

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

AME.....

"MARIA VERONICA"

REPORT

Miami

368

Miami

No. 364

This vessel was built in 1944 to the requirements of the U.S. Navy.

The Owners now desire classification with this Society and full ES and TS surveys have been held and found good, except for the bilge pumping arrangements and switchboard circuit breakers. It is submitted that the class be made subject to these items being dealt with by 6.62.

Machinery plans approved in New York. (see N.Y. letter 4/12/61)

The torsional vibration characteristics of the main propelling machinery have not been submitted for approval and it is submitted that in view of the age of the vessel that approval of the torsional vibration characteristics may be waved in this case.

IT IS SUBMITTED that this vessel is eligible to be classed with records of:

10.61 LMC

ES

TS "subject to the pumping arrangements and switchboard circuit breakers being dealt with as necessary by 6.62."

Particulars for R.B.

2 Oil Engines to 2 screwshafts.

10 cylinders 8 $\frac{1}{8}$ " x 10"

M.N. 240 B.H.P. 1200

ENGINE & PROPELLER SPEED 800 R.P.M.

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Before this case receives consideration, the Surveyor should be asked to state the date of approval of shafting showing diameters of same together with approved B.H.P. and r.p.m. The Surveyor reports 1800 B.H.P. at 800 r.p.m., whereas the similar vessel referred to in his report is approved for 1200 B.H.P. at 720 r.p.m.

The Surveyor reports a thrustshaft diameter of 5", whereas the similar vessel thrustshaft diameter is 7" and his comments on this are desired.

The Surveyor's comments are also desired on the number of bilge suction and bilge eductor suction fitted in the holds and engine room as the similar vessel is fitted with the following:-

Holds

No. 1 and 2 holds - 1 - 2½" P. and S.
No. 3 hold - 1 - 2" P. and S.

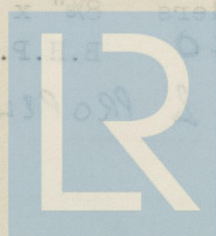
Engine Room

3-2½" bilge eductor in E.R.
2-2" bilge eductor in Aux. E.R.
2-4" direct bilge eductor in E.R.
1-6" emergency bilge in E.R.

The Surveyor should also be asked to state what modifications are required to the bilge pumping arrangement in order that they will comply with the rules.

See N. letter

C.R.P.



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