



SERVICE REPORT

JOB NO	JHANT-200526ZS-Z
VESSEL	
CUSTOMER	
LOCATION	JINHAI YARD

M/E PNEUMATIC OVERHAUL

Maker/System:	
Work Requested:	

Work Carried Out:

1. According to request, attend on board main engine for every 5 yearly pneumatic overhaul, the engine type is 6s70MC ;
2. Supply the repair kit to ship and overhaul;
3. Dismantle the valves found out control air has too much oil, very dirty;
4. Overhauled the valve
100,105,101,102,104,32,84,86,88,90,14,15,117,25,26,27,28,10,11,40,59,45,54,115,127,128,13,52,53,34,31,30,29,103,
5. All the old parts are put in one box and marked valve pos. number on it, gave to ship keep;
6. After all part fixed back supply the control air and safety air, checked there has no leakage, simulate tested the main engine start/stop, checked the main start valve open/close are normal;
7. Tested the reverse, checked the reverse cylinder all of them are normal
8. Follow ship sea trial and tested the main engine, start/stop and fire normal without any alarm, tested the ahead/astern are working normal;
9. Tested with C/E and accept by ship;

Suggest drain the control air termly

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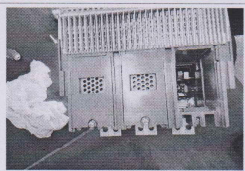
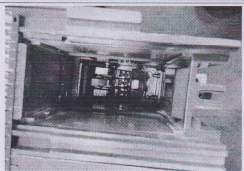
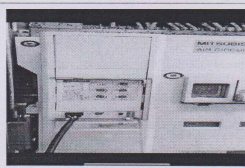
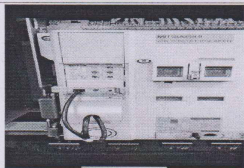
MAIN ACB FUNCTION TEST

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, attend on board for 3 set ACB function test, include the under voltage trip, over current trip and reverse power trip;
2. Pull out the ACB to test position;
3. Used the special test equipment for test;
4. Tested the ACB and compared with the setting point by manual book, all of them are working normal;
5. After tested all ACB, cleaned it one by one;
6. Tested with C/E and the test report delivery to ship together;



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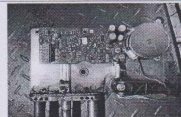
VISCOSITY METER

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, checked the viscosity meter for M/E and G/E;
2. The system is alfa laval EPC 50 control, the viscosity sensor are electrical, and the heater valve actuator are electrical motor;
3. Removed the viscosity sensor for cleaning, and install back;
4. Checked the controller function, put in manual increase/decrease found out the heater valve actuator not moving ;
5. Checked the power to electrical motor, 24VAC are normal, dismantle the valve actuator and test, the motor is turning, but the gear broken, impossible to use;
6. Oder new valve actuator and installed in place tested in manual mode, manual increase/decrease are normal;
7. Same method test G/E, G/E viscosity meter working normal;
8. After system running, put in auto, the viscosity meter working normal;
9. Tested with C/E and accept by ship;



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Valve feedback Signal To BWTS

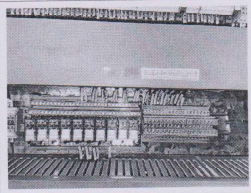
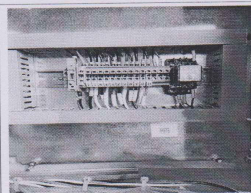
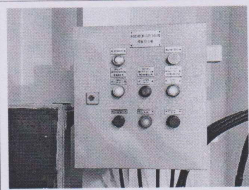
Maker/System:

Work Requested:

Work Carried Out:

1. According to request, the BWTS need 7 set valve feedback signal to it, BMV40, BMV44, BMV45, BMV46, BMV47, BMV48, BMV49;
2. Checked the drawing, found out all of this valve has no spare contact, supply one 10 loops relay module to ship;
3. Used 24VDC relay, and each relay coil connect to close signal terminal.
4. And relay contact used for close signal;
5. All the cables has label and all terminal has mark;
6. Double checked the signal and tested all of them are correct;
7. Totally 7 valves taken to BWTS
8. Tested with C/E and accept by ship;

Note: Supply one 24VDC relay module to ship



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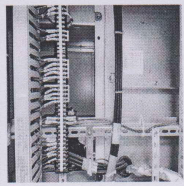
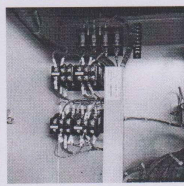
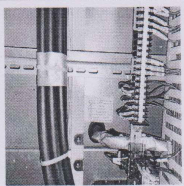
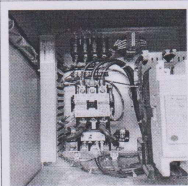
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PUMP AND FAN RUN SIGNAL TO BWTS

Maker/System:	
Work Requested:	

Work Carried Out:

1. According to request, the BWTS need 4 set E/R fan running signal, No.1&No.2 ballast pump run signal, Fire&G.S pump run, Bilge7G.S run signal, totally 8 points ;
2. The BWTS needs free contact signal, checked the MSBD found out only E/R fan no have spare contact, others are have spare taken from relay 88A;
3. E/R fan used two 220VAC relay to converter one free contact .
4. All this 8 points signal are taken to new terminal, and made the label on the terminal;
5. Double checked the signal and tested all of them are correct;
6. Tested with BWTS engineer and accept by ship;



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GPS Signal To BWTS

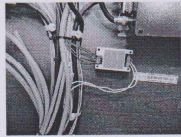
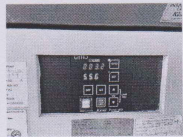
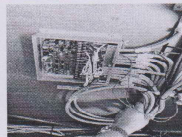
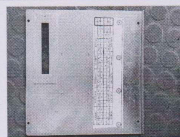
Maker/System:

Work Requested:

Work Carried Out:

1. According to request, the BWTS need GPS signal;
2. Checked the drawing, found out bridge one GPS distributor, but has no spare channel;
3. Supply RS422 repeater, one input and two output to ship and installed in place.
4. Take GPS signal from gyro to RS422, output 1 to BWTS, output 2 to gyro;
5. Checked the gyro it's normal;
6. Checked the signal to BWTS also normal;
7. Tested with C/E and accept by ship;

Note: Supply one RS422 repeater to ship



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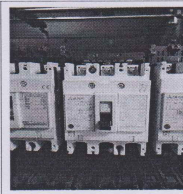
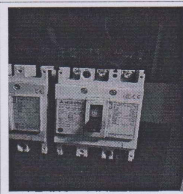
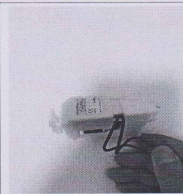
MSBD INSTALL BREAKER FOR BWTS

Maker/System:	
Work Requested:	

Work Carried Out:

1. According to request, BWTS need three breaker, 400A PDE-24A, 125APDE-02, 50A PDE-03;
2. 400A PDE-24A, ship has one 400A spare breaker on board, installed it in specified location;
3. 50A PDE-03, no.2 440VAC switch board has one spare, can use directly;
4. 125APDE-02 has no spare on board, supply one 125A breaker to ship and installed in specified location;
5. Meanwhile technical require preference trip for 400A and 125A;
6. Ship only have one preference trip for 400A use, 125A no have;
7. Supply one preference trip coil for 125A, installed in place and tested all work normal
8. Tested with C/E and accept by ship;

Note: Supply one 125A breaker to ship
Supply one preference trip coil to ship



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REMOTE VALVE CONTROL SYSTEM

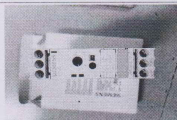
Maker/System:

Work Requested:

Work Carried Out:

1. According to request, check the valve BAV26&BMV42;
2. Tested the valve BAV26 found out the valve fully open and fully close normal, only indicate error ;
3. Checked the feedback signal, it came from the pressure switch, adjusted the pressure switch set point, the result same, replaced it by ship spare and the valve indication good.
4. Valve BMV42 tested found out the actuator can't open and close fully, checked the solenoid valve it's normal, checked the feedback pressure switch, and replaced by ship spare, the result is same like before, suspect the actuator internal leakage lead to the pressure can't reach to rated pressure, and valve can't open/close fully;
5. After shipyard overhauled BMV42 and installed in place, tested valve working normal;
6. Checked the control panel, found out one timer not work, this timer gave signal to start pump, without this signal, the pump impossible start;
7. Supply one timer to ship and installed in place, start the HYD pump, system working good;
8. Tested with C/O and accept by ship;

Note: supply one SIEMENS 3RP1505-1BP30 to ship



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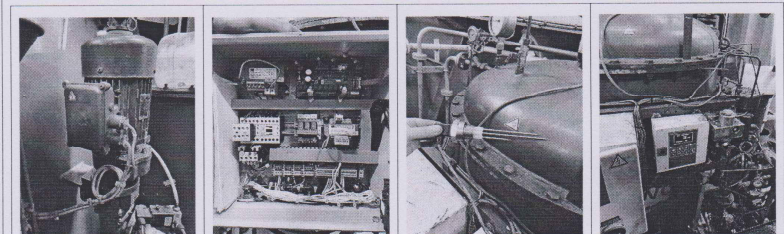
OIL WATER SEPARATOR

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, checked the oil water separator;
2. Original problem is the pump can't start when test the oil water separator;
3. Checked system the electrode sensor gave signal to control units;
4. Remove the electrode sensor from top of tank, put into water test, check the input signal to control unit, no input, confirmed that the electrode sensor not in order;
5. Replaced electrode sensor by ship spare and same method test, put in water, and signal came;
6. Installed in place, test the system, but pump still can't run;
7. Came one alarm bilge tank level low ;
8. Check the diagram and found out this signal came from bilge tank float switch;
9. Confirmed that bilge tank empty and by pass this low alarm for test;
10. Both put in manual and auto, the system working normal;
11. Tested with C/E and accept by ship;



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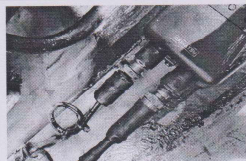
M/E OIL MIST DETECT SYSTEM

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, checked the M/E oil mist detect system(MD-SX);
2. After black out the system has system failure alarm, and no.5,6,7,8 has alarm blink;
3. Go to sensor side check and found sensor failure led lit and blink;
4. Checked no.5,6,7,8 power 24VDC are normal, communication signal also normal,confirmed that the cable are good;
5. Used new sensor replaced with no.5, result still alarm, confirmed that not the detector problem ;
6. Go to panel side, try to initialize system, enter password 9999, step by step and execute the initialize;
7. After initialize complete the system alarm disappear, check the local sensor, all of them are normal;
8. Tested the alarm and panel function test, all of them are normal;
9. Tested with C/E and accept by ship;



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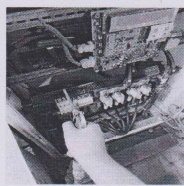
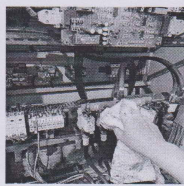
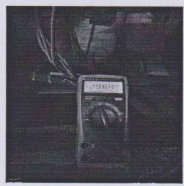
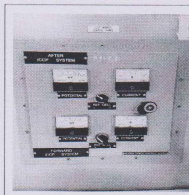
ICCP

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, check the ICCP;
2. Before ship dry dock, checked the system, both forward and AFT are working normal;
3. When in dry dock, removed the anode cable from terminal checked the Insulation are in good condition ;
4. Visual checked the anode the epoxy putty no good, and arranged ship yard to put new epoxy putty on around the anode, make sure all anode are in good condition;
5. Cleaned the control panel, blow the dust out by air;
6. Simulate the reference cell voltage input to control card, up 210mV, the anode easy easy has output current, below 210mV, anode has no output current, this confirmed that the system working good;
7. Tested with C/E and accept by ship;



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G/E CLEAN

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, supply service for G/E alternator cleaning;
2. Removed the cover and can see rotor and stator;
3. Checked the insulation of each phase the insulation are normal;
4. Cleaned by rags at first time, and then use air blow out the dust ;
5. Same method for other two;
6. After all alternator cleaned, replaced all the air inlet filter;
7. start G/E and test, all of them are in order
8. Tested with C/E and accept by ship;

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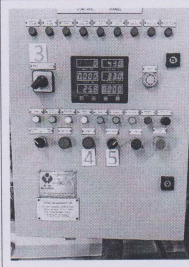
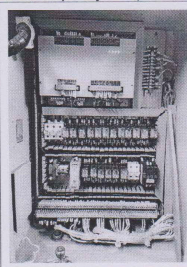
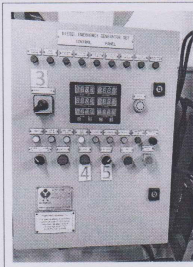
E/G control system check and repair

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, check the E/G, as electrician describe the E/G can't start in auto and also the digital indicator can't showing properly;
2. Checked the power module found the 5VDC not came;
3. Used the ship spare and replaced it;
4. After power on, the digital indicator working good, but it always has C.F.W level low alarm, checked the level of C.F.W tank, it's normal, checked the float switch, found out the signal opposite, modify it and alarm gone;
5. Started the E/G manual, working normal;
6. Tested the E/G in auto, the E/G started automatic and after delay the E/G ACB auto close supply power to ESBD
7. Tested with C/E and accept by ship;



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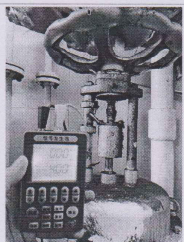
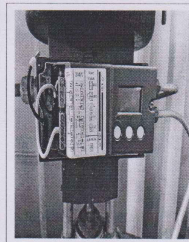
BOILER STEAM CONTROLLER

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, check the boiler steam valve;
2. Checked the valve positioner by simulate 4-20mA, adjusted the valve fully open to fully close match 4-20mA, made the valve in good condition;
3. Checked the controller, it is electrical controller, checked the function by adjust the set point, the output has 4-20mA, confirmed that the controller is ok;
4. Tested with C/E and accept by ship;



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AUX COMPRESSOR

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, checked AUX compressor;
2. Original problem when the aux compressor start, the drain solenoid valve always open, can't close;
3. Checked the solenoid valve power, the 220AC no have;
4. Checked the siemens LOGO controller, found out this output no have, also have red alarm on the module, it means that the module need renew;
5. Supply 2 siemens logo controller(DM8 230R 6ED1055-1FB00-0BA1) to ship and installed in place, one for spare ;
6. Switch on the power and check the alarm gone;
7. Tested the compressor local start/stop, and remote start/stop, the compressor function normal;
8. Tested with C/E and accept by ship;

Note: supply 2 siemens logo controller(DM8 230R 6ED1055-1FB00-0BA1) to ship

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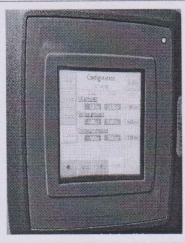
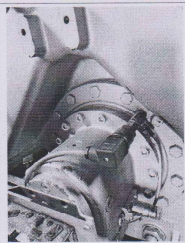
AIR CONDITION CONTROL SYSTEM CHECK

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, checked the air condition compressor suction transmitter;
2. Tested the suction transmitter found out the sensor out of order;
3. Replaced new sensor and installed back;
4. Adjust the sensor range from touch panel, made it in correct;
5. Started the compressor and checked the suction pressure compared with local gauge, remote indication are normal;
6. Tested with C/E and accept by ship;



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BALLAST/DRAFT AND FO TANK LEVEL

Maker/System:

Work Requested:

Work Carried Out:

1. According to request, checked the level gauge system, include ballast tank, draft sensor and F.O tanks, totally 36 points;
2. Ballast tank and draft level gauge: NO.1(P)&(S), NO.2(P)&(S), NO.3(P)&(S), NO.4(P)&(S), NO.5(P)&(S), NO.6(P)&(S), NO.7(P)&(S), NO.8(P)&(S), NO.9(P)&(S), A.P.T, F.P.T, MID(P)&(S);
3. F.O tanks: NO1. HFO(P)&(S), NO2. HFO(P)&(S), MDO SERV.TK, MDO SETT.TK, MGO.TK, MDO.TK, NO2. HFO.SETT.TK, NO1. HFO.SETT.TK, NO3. HFO.TK, HFO SERV.TK
4. Checked the PLC channel by simulate 4-20mA, record the range and compared with manual book;
5. One by one removed the purge sensor and clean, use grease to lubricate;
6. Tested the pressure transmitter one by one, the pressure are gave accord to each tank's range, adjust the zero and span, made them into good condition, totally found out 8 pcs sensor can't calibrate, already defective;
7. Totally found out no.1 HFO(S) pipe block, fixed the problem, made it in order ;
8. Supply the spare to ship and installed in place, all of them are normal;
9. After take ballast, checked the level and draft, all of them are showing correct;
10. Checked the F.O tanks also showing correct;
11. Tested with C/E and accept by ship;

Note: supply 8 pcs level sensor to ship

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Work Carried Out:

