

REPORT of SURVEY for REPAIRS, &c.

No. *119810* Date of Writing Report *22 AUGUST* 1888 Port of *London*
 No. in Reg. Book. *89* Survey held at *London* Date, First Survey *24 June* Last Survey *11 Aug. 1889*
 on the *S.S. Paradox*

TONNAGE:— NET *418* GROSS *627* UNDER DK. *5027*
 Built at *London* By whom *Mr. Dr. Yd (Millwall)* When *1883* 9
 Owners *R. France (Lim.)* Port belonging to *London*
 Owner's Address (if not already recorded) *Appendix to Register Book.*
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Fletcher.* Destined Voyage
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *19181* Port *London* Classified *S.S. No. 1-89*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (as painted on Ship) in Winter ft. ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repair + S.S. No. 3.*
 This vessel in the May of this year was in collision with the S.S. *Panther* of Hull, in the river Thames, & being cut into on the starboard side in way of after Engine-room bulkhead, filled with water & sank. She was afterwards lifted, & brought by Messrs. Fletcher & Son to their dock yard, & placed in dry dock for repair. It was there seen that the steel ropes, which had been employed in lifting her, had cut into the shell & deck in four places on this starboard side; as it was on this side that, in the effort to lift the vessel, the stress had been sustained.

The damage sustained did not affect, other than locally, the structure of the vessel. I.e. its limits could be easily defined; & the vessel was not chained or put out of general shape. The engine room bulkheads were, however, buckled, & have been fitted with extra stiffeners as described below.

Not only had considerable damage been sustained by the

PRESENT CONDITION OF THE		Blank (Bottom) & Counter		Casting New		Boats	
Decks	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Waterways	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Comings	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Up'r Dk. Beams & Fastenings	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Planksheers	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Sheerstrakes	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Topsides	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Wales	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
Engine Room Skylights	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>
General Observations, Opinion as to Class, Recommendation, &c.:							

This vessel is in *good* condition, eligible, in our opinion, to remain as classed. As, in the above repair, the requirements for S.S. No. 3 have been fully complied with we are also of opinion that she is eligible to be marked S.S. Lon. No. 3 - 8. 89 with date of last survey 8. 89

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 3
 Office Fee (if chargeable) per Scale II., Sec. 27... £
 Survey Fee (per Section 28) £ 6 0 9
 Special on Damage, Fee (if any) (per Sec. 28) £
 *Certificate (if required) to be sent as per margin £ 5
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £
 Fees applied for, 188
 Received by me, 24/9 1889
 Committee's Minute
 HULL CERTIFICATE
 Character assigned
 100A1
 S.S. No. 3 - 8, 89
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register Foundation

hull of the vessel, but the decks were swept of many of their fittings, & the masts & rigging were completely wrecked, the funnel levelled. The stern frame was found where the keel piece bent over, & two of the counter plates attached to the post were broken.

The repairs on the starboard side are as follows viz.

Top gallant forecastle. One plate in stringer, & adjacent portion of angle iron, & four plates in side, renewed.

Shell plating forward. Now renewed: two plates in sheer strake, & six plates in the three strakes next below: one plate in the fourth strake failed in place: portions of three frames in way of above damaged renewed, & others failed.

Deck plating between forecastle & bridge. Renewed ten plates; cut out, failed & re-riveted other three: portions of gunwale angle iron & of angle iron at the bottom of forecastle bulkhead renewed. In way of this two whole beams & eighteen half beams cut out, failed, & refitted with part new angle iron, & afterwards riveted or re-riveted in their places: refitted & re-riveted forward cranning of main hatchway, also refitted crannings of No. 1. hatchway.

Hold beam stringer. One plate, & portion of bar renewed, several other parts, rivets cut out, the stringer failed, & rivets renewed.

Portion of eight frames & reverse frames amidships, cut out and renewed.

Amidships & aft: Renewed five plates in bulwarks & five plates in raised quarter deck side: renewed one plate in sheer strake, & cut out failed & riveted a second: renewed two plates in first strake below sheer, one plate in second strake, & one plate in third strake, & failed in place one plate in fourth strake; also renewed the two truck plates: renewed two plates in quarter deck stringer, & part of gunwale bar adjacent; also failed three stringer plates in place, & three shell plates aft.

The lower part of the stern frame was heated, and the same straightened; the rudder & the steering gear being all refitted, & such parts as necessary renewed.

On the port side several indented parts were made fair, the shell rivets being cut out from these parts, for this purpose, & renewed; & over several bulks, which were cracked, in the bottom plating external butt straps have been fitted. Two plates in the quarter deck stringer, & the adjacent portion of gunwale bar, have been renewed.

The bulwarks, bulwark stanchions, gangway doors, rails, and mouldings, on each side, were much damaged. All the damaged portions have been either cut out and renewed or cut adrift & failed in place, & the mooring pipes & peeing port doors, refitted & made good.

S.S. "Paradox" Damage repairs & S.S. No. 3. (cont^d)

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The outside or kilp keels were much damaged: part of the bulk iron therein on the starboard side, & the whole of the bulk on the port side, have been renewed.

The iron bulkheads have been almost entirely cut adrift, failed, & re-riveted. One new stiffener has been fitted to the bulkhead in the fore hold; & to the vertical stiffeners on both the forward and the after bulkhead of the engine & boiler space, reversed bars have been riveted; & in this after bulkhead, three plates, two vertical stiffeners, & part of the horizontal stiffener, have been renewed.

Two ~~new~~ bars have been renewed in the kilp stringer.

Renewed one broken plate in water ballast tank top; renewed three beams, carrying top plating of after peak tank; & of this plating, four plates have been cut out, failed & re-riveted.

Bunker casing repaired & made good; half beams in bunker re-riveted, & one half beam therein renewed.

Deck work & deck fittings, steam winches &c, overhauled & put into good order; angle iron framing for steam winches cut out, failed & re-riveted. Statches renewed where required.

The wreck of the masts, rigging, & spar, has been cleared away, & new suitable pole masts of wood have been supplied, & all new rigging & gear fitted thereto.

All the ceiling has been removed from the holds; the cement examined throughout, & made good where required; the water ballast tanks filled, & tested under pressure, & found good: the vessel thoroughly sealed, cleaned and treated, inside & out; & the ceiling rebuilt, the greater part being new.

Anchor, chain, & equipment generally, overhauled and examined; the chain cables being rapped, & found complete.

In fine, every thing has been done to make the vessel and her equipment complete & good: & they are so.

W. T. Cooper

G. Stanbury