

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

TUES. 16 AUG 1892

(Received at London Office)

No. 67 Date of Writing Report 14<sup>th</sup> Aug<sup>st</sup> 1892 Port of London

No. in Reg. Book. 67 Survey held at London " Lechuca Date, first Survey 12<sup>th</sup> Aug<sup>st</sup> Last Survey 12<sup>th</sup> Aug<sup>st</sup> 1891

on the Machinery of the S.S. Lechuca Mastere Pantthurst No. of Visits 1

Tonnage { Gross 2826 Vessel built at Middlesboro' By whom R. Dixon & Co. When 1889 1  
Net 1736

Registered Horse Power 400 Engines made at Hartlepool When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers 2 Owners W. Lund Port London Voyage New Zealand

Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery ÷100 A1  
in Donkey Boiler ✓ (State name of Dock.) West End: (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 9.91

Last Survey No. 9.91 Port London ÷ LMC 1.89

Particulars of Examination and Repairs (if any) Condition

(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 Main Boiler separately and make a thorough examination at this time? NoDo. " Donkey " " " NoIf this was not done, state for what reasons? Not dueAnd 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? ✓Did the Surveyor examine the Safety Valves of the Main Boiler? NoAt what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of Donkey Boiler? NoTo what pressure were they afterwards adjusted ✓

The vessel was placed in the dry dock  
Examined propeller, stern bush & sea connection 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, 91, B.&amp;M.S. 1, 91 or L.M.C. 1, 91, as the case may be.)

as seen is in good working order and in my opinion eligible  
to remain as classed in the Register Book

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

\*State if Certificate is required

Committee's Minute FRI 19 AUG 1892Assi ned As now

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



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LON646-0572



It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

N.A.  
18-8-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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