

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

Date of writing Report *Feb. 24* 18 *97* When handed in at Local Office 18 *97* Port of *London* (Received at London Office *THUR. 25 FEB 1897*)

No. in Reg. Book *66* Survey held at *London* Date, First Survey *16 Jan'y* Last Survey *Feb. 24* 1897. (No. of Visits *5*)

on the Machinery of the *Wood, Iron or Steel* *S.S. "Echuca"* Master *A. W. Bond*

Tonnage { Gross *2826* Net *1736* Vessel built at *Indl.* By whom *S. Dixon & Co.* When *1889* YEAR. MONTH. *1*

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

No. of Main Boilers *3* Owners *W. Land.* Port *London* Voyage *Laid up.*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Victoria 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) *Part S.S. No. 2.*

| CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned for special survey. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|------------------------------------|--|
| <i>100 A. 1. 2. 96</i> | <i>100 A. 1. 2. 96</i> | <i>L.M.C. 2. 95</i> |
| <i>S.S. Lon No. 1. 95.</i> | <i>S.S. Lon No. 1. 95.</i> | <i>B.S. 3. 95.</i> |

(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? *Yes.*

Do. " Donkey " " " *Yes.*

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? *Yes.*

At what pressure were they afterwards adjusted under steam? *not yet adjusted.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes.*

To what pressure were they afterwards adjusted? *not yet adjusted.*

Has the propeller shaft been drawn and examined at this time? *No.*

If the Survey is not complete state what arrangements have been made for its completion? *To be completed before vessel sails.*

Examined Main & Donkey Boilers internally and externally and safety valves, also cylinders, pistons, valves, pumps & condenser, big connections, crank, thrust and tunnel shafting.

Repairs due to wear wear. H.P. piston & piston rod renewed and the tunnel shafting lined up.

To complete the survey. The screw shaft, propeller, stem bush & sea connections to be examined and the main and Donkey Boiler safety valves to be adjusted under steam.

General Observations, Opinion, and Recommendation: *This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel will be eligible for the record L.M.C. 2. 97 when the survey has been completed.*

Office or Registration Fee (per Sec. 27) £ *5:10:0* Fees applied for *22/4 1897*

Survey Fee (per Section 28) £ *5:10:0*

Special Damage Fee (per Section 28) £ *11:0*

Travelling Expenses (if chargeable) £ *4:19:0* Received by me, *5/5/97*

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

*State if Certificate is required

Committee's Minute *FRI. 23 APL 1897* *TUES 13 JUL 1897* *FRI. 14 JAN 1893*

Assigned

L.L.H. 2 due 1,97 B.S. due 3,96 to be completed

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.

before vessel sails

H.P. piston & rod renewed & tunnel shafting

lined up.

It is submitted that
this vessel is eligible for
THE RECORD.

+ L.L.H. 2, 97 when

the screwshaft, propeller, stern-

brush & sea connections &

the Main & Donkey Boilers

safety valves adjusted

under steam

L.L.

22/4/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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