Rpt. 9.

No. 7040

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

(Received at London Office 24 AUG 1929)

Date of writing Report Aug 16 1929 When handed in at Local Office Aug 16 1929. Port of Falmouth

No. in Reg. Book. 40959. Survey held at Falmouth Date, First Survey 9. Last Survey Aug 16 1929 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "KOSMOS"

Tonnage { Gross 18500 / Net ✓

Nominal Horse Power { ✓

No. of Main Boilers ✓

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers ✓

in Donkey Boilers ✓

Vessel built at Belfast. By whom Workman & Clark 1928 When 1929.

Engines made at " By whom " When 1929

Boilers, when made (Main) (Donkey)

Owners Kosmos A/S. Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port Sandefjord Voyage

If Surveyed Afloat or in Dry Dock Fal. No 3 Dk. (State name of Dock.)

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1.		
with fwd		
Class Contemplated		
Carrying Petroleum in Bulk.		

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

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 vitæ 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.

Vessel placed in dry dock. Propeller & Sea fastenings examined. Propeller not tested & cone replaced.

If Stockless, state Mechanical Tests tested and dent.

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, B.&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

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

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

R C Moffitt

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 AUG 1929

Assigned As now

W 45-0173

Docking

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.

JRm
22.8.29

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.