

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

(Received at London Office)

MON 21 JUN 1897

Date of writing Report *19 June 1897* When handed in at Local Office *19 June 1897* Port of *London*  
 No. in Reg. Book *66* Survey held at *London* Date, First Survey *15 June 1897* Last Survey *16 June 1897*  
 on the Machinery of the *Wood, Iron or Steel* *S. T. Echuca* Master *A. W. Bond*  
 Tonnage Gross *2516* Net *1736* Vessel built at *Middlesbrough* By whom *R. Dixon & Co* When *1889* YEAR. MONTH.  
 Registered Horse Power *349* Engines made at *Thames* When *'89* Boilers, when made (Main) *'89* (Donkey) *'89*  
 No. of Main Boilers *3* Owners *H. Lund* Port *London* Voyage *T. Adelaide*  
 No. of Donkey Boilers *1*  
 Steam Pressure in Main Boilers *150 lb* If Surveyed Afloat or in Dry Dock *Afloat in dry dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers *80* (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) *In Dry Dock + 100 A. 2.96 + L.M.C. 2.93*

(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?

Has the propeller shaft been drawn and examined at this time? *No* If spare propeller shaft fitted, state whether new?If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *On Vessel's Return to H.K.*

*Now done: - Propeller Fastenings of sea connections and the Stern-bush examined and found in good order. Stern-bush is worn down <sup>3/32</sup> of an inch.*

*Owners state that the Tail Shaft will probably be drawn in and the sea connections opened out for examination as above. Please see London Report No 58718<sup>a</sup>.*

## General Observations, Opinion, and Recommendation:—

(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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., &c.)

*This Vessel's Machinery so far as now examined, is in good condition and in my opinion eligible to remain as classed the fresh record of L.M.C. 2.97 being deferred until this survey is completed.*

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				18

\*State if Certificate is required.

Committee's Minute

Assigned

Deferred

TUES 13 JUL 1897

FRI. 14 JAN 1898

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



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LON 718-0038



S.L. h. 2 due 197 to be completed  
on vessels return.

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.

It is submitted that this  
vessel WILL BE eligible for  
the record.  
+ L.M.B. when the  
new ship & sea connection  
have been examined

HS  
12/7/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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