

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

No. *486* Date of Writing Report *Feb 26th* 1890 Port of *London*
 No. in Reg. Book. *486* Survey held at *London* Date, first Survey *Jan 29th* Last Survey *Feb 25th* 1890
 on the Machinery of the *S.S. Hubbard* Master *Brodie* No. of Visits *8*
 Tonnage { Gross *2449* Net *1746* Vessel built at *Sunderland* By whom *T. L. Thompson* When *1886*
 Registered) *400* Engines made at *Hartlepool* When *1886* Boilers, when made (Main) (Donkey)
 Horse Power) *2* Owners *M. Lund* Port *London* Voyage
 No. of Main Boilers *2* If Surveyed *Afloat* or in Dry Dock *Brown's* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *150* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 in Donkey Boiler *90* *100A1.989*
+LMC.4.86

Last Survey No. *100A1.989* Port *London*

Particulars of Examination and Repairs (if any) *S.S. No 1*

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

If this was not done, state for what reasons?

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?

Sea connections & propeller fastenings seen, satisfactory

Cylinders, pistons, slide valves, all pumps, sea cocks condenser, crank, thrust & tunnel shafting examined & found in order

Main & donkey boilers & their respective safety valves examined,

Main safety valves blew at 150 lbs per sq inch
Donkey " " " " 90 " " " "

Engines tried round under steam, satisfactory

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

This vessel's machinery is in good condition & she is eligible in my opinion to be classed
+ LMC.2.90 in the reg book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 5 10 :	<i>10/3 18 90</i>
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>11/3 18 90</i>

Committee's Minute *FRIDAY 7 MARCH 1890*

Assigned *+ LMC 2.90*

Maurice Wilson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that this
vessel is eligible to
have +L.M.C. 2-90
recorded.

M.A.
6.3.90

