

REPORT ON OIL ENGINE MACHINERY.

No. 24353

Received at London Office

17 NOV 1950

19.11.1950 When handed in at Local Office 15 NOV 1950 Port of GRIMSBY.

Date, First Survey 2.11.49. Last Survey 19.11.1950.

Number of Visits 35

Single
Twin
Triple
Quadruple

Screw vessel

M/V. "AFRICAN QUEEN" ex "BADGER"

Tons Gross 1966
Net 1252

By whom built A/S Rodby Havns Jernskib. Yard No. 853160/ When built 1920-9

By whom made M.A.N. Engine No. 170 When made 1940/41

By whom made - Boiler No. - When made -

Owners Colonial Development Corporation. Port belonging to Gibraltar

Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

vessel is intended Fish Factory.

Type of Engines See Augsburg Rpt.No.25 (4c.) 2 or 4 stroke cycle - Single or double acting -

Diameter of cylinders - Length of stroke - No. of cylinders - No. of cranks -

Is there a bearing between each crank -

Flywheel dia. 1205 m.m. Weight 5204 lbs. Means of ignition - Kind of fuel used -

Mid. length breadth - Thickness parallel to axis -

Intermediate Shafts, diameter as per Rule - Thrust Shaft, diameter at collars as per Rule App.

Screw Shaft, diameter as per Rule App. Is the 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 -

Is an approved Oil Gland or other appliance fitted at the after end of the tube

"Newark" Oil Gland. Length of Bearing in Stern Bush next to and supporting propeller 570.5 m.m.

No. of blades 4. Material Bronze whether Moveable No. Total Developed Surface 14 sq. feet

Is a governor or other arrangement fitted to prevent racing of the engine when declutched - Means of lubrication

Are the cylinders fitted with safety valves - Are the exhaust pipes and silencers water cooled or lagged with

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine -

Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes.

Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -

Main Bilge Line No. and Size 2 @ 18 tons per hour. 1 @ 30 tons per hour. How driven Main motors. Electric motor.

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 eac. @ 4 tons per hr. 1 spare 4 tons per hr.

Oil Cooler Yes. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Machinery Spaces 2 @ 3 1/2"; 5 @ 2 1/2"; 1 @ 2". In Pump Room -

Lower Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 3 1/2".

Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes. Are the Bilge Suctions in the Machinery Spaces

Are they fitted with Valves or Cocks Valves.

Are the Overboard Discharges above or below the deep water line above.

Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes.

Forward bilge suction How are they protected Heavy section. See Lon.ltr.'E' 30/12/49.

Have they been tested as per Rule -

Is the Shaft Tunnel watertight None. Is it fitted with a watertight door - worked from -

Means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -

Compressors, No. 1. No. of stages 2. Diameters 3 3/4", 1 1/2" Stroke 3 1/4" Driven by electric motor.

Air Compressors, No. 1. No. of stages 2. Diameters 3 3/4", 1 1/2" Stroke 3 1/4" Driven by diesel motor.

Hand starting of diesel driven compressor.

crank shafts, diameter as per Rule - No. 3 @ 4 1/8". 1 @ 2 3/8". Position p.& S(f) & C(a) in E.R; P(a) in E.R.

Engines been constructed under special survey Yes. Is a report sent herewith Yes.

TM

16/1/51

96 Tons



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AIR RECEIVERS:—Have they been made under survey No. (B.C.) Are reports or certificates now forwarded

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

Injection Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness
 Seamless, lap welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure

Starting Air Receivers, No. 2. Total cubic capacity 80 cu.ft. Internal diameter 30" CM 2 thickness
 Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 41/50 Kg. Working pressure

IS A DONKEY BOILER FITTED? Yes. (3) If so, is a report now forwarded? See correspond
 Is the donkey boiler intended to be used for domestic purposes only No.

PLANS. Are approved plans forwarded herewith for Shafting 14/3/50. Receivers - Separate Fuel Tanks
 (If not, state date of approval) Donkey Boilers See correspondence General Pumping Arrangements 13/12/49. Pumping Arrangements in Machinery Space
 Oil Fuel Burning Arrangements 19/5/50.

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.
 State the principal additional spare gear supplied The vessel has been equipped with additional spare gear to long period. For full particulars, please see attached list.

The foregoing is a correct description,

Dates of Survey
 During progress of work in shops - 1950 Jan. 10, 11, 18., Feb. 3, May. 13, 19.
 During erection on board vessel - 1949 Nov. 2, 11, 15. 1950 Jan. 25, Feb. 8, 21, Mar. 9, Apr. 3, 14, 19, May 2, 4, 5, June 8, 20, July 12, 18, 20, 28, Aug. 25, 28, 29, Sept. 12, Oct. 2, 35.
 Total No. of visits 35.

Dates of Examination of principal parts—Cylinders - Covers - Pistons - Rods - Connectives
 Crank shaft - Flywheel shaft - Thrust shaft - Intermediate shafts - Tube shaft
 Screw shaft 3/4/50. Propellers 3/4/50. Stern tube s 3/4/50. Engine seatings 25/1/50. Engines holding down
 Completion of fitting sea connections 3/4/50. Completion of pumping arrangements 29/8/50. Engines tried under working conditions
 Crank shaft, Material - Identification Mark - Flywheel shaft, Material - Identification Mark
 Thrust shaft, Material Steel Identification Mark 3295) W.H.S. 30.1.50. Intermediate shafts, Material - Identification Mark
 Tube shaft, Material - Identification Mark - Screw shaft, Material Steel. spare Identification Mark

Is the flash point of the oil to be used over 150° F. Yes.
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes.
 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.)
 Identification Marks on Air Receivers:
 Lower: No. 9216 60 ATM/30 ATM 31.12.40. LLOYD'S H.K.S. 26.10.49.
 Upper: No. 9217 60 ATM/30 ATM 31.12.40. LLOYD'S H.K.S. 26.10.49.

GENERAL REMARKS (State quality of workmanship, opinions as to class &c.)
 These diesel oil engines have been fitted in the Tw.Sc. M/V. "AFRICAN QUEEN" (ex and on completion were examined under power, found satisfactory and eligible, in to be reinstated with the records IMC 11,50, TS(OG) 4,50 and DBS 11,50 also the of "N.E. made 1941 fitted 1950" and "Fitted for oil fuel 11,50. F.P. above 150° F.

The amount of Entry Fee	£	See Rpt. 9.	When applied for,
Special	£	-	19
Donkey Boiler Fee	£	-	When received,
Travelling Expenses (if any)	£	-	19

E.B. Paine
 Engineer Surveyor to Lloyd's Register

TUES. 12 JUN 1951

Committee's Minute

Assigned



Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)