

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME *Cabo De Hornos*

Rpt.

P. K.
Bo.

No.

8265

"

9349

marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine *4 Steam turbines S.P. geared to 2 screw shafts.*

If Boilers fitted with forced draught *Yes*

Tail Shaft. If fitted with a continuous liner *Yes*

If fitted with an outside gland of }
approved type *no*

The vessel was built in 1921, and the machinery has been completely opened out & examined with a view to classification.

This vessel's machinery appears to ~~have been built~~ ^{be} in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed *LMC 6.40*

S (CL) 5.40.

*Fitted for oil fuel 1921, F.P. above 150° F.
8 WTB S.p. 265 lb.*

P. K.
31/7/41.

See continuation sheet



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Cabo de Hornos

S. No. 8265

The following matters should be pointed out to the New York Surveyors, who may be able to supply the information required:-

It is stated that the superheater safety valves are not fitted with easing gear; and it is therefore concluded the superheaters cannot be shut off from the boilers.

No sizes are given for pinion shafts, intermediate shafts & screw shafts; also length of stern bearing.

No particulars are given of ballast pump, lubricating oil pumps & coolers, bilge injections & direct bilge suction.

50.746
11/1/41

L. J.
31/7/41.



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Type of Engine

If Boilers fitted with forced draught

Tail Shaft. If fitted with a continuous liner

If fitted with an outside gland of }
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