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Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME s.s. "POUCOU" (ex "Gulfbelle") REPORT Jck. No. 1228

For the CHIEF SHIP SURVEYOR ~~and CHIEF ENGINEER SURVEYOR~~

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.)

Nature of Survey S.S. No.3 for Classification, ~~and~~ Damage & Repairs.

This single screw tanker was built in 1936 to the classification of the American Bureau of Shipping.

In October 1943 the vessel sustained serious damage through collision and fire. The steel structure forward of the dry cargo hold including the forecastle, the bridge and structure above have been completely renewed and extensive renewals and repairs to shell and deck plating, framing etc. effected.

Subject to (30 fathoms of chain cable being supplied).

- 100A1 "Carrying Petroleum in bulk" "Fitted for oil fuel FP above 150°F"
- 12.44 Jck.
- S.S. Jck. No.3-12.44
- 2 Dks. "Longitudinal framing-bracketless system" "Arc form".
- Cell DBu E & B 56' 155t, FPT 165t, APT 182t
- FK, 11 BH, pt. Asp.
- P 92' B 35' F 40'
- Mchy Aft
- O.L. 441.7'
- b†
- 2 1/16"



of chain cables

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed.

It is submitted the Surveyors be informed it is concluded 12" welding has been applied to the ends of all bottom longitudinals i.e. from Nos.11 to 21 as indicated on the approved midship section and not to Nos.11 & 12 only as reported, that the scantlings and arrangements of the double bottom under the machinery space are efficient and in accordance with the approved plan, that the shell longitudinals of the after end of the vessel are as indicated on the approved plan of shell expansion, that the spacing of the 2nd deck longitudinals is 28" as on the approved plans and not 32" as reported and that the length of the forecastle, as reported, is in accordance with Circular 1551, but they should state if this is so.

They should be requested to furnish the actual equipment number and the name of the approved composition applied to the bottom plating in way of the double bottom.

It should be pointed out to them that the class has been made subject to 30 fathoms of chain cable being supplied when the present state of emergency has passed.

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