

No. 24353

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 17 NOV 1950)

Returning Report 19... 11... 19. 50. When handed in at Local Office 15 NOV 1950

Port of GRIMSBY.

Survey held at GRIMSBY. Date. First Survey 2.11.49. Last Survey 19.11.19.50

on the Machinery of the ~~Wood, Iron or Steel~~ T.W.Sc.M.V. "AFRICAN QUEEN" ex "BADGER". (No. of Visits 35 (See Rpt. 4b.))

Gross 1966 Vessel built at Rodby Havn By whom A/S Rodby Havns Jernskib. Year. Month. 1920 9

Net 1252 Engines made at Augsburg By whom Maschinenfabrik Augsburg Nurnberg A.G. When 1940/41

Boilers, when made (Main) - (Donkey) not known (See Secretary's letters)

Owners Colonial Development Corporation Owners' Address -

Managers - (if not already recorded in Appendix to Register Book.) Port Gibraltar Voyage -

Surveyed Afloat & in Dry Dock Doig's Slipway & Alexandra & Royal Docks.

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.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 338		
(Reclassification)		Contemplated
Fish factory ship		
S.S. Son. No. 3-436		Oil Eng.

Reasons of Examination and Repairs (if any) RECLASSIFICATION.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, all the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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 why they were declined.

Special report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " Yes.

Reasons for what reasons? What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Date of internal examination of each boiler 28th July, 1950.

Present condition of funnel (a) Efficient.

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? Yes. To what pressure were they afterwards adjusted under steam? 120 lbs/sq. in.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? Yes.

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? None fitted.

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? Yes.

Screw shaft now been drawn and examined? Yes. Has it a continuous liner? No. Is an approved oil retaining appliance fitted at the after end? No.

Shaft now been changed? Yes. If so, state reasons Corrosion. Has the shaft now fitted been previously used? No. Has it a continuous liner? No.

Approved oil retaining appliance fitted at the after end? Yes. State date of examination of Screw Shaft 3.4.50. State the wear down in the screw.

Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes. See report attached.

Engine parts, when referred to by numbers, should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

NOTE: Vessel placed on slipway. Propellers, screw shafts (drawn outboard), sea connections, outside fastenings examined and placed in good order.

The existing main and auxiliary machinery has been removed and new main and auxiliary machinery fitted in accordance with the Secretary's letters, approved plans and Rule requirements. The First Entry Reports, certificates for the main and auxiliary machinery are attached. Auxiliary machinery constructed under Survey.

Two locomotive boilers and one watertube boiler have been installed for the fish factory steam-driven windlass and steering gear. The boilers were examined internally and externally, safety valves, mountings, manhole and sight doors examined and found in satisfactory condition; later examined under steam and the safety valves adjusted to 120 lbs/sq. in. The boilers, which were coal burning, have been adapted to oil burning in accordance with the Secretary's letters, approved plans and Rule requirements (See overleaf)

Observations, Opinion, and Recommendation:— The machinery is in good and efficient condition

Clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 2,34,

Eligible, in my opinion, to be reinstated with the records of LMC 11,50, TS(OG) 4,50 and 11,50, also the notations of "N.E. made 1941 fitted 1950" and "Fitted for oil fuel 11,50 above 150°F."

per Section 29) F.F. £ 46:12 :- Fees applied for
T.S. 1 10 :- 15 NOV 1950
Repair Fee (if any) £ :- :-
O.F.Inst. 15 :- :-
Expenses (if chargeable) £ 11: 5: 9
of 3 Dky Blrs. 10 :- :-
's Minute Elec.Inst. 67:16 :- TUES. 12 JUN 1951

Received by me. G.B. Rux Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN. Lloyd's Register Foundation

LMC 11.50 (with endorsement)
Both S (N) 4.50 LMC 11.50 DBS 11.50 NE made 41 f/10 50

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to 008628-008633-0105

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

(Continued)

for oil fuel having a F.P. above 150^oF. (par 90 to 128 in the Rule Book)
The oil burning installation was examined under working conditions in
accordance with Circular No. 1748 and found in order.

REPAIRS: Port and starboard screw shafts found badly wasted at fore end of cone,
now renewed (Forging Rpt.6 attached). Propellers checked for fit on
cones and found satisfactory.
Port and starboard thrust shafts renewed (Michell type) and to suit new
main engines (Forging Rpt. 6 attached).
Port and starboard flywheels renewed (copy of Rpt.10 attached).
Primary compressor diesel engine renewed (copy of Rpt.10 attached).

The main and auxiliary machinery, pumping arrangements examined under
working conditions and found satisfactory.

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