

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

(Received at London Office.)

FEB 6 1889

No. *49181* Date of Writing Report *Jan 4<sup>th</sup> 1889* Port of *London*  
 No. in Reg. Book. *889* Survey held at *London* Date, first Survey *Jan 29<sup>th</sup>* Last Survey *Feb 2<sup>nd</sup> 1887*  
 on the Machinery of the *S. S. Paradox* Master *W. Hume* No. of Visits *5*  
 Gross *631* Tonnage Net *410* Vessel built at *London* By whom *Geo. H. Villiers* When *1883*  
 Registered Horse Power *98* Engines made at *N. E. & L. M. C.* When *1885* Boilers, when made (Main) *1885* (Donkey) *1885*  
 No. of Main Boilers *1* Owners *W. Hume & Co.* Port *London* Voyage  
 Steam Pressure in Main Boilers *75* If Surveyed Afloat or in Dry Dock *Mountain Dry Dock* Class of Vessel & Machinery *100 A.L. 11.87*  
 in Donkey Boiler (State name of Dock.) (as in Register Book.) *L.M.C. 10.87*

Last Survey No. *SS No 1-87* Port

Particulars of Examination and Repairs (if any) *Annual*

(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?

Examined Propeller - propeller shaft (line returned) stem-bush (new cast-iron line) Tunnel - shaft, thrust shaft, crank shaft and its bearings - N.P. & L.P. cylinders, N.P. & L.P. slide valves, cylinder faces and pistons - All in good working order -

Examined Air, circulating, feed & bilge pumps and their valves & seatings - all in satisfactory order. Condensers (6 tubes removed) tight and good - All sea cocks & connections in good order -

Examined Main Boiler internally & externally - One rivet in furnace - two rivets in shell replaced - otherwise found to be in sound condition -

Donkey boiler examined internally & externally - Cracked blister in furnace crown plate secured with secured plugs - In sound condition -

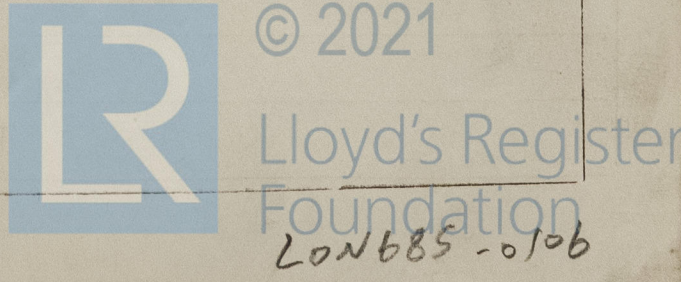
Examined all safety valves & boiler mountings - Main safety valves adjusted under steam pressure to 75 lbs. per sq. in. - Donkey boiler safety valve to 50 lbs.

General Observations, Opinion, and Recommendation: - The machinery of this vessel being now - as far as seen by me - in a sound and efficient condition, she is in my opinion eligible to remain as classed and have *L.M.C. 2.89* recorded -

(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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<i>877</i> 188 <i>9</i> Received by me, <i>48</i> 188 <i>9</i>
Survey Fee (per Section 25).....	£ 3 : 3 : 0		
Special Damage, Fee (per Section 25).....	£ : :		
*Certificate (if required) as per margin.....	£ : 5 :		
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute *FRIDAY 15 FEB 1889*  
 Assigned *Lmb 2/89*  
 Herbert M. Rogers.  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



T. & S. Form No. 9 - Transfer Ink - 5000, 25/4/88

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

It is submitted that this  
vessel is eligible to  
have L.N.C. 2.89,  
recorded—  
N.A.  
14.2.89.