

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

(Received at London Office FRI. 22 JUL 1910)

Date of writing Report 21 July 1910 When handed in at Local Office 19 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 21 April Last Survey 20 July 1910 (No. of Vols. 8)

on the Machinery of the ~~Wood, Iron or Steel~~ Kilch "Motoketch" Master [Signature] YEAR. MONTH.

Tonnage { Gross  Net  Vessel built at Millwall London By whom Edwards & Co. L<sup>d</sup> No. 8620 When 1910  
Registered Horse Power {  Engines made at [Signature] By whom [Signature] When [Signature]  
No. of Main Boilers  Boilers, when made (Main)  (Donkey)   
No. of Donkey Boilers  Owners [Signature] Port [Signature] Voyage [Signature]  
Steam Pressure— in Main Boilers  If Surveyed Afloat or in Dry Dock Afloat & before launch Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers  (State name of Dock.)

Last Report No. [Signature] Port [Signature]

## Particulars of Examination and Repairs (if any) New Vessel

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.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?  Was a damage report made by anyone else? If so, by whom?

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?  To 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 under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?  and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?  and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?  and of the Donkey Boiler?

Has screw shaft now been drawn and examined?  Is it fitted with continuous liner?  or two liners?  or is it without liners?

Has shaft now been changed?  If so, state reasons

Is the shaft now fitted new?  Has it a continuous liner?  or two liners?  or is it without liners?

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

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

A Two (2) Cylinder Paraffin motor fitted. Cylinders 230 mm

+ 300 mm stroke. 40 B.H.P.

Kromhout Motor made by J Goedkoop Jui of Amsterdam.

Crank shaft 3 1/8" dia. Propeller shaft 2 9/16" dia.

A single cylinder 7 HP paraffin motor made by Brazil

Stroke 6" of Bristol also fitted for driving winch.

Value fitted on vessel's skin for sea suction.

Motor tried working at various speeds also

astern & found to work well.

Steam tube & fastenings examined before launch

& found satisfactory.

The above motor 4 stroke

General Observations, Opinion, and Recommendation:— The above submitted

for the Committee's information

Survey Fee (per Section 22) £ 10 Fees applied for  
Special Damage or Repair Fee (if any) (per Section 25.) £ 10  
Travelling Expenses (if chargeable) £ 10 Received by me, [Signature]  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 29 JUL 1910

Assigned [Signature] on [Signature]

[Signature] on hull of vessel



This vessel has been fitted  
with an auxiliary motor,  
but not built for classification.

When 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 to cause it to show through to the other side.

It is submitted The  
following notation  
should be entered in  
The Register Book.

"Paraffin motor"

9 <sup>1</sup>/<sub>16</sub>" - 11 <sup>13</sup>/<sub>16</sub>"

D. Goedkoop Jr.

Amsterdam

M.R.

29/7/10

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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These pages are part of an Official Report, No. 1240, dated 1910. The form contains a table with columns for 'No. of Shafts', 'No. of sets of Engines', 'Under Deck', 'Deck House', 'Side House', 'Poop or Bridge', 'Forecastle', 'Turret or Mast', 'Space or spar', 'Under Deck', 'No. of O', 'Name, R', 'George', 'Sommer', 'M.O.', 'Benjamin', 'Turner', 'Luisen', 'Dated', and '301 (651)'. The form is partially filled with handwritten entries, including 'One' and 'One' in the 'No. of Shafts' column, and 'One' in the 'Deck House' column. The 'No. of O' column contains 'N'. The 'Name, R' column contains 'George', 'Sommer', 'M.O.', 'Benjamin', 'Turner', 'Luisen'. The 'Dated' column contains '1910'. The '301 (651)' is at the bottom left.