

## 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

Port of Rotterdam

No. in Survey held at Schiedam

Date, First Survey 7-5-26

Last Survey 20-10-1926

Reg. Book.

(Number of Visits 11)

on the steel twin screw steamer "FRASCA"

Built at Schiedam By whom built Verf. Gusto A.F. Smulders.

Yard No. 597

Gross Tons

Net Tons

When built 1926

Engines made at Schiedam

By whom made 50

Engine No. 597 A.B.

When made 1926

Boilers made at Grace-Berens.

By whom made Chaudronerie A.F. Smulders

Boiler No.

when made 1926

Registered Horse Power

Owners Curucanische Scheep. Ma.

Port belonging to Willemstad.

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

Venuxuela Curacao

## ENGINES, &amp;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 168.47

Crank pin dia. 170 mm

Crank webs

Mid. length breadth 330 mm

shrunk

Thickness parallel to axis 166 mm

Intermediate Shafts, diameter

as per Rule 164.47

as fitted 170 mm

Thrust shaft, diameter at collars

as per Rule 168.47

as fitted 170 mm

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 176 mm

as fitted 184 mm

Is the tube

shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

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

Yes

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

Yes, Wicks patent

Length of Bearing in Stern Bush next to and supporting propeller

860 mm

Propeller, dia. 8' 3"

Pitch

No. of Blades 4

Material Bronze

whether Moveable

no

Total Developed Surface

32 sq. feet

Feed Pumps worked from the Main Engines, No. 2 x 1

Diameter 130 mm

Stroke 100 mm

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 2 x 1

Diameter 130 mm

Stroke 100 mm

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size 2 Wicks 6" x 8 1/2" x 18"

How driven steam

Pumps connected to the Main Bilge Line

No. and size 2 - 6" x 7 1/2" x 6" - 7 1/2" x 5" x 6"

How driven steam

Ballast Pumps, No. and size

6" x 7 1/2" x 6"

Lubricating Oil Pumps, including Spare Pump, No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

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 at 3 1/2"

One in well at 2 1/2" in bunker 1 at 2"

In Holds, &amp;c. One in fore hold at 3"

2 in fore peak flat at 2"

one in forward cofferdam at 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

one at 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

What pipes pass through the deep tanks

Yes

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

no tunnel

Is it fitted with a watertight door

Yes

worked from

Yes

MAIN BOILERS, &amp;c.—(Letter for record S)

Total Heating Surface of Boilers

258,416 sq. ft.

Forced Draft fitted

Yes

No. and Description of Boilers 2 single ended marine

Working Pressure 180 lbs.

S A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

S A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting

(If not state date of approval)

Main Boilers 29 March 26

Auxiliary Boilers

no

Donkey Boilers

no

Preheaters

no

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

4 Aug 1926

PARE 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,

Manufacturer.



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Lloyd's Register Foundation

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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 During erection on board vessel --- *8-22/9 - 8-20/10-26*  
 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 - 20/7 - 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 *20/7 - 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 8.5 mm. Port. n° 2 8 mm. 356-358.*  
 Crank shaft material *SM steel* Identification Mark *H.K. 23-6-26. 60/2-10-7. 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 Tilippa, 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 workman ships 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 flash point 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.

*15/11/26*  
*W.D.*  
*CH Bourne*  
 Engineer Surveyor to Lloyd's Register of Shipping.

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 ... £ *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 *TUEB. 16 NOV 1926*  
 Assigned *+ LMC 10:26 F.D. C.L.*  
*Fitted for Oil Fuel 10:26 F.P. above 150°F*