

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

(Received at London Office)

No. *June 15<sup>th</sup> 1891* Date of Writing Report *is 91* Port of *London*

No. in Reg. Book *88* Survey held at *himchouse* Date, first Survey *May 26<sup>th</sup>* Last Survey *May 30<sup>th</sup> 1891*

*88* on the Machinery of the *s/s "Paradox"* Master *J. Cook* No. of Visits *3*

Tonnage { Gross *600* Vessel built at *London* By whom *Millwall Graving S<sup>cs</sup>* When *1883* 9  
Net *381*

Registered { *98* Engines made at *Newcastle* When *1877* Boilers, when made (Main) *1885* (Donkey) *1885*

No. of Main Boilers *one* Owners *W. France* Port *London* Voyage *to India*

Steam Pressure—*75<sup>lbs</sup>* If Surveyed Afloat or in Dry Dock *Sketches laid.*  
in Main Boilers *50<sup>lbs</sup>* (State name of Dock.)

in Donkey Boiler

Last Survey No. *50413* Port *London* *ss. Lon N<sup>o</sup> 3-8-89.* Class of Vessel & Machinery *100 A. 1. 8.*  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *June 8. 89*

Particulars of Examination and Repairs (if any) Annual B.S. 7th Dec. 1883

(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 Main Boiler separately and make a thorough examination at this time?

yes.

Do.	..	Donkey	..	..
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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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted ?

Examined main boiler internally & externally, a patch on  
r. circumferential seam at bottom fitted, and two patches on  
after circumferential seam at bottom also fitted -  
Examined safety valves & adjusted same to blow at a pressure  
of 75 lbs per sq. inch.

Examined the donkey boiler & found in good order, Examined safety valve & adjusted same to blow at 50 lbs per sq<sup>in</sup> inch -

*General Observations, Opinion, and Recommendation:—*

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 189, B.&M.S. 189, or ~~X~~L.M.C. 189, as the case may be.)

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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 ~~X~~L.M.C. 1,89, as the case may be.)

As far as seen the boilers of this vessel are now in good order and render the vessel in my opinion eligible to remain as classed & to have B.S. 5-91 recorded in the Register Book.

Office or Registration Fee (per Ser. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	10/6/5
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me, 19/6/5

\* State if Certificate is required

Committee's Minute ..... FRI 19 JUN 1891

Assigned R. 1. 5/91

B. 1.

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

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Lloyd's Register  
Foundation  
Lon 693 - 0177



It is submitted that this vessel is  
eligible for the record B.S. 591

C.P.S.  
17.6.91.

