

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

(Received at London Office)

Date of writing Report Aug 16 to 29 When handed in at Local Office Aug 16 to 29 Port of Falmouth
 No. in Reg. Book. 40959 Survey held at Falmouth Date, First Survey 7 Last Survey Aug 16 1929
 (No. of Visits 1)

on the Machinery of the ~~Wood~~ Steel SS. "KOSMOS"
 Tonnage { Gross 18500
 Net ✓ Vessel built at Belfast. By whom Workman & Clark 1928 When 1929.
 Engines made at " By whom " When 1929
 Nominal Horse Power ✓ Boilers, when made (Main) (Donkey)
 No. of Main Boilers ✓ Owners Kosmos A/S. Owners' Address "
 (if not already recorded in Appendix to Register Book).
 No. of Donkey Boilers ✓ Managers " Port Landefjord Voyage
 Steam Pressure ✓ If Surveyed Afloat or in Dry Dock Fal. Nos DDK Particulars of Classification (which must be inserted
 in Main Boilers ✓ (State name of Dock.) precisely as in Register Book & Supplements.
 in Donkey Boilers ✓

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim 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. 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.

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?

Do. " Donkey " " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

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

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? , and of the Donkey Boiler?

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

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

Has screw shaft now been drawn and examined? NO. Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Has the 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? not taken.

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Next Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1.</u>		
<u>with 100</u>		
<u>Class Contemplated</u>		
<u>Carrying Petroleum in Bulk.</u>		

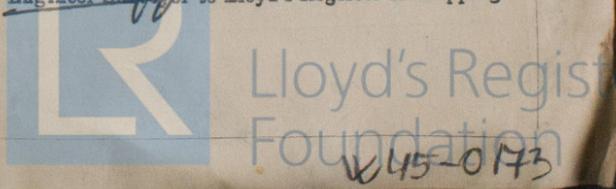
Vessel placed in dry dock. Propeller & sea fastenings examined. Propeller nut tested & cone replaced.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
 (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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)
So far as seen is eligible in my opinion to remain as class. Contemplated

Survey Fee (per Section 25).....	£ : : :	Fees applied for 19 Received by me, 19
Special Damage or Repair Fee (if any)..... (per Section 25.)	£ : : :	
Travelling Expenses (if chargeable).....	£ : : :	

Committee's Minute FRI. 27 AUG 1929
 Assigned As now

R. Moffitt
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

W 45-0173

Joeking

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

J. Kim
22.8.29

[Faint, illegible handwritten notes in the main body of the page]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Lloyd's Register
Foundation

No. in
eg. Book
40655
GROSS
TODD
UNDER
NEP
WB=C
Total
Last
Particulars
on account
and best
represents

HO
NEWCASTLE
TELEPHONE
CAR
TELEPHONE