Ocean Networks Canada

Ferry Maintenance Report – Queen of Alberni

Vessel: Queen of Alberni Date: Nov 19th 2015

Arrival: Signed in at Duke Point terminal and ships Engineering dept. Walked on 7:15am

Reporter: Denis Hedji Staff: Denis Hedji and Rowan Fox

Reason for Visit

Work continuation from Nov 12, 2015 visit. Sea strainer plug missing, TSG not setup, and sea chest inspection.

Observations

1. In Bosuns store room: open PC / instrument housing to power down. System acquisition software was not operating. Both housings look good.
2. Seachest area: no leaks

Actions Taken

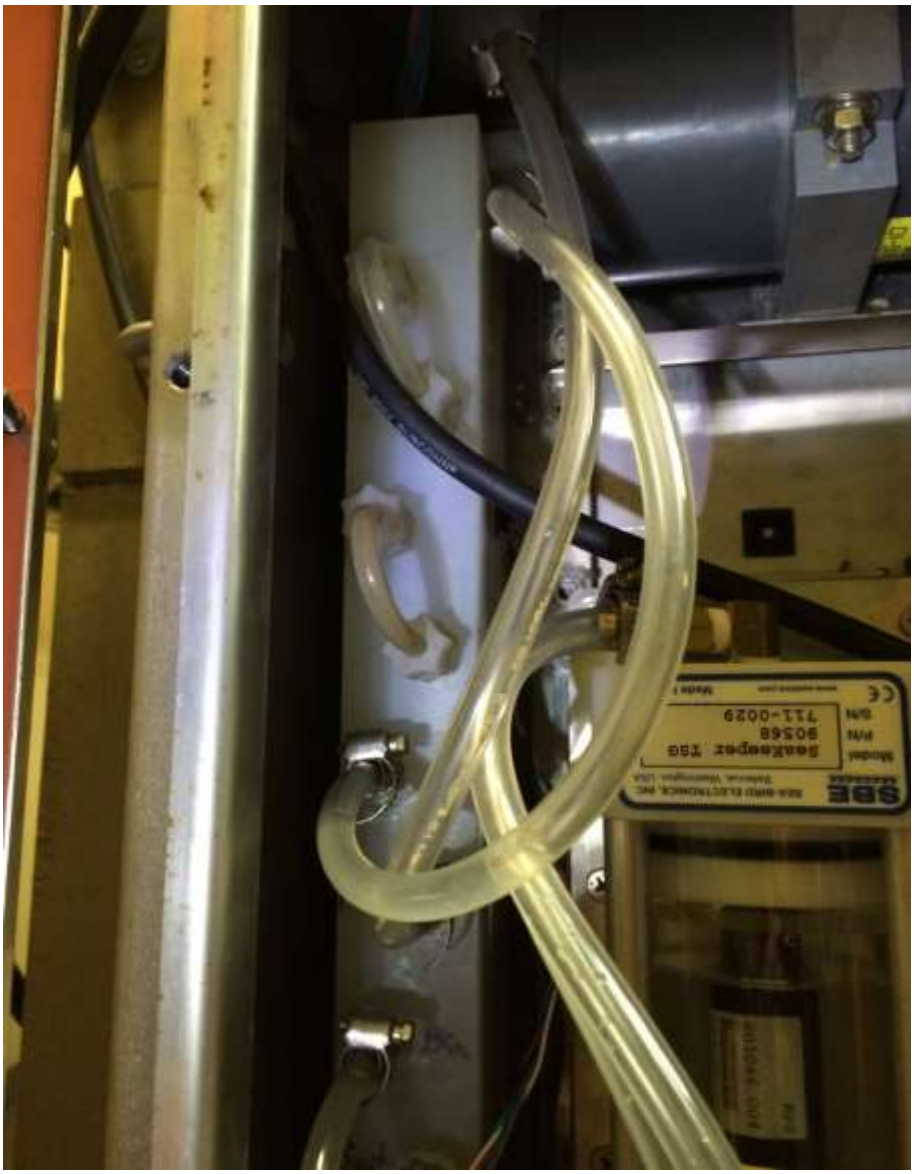
1. Sign in Engineering room
2. Power down electronics
3. Open floor plate to access Sea chest area
4. Install new plug for Seastrainer
5. Re-opened Outlet valve
6. Power up Seakeeper system, and monitor. Noticed very poor flow. BBFL2 housing barely getting seawater into its housing
7. Shut power OFF
8. Disassemble Seachest – shutting off the Intake Valve
9. Found mussel growth inside the tube before the Ball valve. Cleaned out carefully.
10. Re-assemble Sea chest
11. Power ON sea keeper system and monitor, and check for leaks.
12. SBE TSG (CT) sensor was not outputting. Configured TSG via Hyperterminal to AUTORUN=Y. When power is ON, it will always output data (command)
13. Verify Data files are configured according to their serial numbers = OK. Check through data files, and data output normal.
14. All sensors producing data output
15. Noticed many unknown data files in C:/Datalog/ file folder. On the computer, we noticed the hard drive was full of files that weren't being grabbed by the FTP process. These files are not necessary. They are auxiliary files that are derived variables. The FTP process must be grabbing the files from the serial parents. Deleted many OLD files from this folder. Noticed PC improved after doing this- was very slow before.

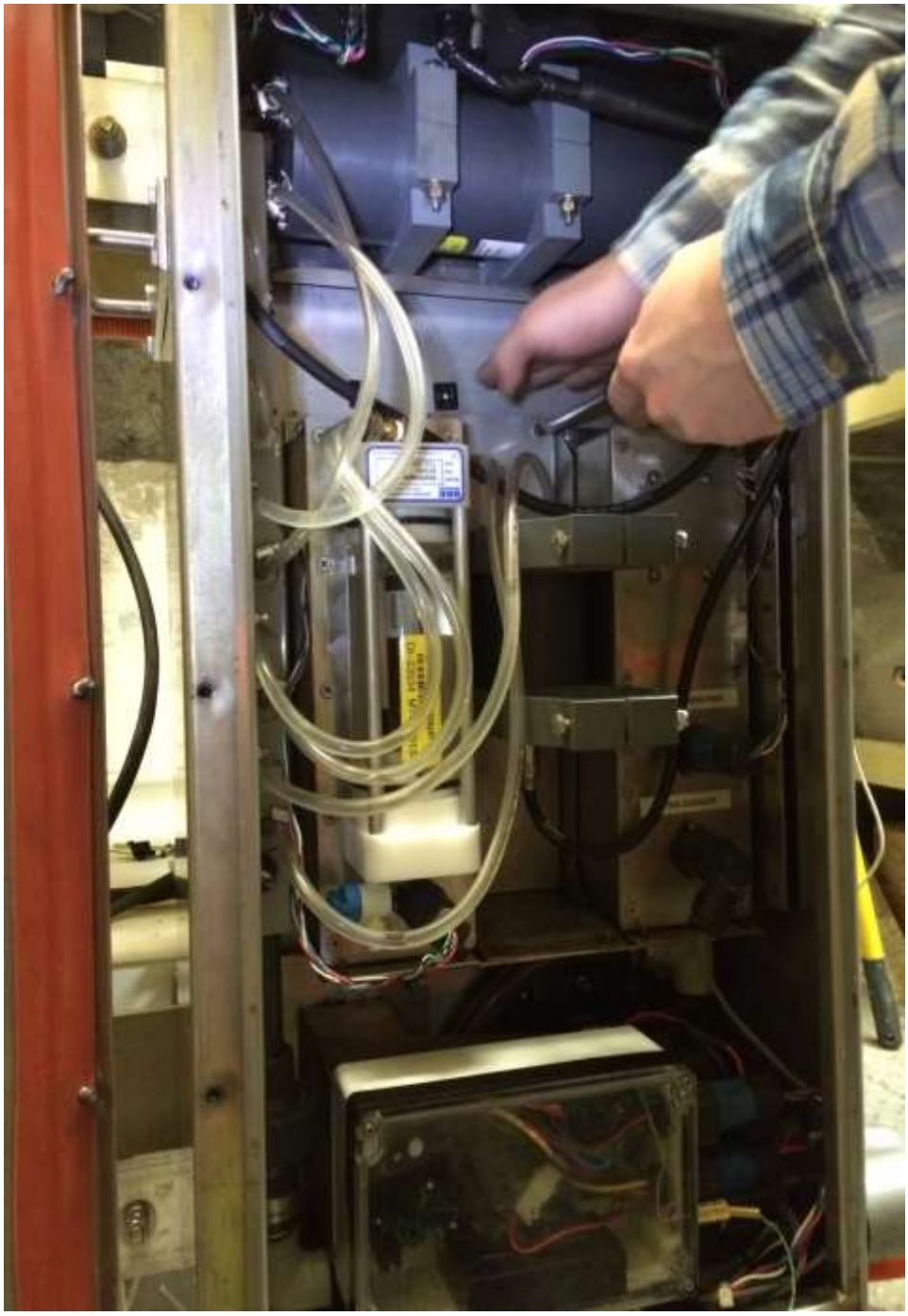
16. Remove old desicant, and place several fresh bags of desicant within PC and instrument housings
17. We did not inspect upper deck instrumentation due to the powerful wind on upper most deck. Possible slip/ fall hazard.
18. Sign out from ships Engineering room
19. Sign out from Duke point terminal

Future Actions

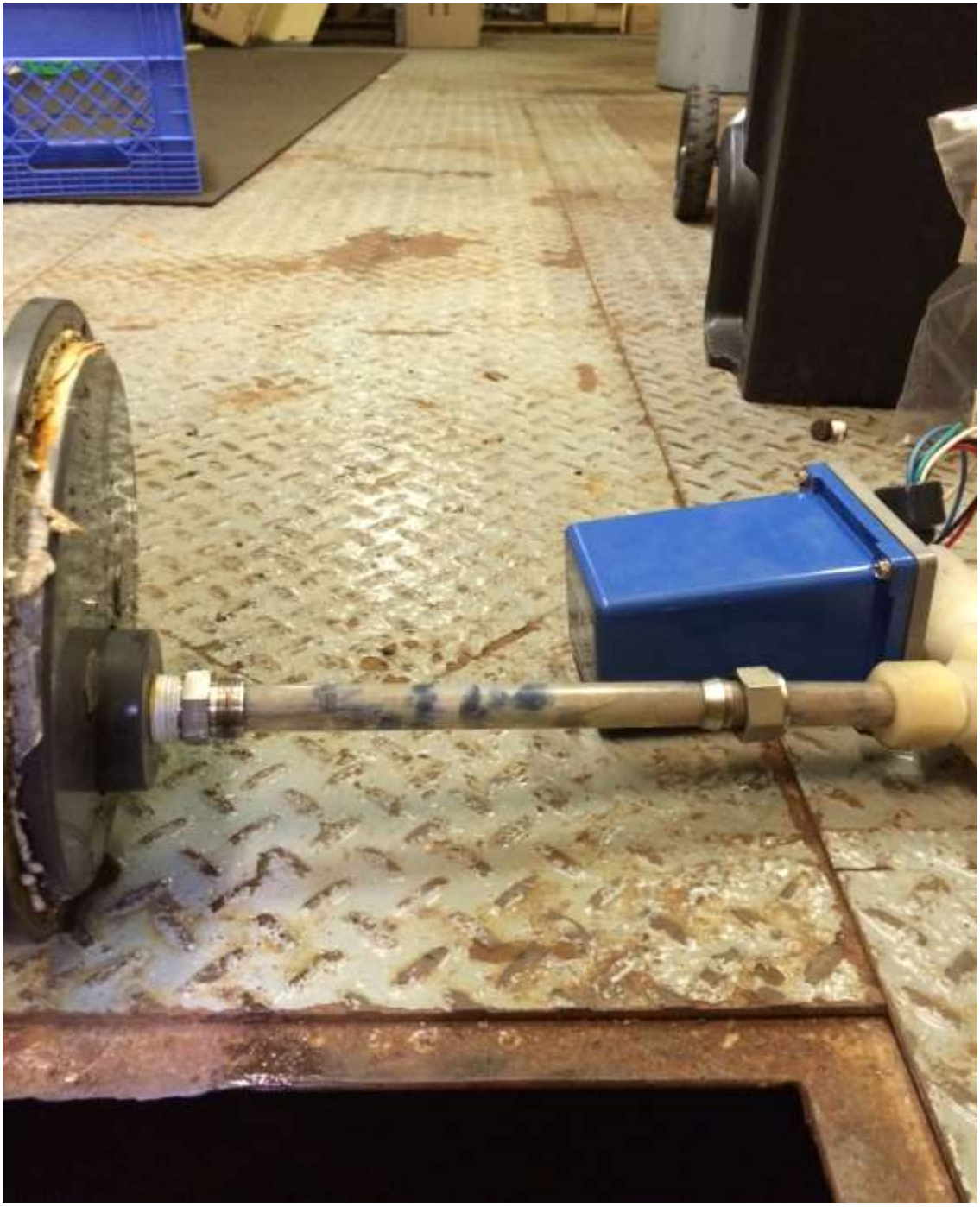
1. Obtain a USB combined Keyboard/Mouse. PS2 type mouse, and keyboard are terrible to use
2. Bring the battery powered impact driver! Saves time opening and closing the bolts on the boxes
3. Configure SCS so that derived sensors are not saved to the hard drive, or change FTP process to download & delete these files
4. Denis noted a flaw in the software: The relay automatically starts up no matter what the Satcomm software tells it to. This is a problem for when the ship is docked, the pump might start running while it's not supposed to. Eg) Restart PC, regardless of ships speed, the SK software will start the system/start pumping because GPS has not fully recovered, not knowing its speed. SK software should turn ON when ship speed is 5 knots or greater. If lower than 5 knots, SK software is OFF. Speed is based on the GPS being active/ON; the GPS takes some time to turn ON, and might be slower than the SK software.

Pictures

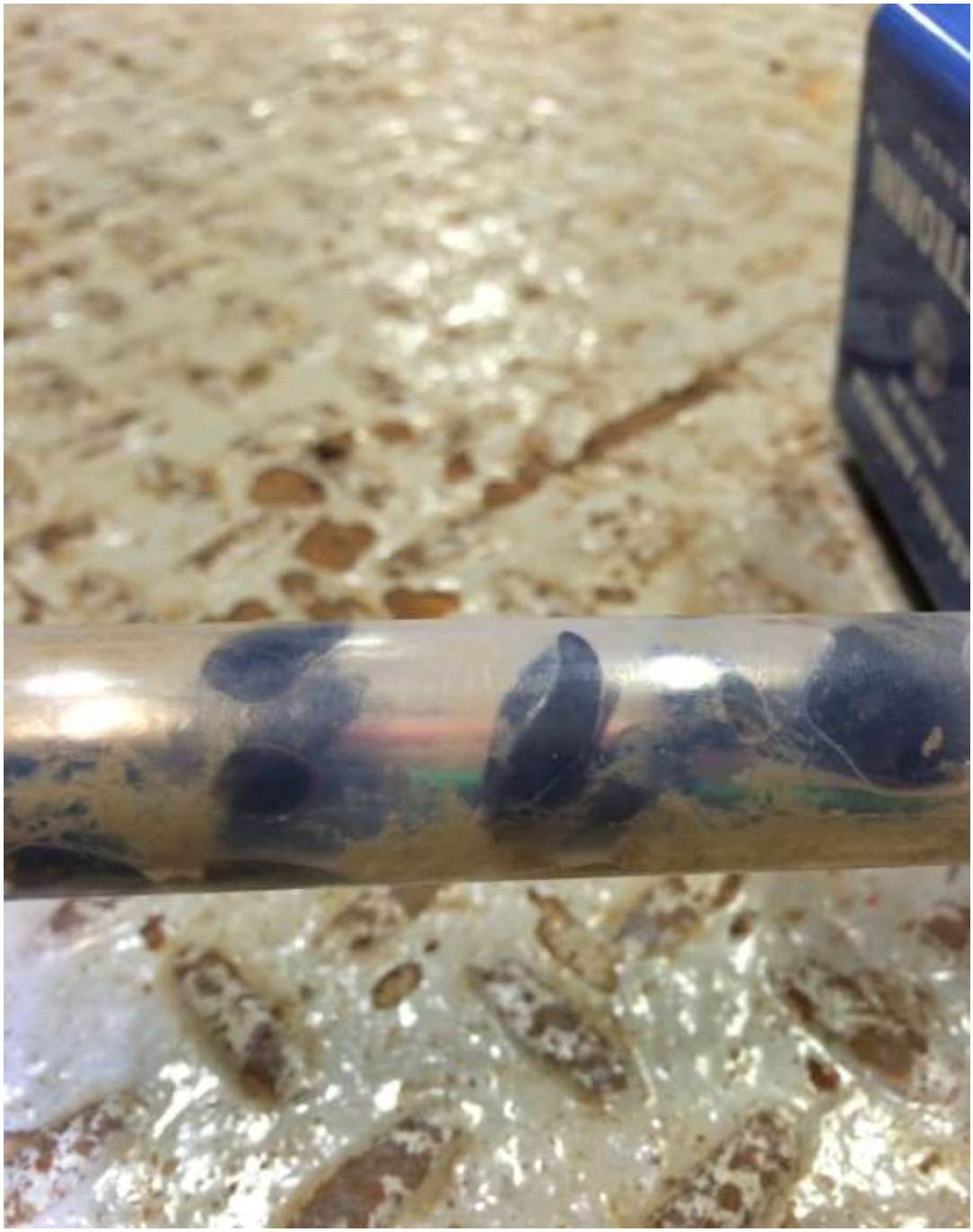

SBE
Seabird Electronics, Inc.
Bellevue, Washington USA
Seabird TSG
90568
711-0029



Manifold / TSG prior to power Up

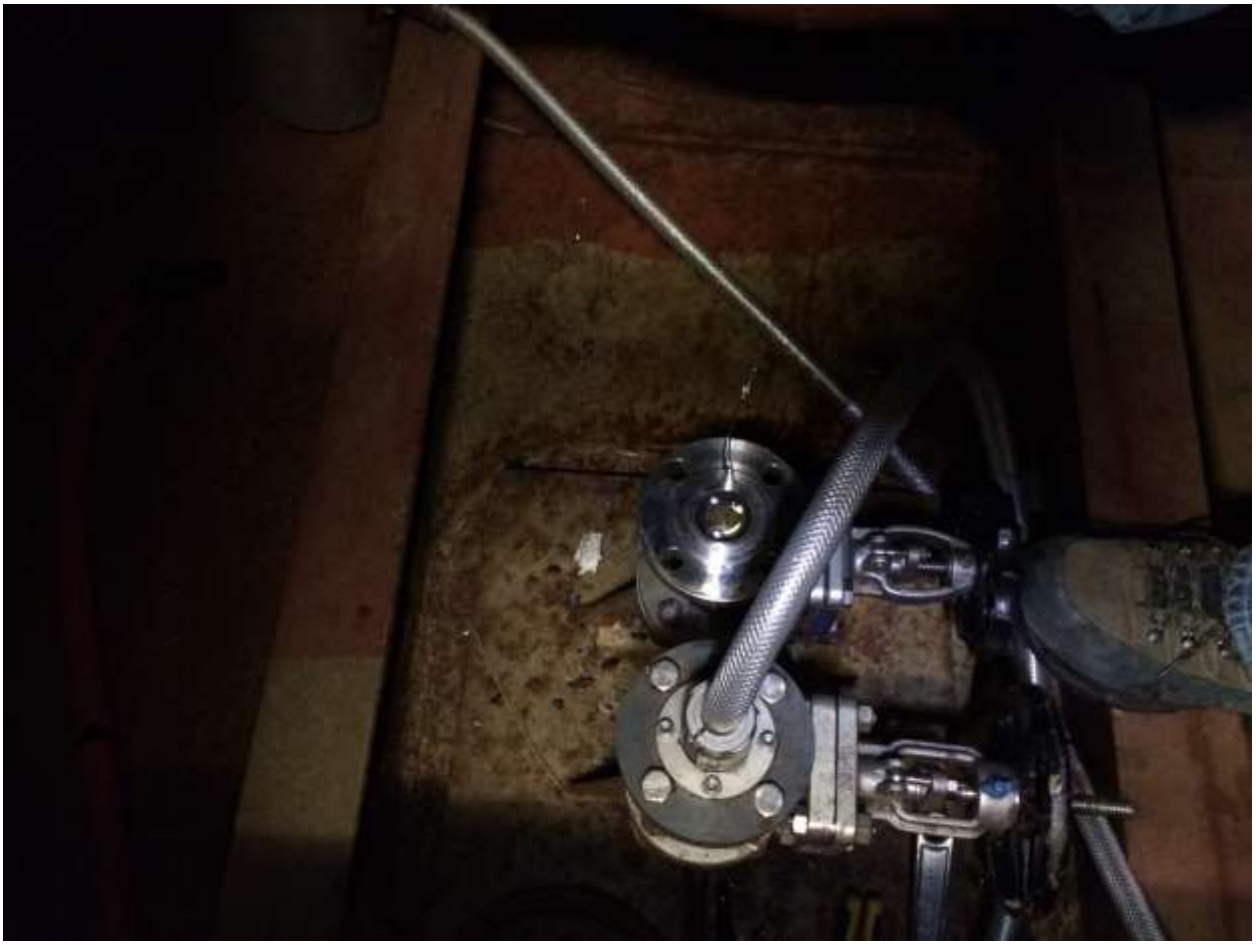


Seachest removed from Intake valve. Mussel growth apparent.

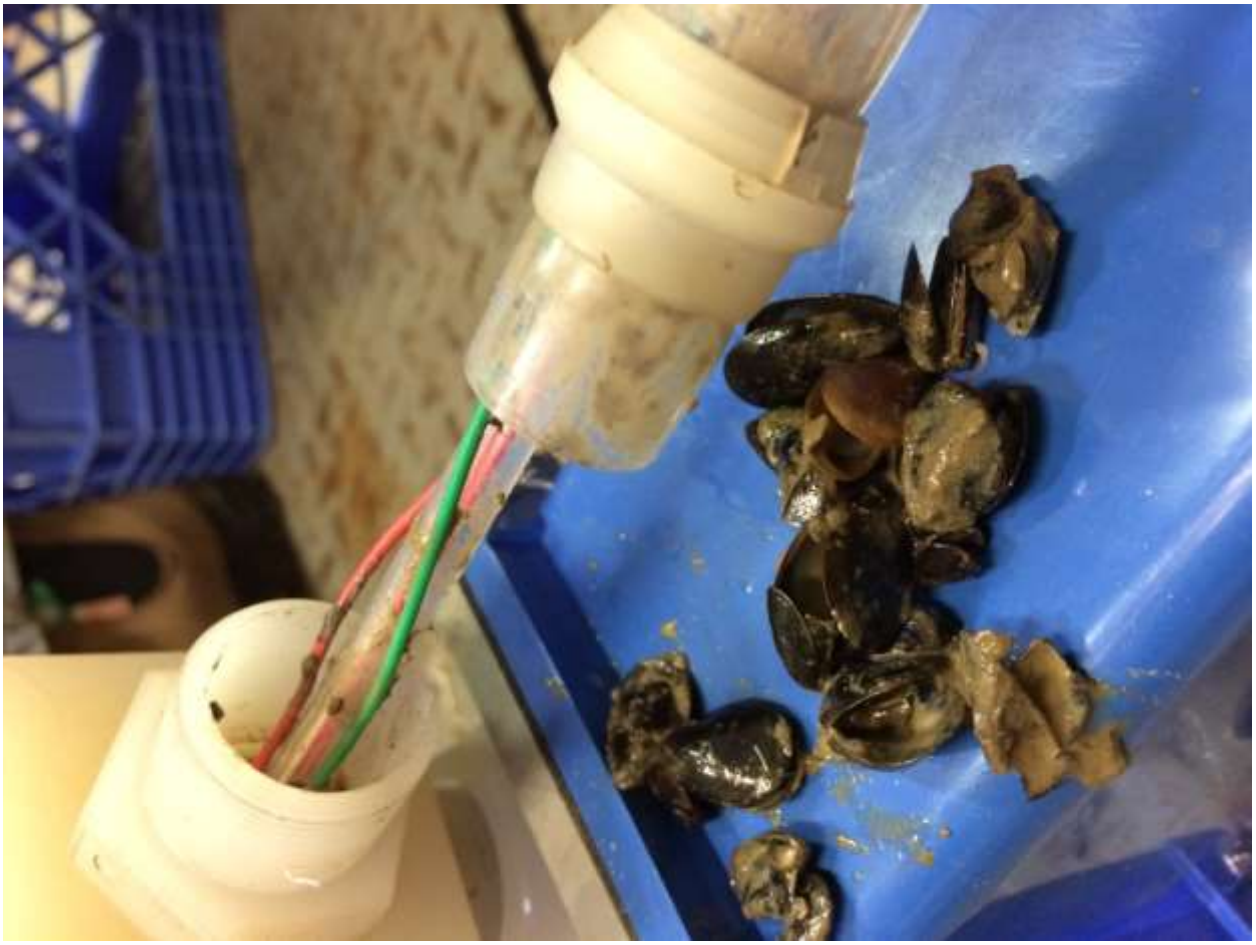


Seachest intake tube. Mussel build up which creates poor seawater flow.

Seachest intake tube at end. Plugged with mussels.



Intake(top) and Outlet valves after removing Seachest



A few mussels pulled from the Sea chest intake tube before the Ball valve