

REPORT ON OIL ENGINE MACHINERY.

24 DEC 1953
No. 37/586

Date of writing Report 31-10-1953 When handed in at Local Office 19- Port of Rotterdam
 No. in Survey held at 35408 on the Twin Triple Quadruple Screw vessel M.V. "Lisbeth M"
 Reg. Book. Date, First Survey 17-5-53 Last Survey 17-10-1953 Number of Visits 11
 Built at Amsterdam By whom built Messrs de Haan en Verlemaans Yard No. 274 When built 1953
 Engines made at Köln-Deutsch By whom made Messrs Blochner-Humboldt-Deutsch Engine No. 180051-58 When made 1953
 Donkey Boilers made at By whom made Boiler No. When made
 Brake Horse Power { Maximum 830 842 Owners Messrs Hiscalg-Hota Coasters Ltd Port belonging to London
 Service 166 168 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 M.N. as per Rule 166 168 Trade for which vessel is intended Ocean going service

OIL ENGINES, &c. — Type of Engines Heavy oil engine type RV 6 M 566 2 or 4 stroke cycle 4 Single or double acting Single
 Maximum pressure in cylinders 60 kg/cm² Diameter of cylinders 420 mm Length of stroke 660 mm No. of cylinders 6 No. of cranks 6
 Mean Indicated Pressure 6.55 kg/cm² Span of bearings (i.e., distance between inner edges of bearings in
 way of a crank) 509.5 mm Is there a bearing between each crank Yes Revolutions per minute { Maximum Service 250
 Flywheel dia. 1600 mm Weight 6500 kg Moment of inertia of flywheel (lbs. in² or Kg cm²) 10000 Means of ignition Compression Kind of fuel used Diesel oil
 " " " " balance wts. (" " " ")

Crank { Solid forged
 Shaft, { Semi built dia. of journals as per Rule Appr.
 { All built as fitted 270 mm Crank pin dia. 260 mm Crank webs Mid. length breadth 460 mm Th. thickness parallel to axis
 Mid. length thickness 122 mm shrunk Thickness around eye-hole

Flywheel Shaft, diameter as per Rule Appr.
 as fitted Intermediate Shafts, diameter as per Rule Appr.
 as fitted 260-220 mm Thrust Shaft, diameter at collars as per Rule Appr.
 as fitted 220 mm

Tube Shaft, diameter as per Rule Appr.
 as fitted Screw Shaft, diameter as per Rule Appr.
 as fitted 220 mm Is the tube screw shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule Appr.
 as fitted Thickness between bushes as per Rule Appr.
 as fitted Is the after end of the liner made watertight in the

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

corrosive. If two liners are fitted, is the shaft lapped or protected between the liners. Is an approved Oil Gland fitted at the after
 end of stern tube. If so, state type Hollow rubber ring Length of bearing in Stern Bush next to and supporting propeller 850 mm

Propeller, dia. 2330 mm Pitch 1630 mm No. of blades 4 Material Bronze whether moveable Total developed surface 50% sq. feet
 Moment of inertia of propeller including entrained water (lbs. in² or Kg cm²) 915 Kind of damper, if fitted Vibration damper

Method of reversing Engines by air Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of
 lubrication forced. Thickness of cylinder liners 35 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

Lagged with non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
 back to the engine to funnel Cooling Water Pumps, No. and how driven 4 Electric driven S.W. EL 10 154/6 Working F.W. EL 10 154/6

Spare F.W. S.W. EL 10 154/6 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 Bilge Pumps worked from the Main Engines, No. and capacity 10 200 x 180 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and capacity of each 10 209.1 gall/min, 10 154.2 gall/min.
 How driven Electric driven

Is the cooling 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
 arrangements.

Ballast Pumps, No. and capacity 10 209.1 gall/min Power Driven Lubricating Oil Pumps, including spare pump, No. and size ME 10 165/4/6 Spare 10 165/4/6

Are two independent means arranged for circulating water through the Oil Cooler Yes Branch Bilge Suctions

No. and size:—In machinery spaces 2 2 1/2" + 1 1/2" + 1 1/2" In pump room

Holds, &c. 4 2 3"

Direct Bilge Suctions to the engine room bilges, No. and size 10 4" + 1 1/2"

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction in the machinery spaces led from easily

accessible mud-boxes, placed above the level of the working floor, with straight rail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the Ship on chocks Are they fitted with valves or cocks Valves Are they fixed

sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the overboard discharges above or below the deep water line Below

Are they 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

What pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

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

Is the 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

spaces, or from one compartment to another Yes Is the shaft tunnel watertight and fitted with a watertight door worked from

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

Auxiliary Air Compressors, No. ME No. of stages Two diameters 100/65 mm stroke 120 mm driven by ME

Auxiliary Air Compressors, No. Two No. of stages 2 diameters stroke driven by Aux. engines

All Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

Is provision made for first charging the air receivers. Yes engine hand started

Reversing Air Pumps or Blowers, No. How driven

Auxiliary Engines Have they been made under survey Yes Engine Nos. 1-37016 AS 1-37016 AS

Makers name Messrs. Hiscalg Position of each in engine room Port Side Starboard

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