

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Writing Report 22 Nov. 1946 When handed in at Local Office Amsterdam Port of Amsterdam  
 Survey held at Amsterdam Date, First Survey 10<sup>th</sup> Sept. Last Survey 5<sup>th</sup> Nov. 1946  
 Book. 77 on the S/S "AARDENBURG" (ex "Stahleck") (Number of Visits 10)  
 at Bremen By whom built ACTIEN GESELLSCHAFT "WESER" Yard No. 1663  
 Tons { Gross 1663  
 Net 907  
 When built 1923  
 Engines made at Bremen By whom made A.G. "WESER" Engine No. 1825 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

**ENGINES, &c.** — 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  
 Crank shaft, dia. of journals as per Rule ✓ Crank pin dia. 280 mm Crank webs Mid. length breadth ✓ Thickness parallel to axis 185 mm  
 as fitted 280 mm Mid. length thickness ✓ shrunk Thickness around eye-hole 145 mm  
 Intermediate Shafts, diameter as per Rule ✓ as fitted 255 mm Thrust shaft, diameter at collars as per Rule ✓  
 as fitted 270 mm  
 Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule ✓ as fitted 282 mm Is the tube shaft fitted with a continuous liner yes  
 Is the after end of the liner made watertight in the yes  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓  
 Is the space charged with a plastic material insoluble in water and non-corrosive ✓  
 Is an approved Oil Gland or other appliance fitted at the after end of the tube ✓  
 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 ✓ 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  
 How driven Steam Pumps connected to the Main Bilge Line { No. and size 2 ME driven bilge pumps - Ballast pump -  
General service pump  
 Lubricating Oil Pumps, including Spare Pump, No. and size ✓  
 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  
 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 φ150 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  
**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  
 How are they protected wooden & plating protections  
 Pipes pass through the bunkers sanitary discharge scuppers 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  
 Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from deck

**MAIN BOILERS, &c.** — (Letter for record (5)) Total Heating Surface of Boilers 310 m<sup>2</sup>  
 Forced Draft fitted no No. and Description of Boilers 2 cylindrical Working Pressure 14 kg/cm<sup>2</sup>  
**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** yes  
**IS A DONKEY BOILER FITTED?** no If so, is a report now forwarded? ✓  
 Is a donkey boiler intended to be used for domestic purposes only ✓  
**PLANS.** Are approved plans forwarded herewith for Shafting screw shaft Main Boilers yes Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)  
 General Pumping Arrangements will be sent Oil fuel Burning Piping Arrangements ✓

**SPARE GEAR.**  
 Is the spare gear required by the Rules been supplied Spare gear verified and found not complete; has been ordered and will  
 Is the principal additional spare gear supplied be supplied at the vessels return of her present voyage.

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

The foregoing is a correct description.

Manufacturer.



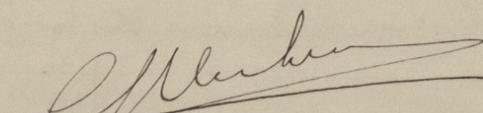
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During progress of work in shops - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits *Please see Survey Rpt of N° 16196<sup>B</sup> dated 22-11-46*

Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft Intermediate shafts  
 Tube shaft Screw shaft *27/9 and 4/10-1946* Propeller  
 Stern tube Engine and boiler seatings Engines holding down bolts  
 Completion of fitting sea connections  
 Completion of pumping arrangements Boilers fixed Engines tried under steam *5-11-46*  
 Main boiler safety valves adjusted *1-11-46* Thickness of adjusting washers *Starb. B starb. 13.3 mm port. 14.6 mm Port B port.*  
 Crank shaft material Identification Mark Thrust shaft material Identification Mark  
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark  
 Screw shaft, material Identification Mark Steam Pipes, material *steel* Test pressure *42 kg/cm<sup>2</sup>* Date of Test *18*  
 Is an installation fitted for burning oil fuel *no* Is the flash point of the oil to be used over 150°F.   
 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 so, have the requirements of the Rules been complied with   
 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 vessels machinery and boilers have been built under Special Survey of the Germ. 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 mach. spare gear being completed.*

|                                |                |                   |
|--------------------------------|----------------|-------------------|
| The amount of Entry Fee ... £  | <i>£ 450.-</i> | When applied for, |
| Special ... £                  | :              | <i>20-11-46</i>   |
| Donkey Boiler Fee ... £        | :              | When received,    |
| Travelling Expenses (if any) £ | :              | 19                |

  
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute **FRI. 28 FEB 1947**

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



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