

REPORT ON OIL ENGINE MACHINERY.

No. 1884

Received at London Office

20 JUL 1952

Reporting Report 18th June 52 When handed in at Local Office 19 Port of HAMBURG

Survey held at Elmshorn Date, First Survey 10th May 1951 Last Survey 18th April 1952
Number of VisitsSingle on the Deck Triple Gooddeck
Screw vessel Motor Tanker "ISEBEK" Tons Gross 497.95 Net 270

Elmshorn By whom built D.W. Kremer Sohn Yard No. 1001 When built 1952

Kiel By whom made Maschinenbau Kiel A.G. Engine No. 15187 When made 1951

Kreuztal/Westf. By whom made Schaubstahlwerke Boiler No. 20577 When made 1952

Maximum 520 Owners Knöhr & Burchard NfL. Port belonging to Hamburg

Service 104 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Rule 104 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

which vessel is intended International

M.A.K. 423 2 or 4 stroke cycle 4 Single or double acting single

Pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders 8 No. of cranks 8

Rated Pressure Span of bearings (i.e., distance between inner edges of bearings in

Crank) Is there a bearing between each crank Revolutions per minute { Maximum Service

Weight Moment of inertia of flywheel (lbs. in² or Kg. cm.²) Means of ignition Comp. Kind of fuel used diesel

Solid forged dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

Semi built dia. of journals as fitted Crank webs Mid. length thickness shrunk Thickness around eyehole

Shaft, diameter at Flexible Coupling Intermediate Shaft, diameter as fitted 138 mm Thrust Shaft, diameter at collars as fitted part of reduction gear Df. No. 2207

Screw Shaft, diameter as fitted 168.5/190 mm Is the { tube screw } shaft fitted with a continuous liner { no }

Bushers, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-

If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland fitted at the after

Stern tube no If so, state type Zeise, Type "S" Length of bearing in Stern Bush next to and supporting propeller 555 mm

Pitch 2300 mm No. of blades 4 Material Bronze whether moveable solid Total developed surface 1.81 sq. m

Inertia of propeller including entrained water (lbs. in² or Kg. cm.²) as approved Kind of damper, if fitted friction

Reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine yes Means of

forced Thickness of cylinder liners Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

with non-conducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

Cooling Water Pumps, No. and how driven 2 - 1 M.E. & 1 E-Driven Working F.W. no

Spare F.W. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Pumps worked from the Main Engines, No. and capacity 1 (18 cub. metres p. hr.) Can one be overhauled while the other is at work

Connected to the Main Bilge Line (No. and capacity of each 1 x 18 cub. m/hr., 1 x 40 cub. m/hr., & 1 - 50 mm. M.E. driven Elec. driven Hand pump

How driven M.E. driven Elec. driven Hand pump

Drinking water led to the bilges no If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

Pumps, No. and capacity 1 - 40 cub. m/hr. Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 - 8, 6 and 5 cub. m/hr.

Independent means arranged for circulating water through the Oil Cooler yes Branch Bilge Suctions 2

In machinery spaces 2 x 70 mm bore In pump room 1 - 50 mm bore hand pump

Fore peak store 2 x 70 mm bore, chain locker 1 x 70 mm bore.

Bilge Suctions to the engine room bilges, No. and size 1 x 70 mm and 1 x 80 mm

Bilge suction pipes in holds and tunnel well fitted with strum-boxes none Are the bilge suction in the machinery spaces led from easily

strum-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

Connections fitted direct on the skin of the Ship yes Are they fitted with valves or cocks valves and cocks Are they fixed

high on the ship's side to be seen without lifting the platform plates no Are the overboard discharges above or below the deep water line above

Each fitted with a discharge valve always accessible on the plating of the vessel yes Are the blow off cocks fitted with a spigot and brass covering plate yes

How are they protected

How are they protected

Have they been tested as per Rule

Are they, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times yes

Arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery

from one compartment to another yes Is the shaft tunnel watertight none Is it fitted with a watertight door worked from

vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Compressors, No. one No. of stages two diameters 100/110 stroke 60 driven by E.D.

Air Compressors, No. one No. of stages two diameters 120/108 stroke 70 mm driven by Main Eng.

Auxiliary Air Compressors, No. one No. of stages two diameters - stroke - driven by hand

Provision is made for first charging the air receivers by hand compressor

Air Pumps or Blowers, No. How driven

Have they been made under survey yes Engine Nos. 90494

Position of each in engine room Port side aft

Makers name Motorenwerke Mannheim Report No. Angsburg 88

Lloyd's Register

Foundation

010037.010045-0063

AIR RECEIVERS:—Have they been made under survey **yes** State No. of report or certificate **2860, 1976, 1**
 State full details of safety devices **spring loaded safety valves**
 Can the internal surfaces of the receivers be examined and cleaned **yes** Is a drain fitted at the lowest part of each receiver **yes**
 Air Receivers, No. **-** Cubic capacity of **rust** Internal diameter **-** thickness **-**
 Seamless, welded or riveted longitudinal joint **-** Material **-** Range of tensile strength **-** Working pressure **-**
 Starting Air Receivers, No. **3** Total cubic capacity **3 x 300 lbs.** Internal diameter **4.6 mm** thickness **12 mm**
 Seamless, welded or riveted longitudinal joint **seamless** Material **S.M. steel** Range of tensile strength **-** Working pressure **36**

IS A DONKEY BOILER FITTED **yes** If so, is a report now forwarded **Düsseldorf Interim Cert. dated 22-4-**
 Is the donkey boiler intended to be used for domestic purposes only **no** (No. **18**)
PLANS. Are approved plans forwarded herewith for shafting **yes** Receivers **no** Separate fuel **no**
 Donkey boilers **no** General pumping arrangements **yes** Pumping arrangements in machinery space **yes**
 Oil fuel burning arrangements **yes**

Have Torsional Vibration characteristics been approved **yes** Date and particulars of approval **24-4-51**
SPARE GEAR.
 Has the spare gear required by the Rules been supplied **yes** State if for "short voyages" only **no, International**
 State the principal additional spare gear supplied **-**

D. W. Kramer Sohn
 Schiffsverft
 The foregoing is a correct description,
 Manufacturer.

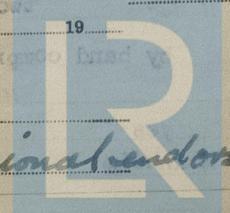
Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - -
 Total No. of visits **30**
 Dates of examination of principal parts—Cylinders... Covers... Pistons... Rods... Connecting rods...
 Crank shaft... Flywheel shaft... Thrust shaft... Part of **Reduction gear** between **crankshaft and**
 Screw shaft **11-7-51/6-10-51** Propeller **15-10-51/14-11-51** Stern tube **26-9-51** Engine seatings **21-12-51** Engine holding down bolts **28**
 Completion of fitting sea connections **10-11-51** Completion of pumping arrangements **4-3-52** Engines tried under working conditions **1**
 Crank shaft, material **S.M. Steel** Identification mark **M.B. 854** Reduction gear No. **45022 HB** Identification mark **Cer**
 Thrust shaft, material **Part of red. gear** Identification mark **-** Shaft material **S.M. Steel** Identification marks **-**
 Tube shaft, material **-** Identification mark **-** Screw shaft, material **S.M. Steel** Identification mark **-**
 Identification marks on air receivers **No. 118/2** **No. 118/6** **No. 117/4**
10-10-51 H.D. **6-11-51 H.D.** **10-10-51 H.D.**

Welded receivers, state Makers' Name **-**
 Is the flash point of the oil to be used over 150°F **yes**
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with **yes**
 Full description of fire extinguishing apparatus fitted in machinery spaces **Steam smothering, flooding, chemical**
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo **tanker** If so, have the requirements of the Rules been complied with **-**
 What is the special notation desired **-**
 If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with **yes**
 Is this machinery duplicate of a previous case **no** If so, state name of vessel **-**

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.) **This heavy oil engine was cons**
 under special Survey in conformity with the Society's Rules as reported in the Kiel Report No. 418.
 Materials and workmanship are good. It has been properly installed in the above vessel, examined under working conditions and found good. Gear hammer was noted in reduction gear up to 140 R.P.M. -
 Notice board fitted at control station stating that the engine is not to be operated continuously below 140 R.P.M., and engine, tachometer marked accordingly. The Machinery is eligible to be classed with rec
 + LMC 4.52 and TS, Oil engine 4 S.C.S.A. 8 cylinders 11 13/32" - 16 17/32" - 104 MN (Brake Horse pow

The amount of Entry Fee ... £
 Special ... £ DM : 280.- When applied for 19
 Donkey Boiler Fee... £ Dm : 150.- When received 19
 Travelling Expenses (if any) £ **FRI. 22 AUG 1952**
 Committee's Minute
 Assigned **+ LMC 4.52 Oil Eng. (with torsional endorsement)**
DB 1281b
 Lloyd's Register Foundation

Certificate (if required) to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.



Engineer Surveyor to Lloyd's Register of
 © 2021