

4363

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

No. 4363 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 No. of Visits 5

Tonnage Gross 358 Net 226 Vessel built at Glasgow By whom Simons & 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 70 If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boiler 60 Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) A 1. 5-91

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 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? 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 Fee (per Sec. 27) £ : : Fees applied for Apr 9 1892

Survey Fee (per Section 28) £ / : : G.H.

Special Damage Fee (per Section 28) £ : : 23/4/92

Travelling Expenses (if chargeable) £ : : Received by me, G. L. Hindmarsh

State if Certificate is required

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

Committee's Minute TUES. 12 APL 1892

Assigned As now

4363 am

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.

It is submitted that
this report is available to
public as CLASSIFIED

W.A.

11-4-92



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