

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Writing Report 22 Nov. 1946 When handed in at Local Office Port of Amsterdam
 Survey held at Amsterdam Date, First Survey 10th Sept. Last Survey 5th Nov. 1946
 Book. (Number of Visits 10)
 77 on the S/S "AARDENBURG" (ex "Stahleck")
 at Bremen By whom built ACTIEN GESELLSCHAFT "WESER" Yard No. Tons { Gross 1663
 Net 907
 When built 1923
 Engines made at Bremen By whom made A.G. "WESER" Engine No. 1025 When made 1923
 Boilers made at Bremen By whom made A.G. "WESER" Boiler No. 1369 / 1370 When made 1923
 Rated Horse Power 1000 Owners Kon. Ned. Stoomboot Mij. Port belonging to Amsterdam
 Horse Power as per Rule 207 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 for which Vessel is intended Ocean Trade

ONES, & Co. Description of Engines one vertical triple expansion Revs. per minute 85
 of Cylinders 500 x 800 x 1350 mm Length of Stroke 900 mm No. of Cylinders 3 No. of Cranks 3
 Crankshaft, dia. of journals as per Rule 200 mm Crank pin dia. 280 mm Crank webs Mid. length breadth 185 mm
 as fitted 200 mm Mid. length thickness 145 mm
 Intermediate Shafts, diameter as per Rule 255 mm Thrust shaft, diameter at collars as per Rule 270 mm
 as fitted 255 mm as fitted 270 mm
 Shafts, diameter as per Rule 282 mm Is the { tube } shaft fitted with a continuous liner { yes
 as fitted 282 mm { screw }
 Liners, thickness in way of bushes as per Rule 17 mm Thickness between bushes as per Rule 14 mm Is the after end of the liner made watertight in the
 as fitted 17 mm as fitted 14 mm
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 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
 no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1225 mm
 Propeller, dia. 4000 mm Pitch 4000 mm No. of Blades 4 Material cast iron whether Moveable no Total Developed Surface 2 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 75 mm Stroke 420 mm Can one be overhauled while the other is at work yes
 Pumps worked from the Main Engines, No. 2 Diameter 90 mm Stroke 420 mm Can one be overhauled while the other is at work yes
 1 FEED PUMP - DUPLEX - 12 T/h
 1 GEN. SERV. PUMP - SIMPLEX - 7 T/h Pumps connected to the Main Bilge Line No. and size 2 ME driven Bilge pumps - Ballast pump -
 How driven Steam General service pump
 Bilge Pumps, No. and size ONE - DUPLEX - 100 T/h Lubricating Oil Pumps, including Spare Pump, No. and size
 No independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps; - In Engine and Boiler Room Engine room 4 - Boiler room 2
 Pump Room In Holds, &c. totally 5 in holds
 Tunnelwell: 1 Starb. & Port DB tank under boilers: each 1

Water Circulating Pump Direct Bilge Suctions, No. and size one 150 mm Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size remains to be made 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
 All Sea Connections fitted direct on the skin of the ship on inlet-boxes Are they fitted with Valves or Cocks valves
 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
 Pipes pass through the bunkers sanitary discharge scuppers How are they protected wooden & plating protections
 pipes pass through the deep tanks Have they been tested as per Rule
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 yes Is it fitted with a watertight door yes worked from deck

MAIN BOILERS, & Co. - (Letter for record (S)) Total Heating Surface of Boilers 310 m²
 Forced Draft fitted no No. and Description of Boilers 2 cylindrical Working Pressure 14 kg/cm²

A REPORT ON MAIN BOILERS NOW FORWARDED? yes

A DONKEY BOILER FITTED? no

donkey boiler intended to be used for domestic purposes only

ANS. Are approved plans forwarded herewith for Shafting screw shaft Main Boilers yes Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Heaters General Pumping Arrangements will be sent Oil fuel Burning Piping Arrangements

SPARE GEAR.

the spare gear required by the Rules been supplied Spare gear verified and found not complete; has been ordered and will
 the principal additional spare gear supplied be supplied at the vessel's return of her present voyage.

and the following additional spare parts on board: ME slide valve rod - a set of main bearing bolts -
 ordered for ME driven air pump - piston rod for ME driven circulating pump.

The foregoing is a correct description.

Manufacturer.



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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

Please see Survey Rpt g N° 16196^B state 22-11-46

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted 1-11-46
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel no
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no
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
General Remarks (State quality of workmanship, opinions as to class, &c.)

Slides
Covers
Piston Rods
Connecting rods
Thrust shaft
Intermediate shafts
Screw shaft 27/9 and 4/10-1946
Propeller
Engines holding down bolts
Engines tried under steam 5-11-46
Thickenss of adjusting washers Starb. B starb. 13.3 mm port. 14.6 mm Port B starb. 13.3 mm port. 14.6 mm
Thrust shaft material
Identification Mark
Tube shaft, material
Identification Mark
Steam Pipes, material steel
Test pressure 42 kg/cm² Date of Test 18-11-46
Is the flash point of the oil to be used over 150°F.
If so, have the requirements of the Rules been complied with
If so, state name of vessel

The vessels machinery and boilers have been built under Special Survey of the German Lloyd.
The whole has been found in a good condition during the Entry Survey, and has been tried under steam afterwards with satisfactory results.
I am of opinion that this vessel is eligible to get the record LMC. 11,46 with notation TS seen 10,46 in the Register book, subject to a direct bilge suction of indep. power pump machinery space being fitted, a second supply to navigation lights being fitted, and machine spare gear being completed.

The amount of Entry Fee ... £ 450.-
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 26-11-1946
When received, 19-12-1946

Committee's Minute

FRI. 28 FEB 1947

Assigned LMC 11,46 Subject
S 10,46 C.L.

Engineer Surveyor to Lloyd's Register of Shipping



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