

by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

L'S NAME **'J O S I N A'** REPORT Bcl. No. **5501**

marks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

Survey PERIODICAL SPECIAL SURVEY (D) due **3.48** (Ship over 28 years old.)

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses

The thicknesses are in hundredths of an inch.

| STRAKE. | | AMIDSHIP. | | | | FORWARD. | | | | AFT. | | | | REMARKS. | | | |
|-------------|-----|---------------------|------------------------|------|--------------------|----------|----------------------|------------------------|------|--------------------|------|----------------------|------------------------|----------|--------------------|-------|------|
| | | Original Thick-ness | Thickness by drilling. | | Diminution if any. | | Original Thick-ness. | Thickness by drilling. | | Diminution if any. | | Original Thick-ness. | Thickness by drilling. | | Diminution if any. | | |
| | | | Port. | Std. | Port. | Std. | | Port. | Std. | Port. | Std. | | Port. | | Std. | Port. | Std. |
| DECK SHEER | L | 63 | 60 | 59 | 3 | 4 | 38 | 35 | 35 | 3 | 3 | 38 | 43 | 45 | - | - | |
| DECK | K | 56 | 39 | 27 | 17 | 29 | 38 | 35 | 35 | 3 | 3 | 38 | 27 | 39 | 11 | - | |
| DECK STRAKE | J | 63 | 47 | 45 | 16 | 18 | 47 | 51 | 53 | - | - | 47 | 59 | 59 | - | - | |
| DECK STRAKE | H | 63 | 47 | 49 | 16 | 14 | 47 | 47 | 47 | - | - | 41 | 48 | 39 | - | 2 | |
| DECK STRAKE | G | 59 | 51 | 43 | 8 | 16 | 41 | 47 | 43 | - | - | 47 | 46 | 49 | 1 | - | |
| DECK STRAKE | F | 59 | 31 | 47 | 28 | 12 | 41 | 41 | 41 | - | - | 47 | 41 | 45 | 6 | 2 | |
| BILGE | (E) | 59 | 47 | 45 | 12 | 14 | 47 | 43 | 51 | 4 | - | 47 | 43 | 41 | 4 | 6 | |
| BILGE | (D) | 59 | Cement | | | | 59 | 47 | 45 | 12 | 14 | 58 | 47 | 45 | 11 | 13 | |
| BILGE | C | 56 | | | | | 59 | 31 | | 28 | | 50 | 39 | 41 | 11 | 9 | |
| BILGE | B | 56 | | | | | 59 | | | | | 44 | | | | | |
| BILGE | A | 56 | | | | | 59 | | | | | 50 | | | | | |
| KEEL | | 94 | | | | | 69 | | | | | 69 | | | | | |

Drillings at ends to be made in the vicinity of the peak bulkheads.

A PERIODICAL SPECIAL SURVEY (D) became due 3.48.

Postponement of Special Survey until 2.49 approved 10.48.

Further postponement until 7.49 approved 5.49.

Wasted D.B. tank top plating and floors under boiler require to be dealt with at the Special Survey, and a length of chain cable requires to be tested at the first opportunity.

The Special Survey commenced Bcl. 4.49.

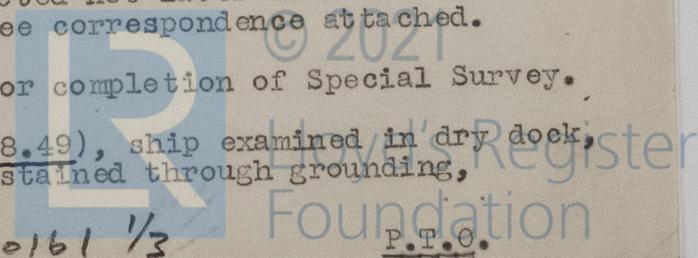
Owners advised through the BILBAO Surveyors that the Committee insist upon the Special Survey being completed not later than the end of October 1949 for retention of class - see correspondence attached.

ACTION is DEFERRED until 10.49 for completion of Special Survey.

The BARCELONA Surveyor reports (8.49), ship examined in dry dock, bottom coated, and on account of damage sustained through grounding,

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repairs recommended to a few indented keel and bottom shell plates (p & s) and buckled floors, etc. in Nos. 4 & 5 D.B. tanks (p & s) by next dry docking, efficient meantime.

The PERIODICAL SPECIAL SURVEY (D), as above, advanced by part examination of the holds, cross bunkers, E & B spaces, tunnel, Nos. 1,3,4 & 5 D.B. tanks.

Repairs, wear and tear were recommended in most of the above spaces, but it would appear that these will not be dealt with until the completion of the Special Survey which is now proposed to be held nearer the end of this year, after the ship's return from a couple of voyages to Spanish Guinea. (Please note time-lag between date of writing and date of receiving this report here).

150 fathoms of chain cable are reduced below the minimum Rule requirements to such an extent as to warrant the deletion of the figure '1' from the ship's character. Renewal is recommended at the first opportunity.

The shell plating has also been drilled with results as above, indicating considerable diminution in parts of the side plating in the midship body. No recommendations are made for dealing with same.

The greater part of the requirements of the Special Survey still remain to be carried out, including repairs as noted in the report and the renewal of several shell plates.

In view of the contents of the cablegram sent 3.9.40 to the BILBAO Surveyors, this case is submitted for the consideration of the COMMITTEE.

8.49 Bcl. ?

INSERT IN S.R.L.:-

Permanent repairs to indented keel and bottom shell plating (p & s) and buckled floors, etc. in Nos. 4 & 5 D.B. tanks (p & s) by next dry docking.
150 fathoms of chain cable to be renewed now.



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It is further submitted the Surveyor be requested to advise what arrangements have been made for dealing with the shell plates in 'F' and 'K' strakes already considerably reduced in thickness, and to confirm that the shell plating was also drilled clear of the stations recommended by the Committee, ~~that~~ to satisfy himself of the extent of the diminution in 'F' and 'K' strakes and elsewhere as considered necessary by him. (See Periodical Survey Requirements, Section 2, para. 5, Page 16 of the 1948/9 Rules.)

S.S. Part Held.

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4
12
1949
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CARGO BATTENS NOT FITTED.



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