

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

(Received at London Office)

TUES. 12 JAN 1894

Date of writing Report *Jan 1* 18 *94* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *542* Survey held at *London* Date, First Survey *Nov. 1* Last Survey *Jan 1* 18 *94*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "HUBBUCK"* Master *Brodie*
 Tonnage { Gross *2749* Vessel built at *Sunderland* By whom *J. L. Thompson & Sons* When *1886* YEAR. MONTH.
 Net *1776* Engines made at *Hartlepool* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 Registered Horse Power *400* Owners *W. Lund* Port *London* Voyage *Australia*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *S.W. India Dock & Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *160 lbs*
 in Donkey Boiler *85 lbs*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *S.S. No 2.*

(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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Examined Main & Donkey Boilers internally & externally & Safety valves, also Cylinders, Pistons, Slide Valves, Pumps & Condenser, Sea & Bilge connections, Crank, Thrust, & Turned Shafting, propeller & Stern Bush, all found to be in good condition, except the bottom of the Donkey Boiler Combustion Chamber, which was badly wasted at the fore end; the corroded part has now been cut away & a patch about 3 feet long by 18 inches wide securely rivetted on.

The Machinery was afterwards seen under steam & the Safety valves were adjusted to lift at their respective working pressures.

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now*

(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. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

in good condition & in my opinion the vessel is eligible to remain as classed & have record *L.M.C. 1. 94.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *5.10.0*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

2.1.1894

Received by me,

4/4 1894

*State if Certificate is required

Committee's Minute *FRI 5 JAN 1894*Assigned *+ L.M.C. 1. 94*

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

TUES. 21 AUG 1894



© 2019

Lloyd's Register Foundation

LON701-0005

State of report is also now sent on the ship if not within 10 days, and when one is sent.

Certificate to be sent to

The Surveyors are requested to write on or within the space for Classification & Remarks.

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

It is submitted that
this vessel is eligible for

THE RECORD + LMC 1.94 - 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.

on account of wear & tear,
repairs have been done
to the comb chamber
bottom of the double
boiler. —

Prob
2/1/94



© 2019

Lloyd's Register
Foundation