

22 DEC 1964

Ship's Name ~~SS/MS~~ "COSMO TRADER" LR 541938 Gross tons 7201.  
 Date of Build: 9, 1942. Port of Registry: HONG KONG.  
 Is there a rpt. 8? Yes. Port HONG KONG. Rpt. No. 18968.  
 No. of visits 2. First date 26-8-64. Last date 20-11-64.  
 Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only)  
 Date of completing rpt. 1-12-64. Surveyed at, if different from Port above --  
 Is a rpt. 9A attached? No. MN 378 Nature of survey D.S.  
 Survey fees Damage fee Expenses

Charged on Rpt. 8. *Ch*

S.A. fee

DOCKING  
 Propeller Good. Sea connections Good. Oil gland --  
 Fastenings Good. Wear down of stern bush  
 Has screw/tube shaft been drawn? No. Date of examn. --  
 Has shaft been changed? No. Has shaft now fitted been previously used? --  
 Has shaft now examined/fitted a continuous liner? -- Approved oil gland? --

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG)	MAIN
Air heaters	
Superheaters	
Safety valves	
Mountings, doors and fastenings	
Safety valves adjusted to { Sat / Spt	
Boiler securing arrangements	
Main economisers	Exhaust gas heated economisers
Steam heated steam generators	Steam generator safety valves adjusted to
Forced circulating pumps	Funnel
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	Were oil burning system & remote controls examined in accordance with rules?

We recommend that the machinery of this ship remain as classed with/without fresh record of

survey, subject to main and auxiliary machinery, Electrical Equipment and the Boilers, all being specially examined and dealt with as necessary before the ship leaves this Port, and to any outstanding conditions of class being dealt with as previously recommended.

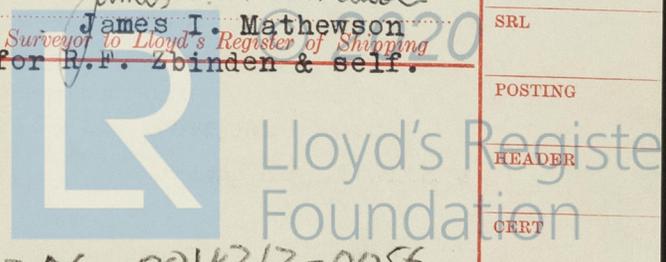
(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee FRIDAY 29 JAN 1965

Minute

*James I. Mathewson*  
James I. Mathewson  
Surveyor to Lloyd's Register of Shipping  
for R.P. Zbinden & self.

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT



004206-004212-0056

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables
h	Insulating oil test	q	Insulation resistance
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage :-

The Engine Room and Boiler Room of this vessel had been open to the sea whilst the vessel was grounded on Chau Kung Island. Upon examination in dry dock after refloating the boilers, main and auxiliary engines, switchboard and etc. were seen to have been totally immersed in sea water.

No cleaning or repairs were carried out at this time and the vessel is now laid up pending a decision as to her future.

It is therefore recommended that the Main and Auxiliary Machinery, Electrical Equipment and the Boilers all be specially examined and dealt with as necessary before the ship leaves this Port.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

James J. Matheson

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