

REPORT of SURVEY for REPAIRS, &c.

No. *49138* Date of Writing Report *Feb. 1st* 1889 Port of *London*
 No. in *Supplement* Survey held at *London* Date, First Survey *Jan 29th* Last Survey *Jan 30th* 1889
 Reg. Book. *58* on the *Steel Screw Steamer "ECHUCA"* Master *J. Parkhurst* 89
 YEAR. MONTH.

TONNAGE:— NET *1881* Built at *Middlesbrough* By whom *A. Dixon & Co.* When *1889* - *1*
 GROSS *2987* Owners *W. Lund* Port belonging to *London*

UNDER DK. *206* Owner's Address *(if not already recorded in Appendix to Register Book.)*
 If Surveyed Afloat or in Dry Dock *by St. Name of Dock W. J. Grant St.* Destined Voyage

Length of Poop *17* ft.: of Forecastle *17* ft.: of Raised Or. Deck *17* ft.: Moulded Depth *17* ft. *17* ins.
 (if these particulars are not yet recorded in the Register Book.)
 Classed *100 A1*
 Years assigned, if a Wood Ship. Character in Register Book.

Last Survey, No. *2246* Port *Appl*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer *5* ft. *8* ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case. } in Winter *6* ft. *0* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *ascertaining condition.*
This vessel which was placed in Graving Dock for the purpose of effecting some repairs to the machinery, was found in good & sound condition.
The Bottom was re-coated.

PRESENT CONDITION OF THE	Planks (Bottom) & Counter	Ceiling	Boats
Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways <i>Good</i>	Rivets <i>Good</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Comings <i>Good</i>	Breasthooks and Stemson <i>Good</i>	Windlass & Capstan <i>Good</i>	Condition, how ascertained <i>from Stk.</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Pumps <i>Good</i>	Sails <i>Good</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Frame at the openings <i>Good</i>	Cement (if Iron Ship) <i>(not seen)</i>	Anchors No. of <i>3 B, 15, 3 K.</i>
Planksheers <i>Good</i>	ditto at other places <i>Good</i>	Caulking of Bot'm, D'k, & Watrways <i>Good</i>	Cables <i>Good</i>
Sheerstrakes <i>Good</i>	Keelsons <i>Good</i>	<i>Good</i>	Hawsers & Warps <i>Good</i>
Topsides <i>Good</i>	Clamps & Shelves <i>Good</i>	<i>Good</i>	Standing & Running Rigging <i>Good</i>
Wales <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>
Engine Room Skylights <i>Good</i>			Hatches <i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good and efficient condition and I would therefore respectfully submit that she is eligible to remain as classed viz:*
100 A1

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 188 Received by me, 188
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	:	:	
Special on Damage, Fee (if any) (per Sec. 28)....	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute *100 A1*
 Character assigned