

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

(Received at London Office) **FBI 18 MAR 1892**

No. _____ Date of Writing Report 17. 3. 92 is _____ Port of _____

No. in Reg. Book. 79 Survey held at London on the Machinery of the S.S. "Paradox" Date, first Survey Feb: 22 Last Survey Mar: 11 1892 Master _____ No. of Visits 4
YEAR. MONTH.

Tonnage **Gross** 603 **Net** 381 Vessel built at Millwall By whom Millwall: Grang: Dr. When 1883-9

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

No. of Main Boilers 1 Owners W. France & Co Port London Voyage _____

Steam Pressure in Main Boilers 75 lbs. **Surveyed** Afloat or in Dry Dock Fletcher Class of Vessel & Machinery 1-100 A1.
(As in Register Book, including dates of I.M.C. 8.89 Special Surveys of Ship and of last Boiler Survey.) B.S. 5.91
SS I. 07. No 3-89.

in Donkey Boiler _____

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage to Still

(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? _____

Do. " Donkey " " " " " _____

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? _____

*Vessel placed in dry dock, sea combs: exd. found in good condn.
 Propeller disconnected, examd. found slack in after link, a new Phosph. Bronze link now fitted to former cast iron bush & propeller replaced.*

General Observations, Opinion, and Recommendation:— As far as seen this vessel
(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. 1,91, B.&M.S. 1,91, or I.M.C. 1,91, as the case may be.)
appears eligible to remain as classed.

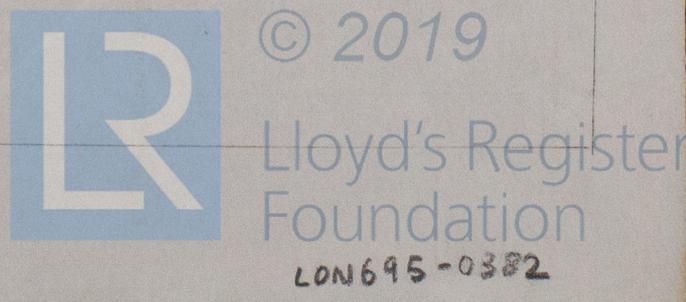
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	
Survey Fee (per Section 28).....	£ ✓ : ✓ :		18
Special Damage Fee (per Section 28).....	£ : :		Received by me,
Travelling Expenses (if chargeable).....	£ : :		

Geo. E. Weirson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 22 MAR 1892
 Assigned As now

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.
 State if Certificate is required to be sent to
 The Surveyor is requested not to write on or below the space for the Committee's Minute.
 16.-L. B. P. L. Form No. 3. - Transact. Int. - 6/06, 18/91

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



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 IS (CLASSED).*

*CWS
21.392*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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