

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

(Received at London Office

FRIDAY 21 SEP 1894

Date of writing Report Sept 20 1894 When handed in at Local Office 18 Port of London

No. in Reg. Book. 86 Survey held at London Date, First Survey Aug 24 Last Survey Sept 17 1894

on the Machinery of the Wood, Iron or Steel S.S. ECHUCA Master Bond

Tonnage { Gross 2826 Net 1736 Vessel built at Middlesbro' By whom A. Dixon & Co. When 1889 YEAR. MONTH. 1

Registered Horse Power 400 Engines made at Hartlepool When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers 3 Owners W. Lmd. Port London Voyage Australia

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Green Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 150 lbs in Donkey Boilers 80 lbs

Last Survey No. Port

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?

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, Tail end shaft, Stem tube fastenings.
Found one blade of propeller broken off close to the boss, & two other blades
badly cracked on the leading edge. Stern bush cracked on bottom side
at the back of the flange, and the studs in the propeller boss bent & slack.
This damage was received on the voyage from Australia to London.

Repairs All the studs & nuts in the propeller boss have been renewed
A new stern bush has been fitted & three new bronze blades
have been fitted.

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 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. 4,04, B.&M.S. 4,04 or L.M.C. 4,04, 140 lb., F.D., &c.)
in good condition & in my opinion the vessel is eligible to remain as
classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 5/10 1894

Survey Fee (per Section 28) £ : : 5/10 1894

Special Damage Fee (per Section 28) £ 2 : 2 : 0

Travelling Expenses (if chargeable) £ : : Received by me, 5/10 1894

*State if Certificate is required

Committee's Minute THUR. 16 OCT 1894

Assigned As now

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



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LON 703 0259

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-LRPH-Form No. 9-Transfer Ink-5,000, 4/1/94.

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

On acct of damage. a new stem bush and

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.

3 new propeller blades were fitted, and a few minor repairs were effected to the Machinery.

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

N.A.

12-10-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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