

REPORT of SURVEY for REPAIRS, &c.

No. *49688* Date of Writing Report *July 18th 1889* Port of *London* Received in London Office *FRIDAY 3 JULY 1889*
 No. in Reg. Book. *108* Survey held at *London* Date, First Survey *June 28th* Last Survey *July 13th 1889*
 On the *Steel Screw Steamer* **ECHUCA** Master *Barkhurst*

TONNAGE:—
 NET *1736* Built at *Sheddenburgh* By whom *C. Dixon & Co.* When *1889* - *1*
 GROSS *2826* Owners *M. W. Lund* Port belonging to *London*.
 UNDER DK. *2680* Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *West Ind Dry Dock* Destined Voyage *Sydney*.
 Length of Poop *✓* ft.: of Forecastle *✓* ft.: of Raised Or. Deck *✓* ft.: Moulded Depth *✓* ft. *✓* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *49138* Port *Lon* Classified *100 A1*
L.M.C. 1-89
 (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.)
 in Summer *5* ft. *8* ins.
 in Winter *6* ft. *0* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition*.

This vessel was placed in the West Ind. Graving Dock when, on examination, the Bottom was found, generally, in good and sound condition. About 50 keel rivets, & also a dozen others in Scupper Post and after end which were showing signs of leakage have been "hardened" or renewed as required. The lower edges of the garboard plates in the way of one of the keel scarps, a little forward of midships re-caulked and 8 Butts of Shell, also a portion of the landing edges in flat of Bottom and at the turn of the Bilge, all of which were leaking slightly were also Scraped bright, re-caulked and re-cemented as required.

Several started rivets in Fore and in After Peak, were taken out and renewed, as were also about 20 rivets in Rudder plating. The Bottom was Scraped and painted.

The wooden upper deck *Good*

PRESENT CONDITION OF THE	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>
Waterways	<i>Good</i>	Transoms or Rivets	<i>Good</i>	Rudder	<i>Good</i>
Comings	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Windlass & Capstan	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Transoms, Stemson , & Crutches	<i>Good</i>	Pumps	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Timbers of Frame at the opening	<i>Good</i>	Cement (If Iron Ship) (where seen)	<i>Good</i>
Plank sheers	<i>Good</i>	Timbers ditto at other places	<i>Good</i>	Caulking of Bot'm, D'k, & Watrways	<i>Good</i>
Sheerstrakes	<i>Good</i>	Keelsons (where seen)	<i>Good</i>	Copper <i>Good</i>	<i>Good</i>
Topsides	<i>Good</i>	Clamps & Shelves	<i>Good</i>	When put on <i>Good</i>	<i>Good</i>
Wales	<i>Good</i>				
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>
				Cargo & Main Hatchways	<i>Good</i>
				Hatches	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now, as far as can be seen, in good and efficient condition; all necessary repairs having been duly executed, I would respectfully submit that she is eligible to remain as classed and to have the notation: *"100 A1-7-89"* recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£		
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)	£		

Fees applied for,

188

Received by me,

188

Henri Wilkinson
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned

23/7/89
Referred to the General Committee

TUES 23 JULY 1889

FRIDAY 4 OCT 1889

Lloyd's Register Foundation

49688. *Len*

Deck, also the poop deck were re-caulked; the cement in the alleyways under Midships Bridge, which was found cracked & otherwise defective was removed and replaced by new; a number of Starboard rivets through Shell and upper St. Stringer plate at each end of the Midships Br. House were cut out and renewed and a double rivetted butt strap fitted to bulwark plating at ends of Bridge (See Sketch) in lieu of the single rivetted one originally there.

The Sides of Holds, as far as practicable, the Fore and After Peaks, also both the Fore and the After water Ball. Tanks were examined and found in good order, the bottom asphalted with the exception of very few blisters, being in good condition.

Henri Wilkinson

18.7.89

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