

19 JUL 1963

Ship's Name SS/MS "JOSINA" Gross tons

Is there a rpt. 8? Port VALENCIA Rpt. No. 1596

No. of visits First date Last date

Interim Cert. issued & copy herewith? Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)

Date of completing rpt. Surveyed at, if different from Port above

Is a rpt. 9A attached? Yes MN Nature of survey Reclassification

Survey fees Damage fee - Expenses -

T.S. (CL)	1,100'--	Pts.
M.B.S.	2,240'--	"
SS Elect.	2,460'--	"
S.P.S.	2,000'--	"
Repairs	6,000'--	"

S.A. fee -

DOCKING

Propeller + Sea connections Good Oil gland -

Fastenings Good Wear down of stern bush Close fit

Has screw/tube shaft been drawn? Yes Date of examn. 8-4-63

Has shaft been changed? Yes Has shaft now fitted been previously used? No

Has shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

<del>AUXILIARY, DONKEY OR PRESS</del>	(State if oil fired—OF or exhaust gas—EG)	MAIN
		P., C. & S. - 18-2-63 - Good
Air heaters		
Superheaters		
Safety valves		C & S Good - P +
Mountings, doors and fastenings		All Good
Safety valves adjusted to { Sat		All 180 lbs/in <sup>2</sup>
{ Spt		-
Boiler securing arrangements		All Good
<del>Main economisers</del>		<del>Exhaust gas heated economisers</del>
<del>Steam heated steam generators</del>		Steam generator safety valves adjusted to
<del>Forced circulating pumps</del>		Funnel Good
<del>Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?</del>		Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Report 9a

(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 - 5 SEP 1963

See Rpt 9A.

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

ALSO FOR

SPL FOR

TRO NOTED BY CESR

POSTING

HEADER

CERT

013950-013960 - 0134 1/2

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

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 repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN Steel - Good  
 AUXILIARY Steel & Copper - Good  
 (over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested? -  
 Were selected copper pipes annealed? Yes

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	20
a Generators		l Generators & governors	Good
b Exciters			
c Air coolers		m Motors	Good
d Motors			
e Air coolers		n Switchboards & fittings	Good
f Control gear cables, etc.		o Circuit breakers	-
g Insulation resistance		p Cables	Good
h Insulating oil test		q Insulation resistance	Good
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

‡ Bronze propeller examined and 6 cracks found on outside surface of boss running circumferentially between two adjacent blades. The depth of the cracks was determined by drilling and found to be approx. 70 mm. See attached sketch.

It was recommended that the spare C.I. propeller be fitted, but on examination this propeller was found to be useless due to corrosion in the bore.

In view of this the defective bronze propeller has been refitted at the Owners instance, it being stated that this will be replaced by a new propeller as soon as possible.

‡ Port main boiler, safety valve chest found fractured in neck of branch connection to boiler shell. This C.I. chest, which also has a branch connection for auxiliary steam, has been replaced at the Owners instance by a C.S. chest of similar dimensions but without the auxiliary steam connection.

The Owners state that a new C.S. S.V. chest with auxiliary steam connection has been ordered and that this will be fitted as soon as it is available.

WEAR & TEAR REPAIRS:-

Screwshaft:- corrosion cracking found at forward end of cone in way of rubber sealing ring and shaft now replaced by a new shaft fitted with a continuous GM liner and marked Lloyd's Val. No 1799 8-4-63 B.B.M. (cert. attached)  
 Fit of propeller on new screwshaft checked and found satisfactory.

Stern bush re-wooded.

Port, Centre & Starboard main boilers all furnaces found distorted, especially in way of crowns. All furnaces now satisfactorily rectified by

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 from 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.

Rpt. 9B (cont.)

Ship's Name SS/MS "JOSINA"

Port VALENCIA

Rpt. No. 1596

WEAR & TEAR REPAIRS (Contd.):

heating and jacking and furnace crowns reinforced by E.W. plate stiffeners fitted to alternate corrugations on water side.

It is recommended that a note with date be made in the S.R.L. No. Appendix regarding these boiler repairs.

Port main boiler main stop valve pad 3 rivets found broken and a number slack. Pad removed and rivet holes in shell and pad cleaned out, examined, and found satisfactory and pad re-riveted to shell.

Centre boiler G.M. blowdown valve chest found cracked in way of seat, due to excessive machining. Valve chest removed and replaced by a new G.M. chest marked Lloyd's Test Val. 32 Kgs. 7-2-63 B.B.M.

On completion of the foregoing repairs all three boilers were examined under a hydraulic test in excess of the working pressure and found satisfactory.

*E.D. Waddock*

