Rpt. 8. (Received at London Office 17 OCT 1956 REC'D NEW YORK SEP 24 1956) No. 5497

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Sept. 15 1956 When handed in at Local Office ..... 19 Port of LOS ANGELES HARBOR, CALIFORNIA

No. in Reg. Book. 74164 Survey held at SAN PEDRO, CALIFORNIA Date First Survey July 18'56 Last Survey Sept. 13, 1956 (No. of Visits fourteen)

on the ~~Wood, Iron or~~ Steel MV "POZA RICA"

TONNAGE:— GROSS 7884 UNDER DK. --- NET 4459

Built at Trieste By whom C. R. D. Adriatico When 1938 (YEAR. MONTH.)

Owners Petroleos Mexicanos Owners' Address (if not already recorded in Appendix to Register Book).

Managers --- Port belonging to Tampico

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd #2 Dock Destined Voyage

CellDBorDBa ..... feet; uE&B ..... feet; f ..... feet
total capacity ..... tons. FPT. ..... tons; APT ..... tons; MT ..... feet ..... tons.

Only alterations in the existing records of tanks should be inserted.

B.—All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 7/54	LMC 6/53
	d 7/54
SS L.An.6/53	CL 1/53
Carrying petroleum in bulk	

DISCLASSED SECTION No. 69

Society's Freeboard (if assigned) as painted on Ship and now verified 2053 ~~y.~~ m/m ~~xx~~

Report, No. 5145 Port L. An.

urveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and xaminations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) parated from Repairs due to other causes; and besides being detailed in the body of the report, should be n this form shown below. Whenever the replacement of Anchors or Chains is reported the particulars early stated in the space provided on the back of this form. State also the dates and initials of any letters his case.

ses where the Surveyor has not made a special damage report he is required to state whether he is services for this purpose and to whom and why they were declined To Owners Representative, not required. Was a damage report made by anyone else? if so, by whom? No

EXAMINATION AS PER RULE, FOR Condition Docking & repair of damage to shell plating & internals of Forward Cargo Tanks (No.7) time and place stated not recorded.

E:- Vessel placed in drydock, the hull, bottom, stern frame & rudder cleaned, examined, r now placed in good condition and recoated.

cargo tanks, port, center & starboard, cofferdams fore & aft, fore & aft peak tanks, dry- rward, all examined internally. Tween decks & peak spaces forward & aft, machinery spaces proom examined.

s, casings, hatchways, ventilator casings, fore & aft gangway, rudder quadrant, tiller, g gear & its connections, windlass, watertight doors & general equipment examined, found or In satisfactory condition.

P. T. O.

DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
	2				3			
nd Faired or Repaired		22						
Repaired in place								

DITION OF THE

	good
	---
	good
	"
	"
way of sidelights	---
	good
	---
	good
	"
	"
	"
	"
ting	"
een examined internally?	yes
een tested?	as noted.

Bulkheads	Satisfactory.
Ceiling	---
Cement or Asphalt	---
Rudder	good
Steering gear and its connections	good
Windlass	good
Have pumps been examined and found efficient?	yes
Have Sluice Valves been examined and found efficient?	---
Have Watertight Doors been examined and found efficient?	yes
Have Ventilators and their Coamings been examined and found efficient?	yes
Air and Sounding Pipes	yes
Doubling Plates under Sounding Pipes	yes

Engine Room Skylights	good
Coal Bunkers, Openings, Covers, &c.	---
Oil Bunkers	good
Scuppers	"
Cargo Hatchways	"
Hatches	
Planking	
Caulking	
Treenails	
Breasthooks & Stemson	
Transoms, Pointers & Crutches	
Timbers of Frame at openings	
" " at other places	
Stringers, Clamps & Shelves	
Salting (State if examined.)	

Copper, or Y.M. (State if on Felt.)	
When fitted, Month ..... Year	
Boats	good
Masts, Yards, &c.	good
Condition, how ascertained (State if wedges removed.)	from deck
Equipment letter	C
Anchors, No. of	3B 1S
Cables (State if now ranged)	yes
" length (on board)	300 mean diam. 2-3/8"
" Rule length	300 size 2-7/16"
Chain Locker	good
Hawsers & Warps	complete.
Standing and Running Rigging	---
Sails	---

Observations, Opinion as to Class, Recommendation, &c.:—

tate 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 vey, 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 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of *ss No.* 1-38."

sel is in satisfactory condition and eligible, in my opinion, to remain as classed, with ecord of L. An. 9/56, subject to echo sounding device in aft pumproom remaining disconnected service until moved to a safe position. (? electrical)

ection 29)	$	60.00
r Repair Fee (if any) 9)	$	200.00
es (if chargeable)	$	16.00
Second Surveyor's ~~Fee~~ SAF (if) (if any)	$	18.00
expenses		10.00

Fees applied for, ... 19 Received by me, ... 19

W. Bloomfield
Surveyor to Lloyd's Register of Shipping.

NEW YORK SEP 26 1956

Committee's Minute

Character Assigned 9-56 L.An. Subject (N) as hereto DBS 9-56 and TS(CL) 8-56

Voted for Header

NOTED FOR POSTING 369

Is Certificate required? If so, to be sent to

(PRINTED ... The Surveyors are req...)

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continued:-

Damage Repairs numbers from aft

Starboard Cargo Tanks Nos. 6 and 7

Starboard Shell plate F strake #3 (from forward) generally set in.	SF-3 plate renewed.	(1)
Starboard Shell plate G strake #3 (from forward) generally set in.	SG-3 plate renewed.	(1)
Starboard Transverse frames Nos. 148 to 154 & 156 to 161 inclusive.	Frames cropped from Main deck down & part renewed, Nos. 148, 149 & 151 for approx. 36 ft. Nos. 150, 152, 153, 156, 157, 158, 159, 160 & 161 for approx. 30 ft. & No. 154 between top & shell stringers.	
Starboard Shell Lower Stringer buckled and fractured.	Lower stringer cropped & renewed between bulkhead 147 to web frame #155.	
Starboard Beams between top shell stringer & longitudinal bulkhead stringer buckled & distorted.	Three (3) beams renewed.	
Wear & Tear Repairs Starboard Cargo Tanks No. 7 Main Deck Transverse Web Frames Nos. 151, 155 & 159 worn thin.	Three (3) transverse web frames cropped & renewed from shell to longitudinal bulkhead.	

Wear & Tear Repairs
From lack of upkeep and gasoline cargoes, the following worn thin or fractured.

Starboard Cargo Tank No. 7
Main Deck Transverse Deep frames Nos. 151, 155 and 159 renewed.
Longitudinal Bulkhead top strake of plating from bulkheads No. 147 to 163 renewed.

Starboard Cargo Tank No. 6
Forward bulkhead #147 Top stringer plating from shell to 4th stiffener inboard including brackets renewed.
Lower stringer plating from shell to 2nd stiffener inboard, renewed.
Shell-Top shell stringer plating from forward bulkhead #147 to frame 142 renewed.
Lower shell stringer plating from forward bulkhead #147 to frame 139 renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	Weight Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
	1st Bower														If Patent state name of Patentee.		If Stockless, state Mechanical Test.
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length.	Diam.	Test per Certificate. Statutory.	Breaking.	Weight of Chain Cable. Supplied.	Per Rule.	Length and size per rule. Length.	Diam.	Description.	Makers of Cables.	When and where tested and Superintendent.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

Port Cargo Tank No. 7
Transverse shell frames Nos. 148 to 153, 158 and 159 renewed from Main deck to below top stringer No. 154 & 156 from Main deck to below 2nd stringer.
Shell Web frame #155 renewed from Main deck to below top stringer.
Shell Top Stringer plating from bulkhead #147 to 154 renewed.
Beams No. 151, 155 & 159 between shell & longitudinal top stringer renewed.
Main Deck Transverse Deep Frames Nos. 151 & 155 renewed.
Transverse Bulkhead #147 plating inboard & outboard panels renewed.
Longitudinal bulkhead top strake plating between bulkheads No. 147 & 163 renewed.
Nos. 6 & 7 Port & Starboard Cargo tanks tested.

Rudder Portside plate cracked in way of securing lugs, veed out & welded, doubling plates welded on.
Stern Frame Starboard side of skeg approx. 2" aft of keel plate vertical fracture 8 ins. long & extending under bottom for 3 inches X approx. 1-1/2" deep veed out, subjected to magnaglo process, skeg preheated, welded up & ground smooth.
Forward Keel plate Doubler over shaped stem worn through. Doubler removed, longer doubler 66" X 40" shaped & welded.
Vessel drydocked August 20 - 27th, 1956.

J. Bloomfield

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to ... through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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