DB-60-SA
Operation and Installation Manual
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The SKIPPER DB Sea Valve 60 mm is used for installation of EML224 Speed Log.

Caution!
Be aware that the Sea Valve contains high precision parts and therefore proper handling when mounting is essential for the final result.

When handling the Sea Valve, all lifting devices must be attached on the outside of the valve. It is very important to not insert any chains, wire, rope or any other device into the valve chamber. This to avoid damaging and any kind of pollution of the Sea Valve.

The SKIPPER DB Sea Valve 60 mm is delivered partly assembled for transport. The parts necessary for final assembly will be found packed in a box delivered with the Sea Valve. First of all, it must be decided where the Sea Valve should be installed. Normally, this will be in the fore part of the ship, in the centerline, or as close to the centerline as possible. Optimal system operation is achieved by fitting the transducer/sensor as deep as possible on the hull.

- The active surface of the sensor must be installed with front face a maximum of +/-1 degree to the ships horizontal plane. (Speed Logs).

Do not mount transducers close to the bow thruster propeller outlets, or aft of other hull installations (outlets, vents or other protruding details) who may create aeration or turbulence.

It is necessary to select a part of the hull that is submerged and free from turbulence and aeration under all load and speed conditions, and to avoid positions where air is trapped in heavy weather.

If a flat, horizontal section is not available for transducer fitting, the shipyard must construct a suitable bed. Welding seams in this area should be smoothed and rounded off, in order not to create turbulence or aeration at speed.

Protect the active element of the transducer/sensors during transport and installation, and do not paint the surface.

The Sea Valve should be placed in a service accessible place, large enough for installation and disassembly of the sensor unit. See drawing: “Space considerations”.
Important

"Sensors for Speed Logs are delivered with a fixed cable. Needed attention must be taken to allow easy replacement/pulling of new cable during maintenance”.

SKIPPER Electronics AS will recommend installation positions if GA-drawings (General arrangements), lines drawings and frame drawings are made available for study.

Condition.
The welding to hull structures and structural support of the items may be subject to separate approval by classification societies for each installation on board a ship.

Note: All “Item (X)” references on the following pages, can be found on drawing 60 mm Double Bottom EML224.
2. Space considerations

The Ball Valve should be placed in a service accessible place, large enough for installation and disassembly of the sensor unit.
3. Intermediate Tube

Basic Tube measurements: External diam: Max. 110 mm Min. 100.5 mm
Internal diam: Max. 88 mm Min. 68 mm
Min. Wall thickness: 12 mm

Material: Steel DIN17121/ST52.3N or equal.
Surface Treatment: Flugger 1240 Industry primer. Colour: Red
4. Blanking Plate

Material: Steel DIN17121/ST52.3N
Thickness: Same as Tank Top
Surface Treatment: Flugger 1240 Industry primer. Colour: Red
Gen. tolerance: ±3

Yard Supply

Adjust to Intermediate Tube dimension (DB1029)
5. Welding the bottom flange

- When the position has been decided, a 138 mm hole is cut in the hull, and a 161 mm hole is cut in the bulkhead (tanktop).
- The bottom flange, Item (1) is welded into the hull. Standard welding practice, methods and procedures should be observed, but may vary. (See welding notes).

Attention:
The bottom flange is a part of the Sea Valve that is machined with high accuracy and it should be protected after mounting to avoid damage to the bottom flange surfaces. This to avoid leakage. If the valve is pre-mounted, be sure to protect the valve from being polluted by welding debris.

**WELDING NOTES!**

All bottom parts and flanges for welding are precisely machined parts. During welding of these parts to the ship’s hull plates, careful attention must be paid to avoid construction strain on the bottom parts and flanges.

- Let parts cool down during welding.
- Over heating may change fit and form and result in non-conformity with intended sensor/transducer.
- Welding to thick hull steel plates will exert high stress on bottom parts and flanges.
- Especially care must be taken during welding of stainless steel flanges.
- Work must be performed by a qualified and certified welder.

**Welding the Bottom Flange in ship’s hull**

![Diagram showing welding process](image-url)

- **Bottom Flange, Item (1)**
- **Orientation not necessary**
- **Hull Plate**
- **Observe proper Grinding of outer Hull Welding. (2 mm)**
• Intermediate Flange, Item (11) is welded into Intermediate Tube, Item (10) (*Yard supply).
• Standard welding practice, methods and procedures should be observed. (See welding notes).

![Diagram showing Intermediate Flange and Intermediate Tube connections]

• Blanking Plate, Item (9) (*Yard supply) is placed over the 161 mm hole in the bulkhead.
• Intermediate Tube, Item (10) is tread into the Blanking Plate, Item (9) and through the 161 mm hole in the bulkhead.
• Standard welding practice, methods and procedures should be observed. (See welding notes).

![Diagram showing Blanking Plate and Bulkhead connections]

After welding clean surface and edges. Make sure that Sensor fits.
6. Sea Valve assembly

- Place a 1.5 mm Klingersil gasket, Item (37) on top of Intermediate Flange, Item (11).
- Then place the Ball Valve element on top of the Intermediate Flange. The 12 mm nuts and washers should be mounted and tightened. (Align parts before tighten nuts).
- Place a 1.5 mm Klingersil gasket on top of the Ball Valve element.
- Mount the intermediate element, Item (12) on top of the Ball Valve element.
- All 4 bolts, Item (33) and washers, Item (38) should be mounted and tightened. (Align parts before tighten bolts).
7. Assembling of first tube and sensor

- **Gasket, Item (20)**
- **Washer, Item (19) (2x)**
- To be greased with Silicone Grease 60% or equal

- **Countersunk head Screw M4, Item (30)**
- **Stainless Steel**
- To be locked with Loctite 222
- **Torque:** 1.5 Nm

- **Sensor**
- Premounted from Supplier

- **Ahead**

The Extension Tube must be mounted with a torque between: 15 and 30 Nm.
8. Sensor installation

Place the O-ring, Item (36) in the groove on top of the Intermediate Element, Item (12).
Apply grease to the O-ring.
Insert the 2 Thread bolts, Item (16) through the flange and secure with 2 x M12 counternuts, Item (28). Torque 98 Nm.
Lower the Sensor and Top Flange carefully down to the top of Intermediate Element, (Item (12)).

The sensors sensitive area must be handled with care.
9. Clamp Unit mounting

Mount Top Flange, Item (13). Secure with 2 each washers, nuts and M12 x 40 bolts. Torque: 98 Nm.

Mount in the following order:
- 2 x M12 nuts, Item (28).
- Clamp Unit, Item (15).
- 2 x M12 nuts, Item (28) with spring washer, Item (29).
10. Extension tube mounting order

- The Extension tubes and coupling must be mounted with a torque between 15 and 30 Nm.
- The counter sunk head screw must be mounted with a torque 1.5 Nm.
• Open Sea Valve, lower sensor unit and first Extension Tube.
• Rotate the Extension Tube to align the sensor to point forward (ahead), (only needed for Speed Log).
• Use the flattened area on the Extension Tube to find correct direction. (See fig. “11. Final assembly”).
• Tighten up the 2 x screw M8 before mounting next Extension Tube.
11. Final assembly

After the ship is afloat, it is necessary to let the air out of the Sea Valve.
- Loosen the nut M50, let the air out and tighten nut again,

Mounting order Nut M50 and Clamp Unit:
1. Tighten the Nut M50, item (18), Torque: 98 Nm
2. Push down the Clamp Unit, item (19), onto the Nut M50, and tighten the 2 screws M8 (with lock washer), Torque: 60 Nm
3. Screw the 2 Nuts M12 slightly up to the Clamp Unit
4. Tighten the 2 Nuts M12 (with lock washer) on the opposite side, Torque: 98 Nm

Protect sensor!
- When launching ship, lift sensor 50 mm.
- When dry docking ship, lift sensor 50 mm.

Check that the transducer/sensor housing, when fully inserted, is flush with the lower surface of the bottom flange.
12. Sensor removal

Disassembling order:
1. Unscrew and lift the Clamp Unit approx 20 mm.
   Tighten the 2 screws M8.
2. Loosen the nut M50 carefully until Water trickle out.
3. When disassembling Extension Tube at deep drafts,
   loosen the 2 screws M8 carefully.

If the Water pressure does not push the Extension Tube up,
use the 10 Nuts M16 to lend a hand.

When the Sensor Housing is fully hoisted
close the Ball Valve.
13. Re-installation

Same procedure as first-time mounting.

Mounting order Nut M50 and Clamp Unit:

1. Tighten the Nut M50, Item (18), Torque: 98 Nm
2. Push down the Clamp Unit, Item (15), onto the Nut M50 and tighten the 2 screws M8 (with lock washer) Torque: 40 Nm
3. Screw the 2 Nuts M12 slightly up to the Clamp Unit.
4. Tighten the 2 Nuts M12 (with lock washer) on the opposite side. Torque: 98 Nm

The Clamp Unit must be fitted on top of Nut M50 to lock the nut. (This is done to give extra security.)
14. EML 224 Sensor

Premounted by SKIPPER Electronics

To be locked with Locite 222

Stud hole

Ahead

Notice Stud hole M4

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<tr>
<th>Item</th>
<th>Quantity</th>
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<th>Title/Name, designation, material, dimension etc</th>
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15. 60 mm Double Bottom EML224