

DIESEL ENGINES -- MOTOR BOAT "FORDONIAN".

Extract from Chief Engineer's log book.

912.
.28th.

Stand by 9am. Left Glasgow 9-45 a.m. at half speed. Various speeds to 4 p.m. Left for Merville full speed.

5 p.m. Strong easterly breeze.

12 p.m. Strong easterly breeze.

Bilge pumps unable to keep bilges dry. Using general donkey on special bilge suction.

Feeding boiler by injector. Density 4/32, Cannot pump fresh water into boiler, due to general donkey being on bilges and boiler donkey unworkable.

.29th.

Strong easterly breeze.

Dropped anchor at Merville 6-50 a.m.

Oilers cleaning bilges and mudboxes.

Engineers making a hose connection from ballast donkeys delivery side to general donkeys suction side to enable fresh water to be pumped from No.2 tank into aft peak also direct to boiler.

Boiler donkey unworkable. feeding boiler by injector from sea. Density 5/32, blown 12 inches out of boiler, Density 4/32.

Weighed anchor 2 p.m. Full speed 2-25p.m.

3 to 12 p.m. Strong easterly breeze.

30. 4 a.m. Ship rolling very heavily.

1 p.m. Bilges flooded cranks catching bilge water and splashed through both suction inlets for main compressor seizing running gear and entered scavenging pumps suction pipe causing knocks in cylinders.

W297-0210

Sept.30th.(contd.)

Stopped engine disconnected main compressors running gear and delivery pipe and found white metal run out of crankbrasses.

Restarted 8 p.m. running on auxiliary compressor through No.4 bottle.

Additional statement:-

I beg to make the further statement that at 11 a.m. I noticed water splashing out of the crankpits on to the platform. I then put ballast donkey on the bilges.

At 1 o'clock Mr. Lind called my attention to the main compressor the connecting rod bearings being run out.

Since leaving Merville ballast donkey was kept going between bilges and boiler.

Found correct,

(signed) J. Lind

Motor Engineer.

(Signed) Robert A.Wright

2nd.Engineer.

Through running auxiliary compressor and keeping bilges dry by ballast donkey, cannot feed boiler with fresh water Working injector Density 5/32.



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W297-0210

4th.

Stopped at Lamash 2-56 a.m. due to density being 5/32 and pumps being unable to draw from tanks. Reduced density to 2/32.

12 p.m. Attempted to start engine but found No.2 cylinder full of water and pistons heavily carbonized.

Weighed anchor 3-30 p.m. and proceeded to Greenock being towed by the "FLYING SPINDRIFT".

Dropped anchor at Tail of the Bank 12 p.m.



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1912.

Octr. 1st.

Ship rolling and pitching heavily.

Engine working on auxiliary compressor. Ballast donkey keeping bilges down.

Ship hove to to prevent water splashing into scavenging pumps.

Reduced density from $5/32$ to $4/32$.

Ship rolling and pitching heavily throughout. 12p.m. Density $5/32$.

Oct. 2nd.

Ship rolling and pitching heavily.

10-30 a.m. Stopped engine. Blowing boiler down. Reduced density from $5/32$ to $3/32$. Swept tubes and removed carbon from furnaces.

Attempted to start 4 p.m. but found scavenging pipes full of water

Started engine 5-50p.m. full speed.

6-50 p.m. Engine pulling up suddenly, no oil in filter running on paraffin while cleaning fuel oil filter.

Stop valve on lower service tank found choked.

12 p.m. Density $4/32$. Ship rolling and pitching heavily.

Oct. 3rd.

Fine weather 6 a.m. 9 a.m. Density $5\frac{1}{2}/32$. 9-20 a.m. Stopped engine unable to keep steam for compressor and to keep bilges down.

Blown boiler down and changed water. Reduced Density from $5\frac{1}{2}/32$ to $3/32$.

Attempted start of engine 2 p.m. but found No.2 cylinder full of water. Drained water out and got engine started after 6 attempts.

Fine weather throughout.

