

# REPORT of SURVEY for REPAIRS, &c.

of writing Report Nov 30th 26 When handed in at Local Office Nov 30th 26 Port of New Orleans La.

in Survey held at New Orleans La. Date, First Survey Aug 31st Last Survey Nov. 26. 1926  
(No. of Visits 13)

622 on the Wood, Iron or Steel T.S.M.V. KOSMOS. 7.

TONNAGE: - Built at Loening By whom Sch. u. Mech. Hausat When 1920

CLASS 673 Owners Standard Fruit & Sp. Co Owners' Address New Orleans La

REGISTER NO. 542 Managers ✓ Port belonging to Beiba

Surveyed Afloat or in Dry Dock? Both Name of Dock Johson S.W. Destined Voyage Beiba

Depth of Cell/D/Bor/D/BA            feet; u/E&B            feet; f            feet  
Net capacity tons. FPT            tons; APT            tons; MT            tons.

N.B. - All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, ribs, and of the inner bottom plating, especially in the boiler space.

Previous Report, No.            Port           

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs due to other causes, besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the position of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification  
Vessel placed on D.D. Bottom & Rudder cleaned and sealed.  
Anchor cable ranged shockle pins fixed & replaced in good order.  
Hawser & shackled. Fra. peaks all D.B. & Fuel tanks examined. Rusted to rule  
expt. Holds & Eng. Room examined & found good. plating under S. Right examined (not  
filled). Decks, masts & rigging, windlass, steering gear, Chain Lockers. Hatches  
insulation examined. Freeboard not assigned, to be verified.  
First Entry Report attached.  
Interim Cert. issued copy attached

STATEMENT OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	General	Particulars	General
Condition of Decks	<u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Dblig. Plates under Sounding Pipes <u>Yes</u>
Condition of Bulkheads	<u>Good</u>	State if Tanks now tested <u>Yes</u>	Engine Room Skylights <u>Good</u>
Condition of Ceilings	<u>Good</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>
Condition of Cement or Asphalt	<u>Both</u>	Ceiling <u>"</u>	Scuppers <u>"</u>
Condition of Rudder	<u>Good</u>	Cement or Asphalt (State which.) <u>Both</u>	Cargo Hatchways <u>"</u>
Condition of Steering gear and its connections	<u>"</u>	Rudder <u>Good</u>	Hatches <u>"</u>
Condition of Windlass	<u>"</u>	Steering gear and its connections <u>"</u>	Planking of Wood Vessels <u>"</u>
Condition of Pumps	<u>✓</u>	Windlass <u>"</u>	Caulking ditto <u>"</u>
Condition of Sluice Valves	<u>Yes</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>"</u>
Condition of Watertight Doors	<u>Yes</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>"</u>
Condition of Ventilators	<u>Yes</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>"</u>
Condition of Bottom Plating	<u>Yes</u>	Have Ventilators and their coverings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>"</u>
			Ditto ditto at other places ditto <u>"</u>
			Stringers, Clamps & Shelves ditto <u>"</u>
			Splating (State if examined.) ditto <u>"</u>
			Copper, or Y.M. of Wood Vessels <u>✓</u>
			(State if on Fell.)
			When put on, Month <u>          </u> Year <u>          </u>
			Boats <u>Good</u>
			Masts, Yards, &c. <u>"</u>
			Condition, how ascertained <u>From Exam</u>
			(State if wedges removed) <u>✓</u>
			Sails <u>          </u>
			Equipment letter <u>J.</u>
			Anchors, No. of <u>2 B. 15. 1. K.</u>
			Cables (State if now ranged) <u>Yes</u>
			length <u>165</u> size <u>1 3/8"</u>
			(on board)
			Rule length <u>          </u> size <u>          </u>
			Hawser & Warps <u>Good</u>
			Standing & Running Rigging <u>"</u>

General Observations, Opinion as to Class, Recommendation, &c.: - The Vessel is now in good & efficient condition eligible in my opinion & worthy of class A-1 WITH FREEBOARD for service in the Gulf of Mexico & Caribbean Sea subject to freeboard markings being cut in & verified

Fees (per Section 29) \$100.00  
Damage or Repair Fee (if any) \$30.00  
Expenses (if chargeable) \$16.70  
Surveyor's Fee (if any)           

NEW YORK DEC 22 1926  
Character Assigned A1 With Freeboard  
For service in Gulf of Mexico & Caribbean Sea  
S.S. N.O. No. 3-11-26 L.M.C. 11-26 T.S. 11-26

Is Certificate required? If so, to be sent to

