

UNITED STATES COAST GUARD

SAN JUAN, PUERTO RICO

OFFICE OF
CAPTAIN OF THE PORTGeneral Manager,
Lykes Brothers SS Co. Inc.,
San Juan, P.R.San Juan, P.R.,
4 February 1942

INTELLIGENCE

REC'D MAR 5 - 1942

ANS'D

Dear Sir:

In the case of the SS CHESTER VALLEY only, arriving on or about
4 February 1942, that vessel may be moored as follows:

1. Vessel to be moored port side to, Pier No. 6, sections DEF,
bow to the westward and near the end of the pier as possible.
2. There is to be no anchor out while vessel is moored to dock.
3. Use manila lines for mooring; do not use wires.
4. Sufficient watch is to be on deck and in the engine room so as
to be able to move vessel away from wharf in case of emergency.
5. A qualified officer is to be on board the vessel at all times
while she is moored to the dock so as to be able to move her
away from the dock in case of an emergency.
6. Adequate steam pressure is to be maintained at all times while
vessel is moored at the dock to enable her to leave the dock in
case of emergency.
7. Ship's fire hose is to be connected up and stretched out so as
to reach any part of the vessel.
8. Ship's fire pump to be warmed up at all times.

An officer representing the Captain of the Port will be on board
as directed, to enforce the above.

Very truly yours,

W. H. BARTON,
Commander, U. S. C. G.
Assistant Captain of the Port.Copy to:
Commandant, 10th. NavDist.
Commandant, USCG., Washington, D.C.
Captain of Port - Officers Watch
Master,
File