

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22/9/05 10 When handed in at Local Office 10 Port of London

No. in Reg. Book 43 Survey held at London Date, First Survey Sep 5 Last Survey Sep 11 1905

on the Wood, Iron or Steel S/S. Ocean Queen Master Jones

TONNAGE: 421 Built at Zalt-Bommel By whom J. Meijer

GROSS 283 Owners: (Cheswright & Ford Myn) When 1903 8

DEE DE 172 Owners' Address Port belonging to London

Surveyed Afloat or in Dry Dock? Name of Dock Union Dry Dock Destined Voyage Guernsey

B=Cell DBorDBa feet; uE&B feet; f feet; al capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

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. Year and month when surveyed. Machinery and Boiler Surveys (including date of N.B., if any).

+100 A1. 4-04 +L.M.C 8-03

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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?

also whether any damage report was made, and, if so, by whom? W. Davies & undamaged

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through vessel

umping heavily on the ground at St Sampson on 20th April, and 14th Oct 1904.

through dropping broadside onto pier head at London on 6th June 1904. Through collision

with a Barge on 15th August 1904. Through touching on the Goodwin Tark on 19th Sept 1904

through taking the ground in Greenwich Reach on 27th November 1904. Through taking

the ground in Jersey Harbour on 10th June 1905. Through collision with S/S Harold at

Guernsey on 10th March 1905. Through collision with S/S Lady Marlin on 3rd Sept 1905.

And Done: Vessel placed in Dry Dock. Bottom & Rudder examined cleaned & painted.

number of rivets through. Keel, Stem post, and butts and landing edges on bottom

ruined, and landing edges and butts in way of same chipped and caulked. Cement

bottom examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

examined all fore & aft and made good. Fore Peak and after Ballast Tanks

S/S. Ocean Queen

tested under water pressure. Ceiling lifted as required. One length of Bidge Keel angle at fore end on Starboard side removed, and one length of Bulk plate removed faired and replaced. Port side: E shake No 4 plate from stem, also No 4 removed faired and replaced. Nos 6 and 8 faired in place. One plate in shake above faired in place. 5 Frames faired in place. Starboard side: E shake Nos 4 and 7 plates removed faired and replaced. No 6 faired in place. 10 frames faired in place. Backbone bar at aft end of Main hatch repaired. Port side in way of Bridge port: 2 plates in shake above sheer removed faired and replaced. One plate in 2nd shake above sheer faired in place. 2 Frames faired in place and repaired. Gunwale angle and Bulkhead angles chipped and caulked. Port side at aft end of Bridge: One plate in sheer shake faired in place. 2 frames faired in place. Stem Damage: 3 Stem Cantor plates on Starboard side faired in place. One length of Bulk angle removed faired and replaced, and one length faired in place. One plate in sheer shake, abreast of Peak Bulkhead on port side faired in place. Steering Engine, chains, rods, sheaves and leads examined and put in good working order, and several minor damages made good.

A.M.