22 JAN. 1962

REC'D NEW YORK NOV 22 1961

No. 368

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office.....)

Date of writing Report Nov. 20 1961 When handed in at Local Office.....19..... Port of Miami

No in g. Book. Survey held at Miami Date. First Survey Oct. 30 Last Survey Nov. 17 1961 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron~~ or Steel M/V "MARIA VERONICA"

nage { Gross 970.90 / Net

Nominal / se Power

of Main Boilers

of Donkey Boilers

am Pressure—

n Main Boilers

n Donkey Boilers

Vessel built at Houston, Texas By whom Brown Shipbuilding Co When 1944 (Year. Month.)

Engines made at By whom Fairbanks Morse When 1944

Boilers, when made (Main) (Donkey)

Owners J. Manuel Cordova Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Valparaiso Voyage

If Surveyed Afloat or in Dry Dock both, Dade Drydock Corp. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)

Insert Character of Ship and Machinery precisely as in the Register Book.

st Report No. Port

rticulars of Examination and Repairs (if any)

riodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) uld be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the of the report. State also the dates and initials of any letters respecting this case

damage 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 why they were declined

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

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

at special means, in the absence of internal examination, were adopted by the urveyor to assure himself of the thorough efficiency of those parts of each Boiler?

te latest date of internal examination of each boiler Present condition of funnel(s)

the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?, and of the Donkey Boilers?

the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

n approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the ern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

s the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

gine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

This vessel was proceeding to sea and after stopping the engines to permit the pilot to disembark only the port main engine would start due to low pressure of starting air. The vessel landed against the jetties, causing damage to starboard side of hull. The vessel backed off under power of one engine and returned to port.

Shell plate in way of starboard lube oil sump tank holed.

After drydocking and renewing shell plate, sump tank was cleaned and lube oil system of starboard engine examined and cleaned as necessary, new oil supplied and a satisfactory dock trial held.

neral Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.)

CS 3,34

This vessel is eligible in my opinion to remain as classed in the Register Book without fresh record of Survey.

ey Fee (per Section 29) $ 90.00

ial Damage or Repair Fee (if any) (per Section 29) $:

elling expenses (if chargeable) $ 4.00

Fees applied for Nov. 20 1961

Received by me, 19

Fred H. Hallbauer

Engineer Surveyor to Lloyd's Register of Shipping.

Is a Certificate required? If so, to be sent to

nmittee's Minute NEW YORK DEC 20 1961

1961 signed

003846-003857-0074

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