

39918



Lloyd's Register of Shipping.

Midland Bank Chambers,

Bridge Street,

Newport, Mon. 12th. February, 1949.

RECEIVED

14 FEB 1949

AND.....

S.

Dear Sir,

With reference to your classing letter of the 28th. January, relating to the S.S. "ST. ARVANS", we beg to state that the oil fuel settling tanks were tested to Rule requirements and found satisfactory, and that the clear spacing of the cargo battens was $9\frac{1}{2}$ inches.

The term "funnel dampers" should have read "funnel draught excluders refitted" as these were flaps fitted between inner and outer casings to prevent upcast draught in case of fire. These flaps were previously fitted and overhauled at this time.

It was not found practicable to fit the usual type of oil gutterway owing to obstruction on the tank top. The Superintendent Engineer would not consent to any welding to the sides of the settling tanks as they contained oil. The 6" x 5/8" flat bar which was welded to the tank top just aft. of the settling tanks was ordered by the Superintendent Engineer, Mr. Church. Save-alls are fitted under the transfer pumps and oil fuel units, which can be drained.

The original and existing arrangement for drainage from spring loaded test cocks on the after end of settling tanks is into funnels led to the engine room well.

We are, Dear Sir,
Yours faithfully,
The Surveyors,

per.

J. L. Smith

The Secretary,
LONDON.



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011834 - 011843 - 0265

Port of

IPSWICH

Lloyd's Register of Shipping.

17th February 1949

Referred to Mr. Perrie.

[Handwritten signature]
L.Y.

For Engineer Surveyors (F.E. Rpts.) to note.
Noted Sul 24/2/49



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