

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office. 12 JAN 1949)

Date of writing Report 25th Oct., 19 48 When handed in at Local Office 28th Oct., 19 48 Port of Galveston, Texas

No. in Survey held at Galveston, Texas Date, First Survey 26th April Last Survey 20th August 19 48

Book on the Machinery of the Wood, Iron or Steel M/V "JOBURE" (No. of Visits 16)

Year. Month.

Vessel built at By whom When

Engines made at By whom When

Boilers, when made (Main) (Donkey)

Owners The Texas Company Owners' Address

Managers Port Guiria Voyage

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers (State name of Dock.) Todd Shipyards Corporation

Report No. Port Dock., Full LMC & TS

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 why they were declined Not required

A damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

Did the Surveyor examine the Safety Valves of the Main Boiler? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? -

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? Port If so, state reasons. Slightly pitted

Has the shaft now fitted been previously used? No Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Oil gland remetaled

Date of examination of Screw Shaft 3/8/48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Port & Starb. Close fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Done for Docking, full L.M.C. and T.S.

Port and starboard screw shafts drawn, port screw shaft slightly pitted, new spare port screw shaft fitted, stern bush remetaled port and starboard sides, oil gland of U. S. Navy standard examined, the screw shaft, port and starboard propeller and sea connections examined and found satisfactory.

Examined port and starboard Main Engine, cylinders, pistons, valves, gears, covers, connecting rods top ends, bottom ends, crankshaft and bearings, thrust shaft, intermediate shaft.

The following auxiliary machinery opened up and examined -

Electric generators complete, 2 diesel oil engines for driving deep well cargo turbine pumps port and starboard, also pumps. (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible, in (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)

Opinion, to be classed viz. L.M.C. 8,48 (Lloyd's Machinery Certificate, August 1948), Screw Shafts (Port New) (OG) seen 8,48.

Survey Fee (per Section 29) Machy. \$ \$310.00 Fees applied for 13/9/ 19 48

Special Damage or Repair Fee (if any) Electrical \$ 180.00 Received by me, 20/9/ 19 48

(per Section 29.) 2 Screw Shafts \$ 30.00

Travelling expenses (if chargeable) \$ 9.00

Phone Calls, etc. \$ 10.00

Committee's Minute

Signed L.M.C. - 8,48 subject

P.T.S. N. 8,48, S.T.S. 8,48.

NEW YORK DEC 22 1948

James Tindley Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

014513-014530-0455

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

- 2 - 6" motor driven centrifugal pumps (for ballast).
- 2 - 20 GPM lubricating oil pumps.
- 1 - 125 GPM lubricating oil pump.
- 2 - 2000 GPM Fairbanks Morse Deep well pump.
- 1 - 250 gallons per min. centrifugal pump (Fire & Bilge Pump) complete with motor.
- 1 - 250 gallons per min. centrifugal pump (Sanitary Pump) complete with motor.
- 2 - main air compressors complete with motor.
- 1 - auxiliary air compressor complete with motor.

Pumping arrangements, oil fuel storage tanks and daily service tanks opened up and tested to rule requirements.

Electric generators and circuits tested out and found satisfactory.

The machinery tested under working conditions alongside dock for 4 hours and sea trial of 6 hours. Revs. of Engine 550 - 610 B.H.P. taken from performance curves of Engine.

It was impossible to obtain a Torsion Meter in this district to determine the shaft horse power.

See separate reports 4b and 4c on Main Engine and Auxiliary Machinery and Report 13 on Electrical Equipment.

Windlass and steering gear tested out and found satisfactory (also mentioned in Rpt. 8).

2 spare screw shafts of correct dimensions examined, rough machined and finished machined.

Marks (Port Spare Shaft)

C.F.Co.
 H.T. 8363
 Ser. 2690
 LLOYD'S
 5900
 3-7-48
 LLOYD'S No. 159
 J.F. 5-8-48

Marks (Starb. Spare Shaft)

C.F.Co.
 H.T. 8363
 Ser. 2691
 LLOYD'S
 5901
 3-7-48
 LLOYD'S No. 160
 J.F. 5-8-48

Cert. B1 issued, copy herewith.




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