

N.N. AFRICAN QUEEN.  
REPORT ON OIL ENGINE MACHINERY.

No. 25.

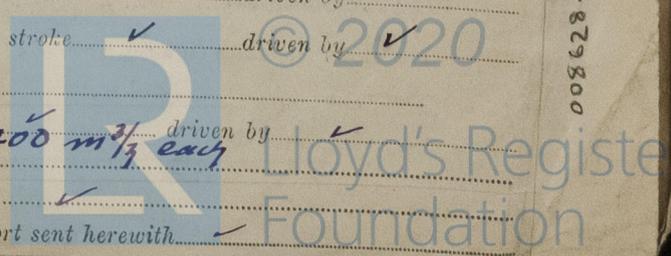
Received at London Office 31/1/50

9 Jan. 1950 When handed in at Local Office 19 Port of Augsburg  
held at Augsburg Date, First Survey 18 October Last Survey 14 Decemb 1950  
Screw vessel "Badger" Number of Visits 17  
Tons Gross 2081 Net 1176  
By whom built Als. Realy Ham Jernskeds Yard No. 853160/170 When built 1920/9  
By whom made Augsburg Maschinenfabrik Engine No. 1940/41  
By whom made Owners Colonial Development Corp. London Boiler No. When made  
Rule 2 x 720 2 x 152.4 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
Is intended

&c. — Type of Engines 2 x MAN. 98V42 Supercharged 2 or 4 stroke cycle 4 Single or double acting Single  
in cylinders 58 atm Diameter of cylinders 285 mm Length of stroke 169/16 mm No. of cylinders 2 x 8 No. of cranks 2 x 8  
pressure 9.82 atm Ahead Firing Order in Cylinders starb. 1.2.4.6.8.7.5.3 port 1.3.5.7.8.6.4.2  
inner edge 358 mm Is there a bearing between each crank yes Revolutions per minute 375  
Weight 800 kg Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>) 750 kg per 2 Means of ignition timing Kind of fuel used gas oil  
dia. of journals as per Rule 1.85 mm Crank pin dia. 175 mm Crank webs Mid. length breadth 280 mm Thickness parallel to axis  
as fitted 1.85 mm Mid. length thickness 90 mm shrunk Thickness around eye-hole  
Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted  
Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner  
Thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
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-  
descri two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after  
If so, state type Length of bearing in Stern Bush next to and supporting propeller  
Pitch No. of blades Material whether moveable Total developed surface sq. feet  
of propeller (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>) Kind of damper, if fitted  
Engines by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of  
Thickness of cylinder liners 2.25 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled  
conducting material water cooled If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned  
Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
from the Main Engines, No. 1 each output 18.5 m<sup>3</sup>/h each Diameter Stroke Can one be overhauled while the other is at work  
the Main Bilge Line No. and size 11.1 each output 18.5 m<sup>3</sup>/h each How driven  
led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping  
and size Main Eng. Driven Lubricating Oil Pumps, including spare pump, No. and size 1 each output 4 m<sup>3</sup>/h each  
means arranged for circulating water through the Oil Cooler Suctions, connected to both main bilge pumps and auxiliary  
size:—In machinery spaces In pump room  
Pump Direct Suctions to the engine room bilges, No. and size  
ion pipes in holds and tunnel well fitted with strum-boxes Are the bilge suction in the machinery spaces led from easily  
placed above the level of the working floor, with straight tail pipes to the bilges  
ons fitted direct on the skin of the Ship Are they fitted with valves or cocks Are they fixed  
e ship's side to be seen without lifting the platform plates Are the overboard discharges above or below the deep water line  
with a discharge valve always accessible on the plating of the vessel Are the blow off cocks fitted with a spigot and brass covering plate  
ugh the bunkers How are they protected  
ugh the deep tanks Have they been tested as per Rule  
alves and pumps in connection with the machinery and all boiler mountings accessible at all times  
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  
compartment to another Is the shaft tunnel watertight Is it fitted with a watertight door worked from  
at means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork  
sors, No. No. of stages diameters stroke driven by  
pressors, No. No. of stages diameters stroke driven by  
r Compressors, No. No. of stages diameters stroke driven by  
e for first charging the air receivers  
No. diameter stroke driven by  
B.C. supercharging blowers: output at 12500 r.p.m. 3700 m<sup>3</sup>/h each  
Eng. shafts, diameter as per Rule Position  
as been constructed under special survey Is a report sent herewith

2.2.50

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AIR RECEIVERS:—Have they been made under survey? *To Bureau Veritas Surv.* State No. of report or certificate *B.V.*

Is each receiver, which can be isolated, fitted with a safety valve as per Rule. *yes*

Can the internal surfaces of the receivers be examined and cleaned. *yes* Is a drain fitted at the lowest part of each receiver. *yes*

Injection Air Receivers, No. *✓* Cubic capacity of each. *✓* Internal diameter. *✓* thickness. *✓*

Seamless, welded or riveted longitudinal joint. *✓* Material. *✓* Range of tensile strength. *✓* Working pressure. *✓*

Starting Air Receivers, No. *2* Total cubic capacity. *2 x 1100 Hrs* Internal diameter. *766 mm* thickness. *✓*

Seamless, welded or riveted longitudinal joint. *Seamless* Material. *S.M. Steel* Range of tensile strength. *41/50 kg* Working pressure. *✓*

IS A DONKEY BOILER FITTED. *✓* If so, is a report now forwarded. *✓*

Is the donkey boiler intended to be used for domestic purposes only. *✓*

PLANS. Are approved plans forwarded herewith for shafting. *crank. 12.10.49* Receivers. *12.10.49*

Donkey boilers. *✓* General pumping arrangements. *✓* Pumping arrangements in machinery space. *✓*

Oil fuel burning arrangements. *✓* As stated by makers, calculation of T.V. Char. *✓*

Have Torsional Vibration characteristics been approved. *✓* Date of approval. *✓*

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *Spare parts will be supplied at a later date*

State the principal additional spare gear supplied. *with special L.R. Certificate.*

The foregoing is a correct description. *Maschinenfabrik Augsburg-Nürnberg A.G.* Manufacturer.

*Ma Kluda* Dates of Survey while building. During progress of work in shops. *1949: Oct. 18. 19. 24. 25. 28. 31. Nov. 3. 8. 9. 10. 18. 23. 25. Dec. 1. 2. 3. 14.*

During erection on board vessel. *✓* Total No. of visits. *17.*

Dates of examination of principal parts—Cylinders. *18.10.49* Covers. *18.10.49* Pistons. *24.10.49* Rods. *✓* Connecting rods. *✓*

Crank shaft. *24.10.49* Flywheel shaft. *✓* Thrust shaft. *✓* Intermediate shafts. *✓* Tubed shafts. *✓*

Screw shaft. *✓* Propeller. *✓* Stern tube. *✓* Engine seatings. *✓* Engine holding down bolts. *✓*

Completion of fitting sea connections. *✓* Completion of pumping arrangements. *✓* Engines tried under working conditions. *✓*

Crank shaft, material. *S.M. Steel* Identification mark. *853160-D/64634/M - B.V. 573. 5.2.40. 4 HRS.*

Thrust shaft, material. *✓* Identification mark. *853170-D/64634/M - B.V. 574. 3.10.40. 4 HRS.*

Tube shaft, material. *✓* Identification mark. *✓* Screw shaft, material. *✓* Identification mark. *✓*

Identification marks on air receivers. *1) 9216. Bureau Veritas - 60 atm / 30 atm. Tpm. 31.12.40. 4 HRS. 2) 9217. Bureau Veritas - 60 atm / 30 atm. Tpm. 31.12.40. 4 HRS.*

Welded receivers, state Makers' Name. *✓*

Is the flash point of the oil to be used over 150°F. *✓*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with. *✓*

Description of fire extinguishing apparatus fitted. *✓*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo. *✓* 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. *✓* If so, state name of vessel. *✓*

General Remarks (State quality of workmanship, opinions as to class, &c. *According to the Secretary's letter of 13th October, 49 and subsequent correspondence it was stated that subject main engines could be accepted for the notation of L.M.C. (with date). Both engines have been inspected in completely opened up condition, hydro test covers, cyl. blocks, pipe lining etc. have been carried out with satisfactory results. Brinell test have been carried out on forgings and verified with B.V. Certificate obtained were found to the requirements of the Society's Rules. Both starting engines have been tested to 60 atm. hydr. pressure, and were found to be in order. Both have been tested on Makers test bed under full-over and partial loads with satisfactory results. The workmanship is good. In my opinion, the vessel for which these engines will be eligible for the notation of L.M.C. (with date) as decided by the Committee.*

The amount of Entry Fee ... £ *188:16:0* When applied for *23rd Jan. 1950*  
Special Fee ... £ *8:0:0* When received *19*  
Donkey Boiler Fee ... £ *3:04:0*  
Travelling Expenses (if any) £ *3:04:0*

Committee's Minute ... Assigned



Certificates (if required) to be sent to the Registrar or below the space for Committee's Minute.