

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

of writing Report 19. 2. 19. 48 When handed in at Local Office 19. Port of Curacao, N. W. I.  
No. in Survey held at Caracas Bay, Curacao, N. W. I. Date, First Survey 18. 12. 47 Last Survey 28. 1. 19. 48.  
Book. (No. of Visits 3)

TONNAGE:— Built at Newcastle By whom Armstrong Whitworth & Co. When 1924 3  
ROSS 5810 Owners Cia Argentina de Nav. Dodero, SA Owners' Address  
Gross UNDER DK. (if not already recorded in Appendix to Register Book).  
Tons Net 3548 Managers - Do - Port belonging to Buenos Aires

Owner's reply Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage  
HDBorDBa feet; uE&B feet; f feet  
al capacity tons. FPT tons; APT tons; MT feet tons.  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

1st Report, No. 2056 Port Bar

Radical Surveys, when held, must be reported in detail and serialim 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 affecting this case.

Where 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 Rpt. Attach.

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 11.47.11.11	*LMC MS 6.45
ss. Shl. No. 3-7336	B.S. 3.47.11.11
ss. B.As. No. 2-45	C.L. 11.47.11.11
Carrying Ptrlm in bulk.	
Fitted for oil fuel 3.24 F.P. above 150c F.	
Society's Freeboard (if assigned) as painted on Ship and now verified }	ft. ins.

Was a damage report made by anyone else? if so, by whom?

RS, OR EXAMINATION AS PER RULE, FOR Damage caused by collision with M.V. "TUQUIPITA" and subsequent on 15th December 1947. All Official Papers were destroyed by fire. Attended on board at the inst of Lloyd's Agents and United States Salvage Association. Vessel examined afloat. Damage due to Collision.

## FOUND

No. 27:- Inside fore peak tank: Shell frames 122, 3 Shell frames to be renewed.  
) torn and twisted.

## RECOMMENDED

No. 28:- Top and bottom knee plates in way of item Top and bottom knee plates to be  
buckled and torn. renewed.

RY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
newed								
moved and Faired or Repaired								
red or Repaired in place								
CONDITION OF THE								
om fwd coamings aft								
of Decks	Good							
astenings								
ting Overheated fwd								
" in way of sidelights								
mes								
ls								
es								
om Plating								
Tanks been examined internally?								
Tanks been tested?								
Bulkheads	Good							
Ceiling								
Cement or Asphalt								
Rudder								
Steering gear and its connections								
Windlass	scorched							
Have pumps been examined and found efficient?								
Have Sluice Valves been examined and found efficient?								
Have Watertight Doors been examined and found efficient?								
Have Ventilators and their Coamings been examined and found efficient?								
Air and Sounding Pipes								
Doubling Plates under Sounding Pipes								
Engine Room Skylights	Good							
Coal Bunkers, Openings, Covers, &c.								
Oil Bunkers								
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								
Masts, Yards, & main mast good								
Condition, how ascertained from deck (State if wedges removed.)								
Equipment letter								
Anchors, No. of								
Cables (State if now ranged)								
" length mean diamr. (on board)								
" Rule length size								
Chain Locker								
Hawsers & Warps								
Standing and Running Rigging								
Sails								

## General Observations, Opinion as to Class, Recommendation, &amp;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."

vessel as now seen is eligible in my opinion to be retained as now classed without fresh  
rd of survey subject to being further examined in drydock and collision and fire damage  
anently repaired.

by Fee (per Section 29)	£	:	:	Fees applied for,
ial Damage or Repair Fee (if any)	£	500.00	:	16.2. 19. 48
(per Sec. 29)				
elling Expenses (if chargeable)	£	16.00	:	Received by me,
and Surveyor's Fee (if any)	£	:	:	19

Surveyor to Lloyd's Register of Shipping.

ommittee's Minute/

WED. 5 MAY 1948

haracter Assigned

Deferred for dry docking & repairs



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Lloyd's Register

Foundation

W. 1141-021413



RECOMMENDED

ANCHORS.

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

## CHAIN CABLES.

[illegible]

LM-8-45

FOUND

RECOMMENDEE

S. S. "LOS POZOS"

Item No.38:- Main deck overheated and buckled Main deck to be renewed from stem  
from stem to forward side of forward tank to forward side of forward tank  
coamings. coamings. *etm*



S.S. "LOS-POZOS"FOUNDRECOMMENDED

Item No.39:- Cargo winch scorched.	To be completely overhauled.
Item No.40:- Fore mast scorched and wood top mast badly burned.	Top mast to be renewed.
Item No.41:- Derrick overheated and bent.	Derrick to be renewed.
Item No.42:- Rigging (P&S) badly scorched.	Rigging (P&S) to be renewed.
Item No.43:- Cast iron bend in bunker line fractured.	Cast iron line to be renewed.
Item No.44:- Bulwarks (P&S) overheated and buckled.	Bulwarks to be renewed.
Item No.45:- Forward deck steam and exhaust lines, cargo heating lines and valves overheated.	Pipes to be annealed, tested and refitted, valves to be overhauled.
Item No.46:- Two wire reels with 120 fms. of 1" dia. wire on starboard reel overheated and distorted.	Two wire reels and 120 fms. 1" dia. wire to be renewed.
Item No.47:- Catwalk from forecastle to midship house overheated and buckled.	Steel catwalk plating to be renewed and guard rails to be removed, faired and refitted.
Item No.48:- Pumproom casing overheated and buckled (no sign of fire damage below deck).	Casing to be renewed.
Item No.49:- Samson post (SS) scorched, hose derrick overheated and bent, winch gear scorched.	Derrick to be renewed, and winch gear overhauled.
Item No.50:- Samson post (P.S) scorched, derrick overheated, winch gear scorched.	Derrick to be annealed and tested, winch gear to be overhauled.
Item No.51:- In centre castle:- Wood gangway completely destroyed.	Wood gangway to be renewed.
Item No.52:- Steel bulkheads & doors of store rooms (P&S) scorched and all stores ruined by fire and water.	Store rooms to be reconditioned and ruined stores (which could not be recognized) replaced.



S. S. "LOS-POZOS"

Item No. 53:- Main deck (P.S) overheated due to large wood fender being ablaze thereon. Main deck in centre castle (PS) to be partly renewed where overheated due to large wood fender being on fire thereon.

Item No. 54:- Midship Accommodation. Forward bulkhead from main deck up, overheated and buckled. Casings for accommodation on first deck, lower bridge and navigating bridge, overheated and buckled and everything therein completely destroyed. Midship accommodation casings, decks, bulkheads, furniture, electric light wiring and fittings, telegraphs, compasses and steering gear to be completely renewed.

Item No. 55:- Patent lifeboat davits port and starboard on lower bridge overheated and possibly fractured. Patent davits to be renewed.

Item No. 56:- Forecastle head bulwark plate overheated (P&S). Bulwark plates (P&S) to be renewed.

Item No. 57:- Forecastle sheer strake plates 1,2,3,4 overheated and badly buckled (P&S). Forecastle sheer strake plates 1,2,3,4 to be renewed (P&S).

Item No. 58:- 1st strake below forecastle sheer plates 1,2,3 overheated and badly buckled (P&S). Shell plates 1,2,3 in 1st below forecastle sheer to be renewed (P&S).

Item No. 59:- Shell plates 1,2,3 in main sheer overheated and buckled (P&S). Shell plates 1,2,3 in main sheer to be renewed (P&S).

Item No. 60:- 1st below main sheer shell plates 2-3 overheated and buckled (P&S). Shell plates 2-3 in 1st strake below main sheer to be renewed (P&S).

Item No. 61 Shell plates 2-3 in 2nd strakes below main sheer overheated and buckled (P&S). Shell plates Nos. 2 & 3 in 2nd below main sheer to be renewed (P&S).

Item No. 65:- Four lifeboats complete with all equipment lost. Four lifeboats complete with all equipment to be replaced.

Item No. 66:- In Dryhold. Forward and after bulkheads overheated and buckled. Bulkheads to be cropped and part renewed.

As the tank top was not cleaned off (being covered by empty gasoline barrels and other debris) this could not be examined.

The cargo tanks still contain water and could not be examined.



## S. S. "I.O.S. - P.O.Z.O.S."

## FOUND

## RECOMMENDED

Item No.63:- 1st shell plate in 1st below (P&S) buckled at forward end.	1st shell plate in 1st below main sheer to be renewed (P&S).
Item No.64:- 1st shell plate in 2nd-3rd and 4th strakes below sheer buckled, torn and twisted (P&S).	Shell plates No.1 in 2nd-3rd and 4th below sheer to be renewed (P&S).
Damage No.2 due to Fire:-	
Item No.1:- Forecastle head deck. Steel deck buckled and totally destroyed.	Steel deck to be renewed.
Item No.2:- Wood sheathing completely burnt away.	Wood sheathing to be renewed.
Item No.3:- 18 Cowl ventilators and coamings burned and distorted.	18 Cowl ventilators and coamings to be renewed.
Item No.4:- Fore peak hatch coaming and steel cover overheated and buckled.	Hatch coaming and cover to be renewed.
Item No.5:- Windlass scorched.	Windlass to be specially overhauled.
Item No.6:- 1st length of anchor cable (P&S) scorched.	1st length of anchor cable (P&S) to be annealed, tested and refitted.
Item No.9:- Sanitary tank scorched and overheated.	Sanitary tank to be renewed.
Item No.10:- Wire reel buckled and wire 1 1/2" dia. (presumed to be 120 fms) badly scorched.	Wire reel and wire to be renewed.
Item No.11:- Guard rails and awning stanchions buckled and distorted.	To be faired and refitted with part new material.
Item No.12:- Dryhold hatch coaming, cover and trunk badly overheated and buckled.	Hatch coaming, cover and trunk to be renewed.
Item No.13:- In forecastle space: Deck overheated, buckled and completely destroyed.	Deck plating to be renewed.
Item No.14:- At forward end store space shell frames (P&S) overheated and on starboard side buckled.	Shell frames to be renewed.

The emergency steering gear aft tried out and found satisfactory.

Up to the present the Owners will have nothing to do with the vessel and she is lying in Caracas Bay, Curacao. N.W.I. moored to a bouy aft but no moorings at forward end.

*E.H.V.*