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# Lloyd's Register of Shipping,

High Close, Wokingham, Berks.

ENCLOSURE

13th January, 1944.

Dear Sirs,

3. With reference to the classification in the Society's Register Book of the Canadian built steamer "FORT CLATSOP", I beg to acquaint you that the Vancouver Surveyors, under whose inspection the vessel was constructed, state that during the installation of the piping connections to No.3 deep tank of this vessel, a mistake occurred which renders it impossible to pump out No.3 port deep tank other than through the main bilge line.

These tanks are of course intended to carry cargo, oil fuel and water ballast, and the connections should be so arranged that when dry cargo is being carried, the suction pipes to the tanks are connected to a bilge suction chest, and when either oil fuel or water ballast is carried, the suction pipes are connected to an oil fuel chest.

The attached sketch "B" shows how the change-over is effected, but in the "FORT CLATSOP" the installation has been carried out as shown on sketch "A" from which it is clear that elbow No.P.981 cannot be swung into the position necessary to connect the tank suction pipe No.955 to the oil fuel pipe No.5242. This means that, as stated above, the tank can only be emptied through the main bilge line, which is contrary to the Society's Rules, and I shall be glad if you will kindly arrange for the necessary modification to be made as opportunity offers.

I may add that if it is inconvenient to alter pipe No.5242 it is suggested that an additional elbow could be provided suitable for connecting pipes Nos.955 and 5242. This bend could be clipped to the adjacent bulkhead and labelled as required.

I am, Dear Sirs,  
Yours faithfully,

Messrs. J & J. Denholm Ltd.  
37, Renfield Street,  
GLASGOW, C.2.

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Clerk to the  
Classification Committee

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