

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

51519

FRI 30

(Received at London Office.)

No. in *10* Date of Writing Report *30th Jan 1891* Port of *London*
 y. Book. Survey held at *London* Date, first Survey *19th Jan 1891* Last Survey *28th Jan 1891*
446 on the Machinery of the *S.S. "Subbuck"* Master *J. Brodie* No. of Visits *4*
 Gross *2749* Net *1776* Vessel built at *Sunderland* By whom *J. L. Thompson & Sons* When *1886* YEAR. MONTH. *1*
 Registered Horse Power *400* Engines made at *Warrington* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 of Main Boilers *2* Owners *W. Lund* Port *London* Voyage *Australia*
 Main Pressure *150* If Surveyed Afloat or in Dry Dock *H. J. Dry Dock* Class of Vessel & Machinery *+100A1. 7.90*
 a Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *-1 LMC 290*
 First Survey No. *S.S. "Subbuck" No 1.90* Port *S.S. "Subbuck" No 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?
 This was not done, state for what reasons?
 And what parts of the Boilers could not be thus thoroughly examined?
 So 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?

Examined Propeller, sea connections & their fastenings all found satisfactory.
Tail end shaft drawn & examined found in good condition.
Stem tube bush re-wooded. Satisfactory.
On furnace in Star boiler renewed (Joye Patent) tested by hydraulic & steam pressure to 237 lbs & 150 lbs respectively, all satisfactory.
Small patch fitted in furnace of P^o boiler. Satisfactory.

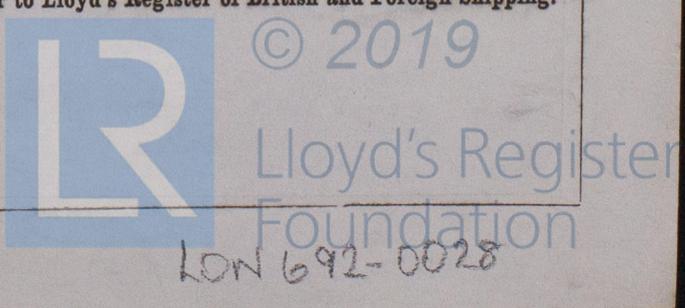
General Observations, Opinion, and Recommendation:—

(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.)
So far as seen the machinery of this vessel is in good work order & in my opinion eligible 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

Robt. B. Adams
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Assigned *as now*



*Certificate to be sent to
 The Surveyors
 Lloyd's Register of British and Foreign Shipping
 101 to write on or below the space for Committee's Minute.
 Form No. 9 - Transfer Ink - 8000, 22/10/90

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

It is submitted that this vessel is eligible to remain as Classed—

W.A.
31-1-91



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