

6/15/9
S.S. "INDIA".

Plans submitted by Messrs. Wilton's Engineering & Slipway Co.,
Rotterdam.

It is submitted that provided the flash point of the oil fuel be above 150°F; the deck controls of the settling tank suction valves and of the steam to the oil fuel transfer pump be fitted outside the fidley or engine room casings; a gutterway, draining to the bilges, be fitted in way of the oil fuel settling tanks; a valve be fitted at the ship's side in the oil fuel discharge line overboard, and the remaining requirements of Section 49 of the Rules be complied with; these plans of oil fuel burning piping arrangements and of settling tank gauge glass and drain cocks merit approval.

It is noted that all alterations will be effected as in the case of the sister vessel "CALIFORNIA".

The Rotterdam Surveyors should be informed in answer to their queries as follows, viz:-

Gauge glass connections to fuel tanks may be either of steel or bronze.

The settling tank valves are preferably fitted on the outside of the tank walls as in that position they are always accessible.

The purpose of a drain cock on ^{an} oil fuel settling tank is to draw off the water, which has separated from the oil, from the bottom of the tank in order that the fuel pumps will only draw off oil. If other means are provided for removing the water or oil from the bottom of the tanks, the drain cocks would not be necessary.

Section 49, paragraph 4 applies to all vessels carrying oil fuel in the double bottom tanks when such oil is used for consumption either in oil engines or for burning purposes. This requirement applies to all double bottom tanks except the foremost and the aftermost tanks provided these be of reasonable length in which case the centre line division need not be made oil or water tight. (Return 3 plans and retain 3 copies for reference)

16.4.20

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