

A. I. TELEGRAPHIC CODE.  
 A. B. C. FOURTH EDITION.  
 LIEBER'S STANDARD TELEGRAPHIC CODE.  
 WATKINS' TELEGRAPHIC CODE & APPENDIX 1884.  
 WESTERN UNION TELEGRAPHIC CODE.  
 A. B. C. QUINTA EDICION MEJORADA.  
 CODIGO TELEGRAFICO ESPAÑOL DE SAMPER.  
 CLAVE TELEGRAFICA "DARHAN"  
 CODIGO TELEGRAFICO X.

FRANCO SUCESORES,  
 VERACRUZ.

REGISTRATION TELEGRAPHIC: VIYA.  
 LLOYD'S REGISTER  
 NEW YORK

LLOYD'S AGENTS.  
 CASA ESTABLECIDA DESDE 1770. 16 1923

ANSD

VERACRUZ. July 9th, 1923.

The Secretary  
 Lloyd's Register of Shipping,  
 17 Battery Place,  
 New York City.- N.Y.

Dear Sir:

AUX. SCH. "SAN RAMON".

We beg to advise you that we received in due course your letters of 23rd April and May 21st, 1923, with reference to the above named vessel; and we have recently received yours of the 21st ultimo relating to the same schooner.

In reply thereto we beg to inform you that since the arrival of the first of your mentioned letter we commissioned Mr. Cassou, the Marine & Engineer Surveyor we employ to survey vessels, to verify the markings and dimensions of the shafting of the "SAN RAMON" according to your requirements as soon as he could perform the survey, that is as soon as the vessel returned for his voyage from the Gulf Ports at the South East of Vera Cruz.

The trip of the vessel was extraordinarily delayed by several circumstances and it was until the end of May that the ship returned quite simultaneously with the arrival of the second of your letters to our hands. We reiterated to Mr. Cassou our instructions for inspecting the shafting but it was but until we urged him to render the information requested, which we did on receiving yours of the 21st ultimo, that he has written to us a letter in which he states:

That though he has paid several visits to the vessel and has looked for the test markings he has been unable to find them out as the shafts are fixed and covered; that as some repairs were to be made to the vessel's motor, he had been expecting this opportunity to examine the shafts; but unfortunately the schooner has been laid up and the repairs have been postponed.

Therefore nothing can be done on the line of verification until the ship's engine repairs be carried out when the shafts are to be drawn.

You may be sure that we have not neglected this matter but circumstances have been adverse.

As to the dimensions the surveyor informs they are as follows:

Diameter of crank pin	6-5/8"
ditto of crank shaft journals	6-5/8"
ditto of Flywheel shaft	6-5/8"
ditto of tunnel shaft	6-5/8"
ditto of thrust shaft	6-5/8"

We are, Dear Sir,

Yours faithfully,

*Vyadervan*  
 Lloyd's Agents.

ja/jrp.

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 Foundation

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