

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

(Received at London Office)

WED. 15 DEC 1897

Date of writing Report 13 Dec 97 When handed in at Local Office 18 Port of London  
 No. in Reg. Book. 241 Survey held at London Date, First Survey 24 Nov Last Survey 9 Dec 1897  
 on the Machinery of the Wood, Iron or Steel S. S. "Joseph Rickett" Master Humble  
 Tonnage { Gross 883 Net 410 Vessel built at Kinghorn By whom J. & R. Sons When 1879 - 2  
 Registered Horse Power 90 Engines made at Kirkcaldy When 1879 Boilers, when made (Main) 1889 (Donkey) 1888  
 No. of Main Boilers one Owners S. R. Carter & Son Port London Voyage Coasting  
 No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Union (State name of Dock.)  
 Steam Pressure in Main Boilers 80 lbs  
 in Donkey Boilers 60 lbs

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>- 90 A1 - 8.97</u>		<u>TNB 4.89</u>
<u>ss. Lth No 3 - 6.91</u>		<u>Im C 8.95</u>
<u>ss. Lth No 1 - 95</u>		<u>B.S. 12.96</u>

Last Survey No. PortParticulars of Examination and Repairs (if any) Damage & B.S.

(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.)

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? How 83 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? How 60 lbs

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Bush relined

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Damage by collision & grounding in the River Thames on the 20 November 1897 - aground on 10 hours.

Vessel placed in dry dock. Examined propeller, propeller shaft (drawn), stem Bush (relined) & all sea connections & fastenings to same and found satisfactory. Examined crank, Lunnel & Thrust shafting pumps, Condenser & Donkey pumps. The Thrust & Lunnel shafting found slightly out of line, relined.

Wear & Tear - The Fed & Ballast Donkey pumps, found badly corroded & worn, have been removed & two new workington pumps fitted same tried under steam & found to work well.

Examined Main & Donkey Boilers ex & internally & found them in fair condition - Safety Valves satisfactory.

Examined Main & Donkey Boilers under steam & adjusted Safety Valves to working pressures.

A new Donkey Boiler, marked No 2508 160 lbs 76.88 J.B. has apparently been fitted in 1888, it is submitted NDB 88 be marked in Register Book.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so far

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B. & M.S. 9.95 or \*L.M.C. 9.95, 140 lb., F.D., &c.)

as seen, is now in a safe working condition & eligible, in my opinion, to have B.S. 12.97 Recorded in the Register of the Society. The notation NDB.88 to be marked in Register Book.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 1.10.0  
 REPORT  
 Special Damage Fee (per Section 28) £ 2.2.0  
 Travelling Expenses (if chargeable) £ 3.12.0  
 £ 3.5.0

Fees applied for

18/12 97

18

Received by me,

18

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

Committee's Minute

Assigned

B.S. 12.97

NDB 88

TUES. 21 DEC 1897

LON 714-0210

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

\*Certificate to be sent to



Screw shaft examined stem bush relined  
Shafting throughout examined &  
lined up fair. due to damage by grounding  
Two new watthington pumps fitted

It is submitted that  
this vessel is eligible for  
THE RECORD.

B.S. 12, 97

H. & B. 82 to be recorded

LL  
18/12/97

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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