

17 NOV 1950

No. 24353

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9.11.50. When handed in at Local Office 15 NOV 1950
Port of GRIMSBY.
No. in Survey held at GRIMSBY. Date, First Survey 19.10.49. Last Survey 9.11.50.
Reg. Book Supp. on the ~~Wood Iron & Steel~~ Tw. Sc. M.V. "AFRICAN QUEEN" ex "BADGER" (No. of Visits 49.)

90517
TONNAGE: Built at Rodby Havn By whom A/S Rodby Havns Jernskib. When 1920 MONTH 9
GROSS 1966 Owners Colonial Development Corporation. Owners' Address
UNDER DK 1490 Managers
NET 1252 Port belonging to Gibraltar.

Yes. Surveyed Afloat or in Dry Dock? Both. Name of Dock Doig's Slipway & Alexandra & Royal Docks, Destined Voyage Gibraltar.
Now. Cell DBor DBa 40 feet; uExt Bx 28 feet; f 76 feet; total capacity 211.5 tons. FPT 68.6 tons; APT 48 tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
N.B. All alterations in the existing records should be underlined.

Last Report, No. 105728 Port

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the cement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form, also the dates and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B. if any).
+ 338
(Reclassification Contemplated)

Fish factory ship
SS. Sou. No. 3.436 S. made '41.
Oil Eng.

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 7 3/4 ins.

Was a damage report made by anyone else? if so, by whom?

RS, OR EXAMINATION AS PER RULE, FOR RECLASSIFICATION SURVEY, RENEWAL LOAD LINE SURVEY AND ALTERATIONS AND REPAIRS.

W DONE: Vessel placed in dry dock. Shell plating, sternframe and rudder (lifted) cleaned, examined, found or placed in good order and recoated. Last seen in dry dock 3rd April, 1950.

Examinations: All holds, decks, 'tween decks, engine room spaces, under engines, plating in way of sidelights and overboard discharges, chain locker, anchors and cables (ranged), fore peak and aft peak spaces, fore peak and aft peak tanks internally, all double bottom tanks and oil fuel bunkers internally, mast (wedges removed) and rigging, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, ventilators, air and sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, w.t. doors,

Y OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
... ..								(P.T.O)
... ..								
... ..								

CONDITION OF THE	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.
Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)
Fastenings	"	Cement or Asphalt	"	Oil Bunkers	Good.	When fitted, Month Year
ting	"	Rudder	"	Scuppers	"	Boats
In way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.
ames	-	Windlass	"	Hatches	"	Condition, how ascertained Examination (State if wedges removed.) (yes)
ils	-	Have pumps been examined and found efficient?	Yes.	Planking	-	Equipment letter "T"
	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of 3B, 1S.
	Good.	Have Watertight Doors been examined and found efficient?	Yes.	Treenails	-	Cables (State if now ranged) Yes
m Plating	"	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	-	" length 300 ft mean diam. 1 7/8" (on board.)
unks been examined internally? Yes	Yes.	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches	-	" Rule length 270 ft size 1 7/8"
unks been tested? Yes.	Yes.	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	-	Chain Locker
				" " at other places	-	Hawsers & Warps
				Stringers, Clamps & Shelves	-	Standing and Running Rigging
				Salting	-	Sails

al Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

is vessel is eligible, in my opinion, to have the notations Reclassed/11.50, s.s.Gms.11.50, Working Survey 4.50, and the insertion "Fitted for oil fuel 11.50 F.P. above 150° F."

Reclassification 85: 10 : -
Special Damage or Repair Fee (if any) Repairs, 157: 10 : -
(per Sec. 29) Alterations & O.F.
Travelling Expenses (if chargeable) Conv. - : - : -
Second Surveyor's Fee (if any) - : - : -

Fees applied for, 15 NOV 1950
Received by me, 19

TUES. 12 JUN 1951

Surveyor to Lloyd's Register of Shipping.
CERTIFICATE WRITTEN.

Committee's Minute
Character Assigned

Reinstate + 100071 4.50 Gms
Both S (N) 4.50 LMC 11.50 DBS 11.50 NE made 21 f 50
(with endorsement)

008628-008633-0104 1/4

Tw.Sc.M.V. "AFRICAN QUEEN"Alterations contd.

No.3 Hold: Minor bulkheads erected for Lift (trunkway) and Refrigerating Machinery.

Engine Room: Forward bulkhead fitted with w.t. door capable of being operated by hand above freeboard (main) deck.

New Engine Seating constructed on tank top complete with sole plate and suitably stiffened on underside of tank top in accordance with approved drawings.

Thrust block seating frames 13 - 14 erected (p.& s.).

Lubricating Oil Tank fitted port and starboard, frames 19 - 24. Frames slotted and tank plating welded direct to shell. Compensating brackets fitted from frames to top of tank. All in accordance with approved drawing, and on completion satisfactorily tested. Seatings erected on top sides to take 50 K.W. Generator.

Lubricating oil tank fitted aft between floors Nos.8 & 10.

The floor space forward of this, frames 10 and 11 as a sump.

The after two floor spaces (frs.6 - 8) filled with cement so as to drain into the sump well at frs.10 - 11.

Flat erected at aft end of Engine Room about half height to house diesel generator etc.

Lower Deck: Hatchway cut out frames 75-78 (p.s.) leading to Cold Room in No.1 Hold.

Size of opening 6'0" x 4'8" fitted with 4" x 3" x 3/8" angle coaming (4" vert.), 12" x 3 1/2" channel bar fore and afters fitted in way.

Deck stiffening in way of processing machinery:-

Refrig. Hold (No.3) frames 25 - 45. 3 1/2" dia. pillars removed from frames 41 and 43 on centreline and fore and after 12" x 1/2" plate with 9" x .60" face plate girder fitted under lower deck from frame 39 to frame 45.

Girder fitted (p.& s.) 10'0" from centreline between frames 46 and 74.

10" x 1/4" plate fitted with 6" x 3" x 7/16" rider angle and 3" x 3" x 7/16" connecting angle to lower deck.

Girder fitted (p.& s.) 7'2" from centreline between frames 46 and 68.

9" x 3/8" plate with 8" flange and connected to deck by 3 1/2" x 3 1/2" x 3/8" angle bar.

Hatchway cut out (p.& s.) frames 64 - 67. Coaming formed by 9" x 3 1/2" B.A. with 3" x 3" x 7/16" rest bar. 18" x 3/8" plate doubler fitted around hatchway. Fore and afters fitted in way of hatches.

Main Deck: Stiffening under deck aft in way of Boiler Room.

Girder fitted on centreline between frames 6 and 13, formed by 12" x 3 1/2" channel and 6" x 4" x 3/8" O.A. connected to beams by 4" x 4" x 1/2" angle lugs.

Girder fitted 6'6" from centreline (p.& s.) between frames 6 and 13, and formed by 12" x 3 1/2" channel connected to beams by 6" x 3" B.A.

Tw.Sc. M.V. "AFRICAN QUEEN"Alterations contd.

Bridge Deck: Forward Well - frames 86 - 103 closed in by plating. Beams 8" x 3 $\frac{1}{2}$ " x 7/16", deck plating .30" with stringer plate .48" and stringer angle 4 $\frac{1}{2}$ " x 4 $\frac{1}{2}$ " x .48". Deck opening 21'0" x 10'0" (frs. 92 - 103) for access to No.1 Hatch on Main Deck.

Existing bulwarks in well now carried up to Bridge Deck level with 6 openings cut out (p. & s.). Plating 5/16" with 5" x 3" x 3/8" frames.

All alterations in accordance with approved drawings.

Information required for Register Book.

D.B. Tanks: The tanks have been altered slightly on account of Oil Fuel Conversion, and have been re-calibrated at this time and lengths and capacities are as follows:-

Fore Peak - 68.56 tons.

Nos. 1 & 2 Double Bottom Tanks - length 76'0" - 104.93 tons.

Nos. 3 & 4 " " " - length 40'0" - 106.55 tons.

Aft Peak - 47.97 tons.

Vessel fitted for burning oil fuel 10,50 F.P. above 150°F.

Vessel fitted with: Echo Sounding Device (Hughes).

Radio Direction Finder (Marconi).

Radio Telephone (Marconi).

Vessel fitted out as Fish Factory.



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Lloyd's Register
Foundation

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