

Rpt. 8

REC'D NEW YORK OCT 27 1961

Port Miami

22 JAN 1962 No. 364

Date of writing Report Oct. 24, 1961

When handed in at Local Office

Received London

Survey held at Miami, Fla.

No. of Visits

First Date July 18 19 61

Last Date Oct. 25 19 61

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

XXXXX S&X
on the Iron or Steel M.S.

MARIA VERONICA

Tons Gross 970.90
Year Month

Built at Houston, Texas

By whom Brown Shipbuilding Co.

When 1944

Owners J. Manuel Cordova

Owner's address Compania 1068, Office 500, Santiago, Chile
(If not already in R.B.)

Managers same

Port of Registry Valparaiso

Surveyed Afloat or in Drydock both

Name of Dock Dade Drydock Corporation

Date of last examn. in Drydock 10/61

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

{ Last Report: No. Port
{ To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 3 ft. 2 1/2 ins.

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

LLST. memo to Chile

EXAMINATION AND REPAIRS AS PER RULE FOR Classification and conversion from a U.S. Naval LSM type vessel to a cargo ship.

NOW DONE:

Vessel examined afloat and in dry dock.
Amendments to the main structure of the vessel have been completed in accordance with, or equivalent to, the approved plans and Secretary's letters.
The full requirements of a Special Survey have been carried out and the structure found or placed in satisfactory condition.
A report C 11 and C 11(comp) have been completed for load line assignment on behalf of the Chilean authorities.
The vessel has a bow door and ramp, abaft of which, on frame No. 7, has been fitted an approved watertight hinged door tested for watertightness and found satisfactory.

L.R. not authorized. Is issue load line Cert to ships register in Chile.
"F" CFA dated 21/12/61

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? yes
If so, is the Report sent now, or when will it be sent? now

Is Classification Certificate required? If so, to be sent to yes, to N.Y. office
Has Interim Certificate been issued? yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:—"to remain as Classed in the Register Book without fresh record of Doeking"; "to remain as Classed and to have record of drydocking 1,55"; or to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel is eligible in our opinion to be Classed 100A1 "Chilean Coastwise Service" with a record of dry docking 10/61.

"Cargo battens not fitted."

Fred H. Hallbauer & E. Flynn
Surveyor to Lloyd's Register of Shipping

Date of Committee. IN NEW YORK DEC 20 1961
Minute See Item 368

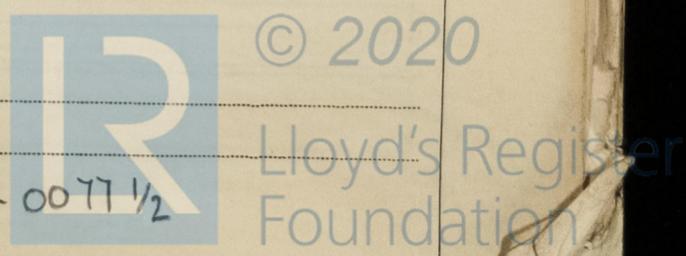


TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes		F.P. Tank	none	
Rudder lifted	yes		AP. "	none	
Weather Decks, Superstructures and Casings	yes		D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	yes		D.O. tanks frs. 11 to 17	yes	yes
Ventilator coamings, skylights, companionways and closing appliances	yes		Fresh Water Tanks	yes	yes
Holds	yes		Deep Tanks frs. 9 to 11	yes	yes
Tween Decks	yes		D.O. Oil Fuel Bunkers and Settling Tanks	yes	yes
Fore Peak Spaces	yes		Side Tanks		
After " "	yes		Wing Tanks		
Engine Space	yes		Other Tanks void frs. 11 to fwd. and 27 to 29	yes	yes
Boiler "	none		Cargo Tanks (Tankers)		
Under Engines and Boilers	yes				
Tunnel and Well	none		Cofferdams		
Coal Bunkers	none				
Chain Locker	yes		Pump Rooms		
Other Spaces					
			Have Tanks now Examined been Cleaned as Necessary?		yes
			Have Strums in Cargo Tanks (of Tankers) been removed?		--
			Have Tanks been Retested as necessary after completion of any Repairs?		yes

Have the spaces now surveyed been cleared and cleaned as necessary? yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? yes

Have the bilges been cleaned out and examined? yes Has cement in bottom been examined? none

Has steelwork had rust removed and afterwards been recoated as necessary? yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? no insulation

Has a Load Line Survey been held? yes If so, state which Load line assignment

Have the shell and deck plating been drilled as per Rule? yes If so, Report 8(Dr) to be attached yes

Have any alterations to the approved scantlings and arrangements now been effected? no If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	good	Ceiling and Cargo Battens	good	Sluice Valves examined and found	good
" " in way of side scuttles	good	Cement or Asphalt	none	Air and Sounding Pipes	good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	yes
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	good
Superstructures and their closing appliances	good	Ventilators, their coamings and closing appliances	good	Condition, how ascertained (State if wedges removed)	from deck and aloft
Coamings and Casings	good	Companionways and Skylights	good	Chain Locker	good
Beams and Fastenings	good	Shell Openings <u>bow door</u>	good	EQUIPMENT	
Frames	good	Ash Shoots	none	Equipment Letter	1
Reverse Frames	good	Overboard Discharges and Scuppers	good	Anchors, No. of 3	Condition good
Longitudinals	good	Freeing ports <u>open rails</u>	good	Cables (State if now ranged and examined)	good
Transverses	good	Steering Gear (Main and Auxiliary)	good	" length <u>420 fms</u> mean diam <u>1 3/16"</u>	
Floors	good	examined and found	good	" (on board) <u>420 fms</u> Size <u>1 3/16"</u>	
Keelsons	good	Windlass examined and found	good	Hawsers and Warps	sufficient
Stringers	good	Pumps " " "	good	State if any Anchors or Chain Cable have	yes
Inner Bottom Plating	good	W.T. Doors " " "	good	now been supplied or retested, if so,	see First
Bulkheads and Tunnel	good			complete Report 8(Eq) and attach.	Entry Report

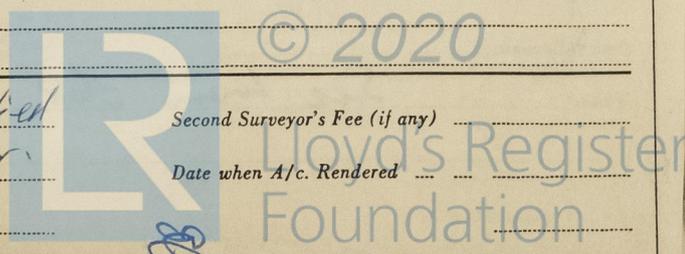
Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee To be notified later Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) Date when A/c. Rendered

Travelling Expenses (if chargeable)



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SHIP'S NAME MARIA VERONICA

DATE OF DRILLING October 1961

audigage with check drillings
THICKNESSES OF SHELL PLATING ascertained by ~~XXXXX~~ and comparison of same with original thicknesses.
The thicknesses are in ~~thousands~~ thousands of an inch.
Drillings to be made in accordance with rules.

STRAKE	POSITION	Letter	AMIDSHIPS						FORWARD 10-11 Frs.				AFT 24-25 Fr.				REMARKS
			Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any			
				Port	Stbd.			Port	Stbd.			Port	Stbd.		Port	Stbd.	
Bridge Sheerstrake																	
Bridge Strake below																	
Sheerstrake250	247	.248	.003	.002	.250	247	.246	.003	.004	.250	246	.248	.004	.002
1st Strake below			.250	248	.246	.002	.004	.250	245	.248	.005	.002	.250	246	.247	.004	.003
2nd " "			.250	246	.248	.004	.002	.312	309	.306	.003	.006	.250	248	.246	.002	.004
3rd " "			.312	310	.307	.002	.005	.375	369	.371	.006	.004	.375	371	.373	.004	.002
4th " "			.312	309	.308	.003	.004	.375	371	.373	.004	.002	.312	309	.310	.003	.002
5th " "			.312	306	.308	.006	.004	.375	373	.371	.002	.004	.312	307	.306	.005	.006
6th " "			.312	309	.310	.003	.002	.375	374	.372	.001	.003	.312	306	.308	.006	.004
7th " "																	
8th " "																	
9th " "																	
10th " "																	
11th " "																	
12th " "																	

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

STRAKE	POSITION	Letter	FORWARD TANK						AFTER TANK				REMARKS
			Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any			
				Port	Stbd.			Port	Stbd.		Port	Stbd.	
Bridge Sheerstrake													
Bridge Strake below													
Sheerstrake													
1st Strake below													
2nd " "													
3rd " "													
4th " "													
5th " "													
6th " "													
7th " "													
8th " "													
9th " "													
10th " "													
11th " "													
12th " "													

RBB 1/2/62

Fred H. Hallbauer
Surveyor to Lloyd's
Register of Shipping

audigage with check drillings
THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY ~~XXXXX~~ at two positions within the half length
amidships and comparison with original thicknesses.
STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	POSITION	Letter	FORWARD 10-11 Frs.						AFT 23-24 Frs.				REMARKS
			Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any			
				Port	Stbd.			Port	Stbd.		Port	Stbd.	
Stringer Plate250	247	.245	.003	.007	.250	246	.245	.004	.005	Top of former wingwalls
1st Strake inboard250	245	.247	.007	.003	.250	244	.246	.006	.004	abreast main hatchways
2nd " "			.250	244	.248	.006	.002	.250	248	.246	.002	.004	
3rd " "			.250	246	.246	.004	.002	.250	246	.248	.004	.002	
4th " "													
5th " "													
6th " "													

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

