

C O P Y.

Main Depot Shops,
March 22nd, 1922

Mr. M. Burnip,
Sup't. Transportation Dep't.,
Main Depot.

Dear Sir:- Ref:- 90 H.P. KROMHOUT ENGINE SUPPLIED AGAINST
ORDER # 2267 FOR 100 TON SEA GOING MOTOR BARGE.

I beg to bring to your notice the unsatisfactory condition in which we have found the Bearings, etc. of this Engine when opened up for the purpose of taking sizes and adjusting the various Spare Parts with which I propose to equip this vessel on her going into service.

When taking out the Pistons, it was noticed that both the Gudgeon Pins were slack in the Piston Walls. The Holes had been Rough Bored and the Pins fitted to the "Tops" of the Tool Marks. During the Bench Trials before acceptance, the Pins had flattened out these Ridges until on our examination, the Pins could be shoved in and out quite easily by hand.

The Big End Brasses were disconnected for the fitting of the Spare Sets, and on the After Journal, that is the one nearest to the Clutch, there is a reduced part about 1" long where the Turning Tool has been cutting almost $1/64$ " below the remaining length of the surface, thus making the Pin at this part a scant $1/32$ " less in diameter. The surface of this Journal is very rough polished, the Tool Marks being distinctly felt by the fingers, and in this short length of about six inches there are several different sizes to be obtained with the Callipers. The Forward Journal is also very Rough

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Polished and is not Paralled, the surface being slightly Camared with the greatest Diameter about the center of the length.

The Main Bearings were examined and the Bearing Surfaces of the White Metal found to be very irregular, also the Turning had been done with a Rough Finish.

I had two new Gudgeon Pins made and fitted, after having the end bearing holes in the Piston scraped out, also the Crank Journals have been polished and made as near parallel as possible without taking down for Lathe work, the Main Bearings also have been polished and made finer. All the Bearings Brasses for these parts have had to be readjusted to suit.

I have previously mentioned to you that the British Kromhout Engines arrived here in a very rough state, and would suggest that this be brought to the notice of the Manufacturers, also that several of the Spare Parts supplied are not standard and require in the case of fuel/Pumps, quite an appreciable amount of work being done before they can be fitted to the Type of Engine for which they were ordered.

Yours Faithfully,

Sgd. A. Dumont,

Sup't. Mech. Engr

Orig. & cc. M.B.

EWM

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