

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

Date of writing Report 7 Jan 96 When handed in at Local Office 18 Port of London  
No. in Reg. Book. 298 Survey held at London Date, First Survey 23 Dec 95 Last Survey 4 Jan 1896  
on the Machinery of the ~~Wood~~, Iron or Steel S.S. "Huna" Master G. Goodridge  
Tonnage Gross 656 Net 407 Vessel built at Kinghorn By whom J. Key When 1877-9  
Registered Horse Power 80 Engines made at Birkenhead When 1877 Boilers, when made (Main) 1877 (Donkey) 1890  
No. of Main Boilers 1 Owners G. R. Carter & Son Port Voyage Coasting  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock H. J. Doe & Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure in Main Boilers 70 lbs in Donkey Boilers 60 lbs

Last Survey No. 7947 Port 11th  
Particulars of Examination and Repairs (if any) Damage  
(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? No  
Do. " Donkey " " " " No  
If this was not done, state for what reasons? Not open for survey  
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? No  
Has the propeller shaft been drawn and examined at this time?  
If the Survey is not complete state what arrangements have been made for its completion?

Damage sustained through HP connecting Rod bottom end Bolts breaking.  
High Pressure Piston, Junk Ring, cover, escape valve dome on cover, Guide shaft (2), and connecting Rod bottom end Bolts found broken, have been renewed, HP Piston Rod found bent has been straightened & tied up & glands rebushed & Cuck rings renewed. Water Service pipes repaired & renewed where broken. Examined cylinder, basings, columns, sole plate and Crank Shaft and found satisfactory. Examined Engines under steam & found them work well.

General Observations, Opinion, and Recommendation: The Engines & Boilers of this vessel (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. 404, B.M.S. 404 or L.M.C. 404, 110 lb., F.D., &c.)  
so far as seen, are now in a safe working condition and eligible in my opinion 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) £ : :  
Travelling Expenses (if chargeable) £ : :  
Received by me, 18  
State if Certificate is required  
Committee's Minute  
Assigned  
FRI. JAN 10 1896

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

