

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "AARDENBURG" ex. "STAHLBECK" REPORT..... Ans. No. 16126

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Triple Expansion 19 $\frac{11}{16}$ " , 31 $\frac{1}{2}$ " , 53 $\frac{1}{8}$ " - 35 $\frac{7}{16}$ "
 2 S.B. 2 cf. GS 43 HS 3337 (Spt.) 199 lb. (W.P.)

MN 207

If Boilers fitted with forced draught No

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

This vessel's machinery was constructed in 1923 under the Survey of the Germanischer Lloyd. The machinery, boilers and electrical equipment examined throughout and repairs and adjustments effected.

The scantlings of the boilers are such as can be accepted, but some spare parts require to be supplied.

The pumping arrangements require a direct bilge suction of about 80 m.m. bore being fitted to the ballast pump.

In all other respects

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 11.46.

S 10.46.

Subject to the spare gear being completed, also to a direct bilge suction of about 80 m.m. bore being fitted to the ballast pump.

