

Port of: Rio de Janeiro

July 27, 1942.

19005

S.S. CuboreCaptain: E. W. StaleyLast Port: Manzanillo VOLUNTARY REPORT Next Port: BaltimoreArrived: July 10, 7 a.m. Sailed: July 21, 12 a.m.For War Shipping AdministrationTotal time in port: 317 hours Discharge took: 16.5 hoursLoading to Attention of Mr. F. M. DarrINWARDOUTWARD

Notice of Readiness

Notice of Readiness

Served:

Served:

Berthed: July 10, 4 p.m.Berthed: July 13, 6:15 p.m.

Commenced Discharge:

Commenced Loading:

July 10, 5 p.m.July 13, 7 p.m.

Finished Discharge:

Finished Loading:

July 12, 3:30 p.m.July 21, 7:00 a.m.

Cargo Discharged:

Cargo Loaded:

9,642 tons of coal11,302 tons of equipment etc.

This vessel discharged at the rate of 207 tons per working hour or 4,975 tons per day, and loaded at the rate of 63 tons per working hour or 1,532 tons per day. A total of 317 hours was spent in port, of which 233.5 hours were devoted to discharge and loading operations, the balance of 83.5 hours being explained as follows:

1. Clearing with Customs, arranging stevedores, etc., 10 hours
2. Waiting for loading berth, shifting, arranging stevedores, 27.5 hours
PORT REPORT SHEET No. 22:
S.S. CUBORE.
3. Stoppage in loading due to switch on railroad trunk line having a fault, thereby delaying arrival of ore 1.5 hours

From: Clearing hatches, clearing with agents, etc., 5.5 hoursRobert L. Mills,

5. Representative War Shipping Administration.

discharging coal and petroleum from National Petroleum Council was delayed until after loading was completed, thereby causing a further delay in sailing of 44 hours

American Embassy, Date of Completion: July 27, 1942.
Rio de Janeiro, Brazil. Date of Mailing: July 27, 1942.

reference to the supply of fuel oil mentioned
Approved: in arranging with the various steamship agents and oil companies to inform me as soon as requests for fuel oil are submitted to the National Petroleum Council in order that I may intercede with that Government department with a view to expediting the granting of permission to supply. It is believed that this will practically eliminate
Walter J. Donnelly, in the future.
Commercial Attaché.

Port of: Rio de Janeiro

July 27, 1942.

S.S. Cubore

Captain: E. W. Staley

Last Port: Newport News

Next Port: Baltimore

Arrived: July 10, 7 a.m.

Sailed: July 23, 12 a.m.

Total time in port: 317 hours

Discharge took: 46.5 hours

Loading took: 177 hours

INWARD

Notice of Readiness
Served:

Berthed: July 10, 4 p.m.

Commenced Discharge:
July 10, 5 p.m.

Finished Discharge:
July 12, 3:30 p.m.

Cargo Discharged:
9,642 tons of coal

OUTWARD

Notice of Readiness
Served:

Berthed: July 13, 6:15 p.m.

Commenced Loading:
July 13, 7 p.m.

Finished Loading:
July 21, 7:30 a.m.

Cargo Loaded:
11,300 tons of manganese ore

This vessel discharged at the rate of 207 tons per working hour or 4,975 tons per day, and loaded at the rate of 63 tons per working hour or 1,532 tons per day. A total of 317 hours was spent in port, of which 223.5 hours were devoted to discharge and loading operations, the balance of 93.5 hours being explained as follows:

1. Clearing with Customs, arranging stevedores, etc., 10 hours
2. Waiting for loading berth, shifting, arranging stevedores, etc., 27.5 hours
3. Stoppage in loading due to switch on railroad trunk line having split, thereby delaying arrival of ore in flatcars, accounting for a loss of 3.5 hours
4. Closing hatches, clearing with agents, etc.,. 8.5 hours
5. Vessel requested a supply of fuel oil while discharging coal and permission from National Petroleum Council was delayed until after loading was completed, thereby causing a further delay in sailing of 44 hours

TOTAL 93.5 hours

With reference to the supply of fuel oil mentioned above, I am arranging with the various steamship agents and oil companies to inform me as soon as requests for fuel supply are submitted to the National Petroleum Council in order that I may intercede with that Government department with a view to expediting the granting of permission to load. It is believed that this will practically eliminate delays of this nature in the future.