

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23rd Dec^r 1893. When handed in at Local Office 18th Dec^r 1893. Port of London
No. in Survey held at London Date, First Survey 1st Dec^r Last Survey 22nd Dec^r 1893
Reg. Book. 542 on the ~~Wood, Iron or Steel~~ Screw Steamer "Hubbuck" Master J. G. Brodie 88-88.
TONNAGE:- Built at Sunderland By whom J. L. Thompson & Sons When 1886
GROSS 2749 Owners W. Lund Port belonging to London
UNDER DK. 25969
NET 1776 Owners' Address
(If not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock West India Dry Dock Destined Voyage Australia.

WB=Dbu tons; f tons; uE&B tons; CellDB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 210 Port Adl

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

CHARACTER. For Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned now expired	Machinery and Boiler Surveys (Including date of N.E., if any).
100 A.1. 5.93		S.I. 7.92. I.L.M.C. 2.90
S.L. Lon. N°1-90		
Society's Freeboard (if assigned) as painted on Ship and now verified		

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part special survey N°2 - due 1894, also damage repairs - see report of survey held at Adelaide in Sept 1893

This vessel has been placed in dry dock. The bottom has been examined and found in good condition. The chain cables have been ranged and found complete and in good condition. The timber boards at the sides of the double bottom have been lifted and loose ceiling removed from the double bottom, and the tanks tested by a head of water to the height of the light water line. The bunkers cleared and ceiling removed as required. The bunkers examined and found in good condition. The peaks examined, also the timbers under the engines. The sides of the vessel examined from the bilge upwards, inside. The masts and spars examined. The windlass is of iron in good condition. The pumps and the general equipment have been attended to. The fore yard and the fore upper topsail yard renewed. The following is required to be done to complete the special survey N°2 viz: to examine the asphalt, floors &c. inside the whole of the double bottom in the holds and boiler room. Repair of damage by collision. On the starboard side, the landing edge common to the third and fourth

SUMMARY OF DAMAGE REPAIRS: 7 Plates, Faird or Repaired; Frames, ditto. 1 Plate, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Transoms, Decks, & Crutches		Copper or V.M.		Hatches	
Decks	good	Timbers of Frame at the openings	good	(State if now tested)	Year	Boats	good
Waterways	5	Ditto ditto at other places	not exam ^d	When put on, Month		Masts, Yards, &c.	5
Coamings	5	Keelsons	5	Budder	good	Condition, how ascertained	by exam ⁿ
Up'r Dk. Beams & Fastenings	5	Clamps, Shells & Stringers	good	Windlass & Capstan	5	Sails	good
Low'r Dk. Beams & Fastenings	5	Salting	(State if examined)	Pumps	5	Equipment letter	u
Plating	5	Ceiling	5	Engine Room Skylights	good	Anchors, No. of	3.3.15.2K
Decking	5	Cement or Asphalt	not exam ^d	Coal Bunker, Open'gs, Lids, &c.	5	Cables (State if now ranged)	yes
Ironwork or Rivets	5	Tanks	5	Scuppers	5	length	300 fms. size 1 1/2" & 1 1/4" bare.
Breasthooks & Stemson	5	Caulking of Bot'm, D'k, & Wat'r'ys	good	Cargo & Main H'tch'ys	5	Rule length	300 fms. size 1 1/2"

General Observations, Opinion as to Class, Recommendation, &c.:—
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."
This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and to have record of survey "12,93". Also when the remainder of the special survey N°2 (due in 1894) as above stated, shall have been complied with, to be marked in the Register Book "S.L. N°2".

Office Fee (if chargeable) per State II., Sec. 27	Survey Fee (per Section 28)	Special Damage or Repair Fee (if any) (per Sec. 28.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,	Received by me,
£	6 : 10 : 0	£	£	£	2.1.18.94	4/1/18.94

Is Certificate now required? Committee's Minute Character assigned Note + L.M.C. 1.94
TUES. 21 AUG 1894
Surveyor to Lloyd's Register of British & Foreign Shipping.
Lloyd's Register Foundation
LON701-0004

55034 Jm

strakes below the sheerstrake which was indented at one place has now been faired in place. One plate of the sheerstrake refitted and one plate faired in place. One plate of the bulwark plating renewed and two plates refitted; one doubling plate re-riveted and one mooring pipe refitted. Four bulwark stanchions repaired and refitted. Part of the butt angle rail renewed. Part of half round iron outside bulwark removed, made good and refitted.

J. H. Truscott.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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