

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

18. NOV. 1965

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

Gross tons 3314 Port of Registry Bilbao Port VALENCIA

Date of build 2-1921 Is there a Rpt. 9? No Rpt. No. 2049

No. of visits 2 First date 4-11-65 Last date 7-11-65

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) *GT 429*

Date of completing rpt. 11-11-65 Surveyed at, if different from Port above Cartagena

Surveyed afloat and/or in D.D. Afloat Last date of examination in D.D. -

Has a Load Line Survey been held? No Summer freeboard as verified -

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees - Damage fee 2,500'-- Pts. Expenses 100'-- Pts.

2'7% Tax 68'-- Pts.

S.A. fee - *JK*

I have surveyed the above-named ship in accordance with the Rules for Damage due to an explosion in the Port O.F. deep tank. It was stated that on the 3rd November 1965 whilst discharging at Escombreras an explosion occurred in the Port O.F. deep tank, no explanation could be given but it was ascertained that at the time of the explosion one of the ship's crew was working on the sounding pipe cap in the tween deck.

On examination it was found that the for'd. bulkhead adjoining No. 2 hold was split open from top to bottom pulling away from the rivets in vertical seams, tween deck and tank top, the bulkhead was folded back and all the oil had been discharged into the hold which was almost finished discharging. The tank top in line with the bulkhead was split open and broken away from riveting to transversal. Ships side plating was heavily bulged and frames distorted but remained tight. Division bulkhead between centre and port deep tank was heavily bulged, stringer plates and frames distorted and all web frame connections to tank top broken away at welding. After bulkhead slightly bulged at top half of tank and frames distorted. Tween deck plating in way of O.F. tank heavily bulged.

No facilities were available in this port to effect repairs and the Owner requested permission to take the ship to Sevilla for repairs, a voyage of 2 to 3 days. It was recommended that a cement box be fitted at each side of the

P.T.O.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking, subject to permanent repairs being carried to Port O.F. deep tank at Sevilla where now proceeding, also 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

See Copy 3890

Shadmant
Surveyor to Lloyd's Register of Shipping

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bulkhead in way of the split in the double bottom tank top to make it tight and Centre O.F. tank not to be used due to **suspected** leakage and damage to divisional bulkhead.

The above recommendations have now been carried out and the ship was allowed to proceed to Sevilla.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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