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ing report at Kalundborg Received London 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 ~~heavy oil~~ 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
AL COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 3 Dia. of cylinders 100 mm Stroke 130 mm
oke 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
fts per engine - Is engine of opposed piston type? no No. and type of mechanically driven scavenge pumps or blowers
e none No. of exhaust gas driven blowers or superchargers per engine none Is welded construction
ure Bedplate? no Entablature? no Total Internal volume of crankcase (if 20 cu. ft. or over) - No. and total area of
e 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
Diam. NG. Is a damper or detuner fitted? - No. of main bearings 4 Are bearings of ball or roller type? no Distance between
anges of bearings in way of cranks 128 mm Crankshaft ~~solid~~ 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
hed? 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
h engine been tested in shop? yes How long at full power? 6 hours Was it tested with driven machinery attached? Was the
g 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.
ars of driven machinery unknown
d No. of Certificate for Starting Air Receivers CPN No. 1451 WL 29-5-56.

ARY GAS TURBINES. BHP per set At RPM of output shaft. Open or closed cycle?
ement of turbines. HP drives at RPM HP gas inlet temp. pressure
IP ,, at ,, IP ,, ,, ,,
diagram should be showing gas cycle) LP ,, at ,, LP ,, ,, ,,
air compressors per set Centrifugal or axial flow type? Material of turbine blades
al of compressor blades. No. of air coolers per set. No. of heat exchangers per set. How are
s 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
ute at full power. Gas delivery pressure. Gas delivery temperature.
he turbines and attached equipment been tested in shop? How long at full power? Were they tested with driven machinery
ed? Particulars of gearing
f approval of plans. Identification marks. Particulars of driven machinery

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

regarding description is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable)

MOTORFABRIKEN BUKH
Manufacturer

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

ERAL 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.

Fee Kr. 150,-
nses - 10,-

when a/c rendered 12/12/1956 Entered in R.F.B. 12/12/56

Engineer Surveyor to Lloyd's Register

ation to be signed by Surveyor at fitting-out Port:— The above described machinery has been fitted on board the M.V. *Louise Maersk* 20
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

004308-004315-0021