

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

4046

(Received at London Office)

MON 20 JAN 1890

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

40 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 1854

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 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. No. 3573

Last Survey No. Port

Particulars of Examination and Repairs (if any) M 1 2, 87 B. S. 6, 89. S.S. No. 3573

(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 the 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.

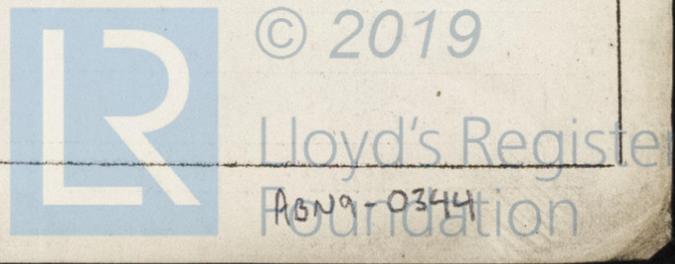
Committee's Minute TUES 21 JAN 1890

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—6000, 28/1/89. * Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute

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



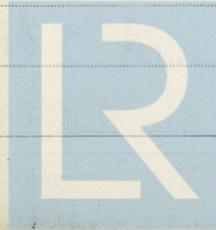
H046 Pbn

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
vessel is eligible to
remain as classed

A.L.D.

20.1.90



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