

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 16 OCT 1950)

Date of writing Report 14/9 1950 When handed in at Local Office 15/9 1950 Port of Walvis Bay

No. in Survey held at Walvis Bay Date, First Survey 24/4 Last Survey 9/7 1950 (No. of Visits)

on the Machinery of the ~~Wood~~ Steel Whaler "Kos 7" VII

Gross 247.95 Net 88 Vessel built at Middlesbro By whom Smiths, Dock & Co. Year 1929 Month 7

Engines made at do. By whom Do. When 1929 7

Boilers, when made (Main) 1929 (Donkey)

Owners Hvalfangerselskapet Kosmos A/S Owners' Address Sandefjord

Managers Anders Jahre & Co. A/S Port Sandefjord Voyage

If Surveyed Afloat or in Dry Dock Both (State Name of Dock) S.A.R. & H. Slipway, Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

Special Survey

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.

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 why they were declined.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler 3/7-50 Present condition of funnel(s) In order

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Date of examination of Screw Shaft 5/5-50 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 0,024 0,024

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Complete

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

NOW DONE: Vessel placed on Slipway 2/5-50. Propeller taken off. Tailshaft drawn inboard and in order. As well inside as outside stern bush warned, both taken out, the inside metal-liner renewed and the outside liner renewed with Lignum Vitae. The new inside play in log liner is now 0,012". Tailshaft fitted, the propeller put on place and now in good condition. All sea connections and all overboard discharges opened up. All the valves grinded, repacked and now in good condition. Cylinder, pistons, slide valves, crank trust and intermediate shafts with bearings opened up for the main engine. All 3 crank pin bearings remetalled. Both excentric sheaves for L.P. turned over and both corresponding excentric straps remetalled. M.P. slide plained and fitted. H.P. and M.P. slide rods examined in lathe and the slide valve rod guide fitted on. /Over ....

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also if any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or LMC 140 lb., F.D., etc.) CS 3,34.

The machinery of this vessel is in order in my opinion to ~~be classed~~ remain as classed with fresh record of MBS 7/50 BlrsS 7/50 and tailshaft 7/50 and msp 50.

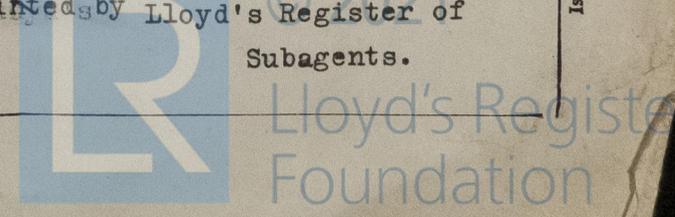
Survey Fee (per Section 29) £ : : Fees applied for 19. Received by me, 19. Vuit Thammasee Engineer Surveyor to Lloyd's Register of Shipping, Surveyor appointed by Lloyd's Register of Subagents.

Signature: MBS\* 7.50 Blrs 7.50 S 5.50 AS 7.50 msp 7.50 FRI. 10 NOV 1950

NORWEGIAN CERTIFICATE WRITTEN.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to



The metallic packing fitted some with new segments and spares delivered.  
The circulating pump engine opened up. The piston renewed and new springs fitted.  
The fan opened up, new springs fitted to the piston.  
The valves, cocks, pipes and strainers of the pumping arrangements examined, repaired and in order.  
The condenser opened up, cleaned and tested.  
The oil fuel burning arrangements and steam smothering installation examined, repaired and tested under working conditions.  
The feed water and oil fuel heaters opened up, tested and found in good order.  
The main steampipe and all the feed water pipes taken ashore, annealed and tested. Now in order.  
The main and auxiliary machinery examined and tested under working condition on 7/7-50 and found then in order.  
Evaporator with mountings examined. All the tubes taken ashore, annealed and tested. The evaporator tested under steam and found in order.  
Electric equipment examined and tested under working condition. In order.  
The boiler examined internally and externally together with safety valves, mountings, manholes, doors and fastenings, and all found after repair in good condition.  
Safety valves adjusted under steam on 7/7-50 to lift at 200 lbs.  
All the repairs have been satisfactory carried out.  
The ship left Walvis Bay to whale at Madagascar coast.



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