

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

(Received at London Office,

No. *485* Date of Writing Report *10th Decr 1891* Port of *London* FRI 11 DEC 1891  
 No. in Reg. Book. *485* Survey held at *London* Date, first Survey *2nd Decr* Last Survey *2nd Decr 1891*  
 on the Machinery of the *S/S "Hubbuck"* Master *J. G. Boddie* No. of Visits *1*  
 Tonnage { 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*  
 No. of Main Boilers *Two* Owners *W. Lund* Port *London* Voyage *✓*  
 Steam Pressure in Main Boilers *150 lb* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *1-100 A 1 191*  
 in Donkey Boiler *✓* (State name of Dock.) *West India* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *-LMC 2.90*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) *Condition*

(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?

*essel placed in graving dock  
 Examined propeller tips of blades much corroded. Same have been  
 covered with wrought iron <sup>plate</sup> riveted on. Satis.  
 All sea connections & their fittings found good*

## 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 order & safe working condition & eligible in my opinion to remain as classed*

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

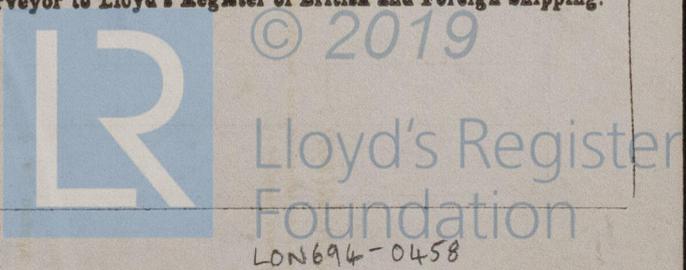
*R. P. Dalglish*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES. 15 DEC 1891**

Assigned *Asmt*

State if a Report is also to be sent on the Ship or if not whether, and when, one will be sent.

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



It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

C.P.S.  
14.12.91

*[Faint, illegible handwritten notes in the right margin, possibly bleed-through from the reverse side of the page.]*



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