

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

(Received at London Office.)

FRI 11 JULY 1890

No. 4100 Date of Writing Report July 8 1890 Port of Aberdeen  
 No. in Reg. Book. Survey held at on the Machinery of the S.S. "Paradox" Master Pine No. of Visits 5  
 Tonnage Gross 358 Net 226 Vessel built at Glasgow By whom Simons & Co. When 1857  
 Registered Horse Power 65 Engines made at Hull When 1871 Boilers, when made (Main) 1874 (Donkey) 1887  
 No. of Main Boilers 1 Owners A. H. Taylor Port Aberdeen Voyage Coasting  
 Steam Pressure in Main Boilers 55 lbs If Surveyed Afloat or in Dry Dock 9 A Hall's Slip Class of Vessel & Machinery  
 in Donkey Boiler 60 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B1. 1.90

Last Survey No. Port

## Particulars of Examination and Repairs (if any)

MS 2, 87, MS 6, 89, S.S. Lon No 3-5, 83 SS Abn No 1-87

(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?

Yes

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?

## Annual Boiler Survey

The vessel placed on the above slipway and the lignum vitae found greatly worn, in the Stern bush has been renewed the tail shaft drawn in and examined and found in good condition The propeller and sea cock fastenings found satisfactory

Main and Donkey boilers opened up and thoroughly examined internally and externally. The patches fitted in the combustion chamber and bottom of main boiler shell are tight and sound but owing to the general condition of this boiler the pressure has been reduced to 55 lbs. Arrangements are being made to have a new boiler fitted within six months.

Donkey boiler shell and fueler somewhat corroded but sufficient for the above working pressure.

Safety valves examined and adjusted to the above working pressures.

## 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.)

The Engines and Boilers of this vessel are now in safe working condition and eligible in my opinion to remain as classed and noted MS 6-90

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 1 : 10  
 Special Damage Fee (per Section 28) £ : :  
 \*Certificate (if required) as per margin £ : :  
 Travelling Expenses (if chargeable) £ : :

Fees applied for

July 8 1890

Received by

10/7/90

1890

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

Committee's Minute TUES 15 JULY 1890

Assigned

B.S. 6.90



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

H100. Alm.

It is submitted that this  
vessel is eligible to

have B.S. 6.90 recorded

The reduction of price

to 55 lbs should

be noted in

The Reg. B.K.

M.L.

14.7.90



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.