

REC'D NEW YORK NOV 19 1948

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No. 5028

pt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th Oct., 1948 When handed in at Local Office 25th Oct., 1948 Port of Galveston, Texas
No. in Survey held at Galveston, Texas Date, First Survey 26th April Last Survey 20th August, 1948
eg. Book. Twin Sc. (No. of Visits 20)
14118 on the Woody Iron or Steel M/V "JOBURE"

TONNAGE:— Built at By whom When
GROSS 3437 Owners Owners' Address
UNDER DK. Managers (if not already recorded in Appendix to Register Book).
NET Port belonging to Guiria
Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Corp. Destined Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).
Bell DBor DBa feet; uE&B feet; f feet
Total capacity tons. FPT. tons; APT. tons; MT. feet tons.
Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Not required Society's Freeboard (if assigned) as 8 ft. 9 3/4 ins. painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, 1st Entry Survey for Contemplated notation of Class A Special Survey Gal. 8, 48), Alterations to Hull and Accommodation and Freeboard Survey.

this vessel, an L.S.T. type, originally owned by the United States of America, not classed.
Now Done for Special Survey

vessel placed in dry dock, the bottom and rudder cleaned, examined and coated, rudders (twin) lifted, bushed and refitted, all placed in good condition.
examined anchors, and chain cables ranged, chain locker, fore peak tank (dry) and spaces, forward pump room, forward store room, forward cofferdam, after peak tank, bunker and fuel oil tanks, after peak spaces and after cofferdam, all cargo tanks, cleaned, examined internally, tested as per rule requirements and found or made tight.

Plating in way of side lights, cement in bottom (where fitted) decks and casings, masts and rigging,

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	—	—	—	—	—	—	—	—
Removed and Fair'd or Repaired	—	—	—	—	—	—	—	—
Fair'd or Repaired in place	—	—	—	—	—	—	—	—

PRESENT CONDITION OF THE	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	When fitted, Month	Year
Decks	Good	Good	Coal Bunkers, Openings, Covers, &c.	Good	Boats	Good	
Caulking of Decks	Good	Good	Oil Bunkers	Good	Masts, Yards, &c.	Good	
Coamings	Good	Good	Scuppers	Good	Condition, how ascertained (State if wedges removed.)	New	
Beams & Fastenings	Good	Good	Cargo Hatchways	Good	Equipment letter	—	
Outside Plating	Good	Good	Hatches	Good	Anchors, No. of	3 B. & 1 S.	
" " in way of sidelights	Good	Good	Planking	Good	Cables (State if now ranged)	Yes	
Frames	Good	Good	Caulking	Good	" length 255 mean diam. 1 1/2 (on board)	—	
Reverse Frames	Good	Good	Treenails	Good	" Rule length	—	
Longitudinals	Good	Good	Breasthooks & Stemson	Good	Chain Locker	Good	
Transverses	Good	Good	Timbers of Frame at openings	Good	Hawseers & Warps	Good	
Decks	Good	Good	" " at other places	Good	Standing and Running Rigging	Good	
Beams	Good	Good	Stringers, Clamps & Shelves	Good	Sails	Good	
Frames	Good	Good	Sanding (State if examined.)	Good			
Reverse Frames	Good	Good		Good			
Longitudinals	Good	Good		Good			
Transverses	Good	Good		Good			
Decks	Good	Good		Good			
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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.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Tons	Cwts. qrs. lbs.	Cwts.	qrs. lbs.			
—	1st Bower	47	2 15	✓			—			—	—	—
—	2nd "	46	1 13	✓			—			—	—	—
PA25685	3rd "	35	3 0	✓		32	18 0	24		Baldr	Philadelphia Chain & Forge Co.	Philadelphia, Pa., Jan. 27, 1948
—	Collective Weight											
—	Stream	27	3 0	✓			—			—	—	—
—	Kedge									—	—	—

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

CHAIN CABLES.

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.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
—	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.	—	—	—
—	255	1 1/2	—	—	—	—	—	—	—	—	—
—	200	4 1/2	—	—	—	—	100	4	—	—	—
—	used for towline										

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

Port of Galveston, Texas

Continuation of Report No. 5028

dated 25th October, 1948 on the

M/V "JOBURE"

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.

TUES. 9 AUG 1949

✓ As now, subject (Amended - M)

ask to ~~be~~ (do.)

L.H. A.



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Foundation