



LLOYD'S REGISTER
RECEIVED
8 JUN 1934
LONDON

Lloyd's Register of Shipping,

Hotel de Francia,

Cadiz, 2nd June, 1934.

Reference

E.

Dear Sir,

In reply to your letter of the 25th ultimo, with reference to the Reports Nos. 1421 & 1422 on the machinery of the M.Ss. "Campeche" & "Campero", I have received from Mr. Black, and now state the information desired, viz:- Ballast Pump, steam driven, 10" x 11" x 11", 200 tons per hour, 8" suction and discharge. 2 Power Bilge Pumps, electric, 60 tons per hour, 1550 revs. 1 Ballast Pump in forward pump room 8" x 8" x 10", 70 tons per hour, steam driven.

Sizes of suction connected to both main bilge pumps and auxiliary pumps in machinery spaces, are as follows:-

Ballast Pump direct bilge suction 8". ✓

" " bilge main 4½". ✓

Bilge pumps worked from main engines, one each engine, dia. 140 m/m, stroke 320 m/m.

No. 1 Bilge Pump direct bilge 3½". ✓

" " bilge main 4". ✓

oil cofferdam 3½". ✓

No. 2 Bilge Pump direct bilge 3½". ✓

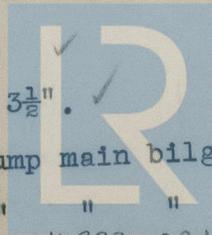
" " bilge main 4". ✓

oil cofferdam 3½". ✓

Starboard Main Engine bilge pump main bilge line 5". ✓

Port " " " " " " 5". ✓

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	<i>Ballast</i>	<i>Bilge</i>	
Direct bilge suction	1 - 8"	& 2 - 3½"	✓
Suctions on main bilge line	10 - 3½"	& 2 - 4"	✓
Aft cofferdam		2 - 3½"	✓
Forward "		2 - 3½"	✓
Centre "		1 - 2½"	✓
Dry Tank		2 (1) - 2½"	✓

The forward ballast pump in forward pump room has the following suction:-

Forward Hold suction	3"	✓
" Cofferdam	3"	✓
Pump Room suction	3½"	✓
Chain Locker	2½"	✓
Store Room forward	2½"	✓

The boilers are placed on a platform deck at aft end of engine room and are 5,500 M/above tank top and 1450m/m from top of shell to bottom of oil settling tank.

The name of the manufacturer of the steel for the boilers of the "Campeche" will be stated on the Valencia Report No.194.

The number of visits paid to the boilers of the "Campeche" is twelve and the dates of first and last visits to the boilers of the "Campero" are 1st, 24th August, 1933 & 22nd Ap.1934. and the total number of visits is twelve.

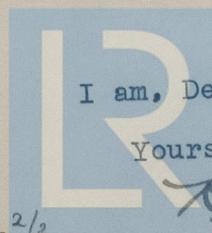
The plan showing the arrangement of suction pipes is returned herewith and Mr. Black states that this is the only plan he had in his possession.

I am, Dear Sir,

Yours faithfully,

The Secretary,
London.

0210 2/2



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Returned to the Chief Engineer, B&S&S&S

London.
The Secretary,

1880

Handwritten signature

LONDON

Referred to the Chief Engineer Surveyor

I am, Dear Sir,

Handwritten initials

had in the possession.

received and Mr. Bisco states that this is the only plan he
the plan showing the arrangement of engine cylinders is returned
and the total number of cylinders is twelve.

rollers of the "Campero" are lat. 54° 45' and 1822 & 1823 and
twelve and the dates of their and last visits to the
the number of cylinders built to the rollers of the "Campero".

the name of the manufacturer of the steel for the rollers of
shall to bottom of oil settling tank.

room and are 200 M x 120 M x 120 M from top of
the rollers are placed on a platform deck at aft end of engine

- Store room forward 8 1/2"
- Cabin locker 8 1/2"
- Pump room aft 8 1/2"
- " Collector 2"
- Forward hold aft 2"

Dimensions:-

The following dimensions of the engine room are the following

- Length 18 1/2"
- Centre " 18 1/2"
- Forward " 22 1/2"
- Aft collector 22 1/2"
- Dimensions on main ridge line 10 - 22 1/2" & 2 - 4"
- Direct ridge sections 1 - 8" & 2 - 22 1/2"



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