

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

50941

(Received at London Office, WED 23 JULY 1890)

No. \_\_\_\_\_ Date of Writing Report July 22<sup>nd</sup> 1890 Port of London  
No. in Reg. Book. Survey held at London Date, first Survey July 22 Last Survey July 22 1890  
446 on the Machinery of the S. S. Hulbuck Master Brodie No. of Visits 1  
Tonnage Gross 2749 Net 2596 Vessel built at Sunderland By whom J. L. Thompson When 1886 Boilers, when made (Main) 1886 (Donkey) 1886  
Registered Horse Power 400 Engines made at \_\_\_\_\_ When \_\_\_\_\_  
No. of Main Boilers 750 Owners W. Lund Port London Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock S. W. L. S. M. Class of Vessel & Machinery  
in Donkey Boiler ✓ (State name of Dock.) \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100A1.2.90  
+LMC.2.90

Last Survey No. \_\_\_\_\_ Port S. S. London 1-90

## Particulars of Examination and Repairs (if any)

(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 found in good order*

## 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.)

*Eligible in my opinion to remain as classed*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	18
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute FRI 1 AUGUST 1890

Assigned As now

State if a report is also now sent on the Ship or on a particular part, and when, one will be sent.

T. & S. Form No. 9—Transit, 1890, 91, 1899. \* Certificate to be sent to the Committee's Minute.

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



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 cause it to show through to the other side.

*It is submitted that this  
vessel is eligible to  
remain as  
closed.  
W.A.  
29.7.90*



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