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General Lazaro Andenar

20 MAR 1945

ent to Chief Surveyors.....

Received from Chief Surveyors.....

ESSEL'S NAME motor tanker "POZARICA" REPORT Bal. No.8113

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

WRECK

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.)

SECTION

No. 1005

Nature of Survey S.S. No.3 for Classification & ~~When the~~ Repairs

Plans for this Italian tanker were approved 1938-39 but owing to the war the vessel was not constructed under the supervision of this Society.

at the first opportunity Subject to buckled poop deck plating, beams etc. being dealt with and (30 fathoms of chain cable being supplied).

Insert in R.B: (when machinery requirements complied with)

100A1 "Carrying Petroleum in bulk"

12.44 Bal.

S.S.Bal.No.3-12.44

"Butts of bottom & sheerstrake plating elec. welded & riveted"

FPT 132t, APT 49t

FK, 11 BH,

Mchy Aft

O.L. 464.0'

b†

Amend in R.B:

1 Dk to 1 Dk, 2nd deck clear of cargo tanks

Longitudinal framing at bottom & at deck to
Longitudinal framing at bottom in centre tanks & at deck.

P 109' B 47 F 52 to P 98' B 42' F 53'

It is submitted the Surveyors be informed it is concluded they are satisfied as regards the efficiency of the scantlings of the double bottom under the machinery space, that the scantlings of the bottom transverses in the side cargo tanks and of the longitudinal bulkheads are in accordance with the plans forwarded with their report, that the stiffeners reported for the oiltight transverse bulkheads in the centre tanks are those of the side tanks and vice versa and that only 11 bulkheads extending to the upper deck and from side to side of the vessel should be recorded in the Register Book, but they should state if this is so.

They should be requested to state the spacing of the rivets through the frame and shell plating amidships which has been omitted from their report.

P.T.O.

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"POZARICA"

They should further be informed that
additional 30 fathoms of chain cable will require to be
supplied at the end of the present emergency to bring the
equipment of chain cables up to the Rule length of 300
fathoms.

L.C.D.
14.3.45 *GM*



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