

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. Survey held at Grimsby Date, First Survey and Last Survey 20. 11. 1923. (No. of Visits one)

9356 on the Machinery of the Wood, Iron or Steel SHIP "OCEAN QUEEN"

Tonnage { Gross 284 Net 113. Vessel built at Hull By whom Barclay & Co. Ltd. When 1906

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 LAD UP. FISHING

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, & for Special Survey. Machinery and Boiler Survey

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_ *Comd 1 MC*

Particulars of Examination and Repairs (if any) ✓ 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? ☒

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

Do. " Donkey " " "

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

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?           

Did the Surveyor examine the Safety Valves of Donkey Boiler? .....

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Bollers? ☒

Did the Surveyor examine the drain plugs of the Main Boilers? .....

Did the Surveyor examine all the mountings of the Main Boilers? ☒

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner?

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

the shaft now fitted new? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_

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

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 rewooded. This vessel is at present laid up  
and no <sup>sterior</sup> inform<sup>ation</sup> could be obtained as to when this would be done if the Special Survey held  
now done. Propeller, after end of stern bush, sea connection fastenings  
sea cocks & valves (opened out) examined, on examination found  
stern bush worn down as above viz  $\frac{1}{4}$  full. In my opinion this  
bush should be rewooded before the vessel again sails, other-  
wise the above 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, B.&M.S. 9,11, or  $\frac{1}{2}$  L.M.C. 9,11,  
149 lb., &c.)

any alteration required to be  
140 lb., F.D. & Co.)

is eligible in my opinion to remain as now claimed & to have  
record of + L.M.C. 7.19. as previously recommended in your report  
11065  
1012475. subject to the stars bust being recorded before the  
usual again sails.

Entry Fee (per Section 28).....	£ 2	} Fees applied for
Additional Damage or Repair Fee (if any) (per Section 28.).....	£ 2	
Selling Expenses (if chargeable).....	£ 2	
		10
		Received by me,
		10

TUES. 27 MAY 1924 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

signed Deferred  
but record  
+ amb. 7. 19 subject

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B.S. due 11.23

S.S. 203. due 1.18. parts held 7.19 not completed  
a lignite to surround the stem bush aspired  
in May 22. The vessel has been laid up

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lined. The S.S. 201 became due in 7.23  
it was presently stated that the vessel was  
in the hands of Barclay's Bank & Co  
arrangements had then made regarding  
this.

It is submitted that 7.18.23

this vessel is eligible for  
THE RECORD.

stem bush being forwarded

before the vessel again

proceeds to sea

S. 11.21

7.1.

28/11/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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