

B. C. Ship.

12 FEB 1957

Rpt. 9

Date of writing report 8/2-57

Received London

Port Oslo

Survey held at Sandefjord

No. of visits three

First date 24/1-56

Last date 27/2-56

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 66744 Name S.S. "KOS 5" Gross tons 248 Date of build 7 - 1929

Owners A/S Kosmos Managers Anders Jahre & Co. A/S Port of Registry Sandefjord

Engines made 1929 By Smith's Dock Co. Ltd., S.Bank, Mdb. Type Steam Recip

No. of Main Engines One No. of Screws One

No. of Main Boilers 1 SB W.P. 200 lb.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey MBS, Blr.S. etc.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS + Whaling purposes	MBS + 5/51
S.S. W.By 6/54	Blr.S. 5/51
4/50	CL 6/54
	S.P. 5/51
Laid up - Surveys overdue.	Fitted for oil fuel.

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propellers - Wear Down of Stern Bushes - Oil Glands - Sea Connections -

Fastenings - Has Screwshaft Tubeshaft been drawn? - Date of Examination - Has Shaft been changed? -

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam) ~~STARBOARD~~

1 Cyls., Covers, Pistons & Rods good

2 Valves & Gears good

3 Connecting Rods, Top Ends & Guides } Centre good

4 Crankpins & Bearings } Centre good

5 Journals & Bearings good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS good

24 INTERMEDIATE SHAFTS & BEARINGS good

25 HOLDING DOWN BOLTS & CHOCKS good

26 CONDENSERS (MAIN & AUX.) good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANGEUVRING VALVES good

30 MAIN ENGINE DRIVEN PUMPS good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES - Have Main Engines been tested working and manœuvring? -

OPINION OF MACHINERY AND RECOMMENDATIONS

It is recommended that this vessel's machinery remain as classed, subject to the survey being completed before commissioning.

Date of Committee WEDNESDAY 5 MAR 1957

Decision As next retain "Laid up surveys overdue"

60m, 8, 56. T. (MADE AND PRINTED IN ENGLAND.)

For L. Tveit & self
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

005029-005037-0045

Essential Independent Pumps (Identify by position) All, good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls -

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? -

35 Fresh Water Coolers - 36 Lub. Oil Coolers - 37 Heaters (state service) -

38 Independent Air Compressors, Coolers & Safety Devices -

39 Air Receivers & Safety devices—Main - 40 Auxiliary -

41 Oil Fuel Tanks (Not forming part of hull structure) -

42 Evaporators - 43 Have Evaporator Safety Valves been tested under steam? -

44 Steering Machinery good 45 Windlass - 46 Fire Extinguishing Arrangements -

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD	PORT	STARBOARD
a Generators				l Generators & Governors	
b Exciters				m Motors	
c Air Coolers				n Switchboards & Fittings	
d Motors				o Circuit Breakers	
e Air Coolers				p Cables	
Control Gear, Cables, etc.				q Insulation Resistance	
Insulation Resistance				r Steering Gear Generators and Motors	
Insulating Oil Test				s Navigation Light Indicators	
i Overspeed Governors					
j Magnetic Couplings					
k Air Gap					

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

MAIN 27/2/56, good AUXILIARY, DONKEY or PRESS

Superheaters -

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. -
Spt. -

Boiler Securing Arrangements good

Main Economisers - Exhaust Gas Heated Economisers -

Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to -

Were Oil Burning System & Remote Controls examined working in accordance with Rules? - Forced Circulating Pumps -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - Funnel -

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

The main and auxiliary machinery and boiler mountings were overhauled.

The vessel has now been sold to Mr. E. Navdahl, Bergen. It is not known whether class will be maintained. The Bergen Surveyors have been asked to make enquiries regarding this.

The vessel is still laid up at Sandefjord, but will be towed to Bergen this or next month.

LEAVE THIS SPACE BLANK

Survey fees Kr. 400.-

Damage fee -

Expenses... Kr. 70.-

Date when A/c rendered 8/2/57

