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PORT OF GLASGOW

ENCLOSURE.

3rd June, 1920 .

Dear Sirs,

S.S. No. 59 & 60.

Having submitted for the consideration of the Committee the plan, in duplicate, showing the diagrammatic arrangement of oil and water ballast pipes proposed to be fitted in your above vessels, I have to inform you that provided the flash point of the oil fuel be above 150°F; the deck controls of the oil fuel bunker suction valves be fitted outside the engine room casings; the steam to the oil fuel transfer pump be controlled from the deck, outside the fidley or engine room casing, as well as at the pump; the remaining requirements of Section 49 of the Rules be complied with, and the arrangements as otherwise shewn on the plan be adhered to, and all the work be carried out to the satisfaction of the local Surveyors, the same will be approved by the Committee.

A plan of the oil fuel burning piping arrangements and a detail sketch of the oil fuel settling tanks, if any, should be submitted.

One copy of the plan has been retained in our London office for reference, that remaining is enclosed herewith, which please return to this office after noting.

I am, Dear Sirs,
Yours faithfully,

Messrs. The Forth Shipbuilding & Engineering Co. Ltd.,

A L L O A.



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Foundation

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