

Oil Engine Vessel "FORDONIAN"

This vessel has been fitted with Diesel Engines. After completion in September last she started to her destination and returned with machinery deranged.

The case received the consideration of the Glasgow Committee on October 9th when it was decided to defer the classification till the completion of the machinery.

Subsequently in the special circumstances it was considered desirable that some other Surveyor than the one originally engaged in the case should join the local Surveyor dealing with the matter and accordingly Mr. Heck was instructed to join Mr. Austin.

They jointly reported and made certain recommendations including 24 hours full power trial of the machinery during which the main compressor should be disconnected for 4 hours and the air supply obtained only from the auxiliary compressor, which is worked by a steam engine supplied with steam from the Donkey Boiler.

This trial has now been carried out. For 25 hours the main Engines working with the main compressor proved to be satisfactory. When the main compressor was disconnected and the auxiliary compressor only used, it was found that the Donkey Boiler was not of sufficient power to maintain an adequate supply of steam to work the compressor continuously full power and to do the other work required of it. Owing to inefficient air supply the speed of the main engines gradually decreased from 96, the full power speed, to 52.

As a result of the trial the Surveyors now report

- (1) That the working of the Main Engines with the Main compressor in use was satisfactory in every way.
- (2) That the main Engines in case of break down to the Main compressor could not be worked for any length of time by the Donkey Auxiliary Compressor alone.

As the Donkey Boiler will not supply sufficient steam the auxiliary Compressor, (in case of accident), to be used for

the requirements of the Main Engines the Surveyors strongly recommend as the result of their experience gained by this trial that:-

"A complete set of running gear or working parts be supplied for the Main Compressor together with a high pressure cooling coil for the Main Compressor".

They further state that some of the spare gear originally recommended by them has not been supplied.

To meet their present recommendations it appears that the following articles should be supplied for the Main compressors:-

2 connecting rods in addition to 2 already supplied

4 Compressor pistons for the main compressor

A complete set of straps for the crank ends of the connecting rods.

One high pressure cooling coil and any small details make up, with the gear already supplied, a complete set of running or working gear.

In addition it would appear that the spare pistons previously recommended for the Auxiliary Compressor should be supplied.

It is submitted that the Surveyors' recommendations if carried out will provide a quick and ready means of repair for the Main Compressor in case of its breaking down, and that when the spare gear has been supplied in accordance with these recommendations the vessel will be eligible to receive the Society's Machinery Certificate and to have the record of the date of last survey.

J.M. 28/4/13

A.R.R.



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