

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

(Received at London Office) THURS. 16 AUG 1894

Date of writing Report *Aug 15* 18 *94*. When handed in at Local Office *18* Port of *London*  
No. in Reg. Book. Survey held at *London*. Date, First Survey *and* Last Survey *Aug 13 1894*  
*549* on the Machinery of the ~~Wood, Iron or Steel~~ *SS. HUBBUCK*. Master *Brodie*.  
Tonnage { Gross *2746* Net *1776* Vessel built at *Sunderland*. By whom *J. L. Thompson & Sons*. When *1886*.  
Registered Horse Power *400* Engines made at *Haritepool*. When *1886* Boilers, when made (Main) *1886* (Donkey) *1888*.  
No. of Main Boilers *2* Owners *W. Lund*. Port *London* Voyage *Australia*.  
No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *Green's Dry Dock* (State name of Dock.)  
Steam Pressure in Main Boilers *150 lb.* in Donkey Boilers *85 lb.*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>150 A-1.</i> <i>12 93.</i>		<i>L.M.C.</i> <i>1. 94.</i>
<i>SS. Lund No. 1-90.</i>		

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) *Condition.*

(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 propeller, Stern Bush, & Sea connections fastenings, all found to be in good condition.*

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as*  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,94, B.&M.S. 1,94 or L.M.C. 1,94, 140 lb., F.D., &c.)  
*far as seen in good condition & in my opinion the vessel is 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).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

\*State if Certificate is required

Committee's Minute *TUES. 21 AUG 1894*

Assigned *as none.*

*M. S. Brown*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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*Lon 703 - 0039*

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

\*Certificate to be sent to

16-LRPB—Form No. 9—Transfer Ink—5,000, 4 1/2.

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

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

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.

A.R.P.  
17-8-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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