

**Hermann Buss GmbH, Germany – 25 hours only for retrofitting 7L70MC engine**

Since October 2005, Hans Jensen Lubricators A/S has carried out the installation of HJ SIP II onboard many vessels worldwide. HJ SIP II Lubrication is characterised by a reduced payback time due to the limited duration of the mounting, as the installation can be carried out without pulling the cylinder liners.



In March 2007, we carried out the first retrofit of HJ SIP II for Hermann Buss GmbH. The retrofit was carried out in Singapore on M/V “Leda Trader”, which is equipped with an MAN B&W 7L70MC engine. Since March 2007, we have carried out retrofit of HJ SIP II on four additional vessels, of which one of them, M/V “Ems Trader” equipped with an MAN B&W 7L70MC engine, was carried out in less than 25 man-hours.

The retrofit of “Ems Trader” was carried out in Emden, Germany, where one of our service engineers supervised the installation and a service technician from Chris-Marine carried out the machining of the cylinder liners.

All installations of HJ SIP II Lubrication have been carried out during only one port call and as a consequence hereof, it was not necessary to withdraw the vessels from operation. All this entails that the costs connected with such an HJ SIP II installation are limited.

Furthermore, superintendent, Mr Werner Völkel, has chosen to decrease the feed rate gradually on all vessels. However, we have been informed by Mr Völkel that he has already decreased the feed rate remarkably onboard the five vessels. Consequently, the target feed rate for Hermann Buss is 0.8 g/kwh on all vessels. However, less is seen on other installations.



Due to the positive experiences with HJ SIP II Cylinder Lubrication and the easy installation process on the five vessels equipped with MAN B&W engines, Hermann Buss has now chosen to install HJ SIP II Lubrication on their vessels equipped with Sulzer engines. This project will begin by the end of September 2007.