

This is to certify that Pedro Cassou Marine and Engineer Surveyor did at the request of Messrs. Viya Hermanos Sucs. Lloyd's Agents at this Port hold a survey on board the Mexican three masted schooner, motor oil engine "SAN RAMON" (ex JAYO) from the 25th October to the 18th November 1922, schooner being in Floating Dock during all this time.

Builders and when built.....NEWFOUNDLAND ST. JOHN'S 1919.

WOODEN SCHOONER three masted.

Owner.....Manuel Angel Fernandez & Co

Length.... 135' - 6" Tonnage gross..... 498

Breadth.... 32' - 1" Ditto under deck... 378

Depth..... 14' - 6" Ditto net..... 420

Character +9AI.LMC 5.19.

Ship has a SKANDIA MOTOR, 4 cylinders of 14 - 3/16" X 15 - 3/4"; 68 N.H.P.; Brake H.P. 240; No 136 Motor inspected and propeller and shaft inspected by Lloyd's, properly fixed and mounted in place with his air pressure tanks also inspected - by Lloyd's.

A SKANDIA WINCH 13 H.P. fixed on deck for cargo purposes.

A Fairbanks Morse & Co WINDLASS with Bilge pump for 3" suction pipe. WINDLASS is provided with two winch's heads for hoisting sails.

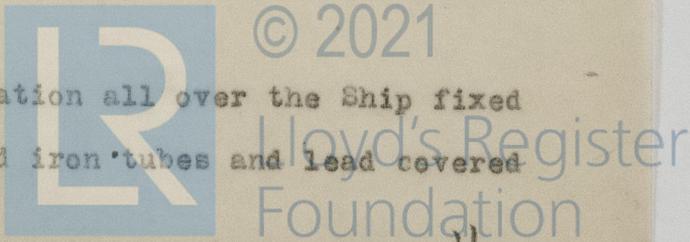
Two 3" Hand Pump fixed on deck.

Two Stockless anchors of 2340 lbs. with 80 fathoms 1-1/4" stockless chain, and one spair anchor of 2340 lbs.

An Electric Plant, Motor Fairbanks Morse & Co, 10 H.P. connected directly to a Generator Fairbanks Morse & Co of 6 Kilowatts compound wound 120 Volts.

56 Acumulators of 120 Ampere hours properly fixed in place.

Electric light installation all over the Ship fixed properly insulated in galvanized iron tubes and lead covered wires according to the Rules.



An AIR COMPRESSOR two stages 4-1/2" X 3" X 4-1/2";
 compressor attached with unloader connected to a 7-1/2 H.P.
 direct current 115 Volts General Electric Motor C2

SPARE GEAR carried in the Store room.

- 8 Hot balls.
- 3 Hot balls hoods.
- 7 Piston rings.
- 12 Inyector nozzless.
- 4 Torches.
- 6 Scavenger valv^{es}.
- 8 Bilge p^{ump} valves.
- 8 " " " seats.
- 4 " " " guides.
- 8 " " " springs.
- 4 " " " washers.
- 8 Main bearings liners (Halves)
- 4 Cylinder Heads.
- 1 Connecting rod complete.
- 1 Set of Spring valves.

..... Vessel was placed on blocks in the Floating Dock, all composition metal torn off and all that was in bad state was removed, felt cover also was removed.

..... All strakes that were found badly damaged by barnacles, scarred or damaged on the outside planking below the water line on Port and Starboard side was removed.

..... False Keel or Shoe was removed.

..... ^b Above the water line, in the stern transom three strakes damaged were removed.

..... New Strakes that were fixed in the Port side:

- 22'- 0" X 8" X 4"
- 30'- 0" X 8" X 4"
- 20'- 0" X 8" X 4"
- 20'- 0" X 8" X 4"
- 21'- 0" X 8" X 4"



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4'- 0" X 8" X 4"

28'- 0" X 8" X 4"

In the Starboard side.

9'- 0" X 10" X 4"

43'- 0" X 9" X 4"

41'- 0" X 9-1/2" X 4"

9'- 0" X 9" X 4"

..... Above the water line, in the stern transom, new strakes were fixed on:

17'- 0" X 8" X 3"

16'- 0" X 8" X 3"

15'- 0" X 8" X 3"

..... Hull was caulked, felted and remetaled with composition metal sheathing as before, seven hundred composition metal sheaths No 18 of 14" X 48" were changed, and top sides painted, all new strakes were painted with copper paint and after graved with hot Stockholm tar all places before felted.

..... From the forward bulkhead up to the after bulkhead - about 100' in length in the Hold ship side was reinforced in Port and Starboard sides, with a series of iron plates 12' X 5" X 3/8" diagonally crossed at a distance of 1'- 10" center to center of plates and fixed with iron pins driven on of 11" X 3/4", the ends of crossed plates were fixed in two longitudinal plates about 100' long X 5" X 3/8", top plates were fixed between the steel beams knees or brackets with bolts and iron pins 11" X 3/4" driven in the inside planking and frames and bolted to the steel beam knees; bottom plates were fixed on top the upper bilge keelson, end of diagonal plates fixed on the longitudinal plates with 11" X 3/4" iron pins driven on the plates, inside planking and frames.

..... Rudder trunk was strongly fixed to the beams by means of longitudinal and cross wooden pine pieces of 13' X 6" X 6" bolted through with iron bolts, nuts and washers; bolts 1-1/8" X 24"; in the lower stern is fixed with wooden pine pieces 7' X 5" X 12" with 1-1/8" iron bolts washers and nuts.

- 0..... New False Keel or Shoe of yellow pine wood 12" X 2" was fixed on.
 - 1..... A Bilge Pump belt driven by 7-1/2 H.P. Electric Motor 4" X 6" Duplex piston pattern Power pump with Tobin bronze piston rod brass, water piston brass lined stuffing boxes and glands brass valves and tight and loose pulleys 24" diameter was fixed in the Engine room.
 - 2..... One De Laval Oil Separator size Nº 200 electric driven was installed.
 - 3..... One Centrifugal Circulating Pump direct connected to 3 H.P. 115 Volts, 1700 R.P.M. compound wound motor, was installed.
 - 4..... One bronze Propeller 66" diam. X 33" pitch was fixed.
 - 5..... A new set of 10 sails was provided.
 - 6..... 6 more steel knees or brackets were fixed in the Hold making a total of 14 in both sides (7 each side)
 — Six Fire extinguishers "PYRENE" are distributed all over the Ship.
- Masts, Shrouds, Puttock-shrouds and Rigging in good condition.
- All repairs mentioned above were made, and all workmanship and material was inspected and approved by me. Vessel is in seaworthy condition.

Veracruz, November the 19th. 1922.

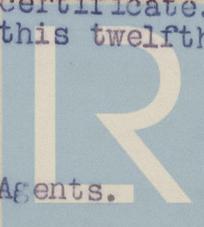
Pedro Cassou

\$ 80.00-Eighty dollars U.S.C.
 Received.

Pedro Cassou

We, Viya Hermanos Sucesores, Lloyd's Agents at this Port of Veracruz, at the request of The Compañía de Navegación Mexicana, S. A., of this same Port, HEREBY CERTIFY:
 That Mr. Pedro CASSOU, Marine and Engineer Surveyor has been employed by us to survey the Mexican three masted schooner motor oil engine "SAN RAMON" (ex "Jayo") and we believe full confidence may be placed in this certificate.
 Dated at Vera Cruz (Mexico) this twelfth day of December, Nineteen Hundred and Twenty Two.

Lloyd's Agents.



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