

## Rpt. 4b

Date of writing report 17.10.61. Received London Port SOUTHAMPTON. No. 27206  
 Survey held at COWES, I.O.W. No. of visits In shops 18 1.1.59. 8.12.60.  
 On vessel 16 18.4.61. Last date 20.9.61.

## FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name "S T E L L A" Gross tons 1425.  
 Owners Trinity House. Managers Port of Registry LONDON. Year Month  
 Hull built at Cowes, I.O.W. By J. Samuel White & Co. Ltd. Yard No. 2007 When 1961 - 9.  
 Main Engines made at Newton-le-Willows. By The English Electric Co. Ltd. Eng. No. S.I.H. 4782/3/4/5 When 1959.  
 Gearing made at By  
 Donkey boilers made at By Blr. Nos. When  
 Machinery installed at Cowes, I.O.W. By J. Samuel White & Co. Ltd. When 1961.

Particulars of restricted service of ship, if limited for classification

Particulars of vegetable or similar cargo oil notation, if required

Is ship to be classed for navigation in ice? No. Is ship intended to carry petroleum in bulk? No.

Is refrigerating machinery fitted? Domestic Plant Only. If so, is it for cargo purposes? - Type of refrigerant Freon.

Is the refrigerating machinery compartment isolated from the propelling machinery space? Yes. Is the refrigerated cargo installation intended to be classed? -

The following particulars should be given as fully and as clearly as possible. Where the answer is "No" or "None", say so! Ticks and other signs of doubtful meaning are not to be used. Where the wording is not applicable to the installation, a black line may be inserted. If the main engines have been constructed at another port and are covered by a separate report, the particulars given in that report need not be repeated below, but the port and report number should be stated.

No. of main engines 4 No. of propellers 2 Brief description of propulsion system Diesel Electric Propulsion. (See Liverpool Report  
 MAIN RECIPROCATING ENGINES. Licence Name and Type No. English Electric 6SRKM Type Oil Engines. (No. 153558 for details.  
 No. of cylinders per engine 6 Dia. of cylinders 10" stroke(s) 12" 2 or 4 stroke cycle 4 Single or double acting Single.

Maximum approved BHP per engine 539 at 700 RPM of engine and 205/228 RPM of propeller.

Corresponding MIP (For DA engines give MIP top &amp; bottom) Maximum cylinder pressure Machinery numeral

Are the cylinders arranged in Vee or other special formation? If so, number of crankshafts per engine

TWO STROKE ENGINES. Is the engine of opposed piston type? If so, how are upper pistons connected to crankshaft?

Is the exhaust discharged through ports in the cylinders or through valve(s) in the cylinder covers? No. and type of mechanically driven scavenge pumps or blowers per engine and how driven

No. of exhaust gas driven scavenge blowers per engine Where exhaust gas driven blowers only are fitted, can the engine operate with one blower out of action?

If a stand-by or emergency pump or blower is fitted, state how driven No. of scavenge air coolers Scavenge air pressure at full power Are scavenge manifold explosion relief valves fitted?

FOUR STROKE ENGINES. Is the engine supercharged? Are the undersides of the pistons arranged as supercharge pumps? No. of exhaust gas driven blowers per engine No. of supercharge air coolers per engine Supercharge air pressure Can engine operate without supercharger?

TWO &amp; FOUR STROKE ENGINES-GENERAL. No. of valves per cylinder: Fuel Inlet Exhaust Starting Safety

Material of cylinder covers Material of piston crowns Is the engine equipped to operate on heavy fuel oil?

Cooling medium for :—Cylinders Pistons Fuel valves Overall diameter of piston rod for double acting engines

Is the rod fitted with a sleeve? Is welded construction employed for: Bedplate? Frames? Entablature? Is the crankcase separated from the

underside of pistons? Is the engine of crosshead or trunk piston type? Total internal volume of crankcase No. and total area of explosion relief

devices Are flame guards or traps fitted to relief devices? Is the crankcase readily accessible? If not, must the engine be removed for

overhaul of bearings, etc? Is the engine secured directly to the tank top or to a built-up seating? Built up seatings. How is the engine started?

Can the engine be directly reversed? If not, how is reversing obtained?

Has the engine been tested working in the shop? How long at full power?

CRANK &amp; FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 4.12.57. State barred speed range(s), if imposed

for working propeller For spare propeller Is a governor fitted? Is a torsional vibration damper or detuner fitted to the shafting?

Where positioned? Type No. of main bearings Are main bearings of ball or roller

type? Distance between inner edges of bearings in way of crank(s) Distance between centre lines of side cranks or eccentrics of opposed piston engines

Crankshaft type: Built, semi-built, solid. (State which)

Diameter of journals Diameter of crankpins Centre Breadth of webs at mid-throw Axial thickness of webs

If shrunk, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material Journals Approved

Diameter of flywheel Weight Are balance weights fitted? Total weight Radius of gyration

Diameter of flywheel shaft Material Minimum approved tensile strength

Flywheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which)

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GENERAL REMARKS

State if the machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship and give recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

The Machinery and electric propulsion equipment of this vessel has been manufactured and installed under Special Survey in accordance with the Rules, approved plans and the Secretary's letters.

The materials used and quality of workmanship are of good standard.

The machinery has been examined under working conditions on full power trials at sea and proved satisfactory.

The Machinery of this vessel is eligible, in my opinion, for classification with the notation of +LMC 9.61 and TS.0G.

*[Signature]*

Engineer Surveyor to Lloyd's Register of Shipping.

PARTICULARS OF IDENTIFICATION MARKS ((Including Port of origin) of important Forgings and Castings. (Copies of certificates should be forwarded with report.)

RODS

	Port	Starboard
CRANKSHAFT OR ROTORSHAFT	LLOYDS. L2336. EESF8160.	LLOYDS L.2336. EESF 8159.
FLYWHEEL SHAFT		
THRUSTSHAFT	LLOYDS. LTH. 1895 RH 6.2.59.	LLOYDS. LTH. 1894 RH 6.2.59.
GEARING		
INTERMEDIATE SHAFTS	S.6280 and S.6281 BHM.	S.6279 and S.6282 BHM.
SCREW AND TUBE SHAFTS	S.5664 BHM.	S.6278 BHM.
PROPELLERS	Z.2854 LH LON.	Z.2854 RH LON.
OTHER IMPORTANT ITEMS		

Is the installation a duplicate of a previous case? Yes. If so, state name of vessel "Mermaid" and "Siren".

Date of approval of plans for crankshaft 8.10.57. 4.12.57. Straight shafting 15.4.58. Gearing Clutch

Separate oil fuel tanks 11.2.59 & 2.3.59. Pumping arrangements 25.4.58. Oil fuel arrangements 28.7.58.

Cargo oil pumping arrangements Air receivers Donkey boilers

Dates of examination of principal parts:—

Fitting of stern tube 18.4.61. Fitting of propeller 27.4.61. Completion of sea connections 27.4.61. Alignment of crankshaft in main bearings

Engine chocks & bolts 8.6.61. Alignment of prop motors. Alignment of gearing 26.6.61. Alignment of straight shafting 9.6.61. Testing of pumping arrangements 17.8.61

Oil fuel lines 17.8.61 Donkey boiler supports Steering machinery 14.9.61. Windlass 15.9.61.

Date of Committee FRIDAY 22 DEC 1961

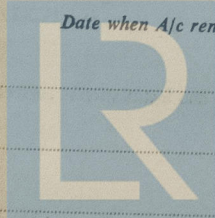
Decision +LMC ES } 10.61  
TS(08)

Special Survey Fee

Inst. of Machinery. £82..10..0.

Expenses £14..12..9.

Date when A/c rendered © 2021/61.



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