

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

(Received at London Office,)

No. *3981* Date of Writing Report *June 11<sup>th</sup>* 1889 Port of *Aberdeen*  
 No. in Reg. Book. *89* Survey held at *Aberdeen* Date, first Survey *May 27* Last Survey *June 10<sup>th</sup>* 1889  
 on the Machinery of the *S.S. Paradox* Master *Pirie* No. of Visits *4*  
 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) *1877* (Donkey) *1887*  
 No. of Main Boilers *1* Owners *A. H. Taylor* Port *Aberdeen* Voyage *Coasting*  
 Steam Pressure— in Main Boilers *60* If Surveyed Afloat or in Dry Dock *A Hall's Slipway* Class of Vessel & Machinery *B 1. 4. 88*  
 in Donkey Boiler *60* (State name of Dock.) (As in Register Book.) *SS. Abn. No. 1-87*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ *M.S. 2-87. B.S. 4-88*

Particulars of Examination and Repairs (if any) *Annual Survey of Boilers*  
 (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? \_\_\_\_\_

The vessel placed on the above slipway and the propeller and sea cock fastenings examined and found in good condition. As in this case no stern bush was fitted and the tail shaft worn down considerably. The latter has been drawn in and a new brass liner cast on the shaft, and the propeller refitted.  
 Main and donkey boilers opened up and thoroughly examined internally and externally. The bottom of the front combustion chamber found wasted has been partly cut out and renewed. The bottom of the shell plating found badly corroded internally has been fitted with covering plates, and a few screw stays renewed in sides of combustion chambers. Donkey boiler front top and shell plating somewhat fitted, but still sufficient for the working pressure of bolts. Safety valves examined and adjusted to the above working pressures.

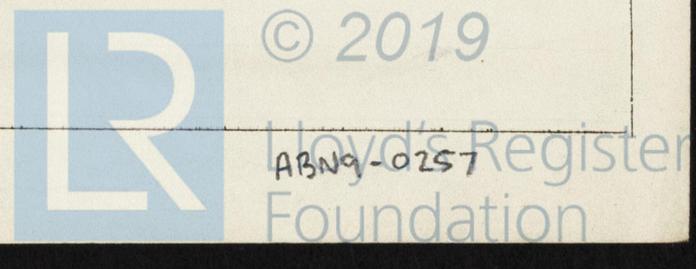
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The Engines and Boilers of this vessel so far as seen are in safe working condition and eligible in my opinion to remain as classed with the notation of *B.S. 6-89* added.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2 :	<i>June 10 1889</i>
Special Damage, Fee (per Section 28).....	£ : :	<i>G.L.H.</i>
Certificate (if required) as per margin.....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>June 11 1889</i>

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

Committee's Minute **FRIDAY 14 JUNE 1889**  
 Assigned *B.S. 6/89*



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

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It is submitted that this record  
is eligible to have B.S. 6. 89 recorded

M.L.D.

13. 6. 89



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