

4046

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

No. 4046. Date of Writing Report Jan 16 1890 Port of Morden  
No. in Reg. Book. Survey held at Morden Date, first Survey Jan 11 Last Survey Jan 14 1890  
90 on the Machinery of the S. S. Paradox Master Pine No. of Visits 3  
Tonnage Gross 358 Net 226 Vessel built at Glasgow By whom Simons & Co When 1884  
Registered Horse Power 65 Engines made at Hull When 1884 Boilers, when made (Main) 1884 (Donkey) 1884  
No. of Main Boilers 1 Owners A. H. Taylor Port Morden Voyage Coasting  
Steam Pressure in Main Boilers 60 If Surveyed Afloat or in Dry Dock Morden dry dock  
in Donkey Boiler 60 (State name of Dock.)  
Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) A 1-6, 89. S. S. Paradox

Last Survey No. Port  
Particulars of Examination and Repairs (if any) M 1 2, 84 B. S. 6, 89 S. S. Paradox 84

(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? Not done  
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 in the above dry dock and the propeller shaft drawn in and examined and found in good condition. A new stem bush fitted and the sea cock fastenings examined and found in good condition.

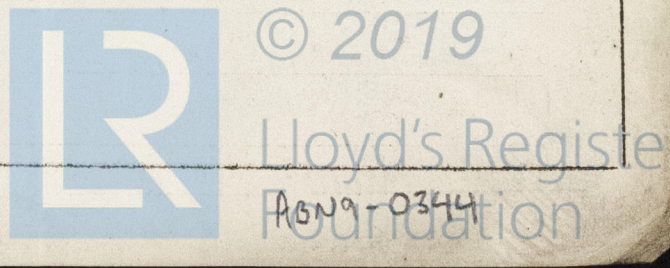
General Observations, Opinion, and Recommendation :--  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey : thus for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

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

Office of Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage Fee (per Section 28)	£	:	:	
Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	188

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

Committee's Minute TUES 21 JAN 1890  
Assigned Remain as classed



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 8—Transfer Ink—G100, 28.1/89. \* Certificate to be sent to the Registrar of Shipping and Machinery.



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.

H046 Pbn

It is submitted that this  
vessel is eligible to  
remain as classed

A.L.D.

20.1.90



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