

STEEL STEAMER or MOTORSHIP.

Received at London Office.

3-DEC 1953

State if Report has been sent on the Freeboard of the Vessel. YESState if Report is sent on the Machinery of the Vessel. YESDate of completion of report AUGUST 23-1953 Port of LOS ANGELES HARBOR CALIF. No. 4372Survey held at SAN PEDRO CALIFORNIA Date First Survey JANUARY 22 1952 Last Survey JUNE 8 1953On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) MV POZA RICA EX FEDE MACHINERY FITTED AFTState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections FOCLE BRIDGE POOPTONNAGE under Tonnage Deck... CLASS 100A1 State if with freeboard as condition of Class No Built at TREESTEDo. 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 460 Launched 1938 Yard No. 1213Total Breadth (greatest moulded) B 59 Builders CANTIERI RIUNITI DELL'ADRIATICOGross Tonnage 7884 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 Owners PETROLEOS MEXICANOSRegister Tonnage 1st Longitudinal Number (L x D) 15640 Managers — (Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) 42780 Residence MEXICO CITY, MEXICOFraming Depth "d," at middle of length. See Sec. 3 (1d) — Port of Registry TAMPICOProportions—Depth to Length — Uppermost continuous deck to top of keel Do. Long Bridge to top of keel — If surveyed while building, afloat, or in dry dock.Draught Moulded — AFLOAT AND IN DRYDOCK

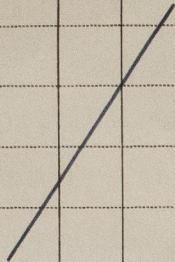
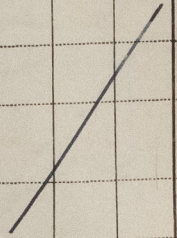
REGISTERED DIMENSIONS.

F.E.E.T.
th 483.3
th 59.2
33.8

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.
MES, Spacing amidships.....	<u>30 3/4</u>		Bracket Floors, Frame		
DEEP TANK FR 164-175			" " Reversed Frame		
from 3/8 length amidships to Collision bulkhead.....	<u>27</u>		" " Vertical Struts		
in peaks <u>FORE & AFT</u>	<u>24</u>		Centre Girder, depth and thickness amidships	<u>41</u>	<u>1/2</u>
E FRAMING.			" " top Angles	<u>3 1/2</u>	<u>3 1/2</u> <u>.43</u>
Frame Amidships, Angle, <u>✓</u> or <u>✗</u>	<u>10 3 1/2 .42</u>		" " bottom Angles	<u>4</u>	<u>4</u> <u>1/2</u>
Extends up to <u>UPPER DECK FROM BILGE</u>			Side Girders, No. each side and thickness.....	<u>2</u>	<u>.81</u>
Reversed Frame Amidships, Angle.....	<u>—</u>		UNDER ENGINES		
Extends up to.....	<u>—</u>		Margin Plate depth (excl. of flange) and thickness		
th of Framing Girder.....	<u>—</u>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
mes in Uppermost Continuous 'tween Decks, Angle <u>✓</u> or <u>✗</u>	<u>—</u>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
Second 'tween Decks, Angle, <u>✓</u> or <u>✗</u>	<u>—</u>		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
Third " " " " "	<u>—</u>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area.....		
from 1/2 len. for'd. to 15% len. from Stem	<u>11 3 1/2 .42</u>		Tank Side Brackets, height above base line at toe of Frame and thickness		
FORE	<u>7 7/8 3 1/2 .47</u>		INNER BOTTOM PLATING (MACHY SPACE)		
in Peaks, Angle <u>✓</u> or <u>✗</u> <u>AFT</u>	<u>9 3 1/2 .35</u>		Breadth and thickness of Middle Line Strake.....	<u>7 1/4</u>	<u>.81</u>
meter and Spacing of Rivets through Frame and Shell Plating amidships	<u>3/8</u>	<u>4.8</u>	Thickness of remainder in Holds	<u>2.36</u>	<u>+ .55</u>
if Frame Joggled	<u>YES</u>		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?	<u>AS SUBMITTED</u>	
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>AS SUBMITTED</u>		BEAMS.		
the scantlings and arrangements in way of the bottom Forward in accordance with the Rules and/or as approved?	<u>AS SUBMITTED</u>		Uppermost Continuous Deck, amidships		
GLE BOTTOM. CARGO TANKS			in Wells, Angle <u>✓</u> or <u>✗</u>		
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, <u>✓</u> or <u>✗</u>		
Height of Brackets at side above base line at toe of frame	<u>45</u>		Spacing		
Middle Line Keelson, on Floors, Angles, <u>✓</u> or <u>✗</u>	<u>3 1/2 3 1/2 .43</u>		Second Deck, amidships, Angle, <u>✓</u> or <u>✗</u>		
Through Plate <u>or</u> Intercoastal Plate.....	<u>41</u>	<u>.42</u> <u>WITH 7/2 X 1/2 RIDER PLATE</u>	Spacing		
Foundation Plate on Floors	<u>—</u>		Third Deck, amidships, Angle, <u>✓</u> or <u>✗</u>		
Flat Plate Keel Angles	<u>4</u>	<u>4</u> <u>1/2</u>	Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, <u>✓</u> or <u>✗</u>		
thickness of Intercoastal Plate.....			Spacing		
Angles			Poop Deck, Angle, <u>✓</u> or <u>✗</u>	<u>7 7/8</u>	<u>3</u> <u>.45</u>
DOUBLE BOTTOM. AFT			Spacing	<u>30 3/4</u>	<u>+ 24</u>
Solid Floors, thickness and spacing	<u>.59</u>	<u>30 3/4</u>	Bridge Deck, Angle, <u>✓</u> or <u>✗</u>	<u>8</u>	<u>3</u> <u>.37</u>
Are Frame and Reversed Frame joggled?	<u>YES</u>		Spacing	<u>30 3/4</u>	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, <u>✓</u> or <u>✗</u>	<u>7 7/8</u>	<u>3</u> <u>.45</u>
breadth and thickness at margin plate			Spacing	<u>27</u>	<u>+ 24</u>

PILLARS AND DECKS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....					Stringer Plate, breadth and thickness in way of Bridge	-			
" in 'tween Decks, Size and Spacing.....					Thickness of Plating abreast Deck openings in way of Wells	-			
" " " " "					Thickness of Plating abreast Deck openings in way of Bridge	-			
" in Holds " "					Thickness of Plating within line of openings..	-			
" " " " "					If Sheathed, material and thickness.....	-			
LONGITUDINAL Centre Line Bulkhead. IN CARGO TANKS 11'	0" FROM $\frac{1}{2}$ (P+S)				Third Deck.				
Stiffeners and Spacing	FRS 41-131 FRS 131-164				Stringer Plate, breadth and thickness.....				
Plating, thickness of.....	10	3 1/2	.42	{SPACING 30 3/4	If Plated, state thickness.....				
	11	3 1/2	.42 + .44						
	.43	+	.39		Fourth Deck.				
STRINGERS AND DECKS.					Stringer Plate, breadth and thickness.....				
Uppermost Continuous Deck.					If plated, state thickness.....				
Stringer Plate, breadth and thickness in Wells	95 1/4		.78		Poop Deck.				
" " " " in way of Bridge	95 1/4		.87		Stringer Plate, breadth and thickness.....	92 3/4	.56		
" Angle in Wells	7	7	.68		Plating, Sheathing, material and thickness.....	.35	PINE 3.5"		
Thickness of Plating abreast Deck openings in way of Wells .....	.86		.76		Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge	-	-	-		Stringer Plate, breadth and thickness.....	90	.87		
Thickness of Plating within line of openings..	.68		.57		Plating, Sheathing, material and thickness.....	.43	PINE 3.5"		
If Sheathed, material and thickness	-	-	-		Forecastle Deck.				
Second Deck.					Stringer Plate, breadth and thickness.....	94	.5		
Stringer Plate, breadth and thickness in Wells	-	-	-		Plating, Sheathing, material and thickness.....	.35	PINE 3"		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. of Rows of RIVETS	RIVETS.		STRAFF LAP
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	86.5	.87	.78	.78		DOUBLE	1	4	FIVE	1 1/8	4	LAPP
" DBLG. (if any)	19	-	-	.47		"	1	4	SIX	1	3 1/32	STRA
BOTTOM PLATING, No. of Strakes 3	71.25 98.25 101.9	.67 .64 .64	.67 .59 .55	.62 .62 .57		"	7/8	3 1/2	FOUR	7/8	3 1/32	LAPP
BILGE PLATING, No. of Strakes 1	93	.64	.55	.57		"	7/8	3 1/2	FOUR	7/8	3 1/32	" of inal s
SIDE PLATING, No. of Strakes 3	94.5	.64	.49 .49 .74	.59 .57 1.2 _{TO}		"	7/8	3 1/2	FOUR	7/8	3 1/32	"
UPPER DECK, Sheer- strake in Wells	51	1.18	1.14	1.0		"	1	4	FIVE	1 1/8	4	" s }
UPPER DECK, Sheer- strake in Bridge	51	1.2	.62 _{TO}	.62 _{TO}		"	1	4	FIVE	1 1/8	4	"
STRAKE BELOW Sheer- strake in Wells	82.5	.75	.74	.68		"	7/8	3 1/2	FOUR	1	3 1/2	" of L
STRAKE BELOW Sheer- strake in Bridge	82.5	.76				"	7/8	3 1/2	FOUR	1	3 1/2	"
POOP SIDE PLATING .....				.39		"	7/8	3 3/4	TWO + THREE	3/4	2.44 2.44	"
BRIDGE SIDE PLATING .....		.43				"	7/8	3 1/2	TWO	3/4	2.44	" ecks
FOREC'TLE SIDE PLATING			.43			"	7/8 3/4	4 3/8 3 3/4	TWO	3/4	2.44	"

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel— ON FRs 8. 40. 41. 57. 73. 89. 92. 94. 110. 126/131. 147. 163. 164. 175 Extending to Upper Deck (Sec. 3 c) 14		Casting or Forging.	Scantlings.	Maker's Name.	Any De from Ap Plans to
Deck next below		KEEL, Bar			
As per Rule		STEM			
MIDSHIP BULKH'D, Upper tween decks		STERN FRAME			
Second		{ Propeller Post			
Third		{ Rudder			
Holds		Speed of Vessel			
COLLISION (in Hold)		RUDDER—Type			
AFTER PEAK		A × D			
		Diam. of head			
		Mainpiece at top pintle			
		" heel			
		how constructed			
		double or single plate			
		coupling, vertical or			
		horizontal			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)		Lloyd's Register			
STEEL.		Foundation			
Has the Steel been tested as required by the Rules?		Lloyd's Register			

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Spng.		Number.	Diameter.
g of L, L or C	432	12	102	17				22	132	77		
in Bridge 'tween Decks												
from Uppermost Continuous												
Pl. No. 1												
" 2	TRANS.											
" 3												
" 4												
" 5												
" 6					TRANS							
" 7												
C " 8	432	12	102	17				22	132	77		
C " 9	432	12	102	17				22	132	77		
C " 10	432	12	102	17				22	132	77		
C " 11	432	12	102	17				22	132	77		
JL " 12	90	90	10					22	110	110		
C " 13	432	12	102	17				22	132	77		
C " 14	432	12	102	17				22	132	77		
C " 15	432	12	102	17				22	132	77		
JL C " 16	100	100	12.5					25	110	110		
WINGS	762		837.5									
At Ends												
Tank Top Longitudinals												
Bottom												
Amidships												
At Ends												
Transverses.												
Depth and Thickness	762		10.5									
Face Angles	L	150	90	11				22	132			
Lugs to Shell*	L	90	90	11 JOGGLED				22	110			
Depth and Thickness	1016		11									
Face Angles	L	150	100	13.5				22	132			
Lugs to Shell* L CENT SIDES	150	150	11.5 JOGGLED					22	99+110			
" " Back Bars	90	90	10.5					22	88+99			
Brackets FLANGED	650	650	10					22	110			
Transverse Frames	3124		JOGGLED					22	132			
State if jogged or liners.												
Bridge Deck												
Upper	200	90	12					837.5				
Second			11.5					762				
Third												
Transverse Beams.												
Plate.												
Face Angles.												
Any Departure from Approved Plans to be Noted.												

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.

3-DEC 1954

EQUIPMENT No.

LETTER C+

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
1626	1st Bower.....	3720 Kgs		56500 Kgs		STOCKLESS	D'ACHILLE LAURE	ITALY AR 1-6-38 RICN
1626	2nd "	3700 Kgs		56500 Kgs		"	DI NAPOLI	" " " "
13620	3rd "	8486 LBS		124000 LBS		HENCO STOCKLESS	LA STEEL CASTING CO.	LOS ANGELES 4-51-JRB (ABS)
	Collective Weight.	15906			24584 LBS			
2020	Stream	3065 LBS		60256 LBS	2464 LBS	BALDT STOCKLESS		CHESTER PA. 5-3-52 R K

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.	Statutory. Break-ing.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
1130	180 2 1/16	33573 0 LBS	63876	300 2 1/16	CS STUD LINK	BALDT ANCHOR CHAIN & FORGE CO	PHILADELPHIA PA. 5-25-50 EGP (ABS)	TOWLINE	130 8 1/4	SFSWR	130 5 1/4
151	45 2 1/16	"	15630		DILOK	CHESTER PA	CHESTER PA				6x24
443	105 2 1/16	10647			STUD LINK	N. HINGLEY & SON LTD	5-3-52 R KENNEDY NETHERTON 14-31-37 OFF INNES	HAWSERS & WARPS	2x100 2 3/4	FSWR	2x100 2 3/4
	Stream main or steel wire								2x100 2 3/4	FSWR	2x100 2 3/4
	120 5" 6x12			120 5" 6x12	FSWR				2x100 8"	MANILA	2x100 8"

Steering Gear, Type (Power or hand) STEAM HYDRAULIC HASTIE HELICAL PUMP WITH RAMS Alternative Means of Steering HAND STEERING
Steering Chains (Size and Test) NONE Windlass STEAM 9"x7" CLARKE CHAPMAN Boats TWO STEEL 24'x7'-55"x3'-35" FOR 3
Lifting in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing 2"x8" PINE IN DRYHOLD
Cargo Hatchways.—(Upper Deck) DT HATCHES OF STEEL PLATES AND SECTIONS E.W. Thickness of Hatches -
Number of Hatchways No. 1 (Fwd.) 46"x61" No. 2 - No. 3 - No. 4 - No. 5 - No. 6 -
Cargo Tanks CARGO TANKS Hatchway to Dryhold 10'-0"x9'-0"
Number of Shifting Beams NONE 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. - 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).

This vessel was originally built under the special supervision of surveyors to the Registro Italiano and was classed with that Society

The scantlings and arrangements have been verified from the vessel and found to be in accordance with those shown on submitted drawings and the vessel's condition together with the standard of workmanship is considered satisfactory

Oil used as fuel can be carried in the fore deep tank, P+S, engineroom double bottom tanks and in crossbunkers in way of fore end of machinery space. Flash point of oil fuel above 150°F.

Steering gear, windlass & bilge suction examined under working conditions and found satisfactory

Amount of Entry Fee £ : : Fees applied for, AVG 15 1953
Special Survey Fee..... £1500.00. Received by me, -
Travelling Expense, if any £ : : -

(Special notations, where part of class, to be stated.)

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

Signature

Surveyor to Lloyd's Register of Shipping.

Whether the Vessel has been built under Special Survey No

Date to be sent to N.Y.K. Date of issue 23/9/54

Committee's Minute NEW YORK NOV 10 1953

Character assigned 100 A1
Carrying Petroleum in Bulk.

note. hngl. framing, cruiser stern,
mchry aft. ESD. D.F.

Classed 6.53 2.53 LAN. subject
SS. LAN. 6.53
LMC 6.53 OBS. 3.53
subject 5 1.53 CL

2 OBS. 180 lbs. □ C.L.
dec. light.

Lloyd's Register Foundation

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 List of the Plans should be embodied.)

The following plans of the vessel are enclosed

Midship section
Shell plan
Rudder plan
Horn frame
Deck plan.

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Longitudinal framing at bottom of decks in way of cargo tanks. Trans in way of sides, forward & aft. Machinery fitted on cruiser stern. direction finder. echo sounding device. fitted for oil fuel F.P. above 150°F. Carrying petroleum in bulk

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93 ft., R.Q.D. ft., Bridge 47 ft., Forecastle 48

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

Official No. 23134 Mexico No 55 Signal Letters XCPM Extreme Breadth over Belting NO BELTING Over-all Length 490.5

No. and Material of Decks ONE STEEL (2ND DECK OF STEEL FORWARD)

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN PEAKS

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.	Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.		Feet.	
Double bottom, aft, FRS 10-15	3905	8.4	Fore peak tank, STEM-175	6710	13
Double bottom, under Engines and Boilers, 16-23	5467	29.5	After peak tank, 8-AFT	4880	8
Double bottom, if under Engines only, 24-40	12496	1230.	Deep tank, aft,		
Double bottom, if under Boilers only, CP 15-16	781		Deep tank, forward, 164-175	7546	26
Double bottom, forward, CD 23-24	781		Other tanks, if fitted,		
Total length (if continuous) and Capacity	23430		(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

Surveyed by Registro Italiano

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Lloyd's Register Foundation
Total No. of Visits