

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

No. 53895

THURS. 1 DEC 1892

Date of writing Report *Nov. 30<sup>th</sup> 92* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *197* Survey held at *London* Date, First Survey *Nov. 16<sup>th</sup>* Last Survey *1892*

*197* on the Machinery of the *Wood, Iron or Steel* *S.S. "JOSEPH RICKETT"* Master *J. Eckman*

Tonnage { Gross *683* Net *410* Vessel built at *Kinghorn* By whom *J. Key & Sons* When *1879-2*

Registered Horse Power *90* Engines made at *Northcaldy* When *1879* Boilers, when made (Main) *1889* (Donkey) *✓*

No. of Main Boilers *2* Owners *Mr. G. R. Carter & Son* Port *London* Voyage *✓*

Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Dry Dock* (State name of Dock.) *Union*

in Donkey Boiler *✓*

Last Survey No. *✓* Port *✓*

Particulars of Examination and Repairs (if any) *Condition*

(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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how applied.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>SOA1</i>	<i>8.92</i>	<i>N.B. 4.89</i>
		<i>L.M.C.</i>
		<i>6.91</i>
<i>S.S. "L.H." No. 3-6.91</i>		

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?

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

*Vessel placed in Dry Dock. Examined gasketing of Sea connectives, also Propeller and found same in good condition.*

General Observations, Opinion, and Recommendation:—

(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. 0.02, B.&M.S. 0.02 or L.M.C. 0.02, as the case may be.)

*This vessel appears to be sound as far as can be seen, eligible in my opinion 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).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

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

Committee's Minute *FRI 2 DEC 1892*

Assigned *As now*

16-LRPK-Form No. 9-Transfer Ink-5,000, 7/9/92.  
(The Surveys are requested not to write on or below the space for Committee's Minute.)  
\*Certificate to be sent to:  
or if not whether, and when, it will be sent.

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.

C.R.

1.12.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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