

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 19... Port of Jacksonville, Florida

No. in Survey held at Jacksonville, Florida Date, First Survey June 14, 44 Last Survey Dec. 22 1944

Reg. Book Supplement 91413 on the ~~Waxholm~~ Steel Single Screw S. "POUCOU" (Ex "GULFBELLE")

TONNAGE:— Built at Chester, Pa. By whom Sun S.B. and Dry Dock Co. When 1936

GROSS 7104 Owners Compania Lama de Valpores S.A. Owners' Address Panama City, Panama

UNDER DK. 6471 Managers... Port belonging to Panama

NET 4346 Merrill - Stevens Dry Dock

Surveyed Afloat or in Dry Dock? Both Name of Dock and Repair Co. Destined Voyage

Cell DBor DBa... feet; uE&B... feet; f... feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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.

In 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

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Special Survey No. 3 for contemplated classification (see also 1st Entry Reports)

Damage stated to have been sustained through collision with S.S. "GULFLAND" on 23rd October 1943 off the Florida Coast.

The bow plating of the "POUCOU" was considerably set back and buckled and the burning oil from the "GULFLAND", enveloping the "POUCOU" which was in ballast, destroyed or damaged superstructures and buckled deck and shell plates.

Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated and repairs effected as follows:—

All the steel structure plating, framing, etc. forward of the dry cargo hold up to and including the forecastle deck completely renewed.

The entire bridge superstructure from upper deck upwards including bridge sides and ends completely renewed.

Accommodation spaces, wheel house, etc. reinstalled as per new owners' requirements.

The sides of the steel deck house on the poop deck have partly been renewed and partly faired in place, (P.T.O.)

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

PRESENT CONDITION OF THE							
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	-
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-
Coamings	"	Cement or Asphalt	-	Oil Bunkers	Good	When fitted, Month	-
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	Good	Windlass	"	Hatches	"	Condition, how ascertained	by examination
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	-	(State if wedges removed.)	
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Equipment letter	
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Anchors, No. of	3 B 1 S ✓
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	Cables (State if now ranged)	Yes
Floors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" length	270 fms. mean diam. 2 1/16 ✓
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	-	" (on board)	
Stringers	"			" " at other places	-	" Rule length	size
Inner Bottom Plating	"			Stringers, Clamps & Shelves	-	Chain Locker	Good
Have the Tanks been examined internally?	Yes			Salting	-	Hawsers & Warps	"
Have the Tanks been tested?	Yes			(State if examined.)		Standing and Running Rigging	
						Sails	-

### General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

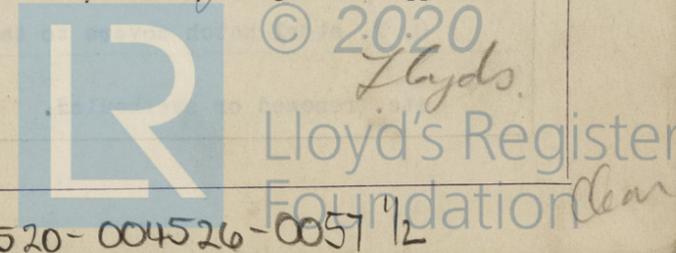
This vessel being now in good and efficient condition appears worthy to be classed 100 A1 carrying petroleum in bulk, with record of survey Jacksonville 12, 44 and notation of S.S. Jax. No. 3 - 12-44.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	\$1750.00	Feb. 5 1945
Travelling Expenses (if chargeable)	£	:	188.00	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

*W.A. Stewart* & *J.B. McLaren*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned See 1st Entry Report attached

NEW YORK FEB 21 1945



and part of the machinery casing in the passage way on port side has been renewed. The internal accommodation, fittings, joiner, electrical and plumbing work practically renewed.

About 80% of the boat deck plating and fiddle top plating has been renewed and the remainder faired in place.

Upper deck plating - 10 stringer plates (port 1, 2, 3, 4, 5, and 6; starboard 1,2,3 and 4) and 23 deck plates renewed.

Two deck plates removed, faired and refitted.

3 stringer plates (port 7, 8; starboard 5) and 27 deck plates faired in place.

A number of the deck longitudinals in way of the renewed plates renewed or removed, faired and refitted, also several of the deck doublers (bracketless system) renewed or faired as necessary.

Shell plating - Two keel plates renewed (Nos. 1 and 2)

68 shell plates renewed. (port A 1,2; B 1, 2; C 1; F 1, 2, 3, 4, 5, 6, 7; G 1, 2, 3, 4, 5, 6;

H 1, 2, 3, 4, 5, 6; J 1, 2, 3, 4, 5; 6 fore-castle side plates and 3 bridge side plates.

Starboard A 1, 2; B 1, 2; C 1; F 1, 2, 3; G 1, 2, 3, 4, 5; H 1, 2, 3, 4, 5; J 1, 2, 3, 6 fore-castle side plates and 3 bridge side plates)

13 plates faired in place (port F 8, G 7, H 7,8, J 6,7,8; starboard G 6, H, 7, 8, 10; J 4,8)

Several side shell longitudinals and shell doublers (Bracketless System) in way of renewed shell plates renewed or faired as necessary.

Deck plating of upper and lower tween decks above dry cargo hold part renewed, together with stringer angle (p & s), deck beams renewed or removed, faired and refitted as necessary, 4 side transverses (p & s) in upper tween decks cut adrift and faired. Deck transverse (No. 50) under upper deck part renewed or faired as necessary.

Steel hatch cover to dry cargo hold removed, faired and refitted and cleats, packing etc. overhauled

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 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.

Summer tanks - In tanks Nos. 1 and 2 the deck plating and expansion trunk plating in way of main tank bulkheads 1 and 2, and 3 and 4 somewhat buckled, now cropped and part renewed or faired in place. The O.T. bulkhead boundary bars in way cropped and part renewed and ends of longitudinal beams faired as necessary. 13 side shell transverses in summer tanks renewed. Anchor windlass removed ashore, opened up, overhauled, refitted and tried out satisfactorily. Steering gear overhauled and afterwards tried out satisfactorily. Rigging renewed, 4 steel lifeboats, completely equipped, installed and boat davits overhauled. O. T. steel hatch covers to tanks faired, stiffeners renewed as necessary and packing, cleats etc. renewed or overhauled.

S.S. "POCCU"

Hull Cont'd

Fore and aft gangway faired as necessary and new wood platform fitted.

Winches, cargo bocms, deck fittings overhauled, repaired or renewed as necessary and a large number of minor repairs effected.

Special Survey No. 3 - Vessel placed in drydock, bottom and rudder cleaned, examined and recoated.

Main cargo tanks, summer tanks, cofferdams, oil fuel tanks and bunkers, fore and after peak tanks also double bottom tanks examined internally and tested as per Rule.

Dry hold, peak spaces and tween decks examined, Plating under side lights examined.

Engine and boiler spaces and pump rooms examined.

Decks chain locker, masts, rigging and general equipment examined also hatch covers and coamings, ventilators, casings, steering gear, windlass and air and sounding pipes.

Strum boxes removed and shell and bulkhead plating in way examined.

Anchors and cables ranged and examined and test marks compared with American Bureau certificates for same (see reference on 1st Entry Report.)

Freeboards now assigned by this Society, marked on vessel's sides and verified.

Repairs (Wear and Tear) - All cargo tanks scaled internally and a number of minor repairs effected.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged 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.

Handwritten signature and initials.

