

GUY CRUDELE EQUIPMENT REPAIR

20 Calder Street
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Date	Description	Total
09/07/05	<p style="text-align: center;"> <u>DAN DUDLEY</u> <u>53' HATTERUS</u> <u>KLARA</u> <u>SURVEYED TWO DETROITS</u> <u>8-71 TA WITH CAPITOL 2.00-1 TRANS.</u> </p> <p>THE TESTS WERE PERFORMED WITH THE OUTSIDE TEMP. BEING 76 DEGREES F. AND THE SEAWATER TEMP WAS 61 DEGREES F.</p> <p>THE ENGINES WERE BROUGHT UP TO OPERATING TEMPERATURES AND THAN READINGS WERE TAKEN. ENGINES WERE BROUGHT UP TO SPECIFIC R.P.M.'S AND PERFORMANCE TESTS AND READINGS WERE PERFORMED. ALL READINGS WERE TAKEN IN AN OCEAN DEPTH OF AT LEAST 25' OF WATER.</p> <p>ENGINE OIL PRESSURES WERE IN DESIRED SPECS. AT ALL R.P.M.'S. ENGINE OIL TEMPS. STAYED AT SAFE LIMITS AT ALL LOADS. ENGINE COOLANT TEMPS. WERE CONSISTENTLY AT 170 DEGREES FROM LOW TO HIGH OPERATING LOADS.</p> <p>RAW WATER PUMPS WERE PULLING A MAXIMUM OF 5 P.S.I. VACCUM, WITH- IN WATER INDUCTION SPECS. RAW WATER TEMPS WERE AT 61 DEGREES ENTERING THE ENGINE AND AT 83 DEGREES F. AT THE DISCHARGE HOSE. HEAT TRANSFER FROM THE HEAT EXCHANGER WAS 22 DEGREES F. COOLANT TEMPS ENTERING THE HEAT EXCHANGER AT 170 DEGREES F. AND LEAVING AT 130 DEGREES F.. FLOW THROUGH ALL COOLERS SHOWED CONSISTENT COOLING TRANSFER; INDICATING NO BLOCKAGES OR RESTRICTIONS.</p> <p>AIR INTAKE AFTERCOOLER COOLING PERFORMANCE WAS VERY GOOD WITH TURBO BOOST TEMPS INTO THE AFTERCOOLER AT 205 DEGREES F. AND INTO THE BLOWER AT 130 DEGREES F.. THIS SHOWS NO AFTERCOOLER RESTRICTIONS.</p> <p>TURBO BOOST PRESSURES WERE ALSO VERY GOOD AT DESIRED LOADS. PRESSURE READINGS ON BOTH SIDES OF THE AFTERCOOLER CORE WERE VIRTUALLY THE SAME, INDICATING A CLEAN OIL FREE AFTERCOOLER.</p> <p>EXHAUST TEMPS WERE ALSO WELL WITHIN SPECS; PEAKING AT 720 DEGRES F. ENGINE EXHAUST BACKPRESSURE COULD NOT BE TAKEN DUE TO THE STYLE AND CONFIGURATION OF THE EXHAUST MANIFOLD AND RISERS.</p>	

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	<p>I PHOTOTACKED THE TRANS OUTPUT FLANGE SPEED AND DIVIDED THAT NUMBER INTO THE ENGINE R.P.M. AT THAT TIME AND GOT A GEAR RATIO OF 2.00-1. THIS WAS DONE AT ALL DESIRED R.P.M.'S AND THE RATIO STAYED THE SAME. THIS SHOWS NO TRANS SLIPPAGE. THE TRANS PRESSURES AND TEMPS WERE ALSO WELL WITHIN SPEC AT ALL LOAD RANGES.</p> <p>ENGINE FUEL PRESSURES WERE AT DESIRED PRESSURES AT LOAD.</p> <p>ENGINE CRANKCASE PRESSURE WAS 1 IN. OF WATER ON THE MAGNOMETER. THIS SHOWS LOW HOURS ON THE ENGINE WITH VERY LITTLE LINER OR PISTON RING WEAR.</p> <p>ENGINE FULL LOAD R.P.M.'S WERE 2301 ON PORT AND 2318 ON THE STARBOARD ENGINE. ENGINES RAN UP TO FULL LOAD CAPABILITY AND IT SHOWS PROPER PROPELLER SIZE.</p>	