

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JAN 19 1938

Date of writing Report 25-3-1938 When handed in at Local Office 18 JAN. 1938 Port of Sunderland.
 No. in Survey held at Sunderland. Date, First Survey May 26 Last Survey June 19
 Reg. Book. on the Twin Screw Steamer "REBECA" Tons { Gross 3176 Net 1556
 Built at Waverley Works By whom built Furness Shipbuilding Co. Ltd. Yard, No. 244 When built 1938.
 Engines made at Sunderland By whom made Richardson Westgarth Engine No. 2689. When made 1938.
 Boilers made at Renfrew. By whom made Babcock & Wilcox Ltd. Boiler No. When made 1938.
 Registered Horse Power Owners Burcaosche Sch Mij Port belonging to Willemstad
 Nom. Horse Power as per Rule 366. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines Twin Screw triple Expansion marine type Revs. per minute
 Dia. of Cylinders 390⁷/₁₆ - 635⁷/₁₆ - 1020⁷/₁₆ Length of Stroke 700⁷/₁₆ No. of Cylinders 6. No. of Cranks 6.
 Crank shaft, dia. of journals 210⁷/₁₆ as per Rule 200⁷/₁₆ Crank pin dia. 210⁷/₁₆ Crank webs Mid. length breadth 400⁷/₁₆ Thickness parallel to axis 140⁷/₁₆
 as fitted 210⁷/₁₆ Mid. length thickness 140⁷/₁₆ Thickness around eye-hole 95⁷/₁₆
 Intermediate Shafts, diameter 7.494 as per Rule 7.494 Thrust shaft, diameter at collars 210⁷/₁₆ as fitted 210⁷/₁₆
 as fitted 7.717 as per Rule 8.285 Is the tube shaft fitted with a continuous liner Yes
 Tube Shafts, diameter 8.583 as per Rule 8.583 as fitted 8.583 Is the screw shaft fitted with a continuous liner Yes
 as fitted as per Rule as fitted Is the after end of the liner made watertight in the
 propeller boss Yes Thickness between bushes .551 as per Rule .591 as fitted .591 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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft Yes If so, state type Vickers Seal Ring Length of Bearing in Stern Bush next to and supporting propeller 2'9¹/₄"
 Propeller, dia. 9'6" Pitch variable No. of Blades 4 Material Bronze whether Movable No Total Developed Surface 32 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 each Diameter 140⁷/₁₆ Stroke 120⁷/₁₆ Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 each Diameter 140⁷/₁₆ Stroke 120⁷/₁₆ Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2.6.7" Dia x 4.72" | 2.10.2 x 8 x 22 Pumps connected to the { No. and size 2.6.69 Dia x 4.72" | One 8" x 10" x 10"
 How driven Main engines | Steam Main Bilge Line { How driven Main engines | Steam
 Ballast Pumps, No. and size One 8" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 4 + 3" Dia. In Holds, &c. Fore Peak 3¹/₂" 2 x 2" For 4 Pump Rooms, 1 x 4" For
 In Pump Room Cofferdam. 1.3" after peak.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 6" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight lead pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Yes
 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 Yes
 What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks Have they been tested as per Rule Yes
 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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 6520 sq ft
 Is Forced Draft fitted Yes No. and Description of Boilers Two water tube Working Pressure 180 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
 Is the donkey boiler intended to be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting No. 1-6-37 Main Boilers Auxiliary Boilers Donkey Boilers
 Superheaters General Pumping Arrangements 18-1-38 Oil fuel Burning Piping Arrangements 18-1-38.

SPARE GEAR.
 Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied Screw shaft. One section of crank shaft.

The foregoing is a correct description,
 John Hudson Meeke
 MANUFACTURER
 RICHARDSONS, WESTGARTH & CO. LTD.
 SUNDERLAND

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 Lloyd's Register
 002870-002875-0229

1937 May 26 June 8 17 21 July 6 22 26 28 Aug 10 13 16 20 23 27 30 31 Sep 7 14 20 27
 Oct 1 6 12 18 25 26 Nov 2 8 15 22 26 29 Dec 6 7 13 21 28 1938 Jan 11 17 - Sld 39 visits
 1938 Feb 6 9 11 14 23 25 28 - Mar 1 3 4 8 10 14 16 17 18 19 21 22 - 19 visits
 Total No. of visits 58.

Dates of Examination of principal parts - Cylinders 1/10/34 26/11/34 Slides 24/9/34 18/10/34 Covers 4/9/34
 Pistons 4/9/34 Piston Rods 8/11/34 29/11/34 Connecting rods 22/11/34 4/12/34
 Crank shafts 9/10/34 5/11/34 (L. 4 pl.) Thrust shafts 17/6/37 6/7/37 Intermediate shafts 17/11/38 19/11/38
 Tube shaft ✓ Screw shaft 10/12/37 16/12/37 20/12/37 Propellers 17.1.38
 Stern tubes 12.1.38 Engine and boiler seatings 17.2.38 Engines holding down bolts 3-3-38 4-3-38
 Completion of fitting sea connections 17. 1. 38.
 Completion of pumping arrangements 17/3/38 Boilers fixed 3-3-38 Engines tried under steam 17-3-38 22-3-38
 Main boiler safety valves adjusted 17/3/38 Thickness of adjusting washers ✓ P 7/32 S 5/32 SFD 13/16 S 9/32
 Crank shaft material Ingot Steel Identification Mark No 2689 F.B.S. Thrust shaft material Ingot Steel Identification Mark No 23 C.S.P
 Intermediate shafts, material Ingot Steel Identification Marks No 39 C.S.P. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Ingot Steel Identification Mark No 31 32 33 M.A. Steam Pipes, material Steel ✓ Test pressure 540 lbs Date of Test 25-2-38 ✓
 Is an installation fitted for burning oil fuel ✓ Yes. Is the flash point of the oil to be used over 150°F. ✓ Yes.
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓ Yes.
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ Yes. If so, have the requirements of the Rules been complied with ✓ Yes.
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
 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, &c.)

The machinery of this vessel has been built under Special Survey in accordance with the Rules of the Society.
 The materials & workmanship are good.
 The machinery has been despatched to Middlesbrough for installation & will then be eligible in my opinion to have notation ^{1/2} L.M.C. (with date) in the Register Book.

The Engines & Boilers installed at West Hartlepool under Special Survey and upon completion examined under full working conditions and found satisfactory, and it is Recommended that they be classed in the Register Book with notations + L.M.C 3.38. W.T.B. C.L.

The amount of Entry Fee ... £ 5 : - : When applied for,
 2/5 Special ... £ 31 : 19 : 18 JAN. 1938
 Donkey Boiler Fee ... £ 13 : 15 : When received,
 Travelling Expenses (if any) £ : £ 36 19 0 Paid 19 3 8
 £ 19 13 15 0 Paid 19 3 8

J. Brooke Smith & J. H. Brown
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute JUE 5 APR 1938
 Assigned + J. Mb. 3.38
 W.T.B. J.D., C.L.
 Fitt. for oil fuel 3.38
 Sp. above 150°F

