

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

50354

No. \_\_\_\_\_ Date of Writing Report *Feb 26<sup>th</sup>* 18*90* Port of *London*  
 No. in Reg. Book. Survey held at *London* Date, first Survey *Jan 29<sup>th</sup>* Last Survey *Feb 25<sup>th</sup>* 18*90*  
*486* on the Machinery of the *S.S. Hubbard* Master *Brodie* No. of Visits *8*  
 Tonnage { Gross *2449* Vessel built at *Sunderland* By whom *F. L. Thompson* When *1886* 1  
 Net *1446* Engines made at *Barthlepool* When \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_  
 Registered Horse Power *400* Owners *W. 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.) *100A1.9.89*  
 in Donkey Boiler *90* *+ L.M.C. 4.86*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 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 " " " "*

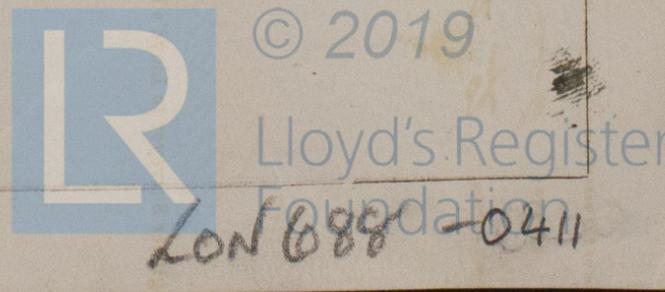
*Engines tried round under steam, satisfactory*

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  
 \* L.M.C. 2.90 in the reg. book*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <i>10/3 1890</i>
Survey Fee (per Section 28).....	£ <i>5 10</i> :	
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, <i>11/3 1890</i>

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

Committee's Minute *FRIDAY 7 MARCH 1890*  
 Assigned *+ L.M.C. 2.90*



State if a Report is also made on the Ship or if not whether, and when, and with be  
 Certificate to be sent to Committee's Minutes.  
 T. & S. Form No. 9-Transfer Ink-6000, 9/12/89  
 The Surveyors are requested not to write on or before the space for Committee's Minutes.

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

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

M.D.  
6-3-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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