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"Running Eagle"

N.N. PATAPSCO RIVER.

LLOYD'S REGISTER OF SHIPPING,

VANCOUVER, B.C.

The Secretary,
Lloyd's Register of Shipping,
High Close,
Wokingham,
Berk.

5th June, 1944.

Dear Sir,

We beg to acknowledge the receipt of your classing letter of the 19th April last, having reference to the following cases:-

6080 "BRIGHTWOOD BAY PARK" ✓
6086 "PORT ST. ANTOINE" X
6088 "WAWATA PARK" X
6082 "WILDERWOOD PARK" X
6084 "CLEARWATER PARK" ✓

6091 "GREEN HILL PARK" ✓
6097 "MOUNTAIN HILL PARK" ✓
6090 "LEASIDE PARK" ✓
6091 "BAPPEYTON PARK".

It is noted that each of the above named vessels has been assigned the class and notations recommended by us subject to the mast head and sidelight wiring and all other P.V.C. cables fitted on deck being examined in two years' time.

It is also noted that there is no objection to the use of this type of cable in machinery spaces, provided the ambient temperature or the surfaces in contact with the cable do not exceed 115°F. We should state that the boiler room and engine room are common in these ships, there being no dividing bulkhead. However, all P.V.C. cables in the machinery space are installed on the after bulkhead which is distant from the boilers and the cables have been kept at least 1" clear of all steel work to allow of air circulation. Attention was drawn to this in the Report but we did not recommend that any Reserve should be made against the class on this account.

With regard to our recommendation that the paper insulated degaussing cables in the Tanker Conversion Ships should be removed at the end of the war emergency, we have to confirm that the cables in question are lead sheathed in accordance with the Rules. We recommend the Reserve in these cases because the degaussing cables are lead through tween deck spaces which, in the event of leakage from the cargo oil tanks below, might under some conditions contain dangerous gases. Since there was no other suitable place for the degaussing cables their presence had to be accepted, but it was decided to draw attention to the matter and to the care necessary by recommending that degaussing cables should be removed at the end of the war emergency.

We have to confirm that an auto sounding device was not fitted in the cases of the "BRIGHTWOOD BAY PARK" and "CLEARWATER PARK", nor in any of the twelve tanker conversion ships built in this district.

We are, Dear Sir,
Yours faithfully,
(Sd).

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