



M/V "JOBURE"

boat equipment generally, hatchways, hatches and battening arrangements, ventilators, coamings, companionways, steering and its connections, windlass pump, W. T. Doors, air and sounding pipes examined and found in good order.

Alterations to vessel as shown on Drawing Nos. 2990, 2991, L.S.T. P-2, P-3

Main Deck Plating

Main deck renewed from Frame No. 13 to Frame No. 34 and from port to starboard shell plating with 3/8" plating and a 4" cambre. Butts and seams butt welded and deck (beams) frames welded to plating.

The existing bulkheads and transverse deck beams altered to suit the cambre of the new deck.

Deck beams secured to the bulkheads with welded brackets.

From frame No. 34 to frame No. 48, a 3/8" welded doubling plate installed on main deck between deckhouse bulkhead and shell plating on port and starboard sides. At frame No. 34 port and starboard sides between the deck house bulkhead and shell plating an 18" high x 1/2" vertical breakwater plate fitted.

Port and starboard sheer strake plating renewed of 5/8" plate from frame No. 13 to frame No. 35.

Frames are welded to plates and secured to bulkheads with welded brackets.

New bulwark plating installed complete with suitable stiffeners and cap rail from frame No. 16 to bow of vessel all as shown in Drawing No. 2990.

Existing bulkheads No. 10, No. 13, No. 16 in wing tanks removed complete from main or freeboard deck down to 3rd deck and installed oil tight bulkhead of 3/8" plating with stiffeners and brackets as shown on Drawing No. L.S.T. P-3.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight Ex. Stock, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

\*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

Thwart ship oil tight bulkhead (forward bulkhead of pump room) 2'-0" forward of frame No. 30 installed complete with bulkhead plating of 7/16" on lower plating to 3/8" on upper plating, stiffeners and brackets as shown on Drawing No. L.S.T. P-2.

Thwart ship oil tight bulkheads Nos. 13, 19, 22, 25, 28 and 31 installed complete as shown on Drawing No. L.S.T. P-2.

Thwart ship water tight bulkhead No. 8 installed complete as shown on Drawing No. L.S.T. P-3.

New centreline bulkhead installed complete from centre girder, flange 1 1/2" wide to main

or freeboard deck from thwart ship oil tight bulkhead No. 10 to 2'-0" forward of Frame No. 30, all as shown on Drawing No. L.S.T. P-2.

Longitudinal bulkhead (side of No. 8 wing tank and pump room) 15'-0" off centreline port and starboard side from 2nd deck to bottom shell plating from thwart ship bulkhead No. 41 to 2'-0" forward of frame No. 30 made oil tight. Transverse bulkhead fitted 2'-0" forward of Frame No. 41 port and starboard sides from 2nd to 3rd deck to forward cofferdam, see Drawing No. 2990.

Main cargo tanks Nos. 1 to 7 the longitudinal bulkheads 15'-0" off centreline port and starboard sides to have 18" x 24" oval shaped access openings to provide easy access from wing spaces to centre spaces and small limber holes to provide good drainage from wing spaces to centre spaces. Wing and centre tanks are common tanks.

All cargo tanks, pump rooms and cofferdams tested out to rule requirements and proven tight.

Bow doors closed up, permanently, 1 1/2" welded steel plates fitted around edges of doors, 4 - 1/2" x 4'-0" breast hooks fitted at 3rd, 5th, 7th and 9th stiffeners on doors. Bow doors hose tested and found tight.

No. 8 (p. & s.) cargo tanks to carry oil above F.P. 150° as there is no cofferdam fitted between cargo tank and machinery space, and to have oil gutterways fitted.

Bilge keel fitted on port and starboard sides from frame 14 1/2 to 36 1/2, section of bilge keel 10" x 3/8", scalloped 6" and welded 6" with ends well rounded.

Engine Room and Pump Room Casings

Approximately 25'-0" wide by 28'-0" in length by 7'-6" high sides 5/16" & 3/8 steel plate with 4" x 3" x 1/4" welded angle stiffener, welded top and bottom as shown on Drawing No. 2990.

Quarters aft of Engine Room casing approximately 36'-0" wide by 65'-0" in length by 7'-6" high sides 5/16" & 3/8" steel plate with 4" x 3" x 1/4" welded angle stiffener welded top and bottom as shown on Drawing No. 2990.

Masts and Rigging

One mast on main deck at frame No. 13, approximately 55'-0" high, and the other on pilot bridge approximately 46'-0" high. Both masts are made of standard steel tube 12" for bottom third, 8" for middle third and 4" for top third.

2 sheet steel life boats and 2 sets of davits installed, one boat for 43 persons on port side and one boat for 31 persons on starboard side of poop boat deck.

Fire fighting equipment (CO2) installed as shown on enclosed drawing.

Hand Fire Extinguishers

10 - 2 1/2 gallon foam type fire extinguishers placed inside of passageway in way of quarters, galley, etc.

7 - one quart pyrene fire extinguishers placed as follows - one in steering engine room, one in main engine room, one in upper engine room, one in radio room, one in each booby hatch to forward pump room and wing spaces adjacent to forward pump room.

10 - fire line headers with 2 1/2" branches and fire valves installed throughout vessel, at each fire station and 50 feet length of 2 1/2" fire hose with brass nozzle installed.

Tested out anchor windlass and steering gear found satisfactory.

See Rpt. 1 and 1\* for scantlings of vessel.

Cert. B issued, copy herewith.

Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



TUES. 9 AUG 1949

As now, subject (Amended - M)

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L.H.A.



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