

MOL DISTINCTION

Report from the vessel:

A) A/E parameter become better than before. each cylinder exhaust temperature drop down obviously, when the load is 1100KW, The compare sheet for now and before as below.

1. Air cooler pressure drop down

NOW	110mmH ₂ O
BEFORE	115mmH ₂ O

2. Each cylinder exh. temperature. (ON CAMS COMPUTER)°C

	NO.1	NO.2	NO.3	NO.4	NO.5	NO.6	NO.7	NO.8	mean
NOW	425	426	409	413	444	447	435	430	428
BEFORE	444	458	418	432	454	455	432	430	440

T/C BLOWER NOW



3. T/C gas in temperature (both manifold) °C

	NOW	BEFORE
NO.1	530	540
NO.2	510	526

4. T/C gas out temperature (both)°C

NOW	BEFORE
410	415

T/C BLOWER BEFORE



5. T/C RPM

NOW	BEFORE
23110	22470

B) M/E parameter no much different. each cylinder exhaust temperature DO NOT drop down obviously, when ME running in 56RPM, The compare sheet for now and before as below.

1. Air cooler pressure drop down, change obviously.

	NOW	BEFORE
NO.1	80mmH ₂ O	95mmH ₂ O
NO.2	60mmH ₂ O	90mmH ₂ O

2. Each cylinder exh. temperature. (ON CAMS COMPUTER)°C

	NO.1	NO.2	NO.3	NO.4	NO.5	NO.6	NO.7	NO.8	mean
NOW	245	254	253	265	264	258	261	240	255
BEFORE	243	253	261	265	262	257	255	240	254

3. T/C gas in temperature (both manifold) °C

	NOW	BEFORE
NO.1	280	282
NO.2	275	280

4. T/C gas out temperature (both)°C

	NOW	BEFORE
NO.1	256	258
NO.2	258	260

5. T/C RPM

	NOW	BEFORE
NO.1	2818	2805
NO.2	2823	2822

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