

-Paradox- 23896 Jan

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S REPORT ON MACHINERY.

### ENGINES.

Rec 7/7/79 10.50

Port Hull No. 4773

Subsequent Repairs and Examinations, to be

Description *Vert<sup>l</sup> ins<sup>d</sup> Compound. Surface condensing*  
Made by *Gilbert & Cooper*  
When *1871* At *Hull*  
Diameter of cylinder *12' + 24'* Length of stroke *26"*  
No. of revolutions per minute *75*  
Point of cut off *3/4*  
Diameter of screw shaft *6 1/2"*  
Diameter of crank shaft journals *Pins 6 7/8" and shaft 6 3/4"*  
Diameter of screw, or of paddle wheel  
Pitch of screw  
No. of blades, *4* Total surface  
No. of bilge pumps *2* and sizes *3 3/4" + 4 3/4"*  
Do they pump from each compartment *E Room, Main & after hold.*

Are all the bilge suction pipes fitted with roses *yes*  
No. of feed pumps *2* and sizes *3 7/8" + 7 3/4"*  
What gauges are there attached to the engines and boilers ... *One steam, one vacuum + usual water gauges on boiler*  
Description and size of Donkey Pumps ... *one able acting 7" cylinder 3 1/2" diam + 6 3/4" stroke*  
Where do they pump from ... *Sea - after hold and Engine Room. (Sluice on Bulkhead to let water flow into Engine Room from main hold)*  
No. of bilge injections *one cock* and sizes *1 1/4" suction pipe*  
Are they connected to air, or circulating pumps *circulating*  
Is there a hand pump in the engine room *No but handle to donkey*  
Can it be worked by the main engines *No*  
Is there a deck hose of sufficient length to reach to any part of the vessel *Yes*

### MAIN BOILERS.

Number *One* Description *Circular multitubular double ended*  
Made by *Gilbert & Cooper*  
When *Apr 1877* At *Hull*  
Working pressure *70 lbs.*  
Tested by hydraulic pressure to \_\_\_\_\_, Date \_\_\_\_\_  
Description of super-heating apparatus *None*  
Can each boiler be worked separately *Yes*

Can the super-heater be shut off and the boilers worked separately *Yes*  
Description and area of safety valves on each boiler *2 dead weight loaded valves each 3 1/2" bore = 19 Sq. inches*  
No. of square feet of fire-grate surface in each boiler *32.5 Sq. feet*  
Are there separate blow off and brine cocks on each boiler, independent of those on the vessel's skin *Yes*  
Are all pipes, cocks, roses, and pumps in connection with the machinery accessible at all times. *In Engine Room Yes*

### DONKEY BOILER.

Description *Vertical circular, internal furnace* Tested by hydraulic pressure to \_\_\_\_\_, Date \_\_\_\_\_  
Where fixed *On deck*  
Working pressure *47 lbs per sq. inch*  
Description and area of safety valves *One 2 1/4" dead weight loaded area = 3.976*  
No. of square feet of fire grate *14.7*

### PIPES, COCKS, AND CONNECTIONS.

Are all connections with the sea direct on the skin of the ship *No*  
Are they Kingston valves or common cocks ... *Screw valves & Cocks*  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates ... *Donkey inlet Common injection Blow off Circulation above*  
Are the discharge pipes above or below the deep water line *above*  
Are they each fitted with a discharge valve on the plating of the vessel *Cir. outlet only*  
Manufacturer.

What pipes are carried through the bunkers *Suction to main hold of Engine & Bilge pumps*  
How are they protected *Wood trunk*  
When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *29<sup>th</sup> May 79*  
Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge *Yes except bilge injection cock which is connected to circulation pump & has not non-return valve*  
Is the screw shaft-tunnel water tight and fitted with a sluice door on bulkhead *No connection from E Room to shafting, and shafting not accessible when cargo is in*

I hereby certify that the whole of the above are correct particulars of the Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *Paradox* owned by *W. France* of the Port of *Goolo* of *226* Tons Register, and *5-3* Registered Horse Power, and that they have been carefully inspected and examined by me at *Goolo* and found to be at this date, viz., *30<sup>th</sup> June* 1879 in good order and safe working condition.

Amount of Fee for Survey ... £ : -

(Travelling Expenses, if any, £ -)

(1000/31/7/76.)

John B. Stevens.  
Engineer Surveyor to Lloyd's Register of Shipping.

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