

COPY

VANCOUVER, B.C.

22nd November, 1943

The Secretary,  
Lloyd's Register of Shipping,  
Wokingham, Berks.

Dear Sir:

s.s. "FORT HALL", "FORT CLATSOP", and "FORT COLVILLE"  
North Van Ship Repairs Ltd's Hulls Nos. 127, 128 & 129.

We much regret to advise you that we find a mistake occurred in the installation of piping in connection with the fuel oil system and bilge and ballast system adjacent to bulkhead No. 66 in the machinery spaces of the above mentioned ships, Messrs. North Van Ship Repairs Ltd's first three "Victory" Ships.

Nine copies of a blue print are enclosed indicating fuel oil transfer pipe No. 5242 was fitted in such a way that the reversible elbow No. F-981 could not be disconnected and swung over to connect the port amidships deep tank suction pipe No. 955 to same (Sketch "A"). This had the effect that the port deep tank can be emptied through the bilge and ballast line, but not through the fuel oil transfer line. Sketch "B" indicates the alteration required to be made to pipe No. 5242 to enable the elbow to be swung over in the correct manner.

If it is inconvenient to alter pipe No. 5242, 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.

We shall be pleased if you will kindly advise the Managing Agents of these ships that this alteration to the pumping arrangement is required and supply them with copies of the attached blue prints.

Apologising for thus troubling you,

We are, Dear Sir,

Yours faithfully,

RR/R  
Encls.



For the Surveyors,

Lloyd's Register  
Foundation

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