

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

17 NOV 1939

Date of writing Report 11/11 1939 When handed in at Local Office 11/11 1939 Port of Slo  
 in Survey held at Sandefjord. Date, First Survey 29/6 Last Survey 19/9 1939  
 Book. 27901 on the Machinery of the Wood-Iron or Steel screw steamer "KOSMOS" (No. of Visits 4)

Age { Gross 17801  
 Net 11789 Vessel built at Belfast By whom Workman Clark (1938) Year. Month. When 1929 7  
 Engines made at Belfast By whom Workman Clark (1938) When 1929  
 Main Boilers 5 Boilers, when made (Main) 1929 (Donkey)  
 Owners Hvalfangerselskapet "KOSMOS" Owners' Address Sandefjord.  
 Managers A. Jahre. (If not already recorded in Appendix to Register Book.)  
 Donkey Boilers 250 If Surveyed Afloat or in Dry Dock fl. dock. Port Sandefjord. Voyage  
 (State name of Dock.) Framnas m4k. Verksted

Pr. b. -60 lb. 2 Pr. b. -64 lb. 8 Pr. B. -43 lb.

Particulars of Examination and Repairs (if any) BS. 1. Examination.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the body of the vessel (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature and details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has examined his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? Per Björn-Röli.

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

" " " " " "

was not done, 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 these parts of each Boiler? ✓

Latest date of internal examination of each boiler 15/8 39

Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 250 lb.

Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers? ✓

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? ✓

Shaft now been changed? ✓ If so, state reasons ✓

Shaft now fitted been previously used? ✓ 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 4/9 39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

Is this vessel placed in floating dock, the screw shaft drawn, sea cocks and valves opened and the screw shaft, stern tube, propeller and sea cocks and valves examined.

Boilers opened cleaned and carefully examined internally and externally with manholes, doors fastenings, safety valves and mountings.

Boilers examined under steam pressure and the safety valves set to 250 lb. per sq. inch.

Pressure boilers and apparatus opened, cleaned and examined and the safety valves on the main steam pipes set to 64, 60 and 43 lb. per sq. inch respectively.

It is stated that the vessel had sustained damage by

heavy weather on the 24th November 1938 and 14th February 1939.

Leakage in sea valves on the 29th January 1939.

Leakage in flange in exhaust pipe from L.P. cylinder to condenser on the 2nd June 1939.

## 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, &c.; thus, for example, B.S. 9.11, B.S. 9.11, B.S. 9.11, or L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Recommendation of BS 9.39. Pr. B.S. 9.39 and screw shaft seen 9.39

Fee (per Section 29) £ Kr. 170.-  
 Damage or Repair Fee (if any) 440.-  
 (per Section 29.) 200.-  
 Expenses (if chargeable) 150.-

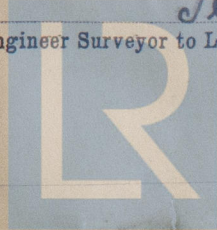
Fees applied for 11/11 1939  
 Received by me, 19

FRI. 1 DEC 1939

Committee's Minute

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Per Björn-Röli  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

S/S " KOSMOS ".

Damage as per attached copy of damage report.

repairs now done due to damage:-

1. 2 shaft bearings retalled.

The steering gear opened up and overhauled.

The screw shaft drawn for examination.

The lighthouse packing renewed.

The main engine holding down bolts overhauled and refastened.

L.P. crosshead bearings retalled.

4. The sea cocks and valves opened cleaned and examined.

The main and winch condenser opened and cleaned, the tubes removed and replaced.

7. The flange between L.P. cylinder and exhaustpipe to condenser repacked.

J.B.R.

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J.B.R.

R. S. M. hold

Minor repairs for weather damage

It is submitted that  
this vessel is eligible for  
THE RECORD.

£9.39

£9.39

£9.39

RM

23/4/39



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