



ECR. 3.0 - MAIN ENGINE PERFORMANCE

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Made by:	QHSE
Approved by:	MD
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Performance Sheet -- Main Engine

Vessel	MT Bitu Atlantic					Ship No.	5455								
Voyage No.	ATL-001L1	From:	Port Louis			To:	Lome / Togo								
Temperature	Eng. Room	40		Barometric Press (Eng Room)											
	Sea Water	23							1014.00	mPa					
Main Engine Make	Kobe Diesel	Engine Type	6UEC60LA			Eng. No.	UE - 2727		Total Run. Hours	58790					
Date & Hour	2018/12/1 13:30			Last Overhaul Date	2018/09/25		Running Hour From Last Overhaul		713						
Output & Speed	Rated Output	9267	kW	RPM (during test)	104	Pitch	Output (during test)	8651	kW	Govnr Load Index	57	VIT Pr	kg/cm2		
Cylinder No.	Ave.	1	2	3	4	5	6	7	8	<b>Parameters to be taken during Performance Test</b> Vessel Condition: Loaded Draft Ford & Aft: 11.6/12 Mtrs Ship Speed (Log & Obs): 14.8 Kts Slip: 3.74 Wind Force & Dir: 3 SW Sea Force & Dir: 2 SW					
Max. Pressure (Pmax)	kg/cm2	111.17	113.00	111.00	112.00	110.00	110.00	110.00							
Comp Pressure (Pcomp)	kg/cm2	79.83	81.00	81.00	79.00	80.00	80.00	78.00							
Pmax-Pcomp	kg/cm2	0.00													
Indicated MEP	kg/cm2	0.00													
Exhaust Gas Temp.	deg C	345.83	336.00	347.00	347.00	351.00	347.00	347.00							
CW Outlet Temp.	deg C	83.33	83.00	84.00	83.00	83.00	83.00	84.00							
Piston CO Temp	deg C	50.00	50.00	50.00	50.00	50.00	50.00	50.00							
Bott End Brg Temp	deg C	0.00													
Main Brg Temp	deg C	0.00													
Fuel Pump Rack	mm	56.67	57.00	57.00	56.00	56.00	57.00	57.00							
VIT Index	mm	0.00													
Temp: deg C	Lub Oil Eng Inlet	48	PCO Eng Inlet	48	C/shaft LO Eng Inlet	48	CW Eng Inlet	72	FO Inlet	130	Fuel Inj Cool Inlet				
	Scav Air Manifold	52	Gear Box LO Inlet		Thrust Bearing	47	Intermediate Shaft	40	Vibration Damper						
	Lub. Oil Cooler	Inlet	52	Main Air Cooler No 1 - Air Temp	Inlet	96	Cool Water - Main Air Cooler No 1	Inlet	25	No.1 T/charger Exhaust Gas	Inlet	410	No.1 T/C Cool LO	43	
		Outlet	47		Outlet	40		Outlet	35		Outlet	307		No.2 T/C Cool LO	
	Camshaft Oil Cooler	Inlet		Main Air Cooler No 2 - Air Temp	Inlet		Cool Water - Main Air Cooler No 2	Inlet		No.2 T/charger Exhaust Gas	Inlet				
		Outlet			Outlet			Outlet			Outlet				
	Engine Cooling Water Cooler	Inlet	72	T/ C Blower No.1	Air Inlet	40	Gear Box LO Cooler	Inlet		No. 1 T/Charger Cooling Water	Inlet		No. 2 T/Charger Cooling Water	Inlet	
		Outlet	83	T/ C Blower No.2	Air Inlet			Outlet			Outlet			Outlet	
	Press : kg /cm2	Main LO Eng Inlet	2.80	PCO Eng Inlet	2.80	C/shaft LO Eng Inlet	2.80	CW Eng Inlet	3.30	FO Inlet	6.50	Fuel Inj Cool Inlet			
		Scav Air Manifold	1.40	Gear Box LO Inlet		Thrust Bearing LO	2.80	Intermediate Shaft		Vibration Damper		Exh V/v Spring Air	5.40	Control Air	6.5
Press Drop in mm (WC)	No.1 T/C Cool LO	2.80	Pr Drop No 1 Main Air Cooler	50	Pr Drop No 1 T/C Filter	52			Exh Gas Back Pr after T/C No.1		Pressure Drop across EGB	28.00			
	No.2 T/C Cool LO		Pr Drop No 2 Main Air Cooler		Pr Drop No 2 T/C Filter				Exh Gas Back Pr after T/C No.2						
Fuel Oil	F.Mtr Reading at start of test	986173.00	FO Cons during test	1631.00	ltrs	FO in use during test % Sulphur		2.76	LCV	40.15	MJ/kg				
	F.Mtr Reading at end of test	987804.00	FO Cons during test	174.59	g/kW-h	at	100	deg C	Density @15 deg C	0.9896	Vis @15 deg C	350.6	cSt		
Cylinder Oil	Grade	Alexia 50			Load Dependent Lubrication				CO Cons during test	18.5	ltrs/hr	Rated Sp CO Cons	1.60	grms/kWHR	
	Density @ 15 deg C		RPM Dependent Lubrication					CO Cons during test	18500	grms/hr	Current Sp CO Cons	1.95	grms/kWHR		
Formulas	<b>Specific FO Cons (SFOC) grms/kWHR= (Fo x D x 10*3) / (h x Pe)</b>							<b>Specific Cyl O Cons (SCOC) grms/kWHR= (Co x D) / (h x Pe)</b>							
	Fo= Fuel Oil Cons measured period(cu mtrs) D = Temp Corrected Sp Gravity (kg/cu mtrs)							Co= Cylinder Oil Cons over measured period(ltrs) D = Temp Corrected Sp Gravity (kg/cu mtrs)							
	h = measured period (hrs) Pe = BHP (= 0.7457 kW)							h = measured period (hrs) Pe = BHP (0.7457 kW)							

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**Chief Engineer**

ANDRIESANU Dumitr



**Approved By**

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