John Settles 4/11/2012

ASCE Walla Walla

Statement of events

I, John Settles, Alternate Staff Chief Engineer, of the M/V Walla Walla, boarded the vessel that morning about 0645, several crew members were already aboard; several more including the Staff Chief Engineer (SCE), Bruce Cooper (BAC), came aboard as well. Shortly thereafter, Eagle Harbor (EH) electricians came aboard; seven or eight in total, in preparation for hand stoning the commutators. The plan was to hand stone each of the commutators, four total, starting with drive motor (DM) 2A, in the #2 motor room.

I locked out and tagged out (LOTO) the drive motor heaters; EH electricians proceeded to remove parts in drive motors 1A, 1B and 2B. Other EH electricians (2), restored rectifiers 1-4 for start up.

A discussion was had about prop rotation and possibly changing the fields to reverse rotation. BAC looked up the drawings and determined that we had right handed props, it was also decided to bump the DM at start up to verify rotation.

The Captain arrived on the bridge about 9:10.

BAC suggested there may already be blocks made up for “A” and “B” motor, specific for stoning. Mark Levang went back to the shop to look for them and returned with motor specific blocks.

0920 started #3 ME for loop A.

About 1020, I proceeded to the #1 motor room to look at and compare each DM/ commutator/ brush configuration with what was happening in the #2 end motor specific for hand stoning.

At 1040, I removed the LOTO on drive motor excitors 2A, 2B and 2 standby, closed exciter cabinet breakers in the #2 MR, in preparation to run the plant on loop A.

1050 prepared to bump the DM, couldn’t get fields to come up, snapped in the prop alternator #3, fields came up, and BAC bumped the DM. Determined from rotation that the stones needed to be repositioned to the other side. We shut down the DM, LOTO’d breakers, EH electricians repositioned the stones, we got the okay, removed LOTO’s and brought the plant back up.

1107 reset propulsion.

1108 switched 2B loop out of service, snapped in prop alternator and began turning DM at 40 rpm’s.

I remained in the EOS with a radio and monitored the plant.

1111 DM rpm's dropped to 26 rpm's, I radioed that we had lost rpm's, and asked if we wanted more turns, affirmative, and I bumped the throttle back up to 40 rpm's.

1113 DM 1A exhaust temp high, alarmed, on the alarm and monitoring system, AMS. I looked to make sure fans were running, realized this was the wrong end, and from the EOS tried to alert Oiler Sourelos as he ran by. Moments later we met at the EOS door and he asked if anyone was welding in the DM. He said there was "smoke and sparks", I said no!!

I immediately turned on the #1 MR camera, saw smoke and sparks in the camera view, hailed into the radio "we have a fire", hit the e-stop on #3 ME, snapped out the propulsion alternator, Oiler Sourelos rang the general alarm, BAC came into the EOS and tripped propulsion control. I looked around for any other fans to secure in the space, Oiler Sourelos ran back out to close the WTD into the #1 MR.

We shut down the plant, secured machinery, kept the space isolated and monitored from the EOS.

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