

REPORT OF SURVEY FOR REPAIRS, &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)

on the Wood, Iron or Steel S. S. "LOS POZOS"
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 NET 3548 Managers - Do - Port belonging to Buenos Aires

Owner's reply conveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage
DDBorDBa 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

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 affecting this case.

In 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 Atch.

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

REPAIRS, 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 RECOMMENDED
No. 27:- Inside fore peak tank: Shell frames 122, 3 Shell frames to be renewed.
torn and twisted.
No. 28:- Top and bottom knee plates in way of item Top and bottom knee plates to be buckled and torn. renewed.

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
renewed								
removed and Fair'd or Repaired								
repaired or Repaired in place								

CONDITION OF THE	General	Particulars	Remarks
Condition of Decks	Good	Bulkheads	Good
Fastenings	Good	Ceiling	Good
Overheated fwd end.	Overheated fwd end.	Cement or Asphalt	Good
in way of sidelights	scorched	Rudder	Good
Have pumps been examined and found efficient?	Have pumps been examined and found efficient?	Steering gear and its connections	Good
Have Sluice Valves been examined and found efficient?	Have Sluice Valves been examined and found efficient?	Windlass	scorched
Have Watertight Doors been examined and found efficient?	Have Watertight Doors been examined and found efficient?	Have pumps been examined and found efficient?	Good
Have Ventilators and their Coamings been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?	Have Sluice Valves been examined and found efficient?	Good
Bottom Plating	Destroyed fwd	Have Watertight Doors been examined and found efficient?	Good
Tanks been examined internally?	Destroyed fwd	Have Ventilators and their Coamings been examined and found efficient?	Good
Tanks been tested?	Destroyed fwd	Bottom Plating	Good
	Destroyed fwd	Tanks been examined internally?	Good
	Destroyed fwd	Tanks been tested?	Good

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

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

Committee's Minute / WED. 5 MAY 1948
Character Assigned / Deferred for dry docking & repairs

Surveyor to Lloyd's Register of Shipping.
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W. 1041-021413

Is Certificate required? If so, to be sent to

S.S. "LOS-POZOS"

FOUND

RECOMMENDED

- 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.
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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.
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Item No.55:- Patent lifeboat davits port and starboard on lower bridge overheated and possibly fractured.	Patent davits to be renewed.
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Item No.56:- Forecastle head bulwark plate overheated (P&S).	Bulwark plates (P&S) to be renewed.
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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).
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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).
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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).
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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).
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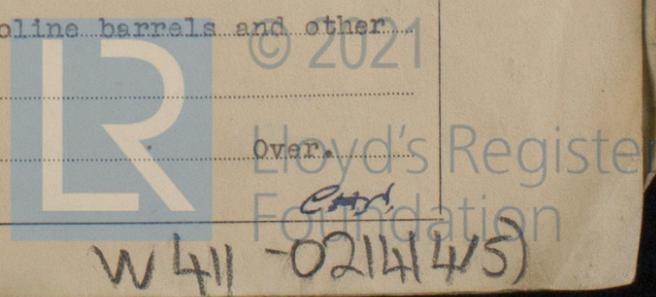
Item No.61 Shell plates 2-3 in 2nd strakes below main sheer overheated and buckled (P&S).	Shell plates Nos.2 & 3 in 2nd below main sheer to be renewed (P&S).
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Item No.65:- Four lifeboats complete with all equipment lost.	Four lifeboats complete with all equipment to be replaced.
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Item No.66:- In Dryhold. Forward and after bulkheads overheated and buckled.	Bulkheads to be cropped and part renewed.
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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."

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.

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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 turned 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.

