

## STEEL STEAMER or MOTORSHIP.

Received at London Office 5 JAN 1927

State if Report has been sent on the Freeboard of the Vessel *yes.*State if Report is sent on the Machinery of the Vessel *yes.*Date of completion of report *Nov. 30<sup>th</sup> 1926.*Port of *New Orleans.*No. *3052.*Survey held at *New Orleans*Date First Survey *Aug. 31<sup>st</sup> 1926*Last Survey *Nov. 26<sup>th</sup> 1926.*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*TWIN SCREW MOTOR VESSEL. KOSMOS I. Mach. aft. of midship*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening)

*Full scantling*

State Type of Erections

*Roof.*

TONNAGE under Tonnage Deck

*542*

CLASS

*A.1. WITH FREEBOARD FOR SERVICE IN THE GULF OF MEXICO AND CARIBBEAN SEA.*

State if with freeboard as condition of Class

*YES.*

Built at

*Forning.*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

*L 184.05*

Launched

*1920.*

Yard No.

Builders

*Schepers M. Mach. Hansen*

Owners

*Standard Fruit & Veg. Co. Union Indemnity Bldg 20*

Managers

(Where necessary to be entered in Reg. Book.)

Residence

*New Orleans.*Port of Registry *CAIRO MON.*

If surveyed while building, afloat, or in dry dock

*Yes.*

Total

Gross Tonnage

*623.*

Register Tonnage

*348.*

REGISTERED DIMENSIONS.

FEET.

*185.5'**25.3'**15.6'*

Breadth (greatest moulded)

*B 25.3.*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

*D 18.01*

1st Longitudinal Number (L x D)

*= 3315.*

2nd Numeral L x (B + D)

*= 4941.*

Framing Depth "d," at middle of length. See Sec. 3 (1d)

*15.3*

Proportions—Depth to Length—Uppermost continuous deck to top of keel

*10.2*

Do. Long Bridge to top of keel

Draught Moulded

*14'4"*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	<i>21"</i>		<b>Bracket Floors, Frame</b>	<i>2 1/2 x 2 1/2 x 31</i>	
" from 1/2 length to Collision bulkhead	<i>21"</i>		" " Reversed Frame	"	
" in peaks	<i>12"</i>		" " Vertical Struts	<i>2 1/2 x 2 1/2 x 5/16</i>	
" " <i>30' aft.</i>	<i>25"</i>		<b>Centre Girder, depth and thickness amidships</b>	<i>32 x 38</i>	
<b>FRAMING.</b>			" " top Angles	<i>2 1/2 x 2 1/2 x 32</i>	
<b>Fore and Aft Amidships, Angle, E or F</b>	<i>3.94 x 2.52 x 31.</i>		" " bottom Angles	<i>2 3/4 x 2 1/2 x 32</i>	
" Extends up to	<i>up. Deck</i>		<b>Side Girders, No. each side and thickness</b>	<i>2 3/4 x 32</i>	
<b>Reversed Frame Amidships, Angle</b>	<i>none.</i>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>24" x 38</i>	
" Extends up to	"		" " Vertical Angle to Tank side	<i>2 1/2 x 2 1/2 x 32</i>	
<b>Thickness of Framing Girder</b>	<i>3.94</i>		" " Bracket abaft 1/2 len. from stem	<i>2 1/2 x 2 1/2 x 32</i>	
<b>NEW FRAMES</b>	<i>15 3/4 x 32</i>		" " Vertical Angle to Tank side	<i>no.</i>	
<b>Uppermost Continuous between Decks, Angle, E or F</b>	<i>EVERY FIFTH</i>		" " Bracket forward 1/2 len. from stem	<i>at each</i>	
" <b>Second between Decks, Angle, E or F</b>	<i>FRAMES</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>every 5' aft.</i>	
" <b>Third</b>	"		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>42 x 75</i>	
<b>Spacing in Peaks, Angle or F</b>	<i>FORE 3 1/2 x 2 1/2 x 1/4</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>42 x 75</i>	
" <b>AFT</b>	<i>3 1/2 x 2 1/2 x 1/4</i>		<b>INNER BOTTOM PLATING.</b>		
<b>Number and Spacing of Rivets through Shell Plating</b>	<i>WITH DECK FLOORS</i>		Breadth and thickness of Middle Line Strake	<i>70" x 28</i>	
<b>Is Frame Joggled</b>	<i>no.</i>		Thickness of remainder in Holds	<i>75</i>	
<b>FRAMING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>web stringer 2 Breast bulkhead 2 fore peak</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>yes.</i>	
<b>STRENGTHENING OF BOTTOM FOR HARD. State Particulars</b>	<i>sup. floor 3'6" x 3'3" up. 21"</i>		<b>BEAMS.</b>		
<b>DOUBLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships in Wells, Angle, E or F</b>	<i>3.54 x 2.4 x 31.</i>	
<b>Keels, Depth and thickness at mid-line in Holds</b>			" " in way of Bridge, Angle, E or F	"	
Height of Brackets at side above base line at toe of frame			Spacing		
<b>Middle Line Keelson, on Floors, Angles, E or F</b>			<b>Second Deck, amidships, Angle, E or F</b>	<i>7" x 12 1/2. FIVE frames</i>	
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			<b>Third Deck, amidships, Angle, E or F</b>	"	
" " Flat Plate Keel Angles			Spacing		
<b>Keelsons, No. each side</b>			<b>Fourth Deck, amidships, Angle, E or F</b>	"	
" thickness of Intercoastal Plate			Spacing		
" Angles			<b>Poop Deck, Angle, E or F</b>	<i>3 x 2 x 20</i>	
<b>DOUBLE BOTTOM.</b>			Spacing	<i>21"</i>	
<b>Solid Floors, thickness and spacing</b>	<i>32 sr 21"</i>		<b>Bridge Deck, Angle, E or F</b>		
" " Are Frame and Reversed Frame joggled?	<i>no.</i>		Spacing		
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>32 x 32 1/2"</i>		<b>Forecastle Deck, Angle, E or F</b>		
" " breadth and thickness at margin plate	<i>32 x 48"</i>		Spacing		



PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
<b>PILLARS, No. of Rows.....</b>	<i>Two.</i>		
"    in 'tween Decks, Size and Spacing.....			
"    "    "    "    "    "			
"    in Holds <i>Speed 7"</i>	<i>6" at hatch ends 2" elsewhere</i>		
"    "    "    "    "    "			
<b>Centre Line Bulkhead.</b>			
Stiffeners and Spacing.....			
Plating, thickness of .....			
<b>STRINGERS AND DECKS.</b>			
<b>Uppermost Continuous Deck.</b>			
Stringer Plate, breadth and thickness in Wells	<i>40 x 40"</i>		
"    "    "    "    in way of Bridge			
"    Angle in Wells .....	<i>3 x 3 x 35</i>		
Thickness of Plating abreast Deck openings / in way of Wells .....	<i>.55</i>		
Thickness of Plating abreast Deck openings / in way of Bridge .....			
If Sheathed, material and thickness .....			
<b>Second Deck. <i>Platform &amp;c only</i></b>			
Stringer Plate, breadth and thickness in Wells	<i>13 x 6/20</i>		
Stringer Plate, breadth and thickness in way of Bridge			
Thickness of Plating abreast Deck openings / in way of Bridge .....			
Thickness of Plating abreast Deck openings / in way of Bridge .....			
If Sheathed, material and thickness .....			
<b>Third Deck.</b>			
Stringer Plate, breadth and thickness.....			
If Plated, state thickness.....			
<b>Fourth Deck.</b>			
Stringer Plate, breadth and thickness.....			
If Plated, state thickness .....			
<b>Poop Deck.</b>			
Stringer Plate, breadth and thickness .....	<i>30 x 22</i>		
Plating, Sheathing, material and thickness ..	<i>20</i>		
<b>Bridge Deck.</b>			
Stringer Plate, breadth and thickness.....			
Plating, Sheathing, material and thickness ..			
<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness.....			
Plating, Sheathing, material and thickness ..			

[illegible]

WATER-TIGHT BULKHEADS.							
<b>Total No. of W.T. BULKHEADS in Vessel—</b>							
Extending to Upper Deck (Sec. 3 c) <i>Five</i>							
,, Deck next below ..... <i>Four</i>							
As per Rule.....							
			STIFFENERS.				
Plating Thickness.			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
<b>MIDSHIP BULKHEAD,</b>	Tween decks...	<i>4</i>	<i>7/16"</i>	<i>6x3x3/8</i>	<i>20"</i>	<i>4x3x3/8</i>	<i>48"</i>
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	Holds .....					
<b>COLLISION</b>	"	(in Hold) .....	<i>3/8"</i>	<i>6x3x3/8</i>	<i>20"</i>	<i>4x3x3/8</i>	<i>48"</i>
<b>AFTER PEAK</b>	"	" .....	<i>3/8"</i>	<i>6x3x3/8</i>	<i>20"</i>	<i>4x3x3/8</i>	<i>48"</i>

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>				
<b>STEM .....</b>	<i>Forged</i>	<i>7x17/8"</i>		
<b>STERN FRAME { Propeller Post .....</b>				
<b>{ Rudder " .....</b>		<i>6'8"x53/8"</i>		
<b>RUDDER—A×D.....</b>				
<b>Speed of Vessel.....</b>				
<b>RUDDER mainpiece at head ...</b>		<i>5'-4"</i>		
" " heel ...		<i>4'-1"</i>		
" how constructed .....		<i>Balanced</i>		
" double or single plate coupling, vertical or horizontal.....		<i>Single - longitudinal</i>		
<b>STEEL.</b>				
Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>open hearth fusion</i>				
Has the Steel been tested as required by the Rules? <i>Sims. Lloyd</i>				

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.				
11790	1st Bower ...	18	0	...	...	...	...	...	...	...	...	...	Stockless		CARDIFF 30-11-23 A.V.	
9522	2nd " ...	...	...	...	...	...	...	...	...	...	...	...	Photo stat copies of available Carbs attached			
LEHRC	3rd " ...	...	...	...	...	...	...	...	...	...	...	...	no other marks or Carbs found. workings			
6603	Collective weight.	...	...	...	...	...	...	...	...	...	...	...	on anchor reform verified with Carbs			
	✓ Stream .....	...	...	...	...	...	...	...	...	...	...	...	of the equipment attached to these Carbs			
		...	...	...	...	...	...	...	...	...	...	...	located at the Aqueduct to Green Island			

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Stain- ing.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs. lbs.	Owts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
	210	1 1/4								STW BANK	no stock available						
												TOWLINE / HAWERS & WARPS	75 90	5 1/2 6			
Iron Steam ) Chain or Steel Wire )		Cir.							Cir.			"					

*Builder's Signature*

GENERAL DECLARATION The anchor & chain have been examined & appear to be in excess of requirement. no certificate except attached were found & markings could not be ascertained beyond those noted above.

This vessel has been examined & required by the Rules & the regulations  
verified with the approved plans & found in order. The workmanship,  
as far as seen, is good & the vessel in my opinion is eligible to be classed  
with the Society. I have a suitable notation in the Register Book.  
The postulation of the Survey held for class & S. S. N<sup>o</sup> 3. are given in Reports  
form 8 & 9. which are forwarded herewith. The painting arrangements;  
strengthening of S. B. & supports below pillars have been examined &  
found in good order.

The amount of Entry Fee ..... \$ 20 : 00 :  
Special Survey Fee.... £ :  
Cables & Cost of Plans - 25- :  
Travelling Expenses, if any £ Hamburg 4/6

Fees applied for,  
Dec 23. 1926  
Received by me,  
J. D. 23. 1926

I am of opinion the Vessel should be Classed A.1 WITH FREE BOARD  
FOR SERVICE IN THE GULF OF MEXICO & CARIBBEAN SEA.

State whether the Vessel has been built under Special Survey no.  
 Certificate to be sent to Standard Fruit Co Date of issue 28/5/27.  
 Signature B. MacDonald  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character assigned *AI With Freeboard*  
*For service in the Gulf of Mexico, Caribbean Sea*  
*See also form Rpt. 8 attached*



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a the Plans should be embodied.)

Particulars of Drop Test of Cast Steel Anchors, viz. :—  
Weight, Surveyor's Initials,  
Number of Certificate, Date  
of Test.

1st Bower HEAD 10 CWT A.J. 4790 - 30-11-23 CARDIFF.  
2nd "  
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20 ft., R.Q.D. ft., Bridge ft., Forecastle  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) upper dk. steel  
Lower dk. platform ties of widely spaced beams  
Official No. ; Signal Letters R.B.F.T. If bottom of Vessel has been coated Inside Yes  
particulars of composition Paint

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.
Double bottom, aft,	35'	15.74 P.B.	Fore peak tank,	10'6"
Double bottom, under Engines and Boilers,	21'	9.35 P.B.	After peak tank,	17'6"
Double bottom, if under Engines only,	12'3"	6.06	Deep tank, aft, L.N.B. OIL.	5'3"
Double bottom, if under Boilers only,	31'6"	15.02 P.B.	Deep tank, forward, F.W.	14'
Double bottom, forward,			Other tanks, if fitted,	
Total capacity of double bottom			(If necessary, furnish further information by sketch.)	

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No.

Date

Dates of Surveys held while building



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