

Rpt. 8.

(Received B.C. CLASS OCT 1950 No. LA 36)

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14/9- 19 50 When handed in at Local Office 15/9- 19 50 Port of Walvis Bay

No. in Survey held at Walvis Bay Date, First Survey 2/5-50 Last Survey 9/7-50 19

Reg. Book. 3665 on the ~~Whaler~~ Steel Whaler "Kos 7" "Kos VII" (No. of Visits.....)

TONNAGE: Gross 250 250 250 Built at Middlesbro By whom Smiths Dock & Co When 1928 9 Month.

Under Dk 238 Owners. Hvalfangerselskapet Kosmos A/S Owners' Address Sandefjord (if not already recorded in Appendix to Register Book).

Net 88 Managers Anders Jahre & Co. A/S Port belonging to Sandefjord

oyed Afloat or in Dry Dock? Both Name of Dock S. A. H. & R. Slipway Destined Voyage.....

DBorDBa..... feet; uE&B..... feet; f..... feet
capacity..... tons. FPT..... tons; APT..... tons; MT..... tons. } Particulars of Classification (which must be inserted precisely as in Register Book and Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Report, No. 135 Port B.C.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement 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 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?.....

PAIRS, OR EXAMINATION AS PER RULE, FOR special survey.

Now done: Vessel placed on slipway 2/5-50. Bottom, Rudder, stern frame, keel and stem cleaned, Scaled, examined, found or placed in good condition and afterwards recoated, 1 coat of "Anticorrosive" and 1 coat of "Antifouling". Hold, capstan-room, forward and after accommodation spaces, fore and after peak, after peak tank, engine and boiler space, engine room side tanks and oil fuel bunkers except portside and starboard oiltanks, all cleared for survey. Ceiling and lining on ships sides removed where required in capstanroom. All steel work throughout scaled, and the vessel examined and found after repairing in good condition and afterwards recoated. After peak tank, starboard and port side tanks fuel bunkers tested with a head of water as required by the Rules. /Over ...

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	C 5							Port Side
Removed and Faired or Repaired								
Faired or Repaired in place								
SENT CONDITION OF THE								
as	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)		
King of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, etc.		When fitted, Month	Year	
Platings	Good	Cement or Asphalt	Good	Oil Bunkers	In order	Boats	Good	
ns and Fastenings	Good	Rudder	Good	Seuppers	Good	Masts, Yards, &c.	Good	
Side Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained (State if wedges removed.)	Hammertes ted	
" In way of sidelights	Good	Windlass	Good	Hatches	Good	Equipment letter		
nes	Good	Have pumps been examined and found efficient?	Yes	Planking		Anchors, No. of	1 port, 1 starb.	
urse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Cables (State if now ranged)		
itudinals	Good	Have watertight doors been examined and found efficient?	Yes	Treenails		" length 75 fd mean diam 1 1/8" (on board)		
verses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stimson		" Rule length	size	
rs	Good	Air and Sounding Pipes	Good	Timbers of Frame at openings		Chain Locker	Good	
sons	Good	Doubling Plates under Sounding Pipes		" " at other places		Hawsers and Warps		
gers	Good			Stringers, Clamps & Shelves		Standing and Running Rigging	Good	
Bottom Plating				Salting	(State if examined.)	Sails		
the Tanks been examined internally?	Yes							
the Tanks been tested?	Some							

General Observations, Opinion as to Class, Recommendation, etc.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

All the requirements of the Society's Rules for Special Survey, Type 3, having been complied with this vessel is now in good and efficient condition and eligible, in my opinion, to remain as classed with the Notation of B. S. (Whaling Purposes) 7/50, Annual Survey 7/50, and S.S. 7/50.

Survey Fee (per Section 29) £ :
Special Damage or Repair Fee (if any) (per Sec. 29) £ :
Travelling Expenses (if chargeable) £ :
Second Surveyor's Fee (if any) £ :

Fees applied for,
Received by me,
19
19

Committee's Minute

FRI. 10 NOV 1950

Character Assigned

750 Walvis Bay Subject
SS Walvis Bay - 750

Surveyor appointed by Lloyd's Register of Shipping
Subagents.

MBS * 7.50
Blr S 7.50
S 5.50
msp 7.50

CERTIFICATE WRITTEN.

Is Certificate required? If so, to be sent to

012203-012210-0125

Striking plates under sounding pipes, capstan, steering engine with gear and its connections, including auxiliary gear, skylights, boats, masts, rigging, hawsers and warps and general equipment, all examined and found or placed in good condition after the repair.

'C' Strake Plate no. 5 burned out and renewed, buckled and thin.

Port side: "D" Strake Plate no. 5: 54 rivets

The starboard and port side oil fuel bunkers tested on the 13th May and in order. The fresh water tank cleaned and washed with cement.

As well port as starboard rudderchain both annealed. Starboard chain
and one new lenght fitted with cert.no. L.P.H.C.H. 74418.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

Just at the moment she was leaving the slipway we heard a crack , and we took the ship up again for surveying what happened and found out that the keel about 1 foot from after was bended out about $3\frac{1}{2}$ " in a lenght of 4 feet, Just at that place where the slip ~~is~~ had a bedding. We did not have any time for repair ~~is~~ and I recommend this to be done at first oportunity.