

REC'D NEW YORK OCT 27 1961

22 OCT 1962

CONVERSION FROM USN LSM TYPE VESSEL TO CARGO SHIP

Rpt. 1

Port Miami

No. 364

Date of completing report Oct. 24, 1961

When handed in at Local Office

Received London

Survey held at Miami, Fla.

First Visit July 18, 1961 Last Visit Oct. 25, 1961

No. of Visits

P

FIRST ENTRY SHIP REPORT

ON THE SS/MS

MARIA VERONICA (ex LSM 369)

|                   |             |
|-------------------|-------------|
| F.E. FROM ACCTS.  | 26 JAN 1962 |
| F.E. FROM ADMIN/F | 29/1        |
| PLANS RECD.       | 24/1        |
| CERTS. RECD.      |             |
| TO RPTS. DEPT.    |             |

Has Report been sent on (1) Freeboard of Ship? yes

(2) Machinery? yes

(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship Cargo

Is machinery fitted aft? no

Length (D 201 of Rules)\* 191.25 feet

Built at Houston, Texas

Breadth (D 202 of Rules) 34.00 feet

Launched 1944

Yard No.

Depth (D 203 of Rules) 11.22 feet to main deck  
18.22 feet to superstructure deck

Builders Brown Shipbuilding Co.

Draught (summer moulded) (D 204 of Rules)

converted (1961) by Dade Drydock Corp.

Deck Factor "F" excluding d<sub>t</sub>

Owners J. Manuel Cordova

"F" including d<sub>t</sub>

Address Compania 1068, Office 500, Santiago, Chile

Gross tonnage 970.90

Managers ditto

Net tonnage 510

Address --

Official number

Port of Registry Valparaiso

Signal letters

Date of last survey in drydock October 1961

Vessel converted from LSM to cargo

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? No. for conversion

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans/or with equivalent arrangements? yes

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? conversion XXXXXXXXX yes

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? yes

Are the materials and workmanship satisfactory? yes

Have the freeboards been satisfactorily marked on the ship's sides and verified? yes

BUILDER'S DECLARATION: To the best of my knowledge the ship has been converted built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

Dade Dry Dock Corp, John W. Supt

Builder's Signature

FEES, etc.

Special Survey fee

This Ship in my opinion is eligible to be classed: 100A1 for "Chilean (Special notations where part of class to be stated) Coastwise Service"

Travelling expenses To be stipulated later

Late attendance fees

Fees applied for Received

Classification Certificate to be sent to NY office

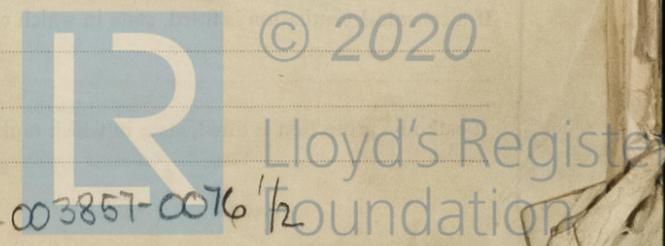
Date of issue No certs to be issued unless requested per 8/25

Has an Interim Certificate been issued? yes

Signature Fred H. Hallbauer and E. Flynn  
Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute NEW YORK DEC 20 1961

Character Assigned See Item 368



003846-003857-0076 1/2

\* In the case of Trawlers see Trawler Rules

The Surveyors are requested not to write on or below the Committee's Minutes

STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— Vessel converted from LSM type.

Sections:— Vessel converted from LSM type.

For steel used in conversion, Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules?

Process of manufacture (e.g. Open hearth, electric furnace, etc.) open hearth

Particulars of Special Quality Steel used none (Advice notes to be forwarded separately with plan showing disposition of these plates)

ELECTRIC WELDING

Parts of main structural importance electrically welded vessel electric welded throughout

Parts examined by radiography for conversion, none

Were the electrodes used of types approved by the Committee? yes

FORGINGS, CASTINGS AND FABRICATED PARTS

Table with columns: ITEM, FORGING, CASTING OR FABRICATED (Certificates to be forwarded), MAKER'S NAME. Rows include Stem bar, Shaft brackets, Sternframe, Rudder mainpiece or post, Rudder head, Quadrant, Tiller.

GENERAL PARTICULARS Electric with one motor for two quadrants Hand gear attached to unit and also steel blocks and tackles for each quadrant Auxiliary steering gear quadrant

Steering gear (Type & Maker) wire Windlass (Type & Maker) Electric, make unknown Steering chains (Size & test) 5/8" dia. special plow steel 2" pitch pine in lower hold only Are cargo battens fitted in holds? no in 'tween decks? no

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— none

Particulars of composition (if any):— deck covering in accommodation spaces

Insulated cargo compartments (if any):— none

Parts of structure of material other than steel (if any):— none

If mechanical ventilation is fitted, state in which cargo spaces:— To lower cargo hold only

If cathodic protection is fitted, state in which tanks:— None

EQUIPMENT ANCHORS

Number 3 Bower 10600

Letter 1

Table with columns: Certificate No., Anchor, Weight of Anchor LBS, Weight of Stock (if any), Test per Certificate LBS, Rule weight LBS, Description of Anchor, Where and when tested. Rows include certificates 16925, 16926, 364.

CHAIN CABLES

Table with columns: Number of Certificate, Supplied, Test per Certificate, Weight of Chain Cable, Rule, Description and Material, Makers of Cable, Where and when tested. Includes handwritten notes: 34,120 LBS, 117,770 LBS.

Are joining shackles of the lugless type fitted?

TOWLINE AND MOORING ROPES

CAST STEEL ANCHOR HEAD DROP TEST

Table with columns: Item, Supplied, Breaking Test, Rule, Maker's Name, Certificate number, Weight (to include pins, etc.), Surveyors' Initials, Date of Test. Rows include Baldt Anchor, Chain and Forge Division, ditto, Danforth, Stream.

PARTICULARS FOR REGISTER BOOK (feet & inches)

Moulded length (see Key to Register Book) 191' 3" Moulded breadth 34' 0" Moulded depth 18'-2 3/8" to Sup. DK 11'-2 3/8" to main deck

Number and material of decks two steel decks

Length of Poop R.Q.D. Bridge Fo'cle 23.00 Trunk

Overall length 203' 6" Extreme breadth 34' 5 1/2" Rise of floor nil

Is ship of O.S.D. Type? no Is ship of C.S.D. Type? no Is duct keel fitted? no

Is longitudinal framing fitted? (state where) At bottom, sides and deck

Is strengthening for navigation in ice fitted? (state class) no

Is additional strengthening for heavy cargoes fitted? no

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? motor vessel

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? no and if so state where, together with the flash point where required to be inserted in the notation:—

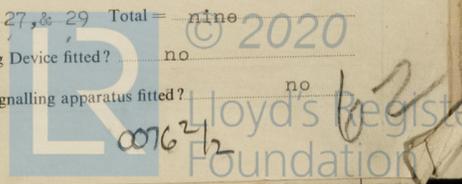
Watertight and/or Oiltight Bulkheads (state number required by Rules) 9 watertight bulkheads fitted, Rule 4

Bulkheads in ship extending to Upper deck on frame numbers:— None (no dividing bulkheads in main hold. Total = none

Bulkheads in ship extending to deck below upper deck on frame numbers:— 5,7,9,11,17,19,25,27, & 29 Total = nine

Is E.S.D. fitted? no Is Radar fitted? no Is Position Fixing Device fitted? no

Is D.F. fitted? yes Is Gyro Compass fitted? no Is Submarine Signalling apparatus fitted? no



**CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)**

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

FRS 11 to 14 FRS 14 to 17 FRS 26-27 FRS 17 to 19 P&S  
 Double bottom tanks:— No. 1 DO or WB No. 2 DO or WB No. 3 FW only No. 4 DO only No. 5 No. 6  
 55.52 tons / 61.22 tons (17.75 tons)  
 No. 7 No. 8 No. 9 No. 10 No. 11 No. 12  
 Fore peak tank <sup>Bow door-</sup> void space under After peak tank none Midship deep tank  
 Deep tank aft FRS 9 to 11 P, S & Cent. Topside tanks  
 Deep tank fwd. 138.40 tons  
 Tanks at sides of tunnel Tanks in way of tunnel Deck tanks  
 Side tanks Wing tanks Other tanks Settling tanks FRS 18-19  
 DO only

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:—

**GENERAL REMARKS**

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

This vessel is of the LSM type converted for the carriage of cargo (full center length of vessel) and in one lower hold (frames 11 to 17), in accordance with the following approved and "as fitted" plans.

Originally the vessel was built by the Brown Shipbuilding Company, Texas (Houston), U.S.A. and at this time has been converted by Dade Drydock Corporation, Miami, Florida, U.S.A.

**LIST OF APPROVED PLANS**

- 1. General Arrangement and Profile X
- 2. Inboard Profile and Superstructure Deck X
- 3. Main Deck and Hold X
- 4. Deckhouse Structure X
- 5. SHELL EXPANSION STEM TO FR. 19 X
- 6. " " FR. 19 TO STERN X
- 7. TRANSVERSES FRS 15, 16 & 18 X

Serv Fbd  
24/1

**SPECIAL FEATURES**

This vessel has a bow door and ramp abaft of which, on frame No. 7, has been fitted a hinged watertight door of approved type. (see also Rpt. 8)

The main cargo hold extends from watertight bow door to after end without divisional bulkhead



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