

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

(Received at London Office. WED. 20 SEP 1905)

Date of writing Report Sept. 18th 1905 When handed in at Local Office 19 Port of London

No. in Book Survey held at London Date, First Survey Apr 5 Last Survey Apr 9 1905

43 on the Machinery of the Wood, Iron or Steel S.S. Ocean Queen Master J. J. Jones

Age { Gross 42 1/2 Net 17 1/2 Vessel built at Zalt-Bommel By whom J. Meijer When 1903-8

Registered Horse Power 80 Engines made at Zwolle By whom D. J. Bokslag When 1903

of Main Boilers 1 Boilers, when made (Main) 1903 (Donkey) 1903

of Donkey Boilers 1 Owners (Sheeswright + Ford Mgrs.) Port London Voyage Coasting

Working Pressure 180 If Surveyed Afloat or in Dry Dock Union Middle Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Donkey Boilers 80 (State name of Dock.)

1st Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage Exam.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1. H. 04		<input checked="" type="checkbox"/> Lmb. 8. 03

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? required also whether any damage report was made, and, if so, by whom? W. Davis

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " " Donkey " " " "

When this was not done, state for what reasons?

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

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?

Was the screw shaft been drawn and examined at this time? yes If spare screw shaft fitted, state whether new?

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? rewooded

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

Examination & Repairs on account of vessel grounding on the Goodwin Sands & subsequent heating of the stero tube on September 19th 1904.

Now done. - Tailshaft drawn in & examined. liners found to be badly scored, placed in lathe & skimmed up. Sea cocks & valves, stero tube, bush & gland & propeller fastenings examined; bush worn down 7/16 & necking much worn. bush rewooded & neck ring renewed; The key in propeller shaft found to be slack, renewed. 2 Discharge valves & 1 injection valve taken off & refitted on account of repairs on hull.

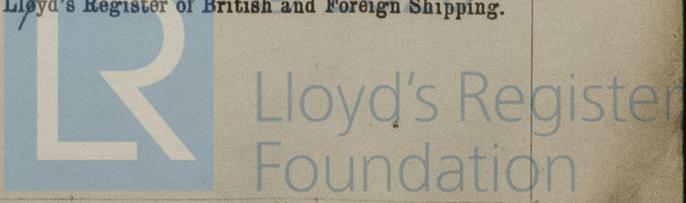
General Observations, Opinion, and Recommendation: - This vessel's machinery (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,00, B.S.M.S. 9,00, or L.M.C. 9,00, 140 lb., E.D., &c.) as far as seen, is in good working order & in my opinion eligible to remain as classed

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ : :	<u>23/9/05</u>
Special Damage or Repair Fee (if any) (per Section 28).....	£ 2 : 2 : -	Received by me,
Travelling Expenses (if chargeable).....	<u>less 4.0</u>	<u>25 9 19 05</u>
	<u>£ 1-18-0</u>	

A. J. Barrett
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 26 SEP 1905

Assigned as now



* Certificate to be sent to

Due Damage. Port and Starboard. Inward
repairs done

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

S. G. OS
Emb.
25.9.05.

[Faint, mostly illegible handwritten text in the main body of the report, possibly describing survey findings or damage details.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation