

53683

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

No. 78 Date of Writing Report Sept. 19<sup>th</sup> 1892 Port of London (Received at London Office MON. 19 SEP 1892)

Survey held at London Date, first Survey Sept. 16<sup>th</sup> 1892 Last Survey Sept. 16<sup>th</sup> 1892

on the Machinery of the h.m. S.S. PARADOX Master Field No. of Visits 1

Gross 603 Net 381 Vessel built at London By whom Millwall Iron Works When 1883-9

Registered 98 Engines made at When 77-8 Boilers, when made (Main) 75 (Donkey) 50

No. of Main Boilers one Owners sup. Wm. Lane & Co. (Lim.) Port London Voyage

Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery 100 A1

in Donkey Boiler 50 (State name of Dock.) Union (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) N.B. 1.85 L.M.C. 8.89 B.S. 5.91

Last Survey No.  Port

Particulars of Examination and Repairs (if any) Boiler Survey & Sail Shaft.

(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 " " " 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?

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

At what pressure were they afterwards adjusted under steam? 75 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted 50 lbs.

Examined the main Boiler internally and externally also its safety valves. Found in the bottom of the central furnace a bolt leaking slightly and the plating round the same somewhat wasted. This bolt was removed and a substantial patch about 8" diameter was efficiently rivetted over the hole & the wasted portion of the plate. Otherwise, the Boiler was found in good condition.

Examined the Donkey Boiler internally & externally also its safety valves; found all in good condition.

Tested main and Donkey Boilers under steam and adjusted their safety valves to blow off at 75 lbs and 50 lbs. respectively.

The Sail Shaft was also drawn in; the bronze metal lining found much worn was removed and a new steel liner shrunk on. A new solid cast iron stern bush was also fitted and the whole satisfactorily adjusted.

General Observations, Opinion, and Recommendation:—The Boilers and the Machinery of this vessel are now in good condition and, in our opinion, she is eligible to remain as classed and to have B.S. 9.92 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ - : -	Fees applied for	<u>19/9/1892</u>
Survey Fee (per Section 28).....	£ 1 : 10	Received by me,	<u>28/9/92</u>
Special Damage Fee (per Section 28).....	£ - : -		
Travelling Expenses (if chargeable).....	£ - : -		

\*State if Certificate is required

Committee's Minute TUES. 20 SEP 1892

Assi ned B.S. 9.92

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



It is submitted that  
this vessel is eligible for  
THE RECORD B.S-9-92 on acct of her  
Sweat - a new cast iron stern hatch  
was fitted, and steel liner shrunk  
on screw shaft

M.A.  
19-9-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation