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M.A.B.

Buenos Aires

3rd August 1927.

Lloyd's Register of Shipping,  
25 de Mayo 158,  
"Ciudad".

Dear Sirs,

m.s. "CARGO SHIPPER".

We beg to communicate with you as Owners of this motor ship asking you to take into consideration the following:-

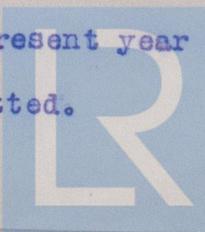
The description of the vessel which is recorded in Lloyd's Register Book as "Steel Aux.Sc. 3Mst Sr", i.e. the same from the date of construction as you can ascertain by the Register Book for the years 1919-20.

Originally this vessel was really so, and had an auxiliary motor of 2 cylinders 13" x 13" of 23 NHP built by Ste. yaard & J.Walen, Rotterdam.

In 1921 however the ship was substantially altered, placing on board a Vickers-Petters motor of 4 cylinders 12" x 14" direct reversible of 54 NHP and an auxiliary Petter Junior motor of 8 HP directly coupled to a two stage Reavell compressor, fire pumps and circulating pump.

Besides, in the present year an electric light installation has been fitted.

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92. ✓  
You will see that the vessel has been converted from an auxiliary in a fully powered motor ship, and we can assure you that having made 27 voyages on the Atlantic coast during the last two years there has never been any inconvenience due to the motors, and a speed of 7.1/4 knots with a full cargo and 7.3/4 knots with a medium cargo.

As regards the sails there are only a fore stay sail and a fore and main sail, relatively small ones which are suitable to sustain "blowing" (?) (Sp. = "caps") but not used in bad weather.

As you will have noticed the masting is of the type for steamers, with short yards.

The description which appears in the Register causes some expense for insuring, and it does not appear to us reasonable considering that our vessel is superior to others which have the privilege of being recorded as fully powered.

We shall feel obliged if you will take this matter under consideration so as to modify the description, taking the vessel from her present category and entering it with the fully powered vessels.

Yours,

(s) ...A. Medonre & Co.

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