

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

(Received at London Office)

SAT 4 MAR 1893

Date of writing Report *March 3 1893* When handed in at Local Office *is* Port of *London*
 No. in Reg. Book. Survey held at *London* Date, First Survey *Jan 25* Last Survey *Feb. 28th 1893*
62 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "ECHUCA"* Master *Beard*
 Tonnage { Gross *2826* Vessel built at *Middlesbro* By whom *A. Dixon & Co* When *1889* MONTH *1*
 Net *1736* Engines made at *Hartlepool* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
 Registered Horse Power *400* Owners *W. Lind* Port *London* Voyage *Australia*
 No. of Main Boilers *Three* If Surveyed Afloat or in Dry Dock *S.W. India Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *150lb* (State name of Dock.) *4 - - - Wet -*
 in Donkey Boiler *80lb*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *S.S. No. 1.*

(Periodical surveys, when held, must be reported in detail and serially 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
 Cylinders, Pistons, slide valves, pumps & condenser, sea & bilge connections
 Sluices & pipes, crank, thrust, & tunnel shafting, & propeller, tail end
 shaft drawn in & examined, all found to be in good condition, with the
 exception of the propeller, one blade of which was found to be broken off
 about one foot from the tip & two blades bent & twisted.

Repairs. The two bent propeller blades were straightened & a new blade
 fitted in place of the broken one. A new tail shaft was fitted (forging
 report attached) & the old shaft placed on board as spare.

The Main & Donkey boilers were afterwards seen under steam &
 the safety valves adjusted to 150lb & 80lb per sq. respectively.

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

(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.)

*good condition & in my opinion the vessel is eligible to remain as
 classed & have notification. L.M.C. 2 93. recorded in the Register
 Book*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 25) £ *5 10 0*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

9 MAR 1893

Received by me,

1893

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

*State if Certificate is required

Committee's Minute *FRI 10 MAR 1893*

Assigned

+ L.M.C. 2, 93

FRI 15 SEP 1893



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LON698-0242

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

*Certificate to be sent to

16-LRPH-Form No. 9-Transfer Ink-5,000, 7/9/92.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

It is submitted that
this vessel is eligible for
THE RECORD + LMC 2.93 -

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 a new tail shaft
fitted, + the propeller
blades repaired -

Aug 9. 3.93 -

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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