

BC ship

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report *17th March 1953* When handed in at Local Office *18th March 1953* Port of *Oslo*

No in Reg. Book Survey held at *Tjome* Date First Survey *2nd March* Last Survey *12th March 1953*
(No. of Visits *3*)

66146 on the Machinery of the ~~Wood, Iron or Steel~~ *Screw steamer* *KOS VIII*

Year. Month.

When *1930* - *8*
When - " -

Gross *245*

Net *86*

Vessel built at *L. Bank Middlesbrough* By whom *Smith's Dock Co. Ltd.*

Engines made at - " - By whom - " - (Donkey)

Boilers, when made (Main) *1930*

Owners *M/S Kosmos*

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port *Sandeppad* Voyage *Spain*

As Per Rule

Main Boilers *1*

Donkey Boilers *1*

Pressure—

Main Boilers *200 lb*

Donkey Boilers

Managers *Anders Jahre to M/S*
If Surveyed Afloat or in Dry Dock *Both (Slipway)*
(State name of Dock.) *Tjome Verft*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
<i>BS*</i>	<i>MBS* 5.51</i>
<i>Whaling Purposes</i>	<i>Blas 2.51</i>
<i>1.51</i>	<i>nsp - 2.51</i>
<i>S.S. Orl. - 5.51</i>	<i>TSC 3.50</i>
<i>A.S. 5.51</i>	
	<i>Fitted for fuel</i>

Report No.

Port

Particulars of Examination and Repairs (if any) *Boiler survey & Screwshaft*

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. *clon (H) 23/10/52; memo H 5/3/53*

In 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.

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

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

Donkey " " " " " " " " " " " "

If not, state for what reasons. 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?

State latest date of internal examination of each boiler. *4th March 1953* Present condition of funnel(s) *good*

Did the Surveyor examine the Safety Valves of the Main Boilers? *Yes* To what pressure were they afterwards adjusted under steam? *200 lbs./sq. in.*

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

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

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

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

Has the screw shaft now been drawn and examined? *Yes* Has it a continuous liner? *Yes* Is an approved oil retaining appliance fitted at the after end? *Yes*

Has shaft now been changed? *Yes* If so, state reasons. Has the shaft now fitted been previously used? *Yes* Has it a continuous liner? *Yes*

Is an approved oil retaining appliance fitted at the after end? *Yes* State date of examination of Screw Shaft *4th March 1953* State the wear down in the stern bush. *1 mm* Is electric light and/or power fitted? *Yes* If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? *Generally*

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *by yard electrician*

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

how done: Vessel placed on slipway. - Screw shaft drawn and examined with propeller, stern bush and fastenings. - Sea connections opened and examined with outside fastenings. Boiler cleaned and examined externally and internally with all mountings. Boilers subsequently examined under steam and safety valves adjusted to 200 lbs./sq. in. Examined oil fuel burning appliances, pressure pipes and dock control gear, steam smothering arrangements tested. - All boiler mountings overhauled, valves re-ground. Main and auxiliary machinery generally examined as far as practicable, and seen under working conditions. - Minor general repairs only effected.

Interim certificate issued, copy attached.

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

It is recommended that this vessel's machinery remain as classed with record of BHS 3.53 and Screw Shaft seen 3.53

Survey Fee (per Section 23) *£ 160.-*
Special Damage or Repair Fee (if any) (per Section 23.) *£ :*
Travelling expenses (if chargeable) *£ :*

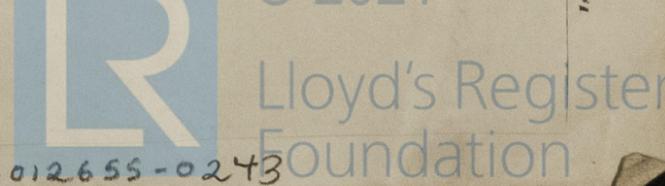
Fees applied for, *16/3/1953*
Received by me, *19*

THU 2 APR 1953

Assigned *B/n S 3.53*

S. 3.53

L. O. Nordaas *Plude*
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Characters of Ship and Machinery precisely as in the Register Book