

4303

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

No. 4303 Date of Writing Report April 9 1892 Port of Aberdeen (Received at London Office) MON. 11 APL 1892

No. in Reg. Book 80 Survey held at Aberdeen Date, first Survey Mar 29 Last Survey Apr 7 1892  
on the Machinery of the S.S. "Paradox" Master Simon & Co No. of Visits 5  
YEAR. MONTH.

Tonnage Gross 358 Net 226 Vessel built at Glasgow By whom Simon & Co When 1854  
Registered Horse Power 65 Engines made at Hull When 1841 Boilers, when made (Main) 1891 (Donkey) -  
No. of Main Boilers 1 Owners A. H. Taylor Port Aberdeen Voyage Coasting  
Steam Pressure in Main Boilers 40 If Surveyed Afloat or in Dry Dock  
in Donkey Boiler 60 (State name of Dock.)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) A 1. 5-91

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 due to other causes. State also the dates and initials of any letters respecting this case S.S. Abn No 3. 5.91  
S No B 5.91 Repairs on account of Damage should be separated from

- Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
- Do. " Donkey " " " " No
- If this was not done, state for what reasons? Not due
- 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? ✓
- Did the Surveyor examine the Safety Valves of the Main Boiler? No
- At what pressure were they afterwards adjusted under steam? ✓
- Did the Surveyor examine the Safety Valves of Donkey Boiler? No
- To what pressure were they afterwards adjusted? ✓

### Repairs to propeller shaft &c.

The vessel placed on the above slipway and the propeller blades found broken. The tailshaft drawn in and the after liner found loose on the shaft, and the lignum vitae gone from the sternbush. The tailshaft corroded to 6" at the end of the liner.

The shaft has been cleaned up in the lathe a new brass liner fitted and the lignum vitae renewed

The spare propeller fitted and the length of the blades shortened in order to clear the bottom of the screw aperture

### 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, E.&M.S. 1,91, or X.L.M.C. 1,91, as the case may be.)

The engines and boilers of this vessel so far as seen are in good and efficient condition and eligible in my opinion to remain as classed without fresh record of survey

Fee of Registration (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 1 : :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :

Fees applied for  
Apr 18 92  
424  
 Received by me,  
23/4/92

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

State if Certificate is required

Committee's Minute TUES. 12 APL 1892

Assigned As now



Certificate to be sent to Committee's Minute.

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

H363 abn

It is submitted that  
this report is sh. ill. to  
provide as CLASSIFIED

M.A.

11-4-92

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.



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