

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

(Received at London Office.....WED. 12 JAN 898.....)

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Date of writing Report *12th May 98* When landed in at Local Office *12th May 98* Port of *London* *10-10 A.M.*

No. in Reg. Book. *69* Survey held at *London* Date, First Survey *6th May* Last Survey *8th May 18-98*

on the Machinery of the ~~Wood, Iron or Steel~~ *T. S. "Echuca"* Master *Bond* (No. of Visits *3*)

Tonnage { Gross *2907* Vessel built at *Middleboro* By whom *R. Dixon & Co.* When *1889* / MONTH.
Net *1837*

Registered Horse Power *349* Engines made at *H'pool* When *'89* Boilers, when made (Main) *'89* (Donkey) *'89*

No. of Main Boilers *3* Owners ~~*H. Smith*~~ Port *London* Voyage *Newport-New*

No. of Donkey Boilers *1* ~~*Vessel to be sold*~~

Steam Pressure—*157 lb* If Surveyed Afloat or in Dry Dock *In Green's Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

In Main Boilers *80-* (State name of Dock.) *New Owners, name not ascertained*

In Donkey Boilers *80-*

First Survey No. *1* Port *1*

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Years Assigned now expired.

Machinery and Boiler Surveys (including date of N.B., if any).

Entered exactly as in the Register Book.

Particulars of Examination and Repairs (if any) *Comp. L. M.*
Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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, as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<p><input checked="" type="checkbox"/> for Special Survey.</p> <p>Date of last Survey and of Periodical Surveys.</p>		
<p>+ 100 A1. 2.96</p> <p>S. S. Lou. 101. 93</p>		<p>+ L. M. C. 2.96</p> <p>B. S. 2.96</p>

3. Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

"	Donkey	"	"	"
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was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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 ?

Does the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new ?

the distance between lignum vitæ of stern bush and top of after bearing of screw shaft?

new shaft? *3/16*

Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete.

May done for completion of L. M. C.
Tail Shaft and Sea Connections Stern-bush and
the Propeller examined. The Tail Shaft is found to be
rightly fitted in way of the after Liner but these defects
do not appear to interfere with the efficiency of the Shaft
at present.

Please See London Report No 587/8 A.

On account of its condition it is recommended that the Tail Shaft of this vessel be again examined in twelve months. Please see copy of Notice to Owners.

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 S.L.M.C. 9,95, 140 lb., F.D., &c.)

The Machinery of this vessel so far as now seen, is in good order and this survey being now completed eligible in my opinion for fresh record of +L.M.C. 2:97.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 18 Received by me, 18
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

State if Certificate is required

Assigned  LMC 2, 9th subject

to Lloyd's Register of British and Foreign Shipping.

10N714-02814

Screw shaft & connections examined

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

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.

H. M. C. 2, 97 subject
to the screw shaft being again
examined before the end of
January 99.

LL
12/1/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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