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RELIVE REPORT : JANUARY 5<sup>TH</sup>, 2003

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TO : CHIEF ENGINEER ODDVAR TVEIT  
FROM : CHIEF ENGINEER STEINAR SJØHAUG  
CC : CAPTAIN; TECHNICAL SUPERINTENDENT; RELIEVED CHIEF ENGINEER;  
RELIEVING CHIEF ENGINEER, SHIP'S FILE

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ENGINE ROOM

*Main Boilers*

M.B. # 21

Five (5) pcs. of leaky riser tubes between header and steam drum plugged.  
Nine (9) pcs. of leaky tubes in secondary superheater plugged. Inspection of furnace and small repair of refractory clay "Blue-Ram" carried out. Harris Pye Marine Ltd., on-board November 3, 2002 for internal and external inspection of riser tubes as well as furnace check.

M.B. # 24

Complete cleaning and wash-down of boiler carried out. Major repair of refractory clay "Blue-Ram" in furnace carried out. Ten (10) pcs. of leaky hand-hole gasket in secondary superheater collecting box renewed. Harris Pye Marine Ltd., on-board December 15, 2002 for internal and external inspection of riser tubes as well as furnace check.

M.B. # 23

Complete cleaning and wash-down, as well as renewing of refractory clay "Blue-Ram" in progress.

O.B.S. Main Boiler # 21 -- upper combustion air fan. Regulation in manual.  
Main Boiler # 22 -- lower combustion air fan. Regulation in manual.

This happened after the "blackout" in St.Thomas, December 19, 2002.  
Troubleshooting and correction ongoing.

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201/12  
A. D. L. T. S. G. U. S. C. G.  
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E-0192

Running hrs. for Main Boilers since last cleaning:

M.B. # 21	1619 hrs.
M.B. # 22	2109 hrs.
M.B. # 23	cleaning in progress
M.B. # 24	194 hrs.

*Main Turbines / Condensers*

Stbd. Main Condenser

Cleaned and inspected. Plugged four (4) pcs. of leaky tubes. Total is 94 pcs. of plugged tubes.

Port Main Condenser

Cleaned and inspected. Plugged sixteen (16) pcs. of leaky tubes.

*Mak-Diesel Engines # 6M-35 and 6M-20*

Mak-Diesel # 16

Repaired and grinded crankshaft arrived Golten in Miami, as well as oversized bearing shells. Mounting work will take place from January 12, 2003.

Mak-Diesel # 14

It is running after complete piston draw. Renewed all bearing shells, except camshaft bearing shells. Camshaft bearing shells in order.

We are still investigating the problem with too low fuel temperature to the Mak # 6M20 diesels.

*Evaporator #s 11 & 12*

Evaporator # 12

It has been in service several times the last 10 weeks, and the production is about 350 m<sup>3</sup> a day. The quality of the distillate is between 2 - 5 ppm.

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for SD, LTSG, USCG  
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Evaporator # 11

Still not ready for service. Spare parts in order.

Evaporator #s 21 & 22

Both evaporators are in good condition. No major work carried out for this period.

Marinfloc, Oily Water Separator

The Marinflocs are running acceptable, however, we have in order two (2) pcs. of flowmeter for forward "Black-Box" discharge overboard. Mechanical failure of flowmeter. Hand sounding of flock tank before and after discharging overboard. Recorder o.k.

Turbo Generators

TG # 11-10-12 and 21-20-22

Cleaning and inspection of condenser on the seawater side renewing of zinc anodes. Cleaning and inspection of Lub.oil plate coolers carried out as well.

Thrusters / Steering Gear

Steering gear is working fine. Cleaning of hydraulic oil cooler carried out. New spare complete with El. Mot. Hydraulic servo pump received. New type of pump.

Class.

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

U.S.C.G.

United States Coast Guard Drill carried out November 21, 2002. Few remarks were corrected.

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*Hi-Fog System*

The 30 mm. ermeto high press shut off valve for the high voltage – trafo. room aft received. Mounting not carried out.

*Sprinkler System*

None major leaks for this period. But a few release in Pax. Cabin. Check of Ph. and N.C.L.T. treatment in the sprinkler system monthly.

*U. S. P. H.*

Inspection carried out November 17, 2002. Result : 95 pts.

Demand from U.S.P.H. to install "Breakflow Preventer" of type Watt, series 909. "Air-in / water-out" in the filling line to shore connection for freshwater. Mr. B. Clark is checking if it is really needed.

*SEMS*

Lots of new things to put the nose into. See the revision history from July through December 2002. The Secretary is learning to help out with filing and the reporting.

*Incinerator*

During this period we have carried out cleaning and inspection of furnace.

Inspection of the boiler unit on the gas and water side carried out as well. Photos taken, none remarks (Report to class.)

*Osmosis*

The permator No. 1 in/out have been shut-off because of high salinity in week 52. Measurement taken January 4<sup>th</sup>, 2003. Product water 838  $\mu$ /cm. Production meter – reading 13.7 m<sup>3</sup>/pod. Inlet press to permators - 72 bars. Outlet press from permators - 66 bars.

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*for [Signature] LTJG, USCG  
P. 21 OF 5*

*Exhaust ventilation duct from Aft Aux. Room (T.G. room)*

In connection with the burnt El. Motor for exhaust fan HA.1 sun - Fjord deck, we discovered a lot of grease in the ducting. Need cleaning urgently. Exhaust fan HA.2 and ducting need to be inspected as well.

*Treatment unit for H.F.O.*

Installed and in use fuel oil treatment unit for Mak-Diesels - 180 est. fuel.

*Tender Engine Caterpillar*

Complete piston draw and renewing of main & big-end bearing shell carried out. Work carried out by *Ole Munkelien*.

*Mak-Diesel # 17*

Detected collapsed baffle plate in upper outlet of exhaust silencer. Repair work in progress.

*Engine Crew*

Repairmen, *Maciej Koc* and *Marek Stacker*, have started January 4<sup>th</sup>, 2003 to complete the remaining welding work on the "Mama". Expected 2 weeks work.

*J. Shaw*  
*Jan. 4th. 2003*

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*LT 56 0966*  
*J. SORF*