

Rpt. 9A

REPORT OF **MACHINERY SURVEYS AND REPAIRS** (Engines and Auxiliaries)
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

-2 FEB. 1967

Ship's Name SS/MX **JOSIÑA**Port **GIJON**Processing
Number: LR **517623**Gross tons **3314**Rpt. No. **534**Port of Registry **Bilbao**Date of build **1921**Is there a rpt. 8? **Yes**No. of visits **6**First date **12.1.67**Last date **27.1.67**Interim Cert. issued
& copy herewith? **Yes**Damage rpt. issued
and copy herewith? **No**

Last rpt. (H.Q. only)

Date of
completing rpt. **28.1.67**Surveyed at, if different from Port above **-**Is a rpt. 9B
attached? **Yes**MN **470**Nature of survey **Drydocking**
ES commencement, General
examination, Condition of
Expenses Class & MBS.Survey fees
MBS Ptas. **7.260**
ES " **3.000**
Gen. Exam. } **4.000**
Cond. Class }

Damage fee

Ptas. **350**S.A. fee **-**

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons,
rods, valves & gears2 Con. rods, crossheads,
bearings & guides **Side**3 Centre
Crankpins
(incl. eccentrics)
& bearings **Side**

Centre

4 Crankshaft journals
& bearings5 Detuner or
vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers,
pistons & rods7 Con. rods, crossheads,
bearings & guides8 Crankpins &
bearings9 Journals &
bearings10 Levers, links &
bearings11 Coolers &
safety devices12 Scavenge blowers
& superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors,
blading, bearings,
thrusts & couplings

16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships
of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with **20650** fresh record of **ES** (with date) when the survey has been completed subject to the main engine M.P. and L.P. crosshead pins (electrically welded) being specially examined by the end of January 1968 (12 months) and MBS 1,67 when the safety valves of the centre boiler have been adjusted under steam and to any outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate).

Date of Committee

Minute

THURSDAY 20 APR 1967

Deferred for comp. MBS
(subject)

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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark thrust should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where re-examination or repairs should be made before

MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings	
19 Exhaust steam turbines (with recip. eng.)	20 Thrust blocks, shafts & bearings	
21 M.E. steam compressors	22 Intermediate shafts & bearings	
23 Clutches & hydraulic couplings	24 Steam re-heaters	
25 De-superheaters	26 Forced &/or induced draught fans	
27 Stop & manoeuvring valves	28 Holding down bolts & chocks	
29 Main engine driven pumps (including fuel injection)		
30 Condensers (main & aux.)	31 Air ejectors (main & aux.)	
32 Have main engines been examined working & manoeuvring?		
33 Essential Independent pumps		
34 Bilge, ballast & oil fuel suction lines, fittings & controls	35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	
36 Fresh water coolers	37 Lub. oil coolers	
38 Heaters & safety devices including de-aerator (state service)	39 Pressure feed water filters	
40 Auxiliary air receivers & safety devices	41 Starting air pipes	
42 Main air receivers & safety devices		
43 Independent air compressors, coolers & safety devices	44 Oil fuel tanks (not forming part of the hull structure)	
45 Have all evaporators safety valves been tested under steam?	46 Evaporators	47 Distillers
48 Steering machinery	49 Windlass	50 Machinery spare gear

State
Port P. or
Starboard S.Identify
by
position

AUXILIARY ENGINES

DOCKING

Propeller	Good	Sea connections	—	Oil gland	—
Fastenings & gratings	Good			Clearance in stern bush (if relined state clearance before & after)	2,5 mm
Has screw/tube shaft been drawn?	No			Date of examining shaft & condition	
Has shaft been changed?				Has shaft now fitted been previously used?	
Has shaft now examined/fitted a continuous liner?				Approved oil gland	

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

See continuation sheet.

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The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

State whether continuation sheet attached

International Maritime Register
Foundation

Ship's Name SS/MS JOSIÑA

Port GIJON

Rpt. No. 534

Condition of Class Maintenance (2)

"Evaporator not to be used until Surveyed".

This matter was drawn to Chief Engineers attention and he indicated and H.P. feed heater which he stated is damaged and permanently out of use.

Accordingly the bypass arrangements were examined and found satisfactory and it is recommended a note be added to the classification certificate.

"High pressure feed heater not to be used until surveyed".

The undersigned was unable to ascertain whether an error in an earlier report has been perpetuated or if a salt water evaporator did exist at the time of the last engine survey. None is on board now.

R M Hobson



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Lloyd's Register
Foundation

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