2020 Crew Training and Qualification

Due to recent virus events, the 2020 crew training has been changed.

The two planned crew training classes have been cancelled. The plan for 2020 is:

1) Everyone who is interested, signs up for Crew Training TBA.
2) This will generate an online rule exam link that they can use to take the rules exam.
3) We tell everyone to go through all the online Crew Training Material.
4) We generate a new document that the user signs and turns in with their liability release and emergency information form that they certify they went through the training material online. We then file the new document with the rules exam results page and other documents as the objective evidence that they completed crew training for 2020.
5) For new members to the operating department, we have them perform the crew training online, take the rules test and then we set-up a date and time to work with them to make sure that they understand the materials, understand the rules and give them some one-on-one training.
6) All crew members will have to present their qualification cards to the supervisor on duty to be checked and recorded on the annual qualification sheet.
7) Any Engineer that needs a recheck with the DSLE, will need to contact the DSLE and make arrangements to have the check performed.

WP 512 Project Goals

- David Elems, Acting CMO

The mechanical work on WP512 will be broken down into stages. Hopefully by concentrating on one or a few things at a time we'll be able to maximize our effort.

WP512 Work Stages

1) Finish cleaning and degreasing engine room, engine block etc. Inspect auxiliary drives; pulleys and belts, drive shafts and couplings, all associated bearings, etc.
2) Filters & strainers: Replace or clean all cartridges and elements. Cunno strainers/filters will need special attention.
3) Pre-lubricate engine: Various side covers will need to be pulled as well as all rocker box covers for visual conformation of proper oil flow. Check all oil lines for cracks, replace any bad/petrified hosing prior to pressurizing system. Oil lines will need to be observed for leaks.
4) Inspection of engine & components: The engine will be barred over several revolutions; crankshaft deflection will be checked at this time as well as backlash in all gearing. Visual inspection of connecting rods, cylinder liners and under side of pistons, and camshaft will need to be made. Push rods and rockers will be checked for proper adjustment. Inspect condition of main crankshaft bearings and connecting rod bearings. Thrust clearance of crankshaft will need to be checked. Pull injectors for later qualification and access for inspection of piston crowns and upper portions cylinder liners.
5) Inspection of fuel system: Qualify injectors and reinstall. Inspect all fuel lines for cracks and loose connections. Inspect injector pumps and verify timing. Check system for leaks with system primed and auxiliary pump running.
6) Cooling system: Inspect all lines and hoses for cracks, loose fittings, signs of prior leaks etc. Replace any hoses that are petrified. Clean out radiator cooling fins of dirt and grime. Fill and pressure test cooling system, watch for leaks in lines and on engine block.
7) Complete all remaining items from the Annual Inspection form that weren't covered by the stages listed above.
8) Wheel work.