

Ship's Name ~~SS/MR~~ JOSINA LR No 517623

Gross tons 3314 Port of Registry Bilbao Port GIJON

Date of build 1921 Is there a rpt. 8? Yes Rpt. No. 429

No. of visits 18 First date 8.6.65 Last date 20.10.65

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 4.11.65 Surveyed at, if different from Port above -

Is a rpt. 9A attached? No

MN

Nature of survey

RECLASSIFICATION

Drydocking, MBS, O.F. Conversion. Fitting of emergency fire pump. Condition of Class. Tailshaft Sur. Repairs.

Survey fees M.B.S. Pts. 7.260

O.F. Conversion " 3.000

Emerg. pump " 500

Cond. of Class " 500

TS(CL) " 1.760

Repairs " 4.000

Damage fee -

Expenses

Pts. 780

S.A. fee -

DOCKING

Propeller Good

Sea connections Good

Oil gland

Wear down of stern bush (if relined, state clearance before and after)

1.5 mm

Fastenings Good

Has screw/tube shaft been drawn? Yes

Date of examn. 5.10.65 Good

Has shaft been changed? No

~~Has shaft now fitted with new propeller?~~Has shaft now examined/fitted with a continuous liner? Yes ~~Approved by the~~

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

AUXILIARY, DONKEY OR PRESS

(State if oil fired—OF or exhaust gas—EG)

MAIN

Port 8.6.65 Good

Centre 8.6.65 Good

Starboard 8.6.65 Good

P, C & S Good

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves { Sat adjusted to { Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers and their safety valves

Steam generator safety valves adjusted to

Funnel Efficient

Were oil burning system & remote controls examined in accordance with rules?

Yes

I recommend that the machinery of this ship remain as classed with/without fresh record of re-classification of this ship's machinery be confirmed with fresh record of ES 4,63 now & SPS 2,63 as previously recommended and MBS 10,65 and TS(CL) 10,65 subject to the main engine M.P. & L.P. crosshead pins (electrically welded) being specially examined by the end of October 1966 and subject 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

FRIDAY -4 MAR 1966

Minute

Reinstate class

+ hmc

subject

ES. 563.

O.F. 1065

TS. 1065 MBS. 1065 Sps. 263.

ALSO FOR

SPL FOR

TRO

POSTING

HEADER

CERT

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
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

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

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

M.B.S. All 3 corrugated furnaces of each boiler were renewed at Owners instigation on account of a stated history of past defects. The replacement furnaces were fabricated under our inspection from tested material and annealed on completion. Material certificates attached.

The existing air heater was removed and a new air heater with provision for controlling combustion air temperature was fitted in the uptakes.

All plain tubes in each boiler were renewed on account of excessive thinning at back ends. The replacement tubes were not manufactured under the Society's inspection but sample tubes were gauged and tested in accordance with Rule requirements and found satisfactory.

On completion of all work the boilers were hydraulically tested to 200 lbs/sq.inch with satisfactory results.

The boilers were under regular examination up to the time of re-commissioning in October and it is recommended the notation MBS 10,65 can be assigned.

OIL FUEL CONVERSION:- At this time the ship was converted to burn oil fuel and the following equipment satisfactorily installed.

Port and starboard oil fuel transfer pumps, port and starboard unit pressure pumps combined in one unit with two high pressure O.F. heaters, low pressure O.F. heater and exhaust steam returns observation tank. A lighting up unit was also fitted.

All necessary renewal of pipe lines carried out and tested on completion to Rule requirements. High pressure oil fuel pipes are solid drawn steel and fitted above floor plates.

An oily bilge trap was formed on the tank top in way of the deep oil fuel tanks and independent drainage provided by means of a steam operated

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.

Ship's Name SS/~~MS~~ JOSINA

Port Gijón

Rpt. No. 429

pump fitted solely for this purpose.

Workmanship is good and the installation has been carried out in accordance with approved plans and all the remaining requirements of Chapters E and F of the Rules have been complied with where applicable.

Remote controls to outlet valves on tanks, to pumps, fan motor and steam smothering were found efficient and the installation was examined under working conditions. An accumulation test was carried out on the boilers with satisfactory results.

It is recommended the notation O.F. 10,65 be inserted in column 7 of the Register Book Vol. I.

Vigo certificates covering subject installation are attached herewith.

EMERGENCY FIRE PUMP

An electrically driven emergency fire pump was fitted at the after end of the shaft tunnel.

Electric cables through fuses and double pole switch at emergency switchboard are arranged external to machinery compartment and in accordance with Rule requirements.

On completion the pump was tested under working conditions with satisfactory results.

CONDITION OF CLASS (1)

"Subject to main engine M.P. and L.P. crosshead pins (electrically welded) being specially examined by the end of August 1965. (12 months)".

Now done; The main engine M.P. and L.P. crosshead pins were carefully examined and the weld deposit continues to remain efficient. It is recommended that the machinery classification of this vessel remains as previously recommended but subject to the main engine M.P. and L.P. crosshead pins (electrically welded) being specially examined by the end of October 1966 (12 months). Owners advised.

CONDITION OF CLASS (2)

"Evaporator not to be used until surveyed"
It was stated the evaporator is out of use.

PROPELLER

A new cast iron propeller was fitted at this time and the existing propeller retained as a spare.

The tailshaft was removed from the ship for the purpose of verifying the fit of the cone in the propeller boss and opportunity was taken to examine the shaft for a fresh record of screwshaft survey.

MAIN ENGINE

The main engine was opened up at this time at Owners instigation and the alignment of the crankshaft in its bearings and deflection readings between crankwebs were verified.



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