

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

WED. 21 AUG 1895

(Received at London Office)

Date of writing Report Aug 20 1895 When handed in at Local Office 18 Port of London

No. in Reg. Book. 63 Survey held at London Date, First Survey and Last Survey Aug 17 1895

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

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

Registered Horse Power 349 Engines made at Hartlepool When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers 3 Owners W. Lund Port London Voyage Barry

No. of Donkey Boilers 1 Steam Pressure 150 lbs If Surveyed Afloat in Dry Dock Greens Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers 80 lbs in Donkey Boilers 80 lbs

Last Survey No. PortParticulars 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?

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?

Examined propeller, stem bush, & sea connections' fastenings, all found to be in good condition.

General Observations, Opinion, and Recommendation:—This vessel's Machinery is now as 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. 27 AUG 1895

Assigned

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



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LON706-0247

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.C.
26.8.95.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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