

## 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 July 19  
 Reg. Book. on the Twin Screw Steamer "REBECA" (Number of Visits 58.) Gross Tons 3176  
 Built at Harston, N.Y. By whom built Furness Shipbuilding Co. Ltd. Yard No. 244 When built 1938.  
 Engines made at Sunderland By whom made Richardson, Westgarth & Co. Ltd. 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 Burraoosche 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 6.  
 Dia. of Cylinders 39 1/2" - 63 5/8" - 102 1/2" Length of Stroke 70 1/2" No. of Cylinders 6. No. of Cranks 6.  
 Crank shaft, dia. of journals 210 1/2" as per Rule 200 1/2" Crank pin dia. 210 1/2" Crank webs Mid. length breadth 400 1/2" Thickness parallel to axis 140 1/2"  
 Intermediate Shafts, diameter 7.494" as per Rule 7.494" Thrust shaft, diameter at collars 210 1/2" as per Rule 200 1/2" Thickness around eye-hole 95 1/2"  
 Tube Shafts, diameter 8.285" as per Rule 8.285" Is the tube shaft fitted with a continuous liner yes  
 Screw Shaft, diameter 8.583" as per Rule 8.583" Is the screw shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes .551" as per Rule .551" Thickness between bushes .591" as per Rule .591" Is the after end of the liner made watertight in the propeller boss yes  
 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 yes  
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube yes  
 shaft yes If so, state type Vickers Seal Ring Length of Bearing in Stern Bush next to and supporting propeller 2' 9 1/4"  
 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. 1 & 2 Dia. 14 1/2" Stroke 120 1/2" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 1 & 2 Dia. 14 1/2" Stroke 120 1/2" Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2.6" 7" Dia x 4.72" Stroke Pumps connected to the { No. and size 2.6" 7" Dia x 4.72" Stroke One 8" x 10" x 10"  
 { How driven Main engines 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 3 1/2" 2 & 2" Fore Pump Room, 1 & 4" Fore  
 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 run 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

PLANS. Are approved plans forwarded herewith for Shafting No. 1-6-37 Main Boilers Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval) General Pumping Arrangements 18-1-38 Oil fuel Burning Piping Arrangements 18-1-38  
 Superheaters —

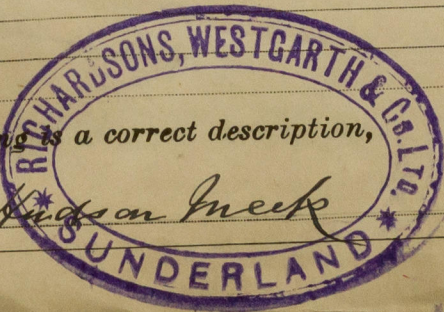
## SPARE GEAR.

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.





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  
 During progress of work in shops -- 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  
 Dates of Survey while building During erection on board vessel ---  
 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. Hpl.) 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 17.4.38. Engines holding down bolts 3-3-38. 4-3-38  
 Completion of fitting sea connections 17. 8. 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 S 5/16 S 9/32  
 Crank shaft material Ingot Steel Identification Mark F.B.S. No 2689 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 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 L.M.C. (with date) in the Register Book.

The Engines & Boilers installed at West Huttlespool 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 + LMC 3.38. W.T.B. C.L.

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

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

J. Brooke Smith & J. T. Fraser.  
 Engineer Surveyors to Lloyd's Register of Shipping.

Assigned + L.M.C. 3.38  
 W.T.B. J.D., C.L.  
 Fitt. for oil fuel 3.38  
 Sp. above 150°F