

CF Master

From: CF Chief Engineer
Sent: Monday, July 11, 2016 11:54 AM
To: CF Master
Cc: Gustavo Abaroa; CF Master
Subject: Statement regarding the blackouts

On 6th of July 2016 at about 07.25 during maneuvering we received a call from the bridge for fire alarm in the AE room. I went there and saw a huge amount of smoke everywhere. The bridge was immediately informed for the smoke and a fire team arrived. In that time we did not know what exactly the reason was and where the smoke was coming from. We did a blackout stopping all the AE-s in emergency, blew up the AE room and realized that the smoke is coming from AE # 1. We restored the electricity in some minutes and started to dismantle AE # 1. 2 units- # 5 & 6 were staged and water was leaking inside. We extracted the cylinder liners # 5 & 6 and saw that the O-rings of the liners were gone. Within an hour we started to overhaul AE # 1. The next day on 07.07 at 13.40 a blackout occurred. I went in AE room and saw the same smoke but not so much and 1 motorman told me that he stopped AE # 2 emergency because of strange and strong noise and a lot of smoke. All that happened for about 15-20 seconds. This time cylinder # 3 & 4 were leaking and # 4 was staged. The reason was the same- leaking water in the crankcase through broken cylinder liner O-rings. In my opinion the reason or reasons is that during the dry dock cooling water supply from the shore was stopped 2 or 3 times without warning and the engines # 1 & 2 overheated. Besides it an additional reason could be low- quality spare parts. After the blackout we started AE # 3 and put it in the bus bar but there was a huge amount of smoke and explosions , coming from the port side funnel and the port authorities ordered us to stop any activities. All other attempts to start AE # 3 were in vane or there were smoke and explosions. AE # 3 was just overhauled in Tunis and has worked not more than 35 hours. We started to investigate and concluded:- 2 fuel injection valves were not adjusted properly. The normal injection pressure is 300 Bars and 1 of them was adjusted on 500 Bars and the other 50-60 with no any atomization. We did a pressure test and only cylinder # 1 & 6 were OK. # 2,3 & 5 were keeping pressure for 2-3 seconds and # 4 did not keep at all. Cylinder # 4 was opened and we saw that the keys of the first 2 piston rings were in a line and the same for the 3rd and 4th piston rings. Besides it piston ring # 1 was installed upside down. Many of the copper washer are visibly old and there are a lot of fuel leakages , mixing the fuel with the rocker arm oil. Tappet clearances were not adjusted properly either and the common fuel rack was disconnected from the governor. A shore based team overhauled AE # 2 & 3, AE # 2 is operation since 19.20 on 10.07 but AE # 3 we still cannot start.

Regards,
Plamen Pavlov

C/E

M/V CARIBBEAN FANTASY


Philippe Le Leuxhe
Master "Caribbean Fantasy"