

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

(Received at London Office)

Date of writing Report *May 31* 18*94* When handed in at Local Office *May 31* 18*94* Port of *Aberdeen*
No. in Reg. Book. *83* Survey held at *Aberdeen* Date, First Survey *Apr 27* Last Survey *May 30* 18*94*
on the Machinery of the Wood, Iron or Steel *S.S. Paradox* (or *Resolute*) Master *Johnston*
Tonnage { Gross *358* Net *226* Vessel built at *Glasgow* By whom *Simons & Co.* When *1854*
Registered Horse Power *65* Engines made at *Hull* When *1854* Boilers, when made (Main) *1891* (Donkey)
No. of Main Boilers *1* Owners *A. H. Taylor* Port *Aberdeen* Voyage *laid up*
Steam Pressure in Main Boilers *40* If Surveyed Afloat or in Dry Dock *in dry dock*
in Donkey Boiler *40*

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER.		Years	Machinery and Boiler
* for Special Survey.		Assessed	Surveys
Date of last Survey and of		may	(including date of N.B., if any).
Periodical Surveys.		expired.	
<i>A1.</i>		<i>3.94</i>	<i>5.91</i>
<i>S.S. Abn No 3.</i>		<i>5.91</i>	<i>5.91</i>

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 opened up for survey*
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? *-*
If the Survey is not complete state what arrangements have been made for its completion? *-*

This vessel having been sunk in Aberdeen Harbour through the circulating pump cover being left off, until the water entered the discharge pipe, during the loading of the vessel, in the absence of the engineer. She has again been raised and placed in the above dry dock. All the bearings cleaned and the whole of the machinery washed down and afterwards tried under steam with satisfactory result

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. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

The Engines and Boilers of this vessel so far as seen are now in good working order and eligible in my opinion to remain as classed without fresh record of Survey

Fees applied for	
Office or Registration Fee (per Sec. 27)	18
Survey Fee (per Section 28)	
Special Damage Fee (per Section 28)	
Travelling Expenses (if chargeable)	18

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

*State if Certificate is required

Committee's Minute *TUES. 5 JUN 1894*

Assigned *As now*



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4777. Alm.

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

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.

On acct of the vessel being sunk
through carelessness -
the Machinery was all
overhauled

W.A.

2-6-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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