

49138

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

(Received at London Office.)

MON 11 FEB 1889

No. _____ Date of Writing Report Feb 4 1889 Port of London
 No. in Reg. Book. 28 Survey held at London Date, first Survey Jan 30 Last Survey Feb 5 1889
 on the Machinery of the Steel s/s "Echuca" Master Perthurst No. of Visits 3
 Tonnage { Gross 1881 Vessel built at Middlesbrough By whom Dixon & Co When 1884 1
 Net 2907 Engines made at Hawthornthwaite When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
 Registered } 400 Owners W. Lund Port London Voyage 100A1-1, 89
 Horse Power }
 No. of Main Boilers -
 Steam Pressure - 150 If Surveyed Afloat or in Dry Dock West India Class of Vessel & Machinery
 in Main Boilers } (State name of Dock.) (as in Register Book.) + LMC-1, 89
 in Donkey Boiler -

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage.
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 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?

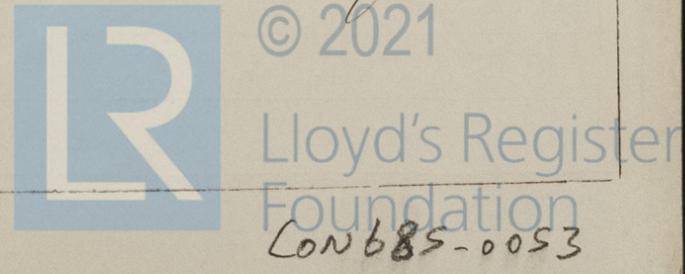
The centre part of forward liner of tail shaft was found to have broken away, both liners on the shaft + neck bush of stern gland have been renewed by the maker. Stern pipe examined + found in good condition.
 Sea ~~connections~~ connections in good condition.

General Observations, Opinion, and Recommendation:— The machinery now appears as far as seen to be in a sound + efficient condition, rendering the vessel eligible in my opinion to remain as classed
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	:	:		188
Special Damage, Fee (per Section 28)	£	:	:		
*Certificate (if required) as per margin	£	:	:		Received by me,
Travelling Expenses (if chargeable)	£	:	:		188

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

Committee's Minute FRIDAY 15 FEB 1889
 Assigned Remain as classed



Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this
vessel is eligible to
remain as classed

M.A.

14.2.89.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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