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REC'D NEW YORK

JUN 16 1939

## Lloyd's Register of Shipping



809 American National Insurance Building

GALVESTON, TEXAS

June 13, 1939.

Principal Surveyor,

NEW YORK.

Dear Sir:

Barge "El Caribe"  
Gal.Rpt.No.3291

With reference to your letter of the 7th inst., I would reply as follows to the following remarks from London relative to the above report.

Enquiry

"I am obliged to you for your letter of the 28th ultimo forwarding one from the Kingston Surveyor which refers to a large welded H.P. air receiver having a thickness of  $5/8$ ". It is not clear from the Galveston Surveyor's Report to which air receiver this applies, and I shall be glad if you will kindly request the Galveston Surveyor to forward his remarks".

Reply

The large welded H.P. air receiver having a thickness of  $5/8$ " referred to above evidently applies to the high pressure air receiver for storage purposes reported in the above first entry report as being  $14\frac{1}{2}$ " diameter x  $\frac{1}{2}$ " thick. This receiver was not opened up at the time of the Survey, but on reference to my notes it is found that the outside circumference was measured and found to be 59 inches (fifty-nine). This would give an internal diameter of  $17\frac{1}{2}$ ", assuming the thickness to be  $5/8$ " as reported by the Kingston Surveyor. The receiver, however is cylindrical, of seamless steel, with one end spherical and a removable bolted head, and from an external examination there was no evidence of any welding.



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Principal Surveyor,

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June 13, 1939.

Assuming a diameter of  $17\frac{1}{2}$ ", thickness  $5/8$ ", minimum tensile strength of steel plates 30 tons, the permissible rule working pressure would be 1055 lbs., and for  $\frac{1}{2}$ " thickness 792 lbs.

From the copy of the letter forwarded to you on the 16th July last, dated Guayanilla, P.R. July 5th, 1938, addressed to Mr. Bucklin, Port Engineer, The Texas Company, it is certified that the H.P. receiver under review was tested 19th May, 1938, to 1,200 lbs., hydrostatic pressure in the presence of the U. S. Local Inspector, and the safety valve set to 800 lbs. It therefore presumably satisfies their rule requirements for a W.P. of 800 lbs.

In the event of this vessel coming under my survey for modified Oil Engine Survey (due 10,39) the opportunity will be taken to verify and confirm the above particulars.

Yours very truly,

*Wm Rennie.*

Wm. Rennie.

WR:NL

Encl. 1



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