51461

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

(Received at London Office, WED 14 JAN 1891)

No. ..... Date of Writing Report 13th Jany 1891 Port of London

No. in Reg. Book. 82 Survey held at London Date, first Survey 17th Decr Last Survey 8th Jany 1891

on the Machinery of the "Paradoy" Master Cook No. of Visits 9

Tonnage { Gross 603 / Net 381 } Vessel built at London By whom Millwall Grav^g dock Co When (Year) 1883 (Month) 9

Registered Horse Power 98 Engines made at New Castle When 1877 Boilers, when made (Main) 1885 (Donkey) 1885

No. of Main Boilers 1 Owners W. France & Co^r fitted 1885 Port London Voyage ✓

Steam Pressure— in Main Boilers 75 If Surveyed Afloat or in Dry Dock Orch^d Dry dock (State name of Dock.)

in Donkey Boiler ✓ Class of Vessel & Machinery ✠ 100 A1. 8.89 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) ✠ NB 1.85 LMC 8.89

Last Survey No. 51979 Port S.S. Lon. No 3 8-89 Lon

Particulars of Examination and Repairs (if any)

(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?

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 found good
" Tail end shaft found it much corroded at for^d end of core - also brass liner slack
Shaft put in lathe & turned up (to fit propeller further on shaft -) which shewed up a defective part - recommended new end - which was done at the Thames Iron Wks & machined at Stewarts - & brass liner fitted - satisfactory.
Shaft fitted in propeller before being shipped - satisfactory.
Examined sea connections & their fastenings - all good.
" Propeller & its fastening when fitted on board all good -

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.)

As far as seen the machinery of this vessel is in good work^g order and in my opinion eligible to remain as Classed

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for	
Survey Fee (per Section 28)	£ : :	18	
Special Damage Fee (per Section 28)	£ : :		
*Certificate (if required) as per margin	£ : :	Received by me,	
Travelling Expenses (if chargeable)	£ : :	18	

Robt Balfour
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 16 JAN 91

Assigned As now

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

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

T. & S. Form No. 9—Transfer Ink—8000, 22/10/90 * Certificate to be sent to ..... (The Surveyors are requested not to write on or below the space for Committee's Minute.)

LON691-0437

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.

W. A.

15-1-91

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.