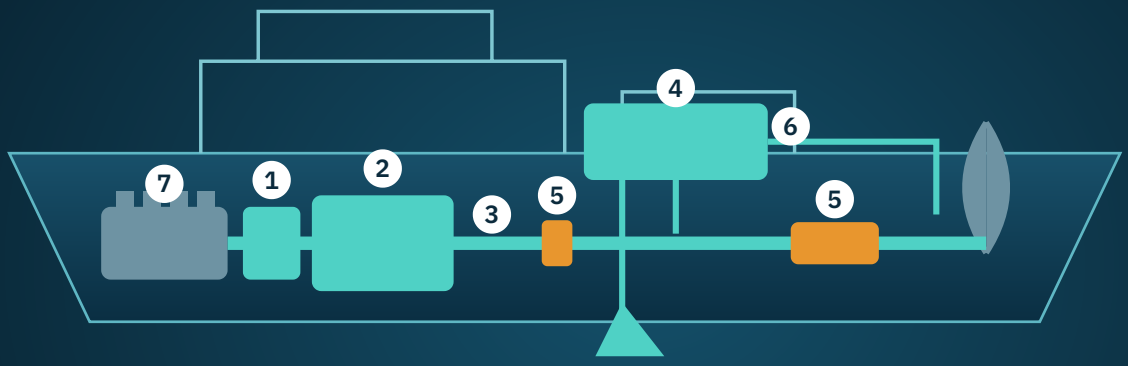
DRAFT 2026-11-18

CARIMO · SHIP PROPULSION-TRAIN HEALTH

CARI-Navi

Clutch to shaft, in plain words.
Know where to look first.



1 Clutch · 2 Reversing gear · 3 Gearbox sensors · 4 Hydraulics · 5 Shaft life · 6 Power unit · 7 Engine coolers

1 Clutch
Load your log. Worn or glazed plates found; a heavier propeller named separately.

2 Reversing gear
Ahead or astern pack, named, from a fast log or the monitoring system.

3 Gearbox sensors
Load your readings. A failed sensor named as a sensor problem.

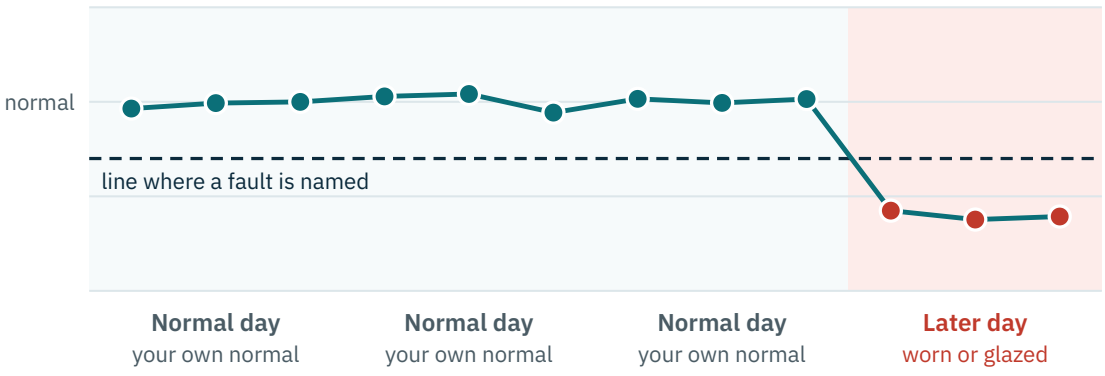
4 & 6 Hydraulics
Servo, fin stabiliser, propeller pitch, and the hydraulic power unit.

5 Shaft life
Stern-tube and coupling surveys: years left, as a range.

7 Engine coolers
Will each cooler still cool at the planned stop?

A SAMPLE RESULT · CLUTCH PLATES WORN OR GLAZED. LOOK FIRST AT THE CLUTCH PLATES.

Clutch grip at every engagement, against this vessel's own normal



Twelve screens · **Plain words** · **One list per vessel, one printed report**

Start with your vessel's own records.

CARIMO Technologies, Mumbai · carimotech.com · contact@carimo.tech

Tested on our own simulated vessels, built to industry practice.

WHAT CARI-NAVI CAN DO

Load your logs. Read the verdict.

Twelve screens, one for each part of the propulsion train, all in plain words. Every finding ends with where to look first.

What goes in
Your own logs and surveys, from the clutch to the stern tube, and the monitoring system's reversing-gear logs. You add the vessel's name and the date.

What comes out
A verdict in plain words for each machine: what was seen, how large it is against the vessel's own normal, and where to look first.

Your own normal
The first healthy days set the normal. Every later day is judged against them.

Limits on screen
CARI-Navi screens show the line where a fault is named. A reading across it is named, and the bar shows how far. Enter your class society's figure and it replaces the default, named as yours.

Faults named, with the usual cause
Worn plates, low oil pressure, slow fill, drag, will not release. The pack and the fault together. A heavier propeller or a failed sensor is named as what it is.

Years left, as a range
Stern-tube bearing and flexible coupling: a band you can plan around, narrower with each survey.

Findings for the vessel
One list for the vessel and date, a block for each machine, named faults first. A machine with no fault shows Nothing found.

A printed report
One page per machine, headed with the vessel and the date. Print it, or save it as a PDF.

MACHINES IT COVERS

From the clutch to the stern tube.

MACHINE	WHAT IT WATCHES
Clutch	Grip, oil pressure, fill time, creep and slip at every engagement.
Reversing gear	Ahead or astern pack, named with its fault, from a fast log.
Reversing gear, monitoring log	Control-oil pump, late or failed engagement, from the alarm and monitoring logs. No torque meter needed.
Gearbox sensors	Stuck, flattened or failed readings, named as sensor problems.
Hydraulic servo	Weak pump, cylinder friction, worn valve lands, changed hold current.
Fin stabiliser	Internal leak, silted valve, weak supply or hot oil.
Propeller pitch	Worn oil-box side lands, worn centre land or a weak pump.
Hydraulic power unit	Pump, pressure filter, oil cooler, internal leaks and accumulator gas charge.
Engine coolers	Jacket-water, central (seawater) and lube-oil: enough cooling at the planned stop?
Flexible coupling	Softened or stiffer since its first survey; years left as a range.
Stern-tube bearing	Years left to the class-rule clearance, as a range and a best guess.