



# SHIP-CONTROL SERVICES (PTE) LTD

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TO : DEBUG  
ATTN :  
DATE : 24 NOVEMBER 1994  
RE : M.V. AKA BHUM - MAIN ENGINE PIELSTICK 12 PC 2.2V

WE ARE PLEASED TO INFORM YOU THAT THE ONE (1) UNIT OF L4000 FUEL TREATMENT UNIT WAS INSTALLED INTO THE MAIN ENGINE FUEL OIL SYSTEM ON 10 SEPTEMBER 1994.

PRIOR TO THE INSTALLATION, VESSEL'S SHAFT RPM WAS NOTED AS ABOUT 190 IN WHICH THE MAIN ENGINE EXHAUST TEMPERATURE RECORDED AS 450 CELSIUS IS CONSIDERD HIGH.

AFTER INSTALLATION OF THE L4000 FUEL TREATMENT UNIT, IT WAS ALMOST IMMEDIATELY NOTED THAT EVEN THOUGH SHAFT RPM WAS ABOUT 193, THE MAIN ENGINE EXHAUST TEMPERATURE WAS ONLY 420 CELSIUS MAXIMUM AS RECORDED.

THIS SHAFT RPM OF 193 IS THE MAXIMUM FOR THIS VESSEL'S MAIN ENGINE RECOMMENDED BY THE ENGINE MAKER AND THE ECONOMIC SHAFT RPM OF 190 CAN BE OBTAINED CONVENIENTLY.

DAILY FUEL OIL CONSUMPTION, AFTER INSTALLATION OF THE L4000 FUEL TREATMENT UNIT WAS NOTED TO BE LOWER IE. 15.5 MT AT SHAFT RPM OF 193 AS COMPARE TO ABOUT 16.5 MT AT SHAFT RPM OF 190 AS PREVIOUSLY RECORDED IE PRIOR TO INSTALLATION OF THE L4000 FUEL TREATMENT UNIT.

ALSO, AT THE SAME RPM OF 193 ON 4 JUNE 1993, THE DAILY FUEL OIL CONSUMPTION WAS RECORDED AS 17.38 MT.

BASED ON ABOVE REPORTED INCIDENT AND COMPARISON, IT CAN BE ASSUMED THAT DAILY FUEL OIL CONSUMPTION IS LOWER AND THAT A BETTER COMBUSTION IS ATTAINED TO OBTAIN THE SAME ENGINE SPEED.

WE TRUST THE ABOVE INFORMATION IS ONE OF REFERENCE BENEFICIAL TO THE L4000 FUEL TREATMENT UNIT.

WE ARE ALSO MONITORING THE PERFORMANCE OF THE MAIN ENGINE FOR ANOTHER PERIOD OF TIME AND IF PROVEN AS WHAT HAS BEEN REPORTED BY THE VESSEL SO FAR, WE HAVE INTENTION TO ALSO INSTALL ONTO OUR OTHER VESSELS.

REGARDS

PANG J L  
TECHNICAL SUPERINTENDENT