

# REPORT of SURVEY for REPAIRS, &c.

No. 4226 Date of Writing Report May 26<sup>th</sup> 1891 Port of Aberdeen  
 No. in Reg. Book 8083 Survey held at Aberdeen Date, First Survey March 11<sup>th</sup> Last Survey May 26<sup>th</sup> 1891  
 on the S. S. "Paradox" (No. of Visits 23) Master Robertson

TONNAGE:—  
 NET 226 Built at Glasgow By whom Simons & Co When 1857  
 GROSS 358 Owners A. H. Taylor Port belonging to Aberdeen  
 UNDER DK. 298 Owners' Address \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock dry dk Name of Dock Abn dry dk Destined Voyage Scotland  
 Length of Poop \_\_\_\_\_ ft.: of Forecastle \_\_\_\_\_ ft.: of Raised Qr. Deck \_\_\_\_\_ ft.: Moulded Depth \_\_\_\_\_ ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 103743 Port Abn Classed MS 2, 87, 13, 56, 90 Bl. 7-90  
SS Low 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. Society's Freeboard (if assigned) in Summer 1 ft. 9 ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship in Winter 1 ft. 10 ins.  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3.

The vessel being laid up to receive a new main boiler she has undergone her SS No 3. in lieu of the special survey No 2 now due

The vessel placed in the above dry dock, proper stages made, and the holds, bunkers, and frames cleared; the timber boards and all ceiling removed on each side all fore and aft and the condition of the cement ascertained and renewed where necessary

The oxidation removed from the frames floors keelsons, stringers, plating &c and the plating drilled in the plates and amidships on both sides of the vessel; the thickness found to be in excess of that stated in the First Century Report owing to the large repairs which the vessel has undergone

The particulars of the thicknesses are as follows:—

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling (new)	Good	Boats	Good
Decks		Trunnions or Rivets		Rudder		Masts, Yards, &c.	
Deckways		Breasthooks & Stemson		Windlass & Capstan		Condition, how ascertained	<u>exam'd</u>
Frames		Transoms, Pointers, & Crutches		Pumps		Sails	
Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (if Iron Ship)		Anchors No. of	<u>3 B 1 S 2 K</u>
Side Dk. Beams & Fastenings		Ditto ditto at other places		Caulking of Bot'm, D'k, & Wat'rways		Cables	<u>165 fath</u>
Keelsons		Keelsons		Copper, or Y.M. (State if on Felt.)		Hawsers & Warps	
Strakes		Clamps & Shelves		When put on		Standing & Running Rigging	
Plates							

Engine Room Skylights \_\_\_\_\_ Coal Bunker, Openings, Lids, &c. \_\_\_\_\_ Scuppers \_\_\_\_\_ Cargo & Main Hatchways \_\_\_\_\_ Hatches \_\_\_\_\_

General Observations, Opinion as to Class, Recommendation, &c.:

The requirements of the Rules for the SS No 3. having been complied with and the vessel placed in good and efficient condition she is eligible in our opinion to remain as classed and to be noted S. S. Abn No 3, 5-91 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) ..... £ 5 : - :  
 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) ..... £ 1 : 1 :  
 Fees applied for, May 26 1891  
 Received by me, G. L. Hindmarsh & Co  
30/5/91  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI 5 JUN 1891  
 Character assigned B 1

MS 2, 87, 13, 56, 90  
SS Low No 3-5, 83  
SS Abn No 1-87  
ABN 10



4226 Un.

S.S. "Paradox"

Forward		Amidships		aft	
Port Side	Starboard Side	Port Side	Starboard Side	Port Side	Starboard Side
No 1 Strake $\frac{7}{8}$	No 1 Strake $\frac{7}{8}$	No 4 Strake $\frac{5}{8}$	No 4 Strake $\frac{7}{8}$	No 1 Strake $\frac{5}{8}$	No 1 Strake $\frac{5}{8}$
No 2 " $\frac{7}{8}$	No 2 " $\frac{7}{8}$	No 5 " $\frac{7}{8}$	No 5 " $\frac{7}{8}$	No 2 " $\frac{5}{8}$	No 2 " $\frac{5}{8}$
No 3 " $\frac{7}{8}$	No 3 " $\frac{7}{8}$	No 6 " $\frac{5}{8}$	No 6 " $\frac{7}{8}$	No 3 " $\frac{7}{8}$	No 3 " $\frac{7}{8}$
No 4 " $\frac{7}{8}$	No 4 " $\frac{7}{8}$	No 7 " $\frac{12}{16}$	No 7 " $\frac{12}{16}$	No 4 " $\frac{5}{8}$	No 4 " $\frac{5}{8}$
No 5 " $\frac{11}{16}$ dbl	No 5 " $\frac{11}{16}$	No 8 " $\frac{7}{8}$	No 8 " $\frac{7}{8}$	No 5 " $\frac{5}{8}$	No 5 " $\frac{7}{8}$
No 6 " $\frac{9}{16}$ dbl	No 6 " $\frac{9}{16}$			No 6 " $\frac{5}{8}$	No 6 " $\frac{7}{8}$
No 7 " $\frac{5}{8}$	No 7 " $\frac{5}{8}$			No 7 " $\frac{5}{8}$	No 7 " $\frac{7}{8}$
No 8 " $\frac{5}{8}$	No 8 " $\frac{5}{8}$			No 8 " $\frac{5}{8}$	No 8 " $\frac{5}{8}$

The cabin lining was also removed and the proops plating drilled in way of the proots on each side and found to be  $\frac{1}{4}$ " full.

The proops deck with the exception of a few planks has been renewed with 3" yellow Pine and the main deck in way of the keelsons and Beilers also renewed. Six frames in the forehold somewhat wasted have been doubled.

New lumber sides fitted and additional stiffeners run to the forward Keelson Room bulkhead.

The sundries stripped and examined and the masts spars and equipment attended to. The chain cables ranged and an additional 45 fathoms of  $\frac{1}{16}$  new cable supplied. The particulars are as follows:

No of certificate 8918  
45 fathoms of  $\frac{1}{16}$  Stud link weighing 26 cwt 0 gr. 2 lb  
 Breaking Strain  $30 \frac{4}{10}$  tons  
 Tensile Strain  $20 \frac{3}{10}$  tons (Rule size  $1 \frac{1}{16}$ ")

Mark 16. 17. 90. Makers Name. Geo. Lamb & Sons  
 Tested at Sunderland Feb 21. 1891. J. Hartness Superf.

G. L. Hindmarsh



© 2019  
 Lloyd's Register  
 Foundation