

REC'D NEW YORK OCT 29 1953

(Received at London Office 3-DEC-1953)

No. 4372

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Aug. 17, 1953 When handed in at Local Office 19 Port of LOS ANGELES HARBOR, CALIFORNIA
No. in Survey held at SAN PEDRO, CALIFORNIA Date, First Survey Jan. 22, '52 Last Survey June 12, 1953
g. Book. 3570 on the Wood Iron or Steel MV "POZA RICA" (No. of Visits twenty-three (23))

TONNAGE:— Built at Trieste By whom Cantieri Riunti Dell' Adriatico YEAR 1938 MONTH
GROSS 7884 Owners Petroleos Mexicanos Owners' Address
UNDER DK. --- Managers --- (if not already recorded in Appendix to Register Book).
NET 4459 Port belonging to Tampico

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd #1 & Wharves Destined Voyage
Moulded Depth 10 feet; uE&B 10 feet; f 10 feet } Particulars of Classification (which must be inserted
Total capacity 1000 tons. FPT 1000 tons; APT 1000 tons; MT 1000 tons. } precisely as in Register Book & Supplements)

N.B.—All 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.

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 yes, not required Society's Freeboard (if assigned) as painted on Ship and now verified } 6 ft. 8.9 ins.

Was a damage report made by anyone else? if so, by whom? Lloyd's Agents.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Contemplated Classification, Drydocking, Repairs and Damage stated to have been sustained:—

- A" - Touching bottom at Salina Cruz, Mexico September 20, 1943.
- B" - Stranding at Salina Cruz, Mexico, April 14, 1944.
- C" - Striking dock wall at Salina Cruz, June 8, 1944.
- D" - Striking dock wall at Salina Cruz, October 28, 1944.
- E" - Stranding at Salina Cruz, January 2, 1945.
- F" - Stranding at Salina Cruz, January 25, 1945.
- G" - Colliding with north bank striking rudder, while mooring alongside Dock #4 at Salina Cruz, May 14, 1945 and breaking hydraulic steering gear.
- H" - While lying moored alongside the wharf at Salina Cruz, SS "Tahoe" entering harbor collided with Poza Rica and damaged starboard side shell plating September 13, 1945.

WORK DONE:— Vessel placed in drydock, the bottom & rudder cleaned, examined, rudder removed, round or placed in satisfactory condition and recoated. All cargo tanks, cofferdams, fore deep tanks, oil fuel bunkers, settling tanks, fore & aft peak tanks, double bottoms and cofferdams examined internally & tested under pressure to Rule requirements. Cargo suction strums removed & structure in way examined. Machinery spaces, chain lockers & all bilges cleaned & examined. Rust removed from the steel work found or placed in satisfactory condition.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	3	3						
Removed and Faired or Repaired		12						
Faired or Repaired in place	7							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on Felt.)	
Condition	Good	Condition	Good	Condition	Good	When fitted, Month	Year
Condition of Decks	Good	Ceiling	---	Coal Bunkers, Openings, Covers, &c.	---		
Condition of Rigging	Good	Cement or Asphalt	---	Oil Bunkers	Good	Boats	Good
Condition of Stays & Fastenings	Good	Rudder	Good	Scuppers	"	Masts, Yards, &c.	Good
Condition of Shell Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	Condition, how ascertained	aloft
Condition of " in way of sidelights	---	Windlass	Good	Hatches	"	(State if wedges removed.)	
Condition of Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	Cf
Condition of Longitudinals	Good	Have Sluice Valves been examined and found efficient?	---	Caulking		Anchors, No. of	3B 1S
Condition of Transverses	"	Have Watertight Doors been examined and found efficient?	none	Treenails		Cables (State if now ranged)	Yes
Condition of Stems	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length	300 mean diam 2 7/16"
Condition of Bottom Plating	Good	Air and Sounding Pipes	"	Transoms, Pointers & Crutches		" Rule length	300 size 2 7/16"
Condition of the Tanks been examined internally?	Yes	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings		Chain Locker	Good
Condition of the Tanks been tested?	Yes			" " at other places		Hawsers & Warps	Complete
				Stringers, Clamps & Shelves		Standing and Running Rigging	"
				Saltings (State if examined.)		Sails	---

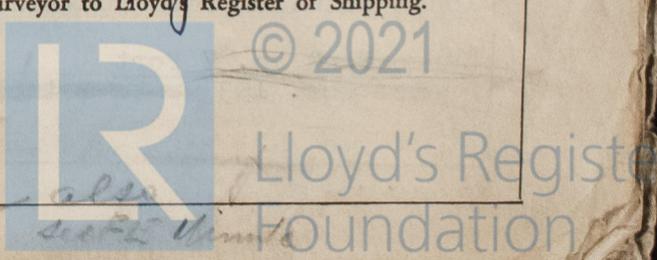
General Observations, Opinion as to Class, Recommendation, &c.:

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 is in good condition and eligible in my opinion to be classed with the record of Class Oil "Carrying Petroleum in Bulk" and drydocking L.An. 2,53, the notation SS L.An. 6-53, subject shell plating & framing in way of Cargo tanks Starboard Nos. 1, 2, & 6 (from aft) being further examined & dealt with at the next drydocking. Two rams in hydraulic steering gear being renewed at next drydocking & towline being supplied earliest.

Fee (per Section 29) SEE RPT.#1
Damage or Repair Fee (if any) \$ 330.00
Working Expenses (if chargeable) \$ 25.00
Surveyor's Fee (if any) ---
Fees applied for, Aug. 15, 1953
Received by me, Sep. 14, 1953
Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK NOV 10 1953
Character Assigned 100A1 Carrying petroleum in bulk.
2.53 - LAN. Subject. SS. LAN. 6.53
Classed 6.53 LMC - 6.53 Subject. DBS. 3.53 TS. 1.53
7.0.11.11.2.54



010924-010932-0053 1/3

Is Certificate required? If so, to be sent to

MV "POZA RICA"

continued:-

Bottom longitudinal stringer buckled. Bottom stringer in way of forward bulkhead to web frame renewed complete with bracket & clips.

Tanks, cofferdam and spaces tested as required.

Damage "E"- no damage attributed to this accident.

Damage "F"- " " " " " "

Damage "G"- Steering Engine

Hydraulic Rams, crosshead joining faces out of alignment & open on landings, on May 14, 1945 landing of the after ram broken & ram stated buckled approx. 1/8". Ram stated skimmed true and unit replaced.

Recommended rams with crosshead be renewed, the first pair rejected due to excessive sand holes. Second pair cast annealed rough machined tested to 1000 lbs. & to be installed at the first opportunity.

NOW DONE:- Crosshead landing faces skimmed true, ram checked on lathe, neck & gland bushes renewed. Steam engine and hydraulic pump stripped & examined, on completion power and hand gear tried out and found satisfactory.

Outstanding - Forward and aft rams to be renewed.

Damage "H" - Starboard side

"G" strake plate No. 9 slightly indented. P-G 9 plate released and faired.

"F" strake plate No. 8 slightly indented. P-F 8 plate released and faired.

"F" strake plate No. 9 slightly indented. P-F 9 plate released and faired.

Frames, clips & brackets in way of above plates buckled. Frames, clips & brackets faired or renewed as directed.

Tanks tested as required.

Wear and tear repairs:

Windlass - Starboard side frame found broken, was renewed. All shaft bearings renewed, Shaft for Port wildcat renewed. Crankshaft checked on lathe for alignment & journals polished. Steering Engine entirely opened up & adjusted, governor reconditioned & steam reducing valve renewed.

Rotary Oil Pressure opened up, four roller bearings renewed. Rams removed (See Damage "G") and replaced, Hand auxiliary steering gear opened. Telemotors bridge and steering engine room reconditioned. Guard Rails - Upper deck 26 feet renewed. Portlights - Twenty-two removed, freed, glasses renewed, deadlights freed also all toggle bolts. Engine room skylight glasses, nine renewed. Cargo pipe lines - tested 100 lbs. repaired as necessary and proven tight, eleven cargo valves reconditioned, 14 valve control rods renewed. Gooseneck vents fore 7, foredeck 2, aft 2, renewed from deck coaming, closing covers with bolts renewed as original. Dryhold main deck hatch steel cover freed and closed, all bolts freed.

Fore deep tank two 3" X 30" renewed complete with check valve. Vent line to rudder trunk renewed.

Steam smothering lines in way of #1 port, #3 Starboard, #6 Port, Center & Starboard & No. 7 Port & Starboard tanks renewed also to after pumproom.

Heating coils removed from all cargo tanks. Sanitary scupper valves forward freed. Gasvent lines to No. 1 center tank renewed. Port & Starboard F strake plate No. 2 cropped in way of after end 6'-4" X 12'-9" X 11/16" & renewed.

Unknown Damage Main pumproom forward sea chest removed, E strake plate cropped 6'-8" X 4'-0" X 5/8" & renewed, forward bulkhead plate in way of above indented E plate cropped 8'-0" X 2'-0" X 1/2" and renewed. Engine room double bottom aft cofferdam transverse frame angles to fore & aft bulkheads riveted.

Various rivets and seams in shell & bulkheads tightened up as found necessary during tank testing.

Spare bower anchor, brackets built up on foredeck & anchor stowed.

Fore and main mast rigging grounded.

Rigging throughout examined by competent Rigger from Todd Shipyards & found in good condition.

Forward cofferdam bilge suction to auxiliary pump room renewed.

Fire extinguishers throughout vessel examined, overhauled and refilled by Kidde Representative.

Freeboard marks checked, recut and painted in.

Anchor chains, Ten length on Registro Italiano Certificate No. 89450 condemned, replaced with 10 new lengths Certificate PA-37130, Three length on Registro Italiano Certificate No. 89443 condemned, replaced with three length Certificate BC-6051, also added two length from Certificate PA-37130 (total on Port side - 180 fathoms).

The following shell plate damage postponed by Owners Representative stated funds not available but would be repaired at the next docking.

Continued:-

The shell plating drilled and gauged, as required by the Rules with results as per attached sheet. Decks, casings, masts (from aloft by rigger) anchors and cables ranged, general equipment, hatchways, covers, supports, & closing appliances, fore & aft gangway, ventilator coamings and covers, steering gear and rams, auxiliary steering gear, windlass hand pump. Air and sounding pipes examined & found or placed in good condition. Doubling plates or equivalent under all sounding pipes. Freeboard verified and cut in.

DAMAGE REPAIRS - "A" - Bottom examined, no damage found that could be attributed to this grounding.

Damage "B"- No damage found attributable to this accident.

Damage "C"- Starboard side, All plates numbered from forward.

"G" strake plate No. 2 badly indented. S-G 2 plate renewed (1)
"G" strake plate No. 3 indented fore end. S-G 3 plate released & faired in place.
"F" strake plate No. 2 badly indented. S-F 2 plate renewed (1).

Forward pumproom, starboard side

Forward bulkhead buckled in way of shipside. Bulkhead plate released & faired
Aft bulkhead buckled in way of shell plate & transverse angles. Aft bulkhead plate cropped 16'-0" X 6'-0" & part renewed, transverse angle & clips in way cropped & renewed.

Three shell frames in pumproom badly buckled. Three (3) frames renewed, deck beam connection faired.

Forward cofferdam

Aft bulkhead slightly buckled. Aft bulkhead plate released & faired.

Cargo Tank No. 7 Starboard

Frames No. 161 & 162 badly buckled. Frames (2) cropped in way of damage & renewed including brackets & clips.

Longitudinal stringer in way of damaged shell plate badly buckled. Stringer cropped in way of damage & renewed.

Tank, cofferdam and pumproom tested as required.

Damage "D" Portside

"G" strake plate No. 3 badly indented. P-G 3 plate renewed (1)
"G" strake plate No. 15 indented in way of top seam & extending to stem wrapper plate. P-G 15 plate released, faired in place including adjacent plate edges.

"F" strake plate No. 1 indented in way of lower seam. P-F 1 plate released & faired in place including adjacent plate edges.

"F" strake plate No. 2 indented in way of aft end. P-F 2 plate cropped approx. 10 feet

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		lbs.	Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.			
	1st Bower	X	X			X	X					
	2nd "											
LA3620	3rd "	8	4			12	0			Henco Stockless	LA Steel	Los Angeles 4-5
	Collective Weights											
LR2020	Stream	3	0			6	2			Baldt Stockless Baldt Casting Co.		
	Kedge									Anchor		Chester, Pa. 5-3-52 R. Kennedy

*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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
PA37130	180	2 1/16	X	X	3351	30LBS. 63876	--	2 7/16	CS Stud Link	Baldt.Chain	5-25-50 Phila. E.G. Kyle (ABS)
BC-6051	45	2 7/16	106.9	15630	4691	180		2 7/16	DiLok	" "	5-3-52 Chester R. Kennedy
					149.6						

"F" strake plate No. 3 indented in way of forward end. P-F 3 plate cropped approx. 10', new plate 20' fitted (F-2 & F-2)

"F" strake plate No. 4 indented in way of upper seam. P-F 4 plate released & with P-G 4 plate faired in place.

Forward Cofferdam

Forward bulkhead buckled in way of transverse angle. Fwd. bulkhead plate cropped 10'-0" X 6'-0" & renewed including shell angle and clip.

Aft bulkhead buckled in way of transverse angle. Aft bulkhead plate cropped 10'-0" X 3'-0" & renewed including shell angle and clip.

Bottom bracket in way of bulkhead shell and longitudinal girder buckled. Bracket 36" X 30" renewed.

Cargo Tank No. 7 Port

Frames Nos. 153 up to & including 162 buckled.- Ten (10) frames cropped & renewed with clips & brackets.

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.

37 DEC 1953

REC'D NEW YORK

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OCT 29 1953

Port of LOS ANGELES, CALIFORNIA Continuation of Report No. 4372

dated August 17, 1953 on the

MV "POZA RICA"

Cargo tanks, Starboard, from aft.

No. 1 frames Nos. 51 to 56 inclusive indented in way of lower stringer.

No. 2 Aft bulkhead No. 57 outer panel, boundary angle & frames Nos. 58 to 63 inclusive indented in way of lower stringer.

No. 6 Aft bulkhead No. 131, outer panel, boundary angle and frames Nos. 132 to 137 inclusive indented in way of lower stringer.

J. Bloomfield



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0053 3/3