

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

(Received at London Office) THUR. 15 AUG 1895

Date of writing Report 15th Aug. 95 When handed in at Local Office 18 Port of London
No. in Reg. Book. 100 Survey held at Tilbury Date, First Survey and Last Survey 12th Aug. 1895
on the Machinery of the Wood, Iron or Steel Twin S.S. "Paris" Master W. G. Randle
Tonnage { Gross 10508 Vessel built at Glasgow By whom J. & G. Thomson When 1889 YEAR. MONTH.
Net 6288 Engines made at Do Boilers, when made (Main) 1889 (Donkey) 1889
Registered Horse Power 1978 Owners International Nav. Co. Port New York Voyage New York via Southampton
No. of Main Boilers Nine If Surveyed Afloat or in Dry Dock Tilbury dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
No. of Donkey Boilers Two Steam Pressure in Main Boilers 150 in Donkey Boilers 150

Last Survey No. Port
Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and seriatim 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 briefly summarised at the end of the report. 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?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

No
No
Not due for survey.
No
Not adjusted
No
Not adjusted
No.
Complete.

Now done on account of damage, stated to have been caused through vessel's port propeller striking Dock wall on entering Tilbury dock on the 9th Aug. 1895. - One blade (broken) of port propeller renewed and the other two of same propeller faired at tips.
Sea-connection fastenings examined & found in order.

General Observations, Opinion, and Recommendation:— So far as seen, this vessel's machinery is now in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	<u>15 Aug 1895</u>
Special Damage Fee (per Section 28)	£	1	1 : 0	Received by me,
Travelling Expenses (if chargeable)	£	2	0	<u>14/18/95</u>
	£	19	0	

*State if Certificate is required

Committee's Minute

Assigned

TUES. 20 AUG 1895

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



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LON706-0203

One blade of port propeller renewed
& 2 other blades of same propeller set
to original shape owing to damage.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

A.S.
16. 8. 95.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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