

## 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.

held at GRIMSBY.

Date, First Survey 2.11.49.

Last Survey 19.11.1950.

Number of Visits 350

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

as per Rule 152.4 x 2 Is 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 -

Crank pin dia. - Crank Webs Mid. length breadth - Thickness parallel to axis -

Intermediate Shafts, diameter as fitted - Thrust Shaft, diameter at collars as fitted 165 m.m.

Screw Shaft, diameter as fitted 152.4 m.m. Is the tube shaft fitted with a continuous liner No.

Thickness in way of bushes as fitted - Thickness between bushes as fitted - 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 -

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-corrosive -

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

Length of Bearing in Stern Bush next to and supporting propeller 570.5 m.m.

Pitch 3.97/3.38 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.

Can one be overhauled while the other is at work -

No. and Size 2 @ 18 tons per hour. 1 @ 30 tons per hour. 65 pump @ 30 Tons/hr

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.

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room -

No. and size 2 @ 3 1/2", No. 2 - 2 @ 2 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.

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

Have they been tested as per Rule -

Yes.

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 -

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

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.

Driven by -

No. 3 @ 4 1/2", 1 @ 2 3/8"

Position p. &amp; S(f) &amp; C(a) in E.R; P(a) in E.R.

Is a report sent herewith Yes.

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**AIR RECEIVERS:**—Have they been made under survey No. (B.C.)

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 correct

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

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,

Manufacturer.

Dates of Survey 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, 4. Total No. of visits 35.

Dates of Examination of principal parts—Cylinders - Covers - Pistons - Rods - Connect

Crank shaft - Flywheel shaft - Thrust shaft - Intermediate shafts - Tube sh

Screw shaft 3/4/50. Propellers 3/4/50. Stern tube s 3/4/50. Engine seatings 25/1/50. Engines holding down b

Completion of fitting sea connections 3/4/50. Completion of pumping arrangements 29/8/50. Engines tried under working condition

Crank shaft, Material - Identification Mark - Flywheel shaft, Material - Identification Mark

Thrust shaft, Material Steel Identification Mark 3295) W.H.S. Intermediate shafts, Material - Identification Mark

Tube shaft, Material - Identification Mark - 30.1.50. 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 LMC 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, 19. Special ... £ - : - : When received, 19. Donkey Boiler Fee ... £ - : - : Travelling Expenses (if any) £ - : - :

Committee's Minute

TUES. 12 JUN 1951

Assigned

Engineer Surveyor to Lloyd's Register



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