

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

(Received at London Office)

12 MAR 1945

Date of writing Report 1st Feb. 1945 When handed in at Local Office 19 Port of Jacksonville, Fla.  
 Date, First Survey 1st July Last Survey 22nd December 1944  
 (No. of Visits 20)  
 No. in Supplement Survey held at Jacksonville, Fla.  
 1413 on the Machinery of the ~~XXXXXX~~ Steel S/S "POUCOU" Ex "GULF BELLE" of Donkey Year. Month.

Tonnage { Gross 7104 Vessel built at Chester, Pa. By whom Sun Shipbuilding Co. When 1936  
 Net 4346 Engines made at Philadelphia, Pa. By whom Westinghouse Electric Mfg. Co. When 1936  
 Nominal Horse Power 544 Boilers, when made (Main) Carterett, N.J. & Danville, Va. (Donkey) -  
 No. of Main Boilers 2 Owners Campania Lama De Vapores, S.A. Owners' Address -  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers - Managers - Port Parana Voyage -  
 Steam Pressure 150 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
 in Main Boilers - (State name of Dock) Merrill-Stevens Dry Dock & Repair Co., Jacksonville, Fla. precisely as in Register Book & Supplements).  
 in Donkey Boilers -

Last Report No. - Port - LMC T.S.C.L.

Particulars of Examination and Repairs (if any) LMC T.S.C.L.  
 (Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined

Was a damage report made by anyone else? If so, by whom? Part  
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " Not accessible  
 If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? Tubes, Superheaters & Mud Drums  
 Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Hudraulic pressure

State latest date of internal examination of each boiler 15th July, 1944 Present condition of funnel(s) Good  
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 450 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

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

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -  
 Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -  
 Has the shaft now fitted been previously used? - Has it a continuous liner? - the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 14 July, '44 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"  
 Engine parts, when referred to by numbers, should be counted from forward.

If so, 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

With the vessel in dry dock, examined the propeller, stern bush and underwater fastenings, found or placed them in good order.

Propeller removed, tail shaft drawn, examined, found in good order, returned to place and reconnected ready for service.

Sea valves opened up, examined and found or placed in good order.

H.P. & L.P. Turbine casings opened up, blading rotor shafts, and bearings, found or placed in good order.

Reduction Gear casings opened, the shafts, bearings and teeth of the gears examined and found in good order, all reassembled and casings closed up. (Rpt. 4a attached).

Oil coolers cleaned, examined and tested. (P. T. O.)

General Observations, Opinion, and Recommendation:— All the requirements of the L.M.C. survey (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.)

have been complied with. The machinery of this vessel is in good and safe working condition, eligible, in my opinion, for classification with this Society, with record of L.M.C. 12,44 and T.S.C.L. last seen 7,44, in the Register Book.

Survey Fee (per Section 29) £ : 20.00 Fees applied for  
 T.S.C.L. £ : 230.00 2 Feb. 1945  
 Special ~~XXXXXX~~ Repair Fee (if any) £ : 16.20 Received by me,  
 Tel. & Reg. (per Section 29.) £ : 40.00 19  
 Travelling expenses (if chargeable) £ : 40.00

Committee's Minute  
 Assigned See 1st Entry Report attached

NEW YORK FEB 21 1945  
 Lloyd's Register Foundation

004520-004526-0058

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



All auxiliary machinery opened up, examined and found or placed in good order. The valves, cocks, pipes and strainers of the pumping arrangement have been examined and found or placed in good order.

Water Tube Boilers - Two (2) examined with superheaters, over all parts, internally and externally, with all mountings, fittings, steam pipes, etc., and found or placed in good order.

Safety valves set to safe working pressure under steam. Boilers and steam pipes were tested, under hydraulic pressure of 675 lbs. and proved tight at the pressure. (Rpt. 5c attached.)

The main and auxiliary steam piping, tested to double the working pressure (part removed and part in place) and proved tight at that pressure.

The oil fuel pumps, heaters and deck control gear was examined and found or placed in good order. The installation has been tested under working conditions, oil fuel pipes between the pumps and fronts, examined, found tight and in good order.

REPAIRS--WEAR & TEAR - Steam Driven Pump - Water end bored, plunger built up, machined and new rings fitted - valves faced.

Auxiliary Condenser - Circulating Pump - steam turbine shaft renewed.

Port Boiler - Steam drum and superheater leaky tubes expanded, made and proven tight with hydraulic pressure of 675 lbs.

#### Electrical equipment

Two (2) main and one (1) auxiliary Turbo Generators, opened up, the turbine casings removed - blading - rotor shafts and all parts examined and found or placed in good order. Examined the generators, armatures, shafts, bearings, commutators - brush holders, brushes and found or placed in good order. All motors, driving auxiliaries and motor generators, examined and found or placed in good order.

All fittings on main sub-distribution switchboards & boxes, examined and found or placed in good order. Electric cables, fittings, etc. examined and found or placed in good order.

The generators, motors, cables and other apparatus, fittings, etc., tested and the insulation resistance found to be less than 100,000 ohms.

All generators run in turn; all main switches and circuit breakers operated, all lamps, motors and other appliances run at full load and found or placed in good order. (Report 13 attached)..

Upon completion of survey and repairs, the main and auxiliary machinery was tried out under full working conditions, at the dock trial, everything working satisfactorily.



© 2020

Lloyd's Register  
Foundation