

LLOYD'S REGISTER OF SHIPPING
The Principal Surveyor, 215 Market Street, San Francisco, Calif.
San Francisco, Jan. 3rd, 1942

and 19-1/2" diameter over the liner.

January 3, 1942

(8) The length of the outer stern bearing is 7'-6" and the inner, 5'-0".

Principal Surveyor,

(9) The vessel has a Duplex Ballast Pump by Dean Bros., Indianapolis, Steam 10" water end 12" diameter and a stroke of 12".

NEW YORK.

Dear Sir:

S/S "CABO DE HORNOS" ex "MARIA PEPA"

We beg to acknowledge the receipt of your letter of the 27th ultimo respecting the survey report No. 8265 of the above vessel.

(11) In reply we have to state that as Mr. Taylor is no longer employed by the Society and the health of Mr. Millar is such that it is considered inadvisable to request him to reply to the remarks from Wokingham Office contained therein, the records in this office have been very carefully examined. From these, and also as a result of enquiries to the American Bureau of Shipping by whom the Vessel is also classed, the following information on the subject has been obtained:-

(1) No record can be found in this office regarding the ten joining shackles mentioned in the report. The cable certificates were the subject of correspondence with New York Office in May, 1941. In Mr. Millar's letter of the 13th May he states that the certificates in question cover 330 fathoms of chain including spare and anchor shackles. The cable of the sister Vessel, the "Maria del Carmen", is fitted with patent joining shackles. In view of this and the recommendation that all the cable be renewed at the next Special Survey, it is suggested that the shackles in question have been reported in error.

(2) The vessel appears to have 12 bulkheads to the Shelter Deck (a), and one in the vicinity of the Saloon to the 2nd Deck (b), but as 6 of the former have openings closed by either wood doors, plates with hooked bolts, or shifting boards, it is suggested that the first entry report should be amended to read 6 water tight bulkheads to shelter deck.

(3) No record of deep tanks forward of the machinery space 38'-0" in length is made in the particulars in the first entry report. The longitudinal framing particulars, however, show that transverses are fitted in way of the oil bunkers 9'-6" apart: it is therefore assumed that these are the tanks referred to. The S. W. capacity of these tanks is stated to be 1376 tons.

(4) The superheater valves are not fitted with easing gear. The superheaters have inlet and outlet stop valves which are used for shutting off the superheater from the boilers.

(5) The pinion shaft is 8" diameter.

(6) The intermediate is 20'-3" in length and 15-3/4" diameter.

(7) The screw shaft is 30'-0-1/2" in length and 17-3/4" diameter.

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The Principal Surveyor, NYk.

-2-

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and 19-1/2" diameter over the liner.

(8) The length of the outer stern bearing is 7'-6" and the inner, 5'-0".

(9) The Vessel has a Duplex Ballast Pump by Dean Bros., Indianapolis:- Steam 10" diameter, water end 12" diameter and a stroke of 12".

(10) Two Dean's Simplex Lubricating Oil Pumps are fitted, having steam cylinder 10" diameter, oil 12" diameter, with a stroke of 24".

Also, 3 oil coolers by Schuttler & Koerting.

(11) Two Bilge injections, one on starboard and one on port side.

(12) Direct bilge suctions:- 3@ 3 1/2" in Engine Room
3@ 3 1/2" in Fire Room
and 2@ 3 1/2" in each hold.

We trust the foregoing information will be of service to you.

Yours very truly,

(Sgd.) N. Dobson

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