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 ing report 12/12.1956 Received London 14 MAR 1958 Port Copenhagen No. 16375.
 at Kalundborg No. of visits 2 First date 21/11.1956 Last date 11/12.1956.

FIRST ENTRY REPORT ON AUXILIARY INTERNAL COMBUSTION ENGINES

To Order of
 J.C.H. Ellehammers Laboratorium Owners
 (Or Consignees)
 at Odense by when Yard No. 141
 Engines ~~made at Kalundborg~~ by A/S Motorfabriken Bukh when 1956 Eng. Nos. 50720
 of sets and description (including type name) 1 off 3EV100 heavy oil, trunk piston, solid injection

INTERNAL COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 3 Dia. of cylinders 100 mm Stroke 130 mm
 Cycle 4 Maximum approved BHP 36 at 1800 RPM Corresponding MIP 7.15 kg/cm² Maximum pressure 55 kg/cm²
 heavy oil Are cylinders arranged in Vee or other special formation? no If so, No. of
 sets per engine - Is engine of opposed piston type? no No. and type of mechanically driven scavenge pumps or blowers
 none No. of exhaust gas driven blowers or superchargers per engine none Is welded construction
 Bedplate? no Entablature? no Total Internal volume of crankcase (if 20 cu. ft. or over) - No. and total area of
 explosion relief devices none Are flame guards or traps fitted? - Cooling medium for: Cylinders water
 No. of attached pumps: F.W. cooling - S.W. cooling 1 Lubricating oil 1 How is engine started?
 hand and compressed air

SHAFTING. Is a damper or detuner fitted? - No. of main bearings 4 Are bearings of ball or roller type? no Distance between
 centres of bearings in way of cranks 128 mm Crankshaft ~~solid~~ Material of crankshaft SM Steel Approved
 how tensile strength 48 kg/mm² Dia. of pins 65 mm Journals 70 mm Breadth of webs at mid throw 120 mm Axial
 dia. 40 mm If shrunk, radial thickness around eyeholes 2 - Dia. of flywheel 500 Weight 84 Are balance
 fitted? yes Total weight - ~~13.0 kgm~~ 13.0 kgm² Dia. of flywheel shaft - Test generator
 Has engine been tested in shop? yes How long at full power? 6 hours Was it tested with driven machinery attached? - Was the
 engine tested and found satisfactory? yes Date of approval of torsional vibration characteristics (for engines of 150 BHP and over) -
 approval of shafting 6-9-54 Identification marks on shafting Lloyds DSF No. 266 CPN KH 21-11-56.
 Parts of driven machinery unknown
 CPN No. 1451 WL 29-5-56.

AUXILIARY GAS TURBINES. BHP per set At RPM of output shaft. Open or closed cycle?
 HP drives at RPM HP gas inlet temp. pressure
 IP ,, at ,, ,, ,, ,,
 LP ,, at ,, ,, ,, ,, ,,
 diagram should be showing gas cycle)
 Air compressors per set Centrifugal or axial flow type? Material of turbine blades
 No. of compressor blades No. of air coolers per set No. of heat exchangers per set How are
 started? Are the turbines operated in conjunction with free piston gas generators?
 No. of free piston gas generators Dia. of working pistons Dia. of compressor pistons No. of double strokes
 minute at full power Gas delivery pressure Gas delivery temperature
 Have the turbines and attached equipment been tested in shop? How long at full power? Were they tested with driven machinery
 attached? Particulars of gearing
 Approval of plans Identification marks Particulars of driven machinery

MAGNETIC GENERATORS. Port and No. of Certificate for generators of 100 Kw. and over
 Generators under 100 Kw., has Makers' Certificate been obtained? Are Certificates attached?

The foregoing description is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable)
 MOTOFABRIKEN BUKH
 Manufacturer

Is the machinery duplicate of a previous case? If so, which?

GENERAL REMARKS. State if the machinery has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters.
 quality of materials and workmanship. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.
 The above heavy oil engines have been built under special survey, in accordance with the Rules, approved plans and the Secretary's letter dated Eng. 8th December, 1954.
 The material used has been tested as required by the Rules.
 The workmanship is good.
 The heavy oil engine sets tested under full power working condition in the shop and found good.

Surveyor's Fee Kr. 150,-
 Expenses - 10,-
 when a/c rendered 12/12/1956 Entered in R.F.B. 12/12/56
 Engineer Surveyor to Lloyd's Register

Signature to be signed by Surveyor at fitting-out Port:— The above described machinery has been fitted on board the M.V. *Louise Maersk* 20
 Odense in a proper manner and found satisfactory when tested on the (date) 23-11-57 under full working conditions.
 Engineer Surveyor to Lloyd's Register