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JUN 1951

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

AFRICAN QUEEN ex BADGER. REPORT

Gms. No. 24353.

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

ment to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also at clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

The class of this vessel was expunged from the R.B. with thin red line in 12,30 owing to non-compliance with Special survey requirements. Vessel subsequently used as a hotel ship and machinery removed. New Owners now desire reclassification for the vessel which is to be converted into a fish factory ship, new machinery to be installed throughout.

The vessel now drydocked and a complete reclassification special survey held. The new main engines built to Bureau Veritas class now completely opened out, examined and reconditioned, forgings Brinell tested and results verified with B.V. certificates. Thrust shafts and both screw shafts renewed. New air receivers fitted. Three new auxiliary generators 62½ KW each fitted and approved for scantlings but the torsionals have not been investigated.

Three second hand donkey boilers installed (one water tube). Boilers opened out examined internally and externally, scantlings approved for a working pressure of 120 lb. per sq. inch. Boilers supply steam power to windlass and steering engine. Oil fuel burning installation fitted.

A diesel driven compressor fitted and an electric driven compressor. All pumping arrangements water, oil and air fitted in accordance with the approved plans and Rules.

The complete machinery installation fitted in accordance with the Rules, approved plans and the Secretary's letters.

The main engine scantlings approved and torsional vibration characteristics examined and approved for 375 R.P.M., a notice board to be fitted at the control station stating that the engine is not to be operated continuously between 215 & 245 R.P.M. and between 270 & 310 R.P.M. engine tachometer to be marked accordingly.

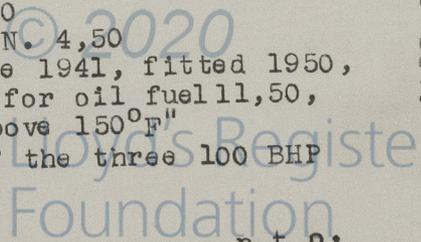
If torsionograph records taken and submitted, the torsional vibration characteristics will be re-examined in the light of results obtained.

IT IS SUBMITTED that this vessel WILL BE eligible for the records LMC 11,50
DBS 11,50
Both S. N. 4,50
N.E. made 1941, fitted 1950,
"Fitted for oil fuel 11,50,
F.P. above 150°F"

when the torsional vibration characteristics of the three 100 BHP auxiliary engines have been approved.

IT IS SUBMITTED action be deferred meantime.

p.t.o.



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008628-008633-0118

Particulars for Register Book.

Engines 4 S.C.S.A.

Cylinders. $11\frac{1}{4}$ " - $16\frac{9}{16}$ "

305

WT 2 DB 120 lb.

T.S. O.G.

The Surveyors should be requested to forward particulars of the full dynamic system for ~~circulating~~ and approval of ~~plans~~ for auxiliary engines. *calculation*

Jm
18.1.51.



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Foundation