Q&A
1305M226Q0210

1. Just to clarify, they want us to take an oil and coolant samples (And Marine gear samples on the mains), send the samples off to the lab (1-3 weeks to get results back) & once we receive the analysis back, we send it to the TPOC who then will authorize us to do the work (Change the oil)?

   Please collect sample of fluids prior to performing any fluid changes. Once the fluids have been collected and sent off, there is no need to wait for the results to get back before changing the fluid. It can be done immediately after the samples are taken. If the tests come back with some sort of deficiency, we can consider doing a Condition Found Report (CFR) and explore what extra repairs may need to be performed at that time.

2. The dockside testing for the gen sets, it mentions running the gens at maximum load for 30 min. My question is, can this vessel provide a max load for these gen sets (1 gen ran at a time)?

   We will load the electrical system by running vessel systems and appliances as much as possible. It may not be maximum capacity for our main STBD generator, but knowing it performs at is should with all our systems on will be sufficient. We expect to be able to run the port generator at maximum load with our shipboard systems and appliances as well.

3. And it looks like only the engine oil is being changed on the gen sets, NO OIL OR FILTERS CHANGED ON THE MAINS OR MARINE GEARS?

   No oil change is needed on the main engines or transmissions.

4. They want the oil filters as well as the <u>fuel filters</u> changed on the gen set engines? If yes, I need to know what make/part # are the primary fuel filters/fuel water separators?

   No need for the vendor to change the fuel filters, we do that work in-house. Yes, please have the vendor change the oil filter with the oil (which is the normal procedure).

5. How long are the sea trials? We would just need a quick sea trial to get the engines up to operating temperature, but they may want an extended sea trial if other vendors services are to be utilized and qualified.

   One sea trial to test all serviced systems will be enough, unless the result of the first sea trial indicates that we need to perform more work and then another sea trial. I believe about 90 minutes should be enough if all systems are operational and satisfactory. Perhaps more time will be needed if any adjustments need to be made. The sea trial is to verify that all is working as intended so it will depend on that result.

6. And I need the ALL the engines serial numbers, generator serial numbers and the marine gear make/model/serial numbers in order to make a parts list for accurate pricing and availability.

- **Port Main Engine:**
  - **Manufacturer / Model:** John Deere 6135SFM85 (13.5 L)
  - **Serial Number:** RG6135L042321
- **Starboard Main Engine:**
  - **Manufacturer / Model:** John Deere 6135SFM85 (13.5 L)
  - **Serial Number:** RG6135L042314
- **Port Generator:**
  - **Gen Set Model:** Northern Lights M843NW3G-12kW
  - **Gen Set Serial Number:** 8432-66435
  - **AC Gen End Model / Serial:** PX-312K2 | SN: K93642
  - **Capacity: 12 kW** (12 kVA, 60 Hz, Single Phase, 120/240 V)
- **Starboard Generator:**
  - **Base Engine Model:** Northern Lights N844L-D-8602-TD
  - **Gen Set Serial Number:** 130470
  - **Capacity: 20 kW**
- **Port Transmission:**

    - **Manufacturer / Model:** Twin Disc MG-5114A
    - **Serial Number:** 5JG324
    - **Oil Capacity / Min. Pressure:** 2 GAL | 205 PSI
- **Starboard Transmission:**
    - **Manufacturer / Model:** Twin Disc MG-5114A
    - **Serial Number:** 5HH300 (HARD TO DECYPHER THE SERIAL NUMBER)