

RECEIVED

20 MAR 1945

IN D.O.

# STEEL STEAMER

REC'D NEW YORK FEB 8 - 1945

Received at London Office

12 MAR 1945

State if Report has been sent on the Freeboard of the Vessel **Yes**

State if Report is sent on the Machinery of the Vessel **Yes**

Date of completion of report 14th December, 1944

Port of Jacksonville, Florida

No. 1228

Survey held at Jacksonville, Fla.

Date First Survey 14th June, 1944

Last Survey 22nd December 1944

On the (State if Machine fitted Aft and if Single, Twin or Triple Screw)

Single Screw "POUCOU" (ex "GULFBELLE")

Machinery Aft.

State Type (Full or No. Complete Superstructure) or without Tonnage Openings

Full Scantling

State Type of Erections P. B. & F.

TONNAGE under Tonnage Deck... 6471

CLASS 100 A1 C. P. B.

State if with freeboard as condition of Class No

Built at Chester, Pa.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 425

FEET.

Launched 1936

Yard No. 153

Total

Breadth (greatest moulded) Arc Form B 64

FEET.

Builders Sun S.B. & Dry Dock Co.

Gross Tonnage 7104

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34

FEET.

Owners Compania Lama de Vapores S.A.

Register Tonnage 4346

1st Longitudinal Number (L x D) = 14450

✓

Managers

(Where necessary to be entered in Reg. Book.)

### REGISTERED DIMENSIONS.

FEET.

Length 426.4

Breadth 64.2

Depth 34.0

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.5

✓

Residence Panama City

Port of Registry Panama

If surveyed while building, afloat, or in dry dock

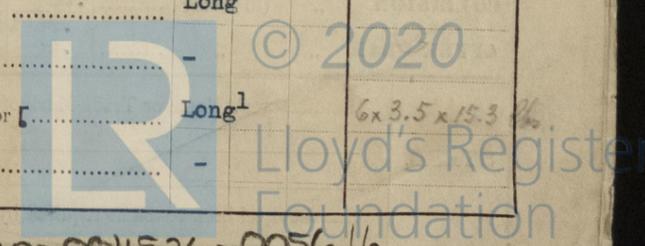
Afloat and in Dry Dock

### FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	Long framing	See Rpt. 1*	<b>Bracket Floors, Frame</b>	-	
" " from 1/2 length amidships to Collision bulkhead	"		" " Reversed Frame	-	
" " in peaks	24	✓	" " Vertical Struts	-	
<b>FRAME FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	-	
Frame Amidships, Angle, [ or [	See Report 1*	✓	" " top Angles	-	
" " Extends up to	-		" " bottom Angles	-	
Reversed Frame Amidships, Angle	-		<b>Side Girders, No. each side and thickness</b>	-	
" " Extends up to	-		<b>Margin Plate</b> depth (excl. of flange) and thickness	-	
Depth of Framing Girder	-		" " Vertical Angle to Tank side	-	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [	-		Bracket abaft 1/4 len. from stem	-	
" " Second 'tween Decks, Angle, [ or [	-		" " Vertical Angle to Tank side	-	
" " Third " " " "	-		Bracket from forward 1/4 len. from stem to Panting Area	-	
" " from 1/2 len. for'd. to 15% len. from Stem	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	-	
" " in Peaks, Angle [	9 3 1/2 .48	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	-	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Long framing	✓	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	-	
State if Frame Joggled	No	✓	<b>INNER BOTTOM PLATING.</b>		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	Breadth and thickness of Middle Line Strake	-	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	Thickness of remainder in Holds	-	
<b>SINGLE BOTTOM.</b>			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	-	
Floors, Depth and thickness at mid-line in Holds	-		<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame	-		Uppermost Continuous Deck, amidships in Wells, Angle, [ or [	See Rpt. 1*	
Middle Line Keelson, on Floors, Angles, [ or [	-		" " in way of Bridge, Angle, [ or [	-	
" " Through Plate or Intercoastal Plate	-		Spacing	-	
" " Foundation Plate on Floors	-		<b>Second Deck, amidships, Angle, [ or [</b>	-	
" " Flat Plate Keel Angles	-		Spacing	-	
Side Keelsons, No. each side	-		<b>Third Deck, amidships, Angle, [ or [</b>	-	
" " thickness of Intercoastal Plate	-		Spacing	-	
" " Angles	-		<b>Fourth Deck, amidships, Angle, [ or [</b>	-	
<b>DOUBLE BOTTOM. Mchly Space</b>			Spacing	-	
Solid Floors, thickness and spacing	-		<b>Poop Deck, Angle, [ or [</b>	Long <sup>1</sup>	on plans 6x3.5x15.3
" " Are Frame and Reversed Frame joggled?	-		Spacing	-	
Bracket Floors, breadth and thickness at middle line	-		<b>Bridge Deck, Angle, [ or [</b>	Long <sup>1</sup>	
" " breadth and thickness at margin plate	-		Spacing	-	
			<b>Forecastle Deck, Angle, [ or [</b>	Long <sup>1</sup>	6x3.5x15.3
			Spacing	-	

Scantlings arrangements efficient & in accordance with approved plans. See letter 19.6.45

Scantlings & arrangements efficient and in accordance with approved plans. See letter 19.6.45



004520-004526-0056 1/3



Rpt. 1\*. "Poucou"

Jacksonville Report No.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.			
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Number. Diameter.	
	Ins.	Ins.	lbs.	Ins.	Ins.	lbs.	Ins.	Ins.	lbs.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
Framing of <del>XXXXXX</del> [																		
Frames in Bridge 'tween Decks ...	6	3 1/2	15.3	-	-	-	6	3 1/2	15.3	-	-	-						
Frames from Uppermost Continuous Deck No. 1	8	3 1/2	22.8	6	3 1/2	15.3	8	3 1/2	22.8	6	3 1/2	15.3	7/8	5 1/4	4 Dia. Thro'		Doubling	
" 2	10	3 1/2	23.6	6	3 1/2	15.3	10	3 1/2	23.6	6	3 1/2	15.3	"	"	-			
" 3 Summer Tank Deck																		
" 4	10	3.45	26.6	7	3 1/2	20.3	10	3.45	26.6	7	3 1/2	20.3	7/8	5 1/4	-			
" 5	10	3.5	28.3	8	3.45	21.4	10	3.5	28.3	8	3.45	21.4	"	"	4 Dia. Thro'		Doubling	
" 6	12	3.45	30.9	3rd Deck			12	3.45	30.9	3rd Deck			"	"	10 at 4 1/2 dia.			
" 7	12	3.45	30.9	10	3 1/2	23.6	12	3.45	30.9	10	3 1/2	23.6	"	"	and			
" 8	12	3.45	30.9	10	3 1/2	23.6	12	3.45	30.9	10	3 1/2	23.6	"	"	4 Dia. Thro'		Doublings	
" 9	15	3.40	33.9	10	3.45	26.6	15	3.40	33.9	10	3.45	26.6	"	"	10 at 3 1/2 dia.			
" 10	15	3.40	33.9	10	3 1/2	28.3	15	3.40	33.9	10	3 1/2	28.3	"	"				
" 11	15	3.40	33.9	12	3.45	30.9	15	3.40	33.9	12	3.45	30.9	"	"	and			
" 12	15	3.42	35.	12	3.45	30.9	15	3.42	35.	12	3.45	30.9	"	"				
" 13 to 21	15	3.52	40	12	3.45	30.9	15	3.52	40	12	3.45	30.9	"	"	4 Dia. Thro'		Doublings.	
<p>Shell longitudinals at after end of vessel are as indicated of the approved plan of shell expansion. See letter 19.6.45</p>																		
Spacing of Longitudinal Frames	Amidships			At Ends			Ends of Long			1 to 10 welded 6" at ends			11 and 12 welded 12" at ends.		to 21 See letter 19.6.45			
Double Bottoms L, L or C	Tank Top Longitudinals			Bottom														
Spacing of Longitudinals	Amidships			At Ends														
Transverses.	15 3 1/2 33.9			15 3 1/2 33.9			15 3 1/2 33.9			15 3 1/2 33.9			Rivets in Lugs to Shell Diam. Speng.					
In Bridge 'tween Decks	Channels			Channels			Channels			Channels			7/8 4"					
In Upper 'tween Decks	Single 5 3 1/2 .40			Single 5 3 1/2 .40			Single 5 3 1/2 .40			Single 5 3 1/2 .40			7/8 4"					
Summer Tanks	54 - 70 .48			54 - 70 .48			54 - 70 .48			54 - 70 .48			7/8 3 3/4					
In Hold.	6 3 1/2 .44			6 3 1/2 .44			6 3 1/2 .44			6 3 1/2 .44			7/8 3 3/4					
Back Bars	6 6 .50			6 6 .50			6 6 .50			6 6 .50								
Brackets	3 1/2 3 1/2 .50			3 1/2 3 1/2 .50			3 1/2 3 1/2 .50			3 1/2 3 1/2 .50								
Spacing of Transverse Frames	8-3 1/2 12-0 1/2 8-3 1/2 cut at seams			8-3 1/2 12-0 1/2 8-3 1/2			8-3 1/2 12-0 1/2 8-3 1/2			8-3 1/2 12-0 1/2 8-3 1/2								
Longitudinal Beams of L, L or C	6 4 .38			6 4 .38			6 4 .38			6 4 .38			33		13x3 3/4x.62			
Bridge Deck	7 3 1/2 20.3			7 3 1/2 20.3			7 3 1/2 20.3			7 3 1/2 20.3			28 & 32		19 x.40 5" flange			
Upper	10 3 1/2 23.6			10 3 1/2 23.6			10 3 1/2 23.6			10 3 1/2 23.6			(32)		22 x.40 5" flange			
Second													7/8		33x.44 6x3 1/2 x .50			
Third																		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Im.10.29. T.

MADE IN ENGLAND.

S.S. Yok. 403, 12.44

LMC. 12.44

Long framing-bracketless system Anchor

Lloyd's Register Foundation

0056 2/3

Estimated at Wtgh. 41138

Actual EQUIPMENT No 40997 in letter 19.6.45 LETTER *bf* ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		lbs.	Cwts.	qrs.	lbs.	lbs.	Cwts.	lbs.	Cwts.					
P 1956	1st Bower ...	8900						130620	13040		Stockless	Baldt Anchor	Phila. 25 Mar. 1936	
P 1866	2nd " ...	8875						130410	130200		"	Chain end	" 14 Mar. 1936	
P 1868	3rd " ...	7540						117320	114040		"	Forge Corp.	" 14 Mar. 1936	
	Collective weights	25315							23184		"			
P 1870	Stream .....	3200						62020	61820	3010	"		Phila. 14 Mar. 1936 W.S. Roberts (A.B. Surveyor)	

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.			Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statury.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.	Length.		Ins.	Length.
P 2035	300	2 1/16	165	165	80288		300	2 1/16	Stud	Baldt Anchor & Chain	Phila. 14th May 1936	TOWLINE...	130	5 1/4	130	5		
	270		243	341					Link	W.S. Roberts		HAWSERS & WARPS	20100	2 3/4	20100	2 3/4		
									Di-Lok	Forge Corp. (A.B. Surveyor)			20100	2 3/4	20100	2 3/4		
	120	4 3/4					120	5										

Steering Gear, Type (Power or hand) **Telemotor** ✓ **Alternative Means of Steering** Wire ropes leading to special barrel on warping winch ✓

Steering Chains (Size and Test) - **Windlass** **Steam - Amer. Engineering Co.** Boats Steel 2 @ 22', 2 @ 24' ✓

Ceiling in Holds, thickness and material **3" in dry hold** ✓ **Cargo Battens**, thickness, material and spacing -

Cargo Hatchways.-(Upper Deck) **To Dry Hold 10' x 15' 4"** ✓ **Thickness of Hatches** **Steel Hatch Cover** ✓

Size of Hatchways **No. 1 (Fwd.) 54" dia.** ✓ **No. 2 to tanks** **No. 3** - **No. 4** - **No. 5** - **No. 6** -

Number of **Shifting Beams** and/or **Fore and Afters** -

Builder's Signature \_\_\_\_\_

**GENERAL DECLARATION.** It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel **Yes** ✓  
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **Oil Tanker** ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

Photostat copies of the American Bureau certificates for the anchors and cables were obtained and the markings were verified. The cable certificate shows that 300 fms. of 2 1/16" dia. Di-Lok chain were originally supplied to the vessel but only 270 fms. found on board at this time. If 300 fms. are required by this Society then the 30 fms. deficiency has been considered a war emergency reduction (Circ. No. 1769) and no reference has been made to same in the recommendations for class. ✓

The amount of Entry Fee ..... £ : 50.00  
*Freight* 100.00  
 Special Survey Fee.... £ 1130.00  
 Credit to Baltimore Travelling Expenses, if any £ 756.00  
 Tel. & Teg. 75.20

Fees applied for, Feb. 5 1945  
 Received by me, 19

I am of opinion the Vessel should be Classed **100 A1**  
 Carrying petroleum in bulk

Signature *J.G. Buchanan* *W.A. Stewart*  
 Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey **No**

Certificate to be sent to **New York** Date of issue **1/8/46**

Committee's Minute **NEW YORK FEB 21 1945**

Character assigned **100 A1 Carrying Petroleum in bulk Subject Note. Machinery aft. Cruise Stern 2 decks Long framing-bracketless system. Arcform 2 W.T.B. - 450lb**

**Fitted for oil fuel, F.P. above 150°F.**  
**55. Jek. 903, 12.44 LMC. 12.44**  
**T.S. C.L. 7.44**

*50% 20-4-45 T.C. 6/6/45*

Lloyd's Register Foundation

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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

List of approved plans:

- |                                  |                                 |
|----------------------------------|---------------------------------|
| 1 Midship Section                | 7 Upper deck plating, amidships |
| 2 Profile and Decks              | 8 Upper Deck plating, aft       |
| 3 Typical Midship O. T. Bulkhead | 9 Upper deck plating, forward   |
| 4 Shell plating amidships        | 10 Poop Deck plating            |
| 5 Shell plating aft.             | 11 Rudder                       |
| 6 Shell plating forward          | 12 Stern frame                  |

The Owners obtained the above plans from the builders.

This vessel was built for the Gulf Oil Company of New York under the Special Survey of and classed by the American Bureau of Shipping.

In October 1943, off the Florida Coast, she, in ballast condition, struck the S.S. "GULFLAND", in loaded condition and badly damaged her fore end. The escaping oil from the "GULFLAND" taking fire enveloped this vessel in flames, more particularly forward and on port side, destroying or damaging superstructures and buckling deck and shell plates.

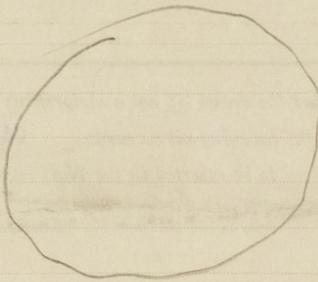
She was declared a Constructive Total Loss and afterwards bought by the present owners.

A request for Classification with this Society was made and damage repairs and Special Survey No.3 have now been carried out. (See Report 8)

Particulars were also taken for assignment of freeboards, which have now been marked on vessel's sides.

The windlass and steering gear have been tried and found satisfactory. ✓

PARTICULARS OF ELECTRIC WELDING (if employed)



SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Machinery aft, Cruiser Stern, 2 Decks, Carrying petroleum in bulk,

Fitted for oil fuel

Longitudinal framing - bracketless system - "Arcform"

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials,  
Number of Certificate, Date  
of Test.

1st Bower -  
2nd "  
3rd "

39.5' in date 19.6.45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92 ft., R.Q.D. - ft., Bridge 35 ft., Forecastle 38 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated -

Official No. Signal Letters **H.P.L.U.** Extreme Breadth over Belting - Over-all Length **441' 8"**  
No. and Material of Decks **2 dks. (stl.)**

Parts of Bottom of Vessel coated with cement or approved composition **Double bottom tanks under machinery, also fore and after peak tanks coated with composition**

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		165 ✓
Double bottom, under Engines and Boilers, <b>F.W.</b>	55'.5 ✓	151	After peak tank,		182 ✓
Double bottom, if under Engines only,			Deep tank, aft,		-
Double bottom, if under Boilers only,			Deep tank, forward,		-
Double bottom, forward,			Other tanks, if fitted,		-
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

No 5-S.O.F. available when filed.

Order for Special Survey No.

Date

Dates of Surveys held while building



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Lloyd's Register Foundation

Total No. of Visits

Rpt. R Date N Reg. Sup 91 GE UN NI Sun Cel tota La (Per co e s s r In d REF Dan Th en de Ac SU PR Dec Cau Coa Bea Out Fra Rev Lon Tra Floo Kee Stri Inn Hav Hav G The Surveyors are requested not to write on or below the space for Committee's Minutes.