

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

No. *49138* Date of Writing Report *Feb 4* 188*9* Port of *London*
No. in Reg. Book. *28* Survey held at *London* Date, first Survey *Jan 30* Last Survey *Feb 5* 188*9*
on the Machinery of the *Steel s/s "Echuca"* Master *Perthurst* No. of Visits *3*
Tonnage Gross *1881* Net *2407* Vessel built at *Middlesbrough* By whom *Dixon & Co* When *1884* 1
Registered Horse Power *400* Engines made at *Hawthorn & Co* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
No. of Main Boilers *1* Owners *W. Lund* Port *London* Voyage *100A1-1, 89*
Steam Pressure in Main Boilers *150* If Surveyed *Afloat or in Dry Dock* *West India* Class of Vessel & Machinery
(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 makers. 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

Committee's Minute *FRIDAY 15 FEB 1889*

Assigned *Remain as classed*



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CON685-0053

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

MA.

14.2.89.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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