

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report **6/9/93** 18... When handed in at Local Office **6/9/93** 18... Port of **London** **JAT. 9 SEP 1893**
 No. in Reg. Book **82** Survey held at **London** Date, First Survey **28/8/93** Last Survey **Sep 7 1893**
 on the **Wood, Iron or Steel** **S/S. Paradox.** Master **J. Fielder.**

TONNAGE:— Built at **London** By whom **Millwall Iron Works** When **1883**
 GROSS **603** Owners **W. Francis & Coy (Lim.)** Port belonging to **London**
 UNDER DK. **527** Owners' Address
 NET **381** (if not already recorded in duplicate to Register Book.)

Surveyed Afloat or in Dry Dock **Dry Dock** Name of Dock **Dutchers & Co** Destined Voyage **Good**
 WB=DBa **88 ft** tons; f **36 ft** tons; uE&B **100 tons** tons; Cell DB **100 tons** tons; FIT **100 tons** tons; APT **100 tons** tons; MT **100 tons** tons.
 P.B.—All alterations in the existing records should be underlined.

Last Survey, No. **54022** Port **Lon**

CHARACTER.
 Date of last Survey and of Periodical Surveys.
 Years Assigned and expired.
 Machinery and Boiler Surveys (including date of N.B., if any).
+ 100A.1. 13 8 9/92
1.93 + 7/13 1/85
SS Lon 703 8/89
Lmc 8/89
 Society's Freeboard (if assigned) as painted on Ship and now verified **1 ft. 4 ins.**

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey No. 1.

also for Damage Repairs.
 This steamer was placed in dry dock, the bottom examined cleaned and coated.

The damage caused to the bows by collision with the S.S. Scotia, the upper part of the stem renewed from stem plates, (one each side) of the upper part of the plating renewed, also one plate in same strake No. 2 from stem on the starboard side. one plate in sheer strake removed in order to cut new scarph of stem the gunwale angle & the waterway bar renewed. + one piece of wood waterway renewed, & deck caulked. the fore struts doubled where damaged. one length of chain cable (15ms) renewed. Size 1 5/16

SUMMARY OF DAMAGE REPAIRS:— Plates, Paired or Repaired; **2** Frames, ditto. **3** Plates, Renewed; Frames, ditto. Other Repairs **Stem partly renewed**

PRESENT CONDITION OF THE		Good		Good		Good	
Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Felt	Good	Hatches	Good
Waterways	Good	Timbers of Frame at the openings	Good	(Standard form only)	Good	Boats	Good
Coamings	Good	ditto at other places	Good	When put on, Month	Good	Masts, Yards, &c.	Good
Up'r Dk. Beams & Fastenings	Good	Keelsons	Good	Rudder	Good	Condition, how ascertained	From all parts
Low'r Dk. Beams & Fastenings	Good	Clamps, Girders & Stringers	Good	Windlass & Capstan	Good	Sails	Good
Plating	Good	Salting	Good	Pumps	Good	Equipment letter	2
Manling	Good	(State if examined.)	Good	Engine Room Skylights	Good	Anchors, No. of	313. 18. 2K
Ironwork or Rivets	Good	Cement or Asphalt	Good	Coal Bunker, Open'gs, Lids, &c.	Good	Cables (state if now ranged)	4/10
Breasthooks & Stemson	Good	(State if now tested.)	Good	Scuppers	Good	length	195 size 1 3/16
		Tanks	Good	Cargo & Main H'tch'w'ys	Good	Rule length	195 size 1 3/16
		Caulking of Bot'm, D'k, & Wat'rw'ys	Good			Hawsers & Warps	Good
						Standing & Running Rigging	Good

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of * No. 1-91 and PEN91, &c."

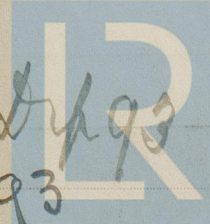
This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey, **Lon 9/93, and S.S. Lon. 11:1:93.**

Office Fee (if chargeable) per Sec. 27, Sec. 27 £ **3** : **10** : **0**
 Survey Fee (per Section 27) £ **3** : **10** : **0**
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ **11** : **10** : **0**
 Travelling Expenses (if chargeable) £ **16** : **9** : **1**
 Second Surveyor's Fee (if any) £ **1** : **0** : **0**
 *Is Certificate now required? **Yes**

Committee's Minute **TUES. 12 SEP 1893**

Character assigned **100A.1. Lmc 9.93**

Received by me, **P.T. Johnson.**
Edward W. Tierney
 Surveyor to Lloyd's Register of British & Foreign Shipping.



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 Lloyd's Register
 Foundation

No. 1

54717 ^{Len}

No. of certificate 6390. South Dock Sunderland.
21 Sept. 1886 46½ 83½ Tons respectively.
Makers J Abbott & Co Ltd J. Hartness. Type
Equipment letter (2)
Size of cable regd by Rule. 1 3/16 inch

Special Survey No. 1.

1. The vessel placed in dry dock, bottom examined
2. The ceiling all removed from tank tops in fore and after holds, the tanks tested with water as per Rules
3. All the ceiling lifted in No. 2 holds and cement frames & floors examined
4. The cement frames & floors examined within the Ballast Tanks, these tanks being cleared for this purpose.
5. The bunkers cleared & examined, one stroke in same lifted for this purpose.
6. The fore and after peak tanks cleared & examined.
7. The decks, pumps, sluices & RT doors examined.
8. The masts, spars, and general equipment examined
9. The timbers under engines & boilers examined, cleaned & re-coated.

Edward Geo Tierney.

R. D. Johnson.