

SURVEY. DIESEL ENGINES.

The inspection procedure is the same for all diesels whether fitted to Power Boats or Sailboats, (including Generators).

Coffee break is over, it's time to continue the search for your ISLAND. Yes, that's exactly it... your island, at sea there's nowhere to go. Nobody appreciates this more than myself. Aboard "Dreamworld", there have been occasions when, with my wife and two young boys, we've been more than 1,100 nautical miles from land... in any direction!

It might not be your intention to do such voyages, but you must have the same confidence that your vessel will ALWAYS deliver you safely to your destination.

Consider too, no matter you're not far offshore, you'll be UNABLE to visit a parts depot or service station if things go wrong, or you run short of fuel. If you call for help the cost is high and it's doubtful your insurance will pay. At the very least you'll collect an excess fee (deductible), and possibly forfeit your no-claims bonus. The sea and the weather CANNOT be taken lightly. Such an attitude can only end in your demise, and possibly that of an innocent sailor who answers your call for help.

Don't you agree, before going to sea... the boat MUST be FIRST CLASS?
Say it again... Don't you agree...? Of course you do... PROBLEM SOLVED.

This chapter is designed to help you through the vagaries related to basic surveying of engines and gearboxes, plus what is arguably the MAJOR cause of problems at sea... FUEL SYSTEMS. You're going to learn WHAT to look FOR, and WHERE.

So far you still haven't had to pay a penny for a surveyor or unnecessary haulout. AND YOU WON'T. Everything possible must be verified whilst afloat, and you must be satisfied the boat is worth pursuing to the end. At ANY stage throughout your survey, you are at liberty to cancel and move to the next boat.

There's only one place you CAN test an engine, unless it's removed and on a test bench, and that place is IN THE BOAT... AFLOAT. Engines come in many shapes and sizes, but there are only TWO common types of installation in either Sail or Power vessels;

- 1/ SINGLE ENGINE.
- 2/ TWIN ENGINE.

If the boat you are viewing has TWIN ENGINES, each one will need to be checked INDIVIDUALLY. The procedure for each is identical. The two different wiring systems have been dealt with in the previous section, so we are dealing now with the DIESEL engines themselves. If the boat has a diesel powered generator, the checks described will also apply to THAT engine.

There are two basic designs of diesel engine and these are;