

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office 10 NOV 1926

Date of writing Report 2-11-1926 When handed in at Local Office 10 Port of Rotterdam  
 No. in Survey held at Schiedam Date, First Survey 7-5-26 Last Survey 20-10-1926  
 Reg. Book. on the steel twin screw steamer "FRASCA" (Number of Visits 11)  
 Built at Schiedam By whom built Verf. Gusto A.F. Smulders Yard No. 597 When built 1926  
 Engines made at Schiedam By whom made do Engine No. 597 A.B. when made 1926  
 Boilers made at Grâce-Berleur By whom made Chaudronnerie A.F. Smulders Boiler No. when made 1926  
 Registered Horse Power 236 Owners Curucanische Scheep. Ma. Port belonging to Willemsstad  
 Nom. Horse Power as per Rule 236 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes ✓  
 Trade for which Vessel is intended Venezuela - Curacao

**ENGINES, &c.**—Description of Engines Two sets of triply expansion engines Revs. per minute 160 ✓  
 Dia. of Cylinders 12 3/4" x 20 1/2" x 33 1/8" Length of Stroke 24 1/2" No. of Cylinders 2 x 3 = 6 No. of Cranks 2 x 3 = 6 ✓  
 Crank shaft, dia. of journals as per Rule 168.47m 169.6 Crank pin dia. 170mm ✓ Crank webs Mid. length breadth 330mm Thickness parallel to axis 156mm  
 as fitted 170mm ✓ Mid. length thickness 112mm shrunk Thickness around eye-hole 79mm  
 Intermediate Shafts, diameter as per Rule 164.4mm 161.5 Thrust shaft, diameter at collars as per Rule 168.47m 169.6  
 as fitted 170mm ✓ as fitted 170mm ✓  
 Tube Shafts, diameter as per Rule 176mm 179 Is the tube shaft fitted with a continuous liner Yes ✓  
 as fitted ✓ Screw Shaft, diameter as per Rule 184mm as fitted ✓  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
 as fitted ✓ as fitted ✓ propeller boss Yes ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length ✓  
 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 or other appliance fitted at the after  
 end of the tube shaft Yes Wick patent ✓ Length of Bearing in Stern Bush next to and supporting propeller 860mm ✓  
 Propeller, dia. 8' 3" Pitch ✓ No. of Blades 4 Material Brass whether Moveable no ✓ Total Developed Surface 32 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 x 1 ✓ Diameter 130mm Stroke 100mm Can one be overhauled while the other is at work Yes ✓  
 Bilge Pumps worked from the Main Engines, No. 2 x 1 ✓ Diameter 130mm Stroke 100mm Can one be overhauled while the other is at work Yes ✓  
 Feed Pumps { No. and size 2. Wier's 6" x 8 1/2" x 18" Pumps connected to the { No. and size 2 - 6" x 7 1/2" x 6" - 7 1/2" x 5" x 6"  
 How driven steam ✓ Main Bilge Line { How driven Steam ✓  
 Ballast Pumps, No. and size 6" x 7 1/2" x 6" ✓ 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 à 3 1/2" - one in well à 2 1/2" in bunker 1 à 2"  
 In Holds, &c. one in fore hold à 3" 2 in fore peak flat à 2" one in forward cofferdam à 2" - 3 in pump  
 room à 2" - 6 suction in boyency spaces connected to main cargo line, but fitted with non return valves.  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one à 7 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size one à 3 1/2" ✓ 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 tail 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 above ✓  
 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 none ✓ 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 no tunnel ✓ Is it fitted with a watertight door ✓ worked from ✓

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 258. 4160 ✓  
 Forced Draft fitted Yes ✓ No. and Description of Boilers 2 single ended marine 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? ✓  
**PLANS.** Are approved plans forwarded herewith for Shafting ✓ Main Boilers 29 march 26 Auxiliary Boilers no Donkey Boilers no  
 (If not state date of approval) Superheaters no General Pumping Arrangements 4 Aug 1926 Oil fuel Burning Piping Arrangements ✓

**SPARE GEAR.** State the articles supplied:— one set of top end bolts and nuts, one set of bottom end  
 bolts and nuts, one set of main bearing bolts and nuts, one set of coupling bolts,  
 one set of piston rings, one set of bilge- and feed pump valves, a quantity of  
 assorted bolts and nuts, and iron of various sizes, and further as per sister's  
 vessels attached list. ✓

The foregoing is a correct description,

*[Signature]*

Manufacturer.



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During progress of work in shops -- *7/4 - 18/5 - 21-29/6 - 28/7 - 13-26/8*  
 Dates of Survey while building *0-22/9 - 0-20/10-26*  
 During erection on board vessel ---  
 Total No. of visits *11*

Dates of Examination of principal parts—Cylinders *7/4 - 18/5 - 20/7 - 26* Slides *29/6 - 20/7 - 26* Covers *29/6 - 28/7 - 26*  
 Pistons *21-29/6* Piston Rods *21-29/6* Connecting rods *21-29/6*  
 Crank shaft *20/7-26* Thrust shaft *20/7-26* Intermediate shafts *28/7-26*  
 Tube shaft *✓* Screw shaft *13-26/8* Propeller  
 Stern tube *8/9-26* Engine and boiler seatings *8/9-26* Engines holding down bolts *8/10-26*  
 Completion of fitting sea connections *8/9-26*  
 Completion of pumping arrangements *8-10-26* Boilers fixed *8-10-26* Engines tried under steam *20-20-26*  
 Main boiler safety valves adjusted *20-10-26* Thickness of adjusting washers *Stall. n° 3 0.5 mm. Port. n° 1 4 mm. n° 2 8 mm. 356-358.*  
 Crank shaft material *SM steel* Identification Mark *H.K. 23-6-26. 6012-10. 355-357.* Thrust shaft material *SM steel* Identification Mark *Y.C.D. 29-6-26*  
 Intermediate shafts, material *SM steel* Identification Marks *Y.C.D. 29-6-26* Tube shaft, material *✓* Identification Mark *✓*  
 Screw shaft, material *SM steel* Identification Mark *Y.C.D. 27-7-26* Steam Pipes, material *Steel* Test pressure *540 lbs* Date of Test *22-9-26*  
 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 carrying and burning oil fuel been complied with *Yes ✓*  
 Is this machinery duplicate of a previous case *Yes ✓* If so, state name of vessel *3/2 Filippa, 3/2 Mariana, 3/2 Martica.*

**General Remarks** (State quality of workmanship, opinions as to class, &c. *The machinery and boilers have been made in accordance with the Society's Rules, approved plans and Secretary's letters, material tested as required and workmanship good. The whole was found in a good working condition during a trial trip on the North Sea and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with*  
*+ LMC 10-26 fitted for burning oil fuel flashpoint above 150°F*  
*O.G., C.L.*

It is submitted that this vessel is eligible for  
**THE RECORD. + LMC 10. 26. CL. F.D.**  
 Fitted for oil fuel 10. 26. FP. above 150°F.

*[Signature]*  
 15/11/26  
*[Signature]*  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ *48.00* : When applied for, *2/11 1926*  
 Special ... £ *425.00* :  
 Donkey Boiler Fee ... £ : When received, *8/11 1926*  
 Travelling Expenses (if any) £ *35.00* :

Committee's Minute **TUES. 16 NOV 1926**  
 Assigned *+ LMC 10:26 F.D. C.L.*  
*Fitted for Oil Fuel 10:26 F.P. above 150°F*



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