

REPORT of SURVEY for REPAIRS, &c.

50118
WEL 18 DEC 1889

No. *108* Date of Writing Report *Dec. 16th 1889* Port of *London*
 No. in Reg. Book. *108* Survey held at *London* Date, First Survey *Dec. 3^d* Last Survey *Dec. 13th 1889*
 on the *Steel Screw Steamer: "ECHUCA"* Master *J. Parkhurst*

TONNAGE:—
 NET *1736* Built at *Middlesbrough* By whom *R. Dixon & Co.* When *1889 - 1*
 GROSS *3836* Owners *M^r. W. Lund* Port belonging to
 UNDER DK. *2664* 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 Dk.* Destined Voyage *Sydney*
 Length of Poop *12* ft.: of Forecastle *12* ft.: of Raised Or. Deck *12* ft.: Moulded Depth *12* ft. *ins.*
 (if these particulars are not yet recorded in the Register Book.)
 Classified *100 A1*
 Last Survey, No. *108* Port *London* *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. 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 *Condition.*
Sighted Bottom which was found in good and sound condition, cleaned and painted.
About 12 rivets through bulwark doubling plates at the ends of the midship Bridge House (mainly at the fore end) which were found started were cut out and renewed, and an additional doubling strip was fitted under the iron main rail at that part to connect same more effectively to the Bridge ends and sides.
The Iron Dks. and all much of the hold as was practicable were also examined & the result was, as far as could be seen, in good & sound condition.

PRESENT CONDITION OF THE	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Decks		PLANK (Bottom) & Gunter		Ceiling	
Waterways		Seamstitch Rivets		Rudder	
Comings		Breasthooks and Stems		Windlass & Capstan	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the opening		Cement (if Iron Ship)	<i>Not Seen</i>
Plankbeams		Ditto ditto at other places		Caulking of Bow, Dk, & Waterways	<i>Good</i>
Sheerstrakes		Keelsons		Copper or Lead (State if on Plate)	<i>Good</i>
Topsides		Clamps & Shells		Wharfedale	<i>Good</i>
Wales		Coal Bunker, Openings, Lids, &c.		Scuppers	<i>Good</i>
Engine Room Skylights	<i>Good</i>			Cargo & Main Hatchways	<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 and I would respectfully submit that she is eligible to remain as classed and to have the notation: "100 A1-12-89" 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) £
 Committee's Minute *FRIDAY 20 DEC 1889*
 Character assigned *100 A1*

Fees applied for, £
 Received by me, *Henri Wilkinson*
 Surveyor to Lloyd's Register of British & Foreign Shipping.

State if a Report is also sent on the Machinery of the Ship or if not whether, and when, one will be sent.

Form No. 3 for Repairs—1889—13, 5, 59—Transfer Ind.—T & S. The Surveyors are requested not to write on or below the space for Committee's Minute.

