

RELIVE REPORT AUGUST 4TH. 2002

MAY 26 - AUG 4 ?

To Chief Engineer Bjarne Kleven
From Chief Engineer Steinar Sjøhaug

Welcome onboard Bjarne !

ENGINE ROOM

Boiler's.

WHICH BOILER(S) ?

24

BOILER #24 CLEANING + RETUBING
WEEK 20 (NCL #0424)
→ 23

Retubing of secondary superheater carried out by Chiba Marine Yokohama.
Repair of brickwork " Blue Ram " carried out where needed in both boilers.
Complete soot cleaning of M.B. # 23 and 24 carried out.
Lower water-drum and header cleaned and inspected. Steam-drum inspected and some
Loose bolts retighten and secured.
Main Boiler # 24.
Replaced the two upper rows of economizer tubes in Green. (Used the tubes we had in stock
In forward engine room)
Reinsulated and renewed faulty sheet metal under M.B. # 24. carried out.
Renewed drain - bottom blow valves and other small valves overhauled and checked.

NCL 0424
WEEK 27 & 28
RETUBING WORK
ON MB # 23

→ Main Boiler # 21. — WEEK 31 (NCL #0424)
Plugged 8 pcs. of supreheater tubes in secondary stage. Plugged 3pcs. of raiser tubes as well.
Fully soot cleaning and renewing of brickwork carried out. Water-drum and header cleaned.

Main Engines / Condensers

Inspected and cleaned stbd. condenser # 21, a lot of grass inside.
Port Main Turbine maneuvering valve adjusted, but still no good.

Mak-Diesel Engines # M-35 and M-20.

Mak # 14, spare piston crowns not received. The old worn sent ashore.
2nd compression ring groove 0,4 mm over max. Corm alloy.

We do have had a lot of problems with the turbochargers on M-20 diesels.
We still have problems with F.O. into the lub. oil system. Crack in the fuel injectors too.
Mak # 17, the recommended spare parts in connection with the camshaft damage is still on hold.

F.O. & Lub. oil separators.

Service engineer from Alfa Laval on board in June. Necessary spare parts in order.
Both F.O. separators bowls to be sent ashore for overhaul and recondition. One is already sent to Norway. Too much pitting and cut in the bowl .

Evaporator # 21 and 22.

Both evaporators are good condition, no major work carried out this periode.
Burned El. Motor on both distillate pumps.

Evaporator # 11 and 12.

Eva # 12 tested four times, leaks sealed and adjustment carried out. Last time test run for four hrs. Max. seawater temperature to evaporator inlet 70 ' c., but 80' c. is normal.
1500 kw load on T.G. # 11. Distillate production 25 m3 in four hrs. with less than 10 ppm.
Talk to Sellevold about using stbd. booster heater in serie with the port booster.

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New piping to be installed and modified.

Marinfloc, oily water separator.

2nd. Engr. Kongelv is in charge now, he is trained by Carsten Fosbo.
The Marinfloc is running acceptable, but not with soot water. (pH. On 2 ppm or less)
Spare parts in order. Have emptied 6.11 a few times for residual sediments.

Turbogenerators.

T.G. # 21 and 22, cleaned seawater condenser and lub. oil plate cooler.
T.G. # 11, new plate cooler not in use. Started prefabricating of modified piping.

Engineroom in general.

The tank top is dirty, due to overflow of sewage. Sewage holding tanks 2.1 - 2.2 - 2.3 full in St. Maarten and G.S.C. Not allowed pumping sewage overboard between 4 and 12 N.M from shore line.

In addition to soot cleaning of Main Boiler # 21.

New suction line from F.O. tk. 4.13 to separators completed and hooked up.

Low-pressure steam generator, new tubes for preheater are on the way from Germany.

Thrusters / Steering gear.

The steering gear is working fine, but the lub.-hydraulic oil coolers should have been cleaned.
We had high temperature alarm on the oil, before stopping the units in Miami last week.

Thruster # 5, renewed earth protection-diode on El.Motor. and changed thermistor relay 3UN6 (P10A6).

Class.

Hofseth from B.V. onboard for class and survey.

U.S.C.G.

Yearly United States Coast Guard drills carried out May 30th.
None single remarks. New U.S.C.G drill August 29th.

Hi-Fog.

New crew trained to operate the system. The 30mm ermeto high press shut off valve for the high voltage -trafo. room in order.

The last week earth fault on the forward loop, caused release of sprinkler in forward boiler room.

The release was very weak. Too much water in the loop releasing units. Who is spraying with water!

Sprinkler System.

No major leaks this period. Three times released in the Pax. cabins.

U.S.P.H.

Mr. Bill Aleman has not been onboard to test out the new auto dosage system. Kringstad informed.
The long waiting cancrusher is coming in the end of August.

Refrigeration/ Air-condition.

We have 110 pcs. A/C units onboard + 8 pcs. Ceiling A/C units in addition to acid clean during three month's interval. With the present workforce we are not able to carry out the job. I have informed Mr. Kringstad.

Incinerator.

During this period we have renewed two bridges in the furnace arch.
Steel work and renewing of " Blue Ram " in the furnace.

Osmostic.

The Osmostic unit is running good for the time being.

Received E-mail from Mr. Peter in Germany.

He is asking about running data from the plant. I got yesterday the data from Mr. Stakston,

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p. 2 of 3

The usual maintenance is going on. we have one gauey repairman at the moment.

Provision / Freezer.

The Cheese room cooler is taken in use. The door into the fish preparation room is mounted. But the door work could have been better.

Le Bistro.

The sewage drain collecting pipe Ø 100 mm. From Gents & Ladies rest room have been renewed in a length of three meter. The pipe elbows were 90 % clogged.

People.

Carsten Fosbo is coming onboard August 18th. for eight weeks service as 1st. Engr.

Dan Fleseland has got 20 weeks off in connection with childbirth.

Svein Sellevold is saying good by the 4th.of August.

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Osmose.

The Osmose unit is running good for the time being.

Received E-mail from Mr. Peter in Germany.

He is asking about running data from the plant. I got yesterday the data from Mr. Stakston,

But I have not sent Mr. Peter the answer yet. As I understand he is coming onboard in the fall. We have none auto back flush on the sand filters. The auto chlorinating system is not working. Check with Mr. Stakston.

HOTEL.

Galley

The usual maintenance is going on. We have one galley repairman at the moment.

Provision / Freezer.

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Change of Chief Engineer – Control Report

| Safety | Yes | No |
|--|-------------------------------------|-------------------------------------|
| Main firefighting system inspected and found in working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| USPH procedures, equipment, records | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Dampers, smoke flaps and ventilation in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Emergency generator and emergency fire pump found in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Lifeboats and tender engines tested and working satisfactorily | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Emergency plan reviewed and emergency alarm system found in order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Safety report up-to-date | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| SCBA Compressor and smoke diving equipment found in order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| All steering equipment and indications tested and working satisfactorily | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Emergency compressor tested and working satisfactorily | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| SEMS documentation | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| All fire detection and alarm systems inspected and found in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| All fixed and portable fire extinguishing system inspected and found in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| All ballast, cross/down flooding and emergency dewatering systems inspected and found in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| All Safety Convention requirements inspected and compiled with | <input type="checkbox"/> | <input type="checkbox"/> |
| Alarms, indicators and controls (remote, ECR, local, safety station) inspected and in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Management | <input type="checkbox"/> | <input type="checkbox"/> |
| Supplies of bunkers and lube oil sounded and in accordance with Statement in Engine Logbook and Engine Voyage Report | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Weekly Technical Reports reviewed | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Engine Logbook up-to-date | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Engine budget reviewed | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Lub oil samples delivered shore side regularly | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Boiler water samples found in order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Drawing files and instruction books found in order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Continuous survey up-to-date | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Maintenance system up-to-date, including AMOS and critical equipment | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Spare parts inventory up-to-date | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Work hours/records in accordance with STCW | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Environmental records reviewed and in accordance with policy | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Parts ordered, CPAR, dry dock work lists reviewed (as applicable) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Engineer change, qualifications and training records reviewed | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Chief Engineer's standing orders reviewed and agreed on | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Machinery spaces surface maintenance found in order, tidiness and cleanliness maintained | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Main Systems | <input type="checkbox"/> | <input type="checkbox"/> |
| Main propulsion systems and equipment in good working order | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Auxiliary systems and equipment in good working order | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Steam systems and equipment in good working order | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Cold storage plant in good working order | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| HVAC systems, air-condition plant, and fan rooms in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other auxiliary engines and pumps in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

It is the responsibility of the user to verify that the issue date on any printed copy matches the issue date of the current online NCL intranet document.

F605

| | | |
|--|-------------------------------------|--------------------------|
| Deck machinery in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Electric plant in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Water systems inspected and in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Oil systems inspected and in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Communication systems inspected and in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ECR and bridge systems inspected and in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Environmental | <input type="checkbox"/> | <input type="checkbox"/> |
| Oil Record Book reviewed and in order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Bilge Water Processing System inspected and in order, including documentation and training | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Black and Gray Water System inspected and in good order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Waste processing and disposal systems inspected and in good working order | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Comments See separate hand over notes./Spareparts on order/mMore cleaning needed in the engineroom/Boiler # 24 out of service due to changing of superheater/Mak 14 out of service due to lack of spareparts/One ref.Compressor out due to lack of sparepart/Cheese room still out of order due to renewal af flooring.

Relieved Chief Engineer
Relieving Chief Engineer

[Handwritten Signature]
Steinar Spang *May 26th. 2007*

Records

Copies, Captain, Technical Superintendent, Relieved Chief Engineer, Relieving Chief Engineer, Ship's File