

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

MON. 19 NOV. 1923

Date of writing Report 19 When handed in at Local Office 16. 11. 1923 Port of Grimsby

No. in Reg. Book 09356 Survey held at Grimsby Date, First Survey and Last Survey 20. 11. 1923 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel *SEA OCEAN QUEEN*

Tonnage { Gross 284 Net 113 Vessel built at Hull By whom *Barlis Co Ltd.* When 1906 .1

Registered Horse Power 77 Engines made at do. By whom do When 1906

No. of Main Boilers 1 Boilers, when made (Main) 1906. (Donkey) ✓

No. of Donkey Boilers ✓ Owners - Port Grimsby Voyage *FISHING*

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock *FISH DOCK.* (State name of Dock.)

in Donkey Boilers ✓

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 Allowed now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---------------------------------------------------------------------------------|----------------------------|----------------------------------------------------------------|
| 7100A1. <i>Sim</i> | | 7 L.M.C. |
| <i>Graveler 5.14.</i> | | 7 S. 4.14. |
| <i>J. Hul 702.14.</i> | | 15 S. 11.21. |
| | | 7 S.C.L. 10.13. |

Last Report No. Port *Grimsby*

Particulars of Examination and Repairs (if any) *Complete L.M.C. ✓ DOCKING*

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage 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? ✓ Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*

Do. " Donkey " " " " ✓

If this was not done, state for what reasons? *Boiler not opened out for survey.*

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what 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? ✓

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? *No.* Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *1/4 full.*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *To complete the survey*

The stern bush requires to be reworked. This vessel is at present laid up and no information could be obtained as to when this would be done. The special survey was done:- Propeller, after end of stern bush, sea connection fastenings sea cocks & valves (opened out) examined, the examination found stern bush worn down as above viz 1/4 full. In my opinion this bush should be reworked before the vessel again sails, otherwise the abuse was found to be in good condition.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel*

(State 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, B.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, 149 lb., V.D., &c.)

is eligible in my opinion to remain as now classed & to have

record of L.M.C. 7.19. as previously recommended in my report

110655 subject to the stern bush being reworked before the vessel again sails.

Survey Fee (per Section 28) £ 19

Special Damage or Repair Fee (if any) (per Section 28.) £

Colling Expenses (if chargeable) £

Committee's Minute TUE NOV. 27 1923

Signed *Deferred* but record + dmb. 7. 19 subject



SEE LIMITATION LIST

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

In a Certificate required If so, to be sent to

B.S. due 11.22

S.S. 203. due 1.18. parts held 7.19 not completed
a lignit to arrived the stem broke and
in May 22. The vessel has been laid up

line. The S.S. 201 became due in 7.23
it was recently stated that the vessel was
in the hands of Barclay's Bank & Co
arrangement to had the made regarding
this.

It is submitted that TLAC 7.19

this vessel is eligible for

THE RECORD, subject to the

stem being forwarded

before the vessel again

proceeds to be

S. 11.21

TL.

28/11/23

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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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