

COPY

LLOYD'S REGISTER OF SHIPPING



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Certificate No. 1552A.

Fremantle.

Port _____

15th June, 1964.

This is to certify that

- F.K.L. BIRK -

the undersigned Surveyor to this Society did at the request of the Owners attend upon the Steel Whaling Vessel "KOS VII", 253 tons Gross of Fremantle afloat at Albany on the 10th and 11th June, 1964, for the purpose of making a preliminary survey of the vessel to determine, so far as practicable, the maintainance and repairs necessary to place the vessel in a satisfactory condition for re-classification with this Society.

To complete the examination the vessel to be placed in dry dock, a complete Special Survey, Engine Special Survey, Main Boiler Survey, Screw Shaft Survey, Steam Pipe Survey and Survey of Electrical installation as laid down in the Rules of this Society to be carried out in association with cleaning and recoating of steel surfaces together with any requirements laid down by the Committee.

The following items were now examined without cleaning, repairs and maintenance recommended without prejudice.

Steering gear to be fully opened out and rudder removed for examination of stock.

Boiler internal surfaces to be cleaned, main stop valve seat to be renewed, air heater tubes to be cleaned and renewed as necessary due to wastage above the top tube plate.

Fore peak tank:- Bottom plate of collision bulkhead to be drill tested for thickness. Hand pump to be examined assembled and tested.

Forward store and capstan room:-

Standing flanges of frames in way of and below capstan bed plate to be compensated in way of local corrosion.

Flanges of floors below capstan bed plate together with fore and after rider angle to be renewed.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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Forward accommodations:-

Sections of wood lining to be removed each port and starboard sides for examination of steel structure in way.

Springrooms:- Two (2) units each of two (2) lines of springs to be removed for examination of inside of keel, garboard strakes and floors in way.

In void spaces each port and starboard of springs at least two (2) frames with beam knees in way starboard side and at least one (1) frame and two (2) beam knees port side to be cropped and part renewed.

Chain lockers port and starboard to be cleared and examined.

Forward bulkhead of oil fuel bunker tanks to be stripped of wood lining and leaks from rivets in bulkhead to be made good.

Oil Fuel Tanks:-

All four (4) tanks to be cleaned with pipes fittings and connections opened for examination.

Boiler Room:- Bilges to be examined clean and dry, pipe tunnel through oil fuel bunker to be tested for thickness, port ship side abreast boiler to be cleared and cleaned for examination.

Engine Room:- Sections of shell plate and frames on port side to be scaled, a number of frame standing flanges on the port side and at least one (1) on the starboard side require to be locally compensated. Bilges to be cleaned and structure below floor plates to be examined.

After Peak Tank:-

Lower forward section to be opened for access cleaned and examined. In upper and lower after sections angle bulkhead stiffeners require standing flanges to be renewed. Starboard side fore and after wash plate to be renewed. Tank valves to be examined.

After Fresh Water Tank at Stern:-

Port and Starboard deep web frames to be renewed.

After Accommodation:-

Lining to be removed as necessary for examination of structure in way and for testing of after tanks.

DECK:-

Deck of Easter's Cabin in way of galley to be renewed.

Deck of Galley and saloon to have tiles lifted as necessary for examination of steelwork and for testing of oil fuel bunker tanks.

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Main Deck.

Forward wood sheathing to be lifted as necessary for examination of steelwork and renewal of sheathing as required. Inboard strake abreast port side of bridge house and port bunker coaming to be doubled with attachments through to deck beams. Sections of wood sheathing aft of engine room casing to be lifted for examination of steel and renewal of sheathing as required. Port side aft in way of access hatch to after fresh water tank to be cropped and part renewed or doubled as necessary.

Boat Deck.

Aft in way of domestic fresh and salt water tanks and above toilet to be cropped and part renewed.

Mast and Rigging:-

Mast to be drill tested, rigging to be stripped, splices bottle screws and shackles to be examined.

Deck Openings:-

Cosmings of hatchways, ventilators and air pipes and protection to companionways to be repaired and with covers, joints and securing arrangements, wood plugs, canvas covers, gauzes on oil tank air pipes to be placed in order. Engine room skylights to be overhauled. Side scuttles with deadlights and bulls eye glasses in skylights and light wells to accommodation to be renewed where broken.

Scuppers and stern valves to be examined.

General Equipment:-

Anchor cables to be ranged and with anchors surveyed, verified with Certificates or subjected to retesting.

Pumping Arrangements:-

To be opened out, examined and tested.

Fire extinguishing equipment to be placed in order.

Winch to be surveyed for use with anchors and cables.

Shell and deck plate scantlings:-

This vessel having been drilled in accordance with the Rules of the Society in May, 1955, it is considered that testing should be carried out in at least two places within the midship half length in each strake of plating.

The undersigned certifies that the aforesaid findings are to be regarded as a minimum owing to the limited scope of the examination made and the necessity for further examination of surfaces scantlings and equipment.

L. H. A. Burt
F.R.L. BIRK
Surveyor to LLLOYD'S REGISTER OF SHIPPING
Foundation

Fee £50. 0.0.
Expenses £32.10.0.