

May 18th, 1945

The Principal Surveyor,
New York, N.Y.

Dear Sir:

"POZA RICA"

I am in receipt of your letter of 11th ult. containing remarks from Wokingham regarding Baltimore First Entry Report No. 8113, on the above named tanker.

In reply to the inquiry, I have to state that:-

I am satisfied regarding the efficiency of the scantlings of the double bottom under the machinery space; that the scantlings of the bottom transverses in the side cargo tanks and of the longitudinal bulkheads are in accordance with the plans forwarded with the report. ✓

That the stiffeners reported for the oil tight transverse bulkheads in the center tanks are those of the side tanks and vice versa. ✓

That only 11 bulkheads extending to upper deck and from side to side of the vessel should be recorded in the Register Book, the other five bulkheads being center tank bulkheads only. ✓

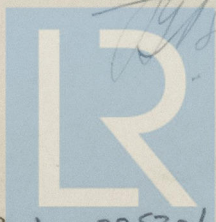
That the spacing of the rivets through the frame and shell plating midships is approx. 5-1/4 for 7/8" rivets and 5-3/4 for the inch rivets. ✓

The errors and omissions are regretted. ✓

It is noted that an additional 30 fms. of chain cable will be required at the end of the present emergency to bring the equipment up to the rule length of 300 fms. The Owner's Representative was advised of this eventuality at the time of the survey. ✓

Yours very truly,

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Lloyd's Register
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JOHN ALICE

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The Government has not before presented any
 case for the Government of the United States.

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 100. Remarks

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James A. J. J. J.

Under tanks, if needed,
(If necessary, furnish further information by sketch.)