

Date: 8/26/14

To: James Robinson

From: Richard Pusatere

Subject: Chief Engineers Turnover Notes

We are receiving 3500bbbls FO today (8/26), if all goes as planned should be completed by the time you arrive. The office has requested that we order fuel on Fridays and I have been so since the request was made.

We received 1571 gallons on 8/5/14 to the LO Settler tank. It was received from 6 totes, samples were taken from each tote, as well as the LO Settler and LO Storage tank at this time, total of 8 samples. Still waiting for the results to ensure compatibility to we can move into LO Storage.

I have updated a list of all the breakers and panels on the vessel to reflect the "Reefer" upgrade. This will be helpful for the Electrician and Watch Standers in case of an issue or emergency we all know where what is quickly and without guessing.

AMOS: I have been moving forward here, still some issues, but all and all appears to be working. I have been little by little updating the inventory, especially on items we worked on, i.e. Fire Pump, Boiler plugs, etc.

Boilers: Cleaned both boilers, PORT on 7/13 and STBD on 7/27. Tubes were extremely dirty. There were several leaking super heater hand hole gaskets. All entered in AMOS. STBD Boiler had one leaking water wall hand hole gasket. All tested and appears in good working order at this time.

I lowered the super heat temperature to 900F, much better reaction when speeding up. It appears the PORT boiler controller is set up differently than the STBD, not sure why, I have not changed it...yet.

Feed Pumps: No issues to report. Lee Engineering should be here today, 8/26/14, to rebuild the OUTBD pump.

Stores Crane: No issues to report.

Cargo Elevator: Electro has been cleaning and greasing weekly. W.O. was just done on 8/25/14.

EDG: Load test completed in SJU on 8/1/14. We changed out the LO Filters as you recommended. All is tested and ready to go.

Winches: STBD AFT winch is still the way you left it. Electro has been maintaining levels. There was a miscommunication/misunderstanding, I had a plan and was hoping to get to this but never did. The lifeboat falls are due to be renewed, and JMR was coming to assist with the change out. I figured this would be a great time to change out the torque converter while they are onboard to make use of their time, and have the extra manpower. Well the wires were only ordered last week and I am not sure of the exact date of JMR. I hate to leave this for you, but it is what is now.

Ramp Winches: Electro just recently tested the insulation, and readings were bad for the # 2, 3 and 4 motors. A heat lamp was placed on motor and will be rechecked. Numbers are on W.O. on C/E desk.

WTD: All in good working order.

Cargo Hold Fans:

2A PORT side motor controller overload arrived, and Dick did not run because something was up with the motor. We megged it and it was bad. Changed out fan in a can, tested satisfactory. We are still waiting for the spare overload, two were requested and only one came.

2/M just informed us of 1 STBD fan damper being stuck, I will try and check this out before you arrive, but follow up accordingly.

LP Evap: Routine cleaning and running properly.

OWS: Same routine as you have been doing. We just ran it southbound, all in apparent good order.

#4 BD: 3AE has been running the transfer pump weekly and testing both tanks and logging results (1 Drop always). We changed out the transfer pump with the one from the El Morro, all tested and running well. We will be landing the old pump today (8/26/14), I do not see a point of keeping it.

Vacuum Pumps: No issues to report.

SSTG:

INBD: Pulled TTV (Gimpel), leaking badly. Bonnet gasket as well as inlet out let gaskets replaced. Tested and is currently running.

Changed out LO Hoses, old ones were leaking and looked old. I wanted to replace the LO Pump coupling but ran out of time.

OUTBD: Same small leak on LP side of turbine, I have not seen an increase here, so all is as you left it.

Main Condenser: Temps are nominal, could use an inspection/cleaning in the near future, but nothing that needs immediate attention.

FOT: Order is out, EFE140111, should be here before running out.

MSD: All is in apparent good order.

Reefer: Two motors arrived that were ordered; they appear to be correct and are in the Trailer on Main Deck. We were having issues with the OUTBD unit when I arrived, somehow both condensing units fan (all 4) were running, causing the breakers to trip, followed by high head and so on. One of the AFT unit fans was also found with a loose wire and was running in the wrong direction. All has been addressed

and appears in good working order. Coils are also in rough shape, recommend replacing in the yard!
Changed over and running on schedule.

A/C: Changed over and serviced accordingly. PORT unit sheared the coupling on 8/21/14. Repaired coupling and unit was vibrating excessively and knocking. Changed out compressor with spare. If all goes as planned, Pete will arrive today (8/26/14) with a rebuilt unit. STBD side has been getting a little TLC; OMU has been cleaning and painting.

Atlas Copco: Unit has been running well. Chris (1AE) just installed the new tension shaft and related items; all appears in good working order.

Quincy: Changed over monthly, INBD unit was found have trouble keeping up shortly after I arrived. I noticed the oil pressure to the unloaders was lower, I increased it and it appeared to be holding until this week it dropped a little. It was at 11 psi when I first adjusted it, brought it up to around 16 psi, and now it is around 14 psi. I told 1AE to keep an eye on this.

Control Air Dryer: Unit was alarming shortly after I arrived. We tried clearing alarms and in the process something shorted out and unit died. New unit on order, EFE140089, I put it as URGENT but still have not received, should be here soon.

Main Condensate Recirc valve has been acting up, I suspect as a result of the air dryer being non operational. The I-P Transducer is located under the console, in the air conditioned environment, and I believe this is causing the moisture to condense and the I-P to get fouled up and not open all the way. The guys are all "trained" in the bypass operations, but apparently many years back somebody installed a much smaller bypass valve and you are not able to pull or work the valve at low loads, roughly 80 RPM or higher is needed. We are currently in the process of repairing the backup regulator. I have pulled the recirc valve and actuator; it all literally fell apart on me while I was troubleshooting this problem initially. All works well with the valve just need dryer air.

ER Fire Pump: Lower seal was found leaking, rebuilt rotating element and tested satisfactory. New seals are on order, EFE140113.

Richard Pusatere