

COPY.

LLOYD'S REGISTER OF SHIPPING,

NEW YORK, May 3rd, 1921.

Dear Mr. Mayne,

With reference to your letter of the 6th April and to New York Report No.19964, on the Steamer "SAN TEODORO", I have to acquaint you that Mr. J.L.Denny, the Surveyor in this case stated the scantlings and spacing of the peak frames, frames, reversed, frames, floors, centre girder, margin plate, tank top centre strake, and plating and spacing of the floors in the double bottom; the riveting of the tank top and longitudinals, thickness of the poop, bridge and forecastle deck plating, scantlings of the bottom transverses, the riveting of the butts of the thick sheer strake plating at poop front and bridge ends, the scantlings of the collision bulkhead plating and stiffening, the size of the shell longitudinals at ends, the number of rivets in the brackets to bulkheads, the bridge side and deck transverses and longitudinals, the stiffening on the face of the tween deck side transverses, the spacing of the transverses at the fore end are all as approved, and that double transverse shell connections are fitted, and riveting of the edges of the shell plating in way of oil tanks is as required.

The heights of the bulkheads are as shown on the approved profile plan and are as per ship. The cofferdams have been tested as per Rules, the testing of the anchors was witnessed by a Surveyor to this Society, and the peaks are protected with cement. These items will also refer to the S.S."SAN TIBURCIO", the first entry report of which was mailed to you before your letter of April 18th, 1921 reached us, but will be corrected in the first entry report of the sister vessels building by the Standard Shipbuilding Corporation.

Yours faithfully,

(Sgd.) R.P. Hutchinson.

F.A. Mayne Esq.,

London.



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