

Kos Ix

IMO/off nr	30278
Call Signal	LCAU
Flag	NOR
Ship type	Dampskip, hvalbåt steam ship, whale catcher.
Year Built	1930/08
Shipyard	Smith's Dock Co Ltd, South Bank, Middlesbrough, England.
Sno	932
Tonnage	245 brt, 86 nrt
Size	Loa: 115,1'-B: 24,1'-D: 12,8'.
Propulsion	1 stempel dampmaskin (steam reciprocating), 3-trinns ekspansjon (triple exp.). 3-sylinder, syl. diam.: 14"-23"-39", slag/stroke: 24". Bygget av Smith's Dock Co. Ltd, Middlesbrough, England.
Boiler	1 oljefyrt dampkjel (oil fired boiler), heteflate (HF): 2.292 ft². Bygget av Blair & Co. Ltd, Stockton, England.
Crew	13 personer.
Manager	Anders Jahre, Sandefjord.
Owner	Kosmos A/S, Sandefjord.
Speed	12,5 knop
Port	Sandefjord

History in Norwegian

1930 Bygget som hvalbåt KOS IX ved Smith's Dock Co Ltd, South Bank, Middlesbrough, England for Hvalfangerselskapet Kosmos A/S (Anders Jahre), Sandefjord. Levert i august. Prisen var ifølge kontrakten GBP 20.500. Fanget for KOSMOS i sesongen 1930/31. Skytter var Alfred Andersen. 1931 I opplag sesongen 1931/32 sammen med resten av ekspedisjonen. 1932 Fanget for KOSMOS i sesongen 1932/34. Skytter var Alfred Andersen. 1934 Fanget for KOSMOS i sesongen 1934/36. Skytter var Karl Skontorp. 1936 Ble benyttet for ekspedisjonsbåt i sesongen 1936/37. Skytter var M. E. Davidsen. 1937 KOS IX er utsatt for et uhell under fangst i dårlig vær. Hvalbåten hadde skutt fast i en hval og holdt på å manøvrere den langs siden. Hval og fartøy ble slått mot hverandre så hardt at hvalen kom borti propellen som ble slått av. Da det dårlige været gjorde det umulig å fortøye hvalbåten langs siden av kokeriet, ble mannskapet evakuert til kokeriet, og hvalbåten drev omkring uten bemanning. Avbryter fangsten 04/02. Etter noen dager fikk en annen hvalbåt sleper om bord og begynte slep med kurs for Walvis Bay. Et slep som tok tolv og et halvt døgn. Men båten ble reddet. Fanget for ULYSSES i sommer sesongen 1937 i Shark Bay, WA, Australia. Skytter var Thorleif Fagerli. Ishavs sesongen 1937/38 i fangst for ULYSSES i Sydishavet. Skytter var Thorleif Fagerli. 1938 Sesongen 1938/39 bøyebåt for KOSMOS II. Skytter var Marius Andersen. 1939 Sesongen 1939/40 bøyebåt for KOSMOS II. Skytter var Wilhelm Dahlberg. 1940 Etter endt sesong 1939/40 ankomst Walvis Bay, Sørvest Afrika 21/03. Rekvirert av Royal Navy (RN) i november. Avgikk Walvis Bay 12/11 med ordre for Clyde River, Scotland. Anløp Freetown, Sierra Leone 25/11 og gikk videre 03/12. Anløp St. Vincent, Kapp Verde 07/12. Avgikk 09/12 med kurs for øyen St. Michael i sydvestre del av England. Ankomst 15/12. Avgikk St. Michael 21/12. 1941 Ankom og ankret i elven Clyde i Scotland 04/02. Fortsatte i konvoi WN 80 sammen med KOS VII og KOS VIII. Totalt 20 skip i konvoien. Ankrer ved Methil Roads, Scotland 07/02. Fortsetter til Shields, England 09/02 for ombygging til krigsbruk. I tjeneste for Royal Navy (RN) som minesveiper. Avgikk fra Invergordon, Scotland 16/06 for elven Clyde. Forlot ankerplass 05/07 med kurs for St. Michaels. Forlater senere Liverpool, England som eskorte skip i konvoi OS 1 for Freetown med ankomst 10/08. Tilbake til Liverpool og deltar så i konvoi OS 5 02/09 med kurs for Freetown med ankomst 21/09. Omdøpt til HMS FIRMAMENT (FY 1725) i september. 1944 Strandet og tapt nær Alexandria, Egypt 30/05 under sjøtjeneste. Redning oppgitt.

History

1930 Built as whale catcher KOS IX at Smith's Dock Co Ltd., South Bank, Middlesbrough for Whaling Company Kosmos A/S, Sandefjord. Delivered in August. According to the contract, the price was £ 20,500. Catcher for KOSMOS in the season 1930/31. The shooter was Alfred Andersen. 1931 In the layup season 1931/32 laid up together with the rest of the expedition. 1932 Catching for KOSMOS in the season 1932/33. The shooter was Alfred Andersen. 1933 Catching for KOSMOS in the 1933/34 season. The shooter was Alfred Andersen. 1934 Catching for KOSMOS in the 1934/35 season. The shooter was Karl Skontorp. 1935 Catching for KOSMOS in the season 1934/35. The shooter was Karl Skontorp. 1936 Used for expedition boat in the season 1936/37. The shooter was M. E. Davidsen. 1937 KOS IX is exposed to an accident while catching in bad weather. The whale catcher had just shot fast in a whale and was manoeuvring it alongside. Whales and vessels were beaten against each other so hard that the whale came into the propeller that was turned off. When the bad weather made it impossible to moor the catcher along the side of the factory, the crew was evacuated to the factory, and the catcher drifted around without manning. Cancelling the catch 04/02. After a few days another catcher get a mooring aboard and began to tow for Walvis Bay. A tow that took twelve and a half days. But the boat was rescued. Catching for ULYSSES in the summer season of 1937 in Shark Bay, Australia. The shooter was Thorleif Fagerli. The season 1937/38 as catcher for ULYSSES in the Southern Seas. The shooter was Thorleif Fagerli. 1938 The 1938/39 season as buoy boat for KOSMOS II. Shooter was Marius Andersen. 1939 The 1939/40 season buoy boat for KOSMOS II. Shooter was Wilhelm Dahlberg. 1940 After the whaling season 1939/40 arrived Walvis Bay 21/03. Requested by the Royal Navy (RN) in November. Departed Walvis Bay 12/11 with orders for Clyde River, Scotland. Calling Freetown 25/11 and moving on 03/12. Calling St. Vincent at Cape Verde 07/12. Departs 09/12 with course for the island of St. Michael in the southwest of England. Arrival 15/12. Departed St. Michael 21/12. 1941 Arrived and anchored in the river Clyde in Scotland 04/02. Continues in Convoy WN 80 in company with KOS VII and KOS VIII a total of 20 ships, Anchors at Methil Roads 07/02. Continued to Shields 09/02 for conversion to warfare. Set in service for the Royal Navy (RN) as a minesweeper. Departed from Invergordon 16/06 for the Clyde River. Leave anchorage 05/07 with a course for St. Michaels. Later from Liverpool as escort ship in convoy OS 1 for Freetown with arrival 10/08. Return to Liverpool and then participate in convoy OS 5 02/09 with course for Freetown with arrival 21/09. Renamed HMS FIRMAMENT (FY 1725) in September. 1944 Stranded and lost near Alexandria 30/05-1944 on Naval Services. Salvage impracticable.