

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 RPTIS. 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_t

Owners J. Manuel Cordova

„ „ „F" including d_t

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
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.

not Builders

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 until question per 8/15

Has an Interim Certificate been issued? yes

Signature

Fred H. Hallbauer

and E. Flynn

Surveyor(s) to Lloyd's Register of Shipping

Fred H. Hallbauer and E. Flynn

Committee's Minute

NEW YORK

DEC 20 1961

Character Assigned

See Item 368



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Founda

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 EW 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 —

Bow door—
Fore peak tank void space under After peak tank none Midship deep tank —
FRS 9 to 11 P, S & Cent.
Deep tank aft — Deep tank fwd. 138.40 tons Topside tanks —
Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks —
Side tanks — Wing tanks — Settling tanks FRS 18-19
Other tanks 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 ✓
2. Inboard Profile and Superstructure Deck ✓
3. Main Deck and Hold ✓
4. Deckhouse Structure ✓
5. SHELL EXPANSION STEM TO FR 19 ✓
6. " " FR 19 TO STERN ✓
7. TRANSVERSES FRS 15, 16 & 18 ✓

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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