

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

No. *51770* Date of Writing Report *31st March 1891* Port of *London* (Received at London Office, THURS. 2nd APR 1891)
 No. in Reg. Book, Survey held at *London* Date, first Survey *24th March* Last Survey *24th March 1891*
63 on the Machinery of the S.S. "*Echuca*" Master *Parkhurst* No. of Visits *1*
 Tonnage Gross *2828* Net *1736* Vessel built at *Middeboro* By whom *R. Dixon & Co* YEAR. MONTH. When *1889* *1*
 Registered Horse Power *400* Engines made at *Warrington* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
 No. of Main Boilers *3* Owners *H. Lund* Port *London* Voyage *✓*
 Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Dry dock* (State name of Dock.) *Millwall*
 in Donkey Boiler *✓* Class of Vessel & Machinery *-1-100A1. 10.90*
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey *-1-LMC 1.89*)

Last Survey No. *Port*

Particulars of Examination and Repairs (if any)

(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?

Examined propeller, sea connections and their fastenings found all in good order

General Observations, Opinion, and Recommendation:—

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or * L.M.C. 1/89, as the case may be.)

So far as seen the machinery of this vessel is in good working order, and in my opinion eligible to remain as classed in Register Book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

Robt. Balfour
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 21 APR 1891*

Assigned *as now*



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LON 692-0384

State in a Report is also now sent on the 1st of April or if not whether, and when, one will be sent.

Certificate to be sent to

T. & S. Form No. 9—Transfer Ink—6000, 22/10/90

(The Surveyor is requested not to write on or below the space for Committee's Minute.)

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

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

M.A.

20.4.91