

W100-0173 1/2

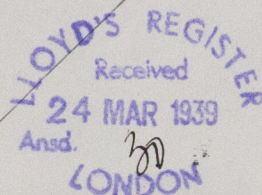


Lloyd's Register of Shipping.

Imperial House,

Donegall Square East,

Belfast, 23rd March 1939



Reference

2 plans

The Secretary,
LONDON.

Dear Sir,

MESSRS. HARLAND & WOLFF'S NO.1016.

Further to our letter of the 25th February and to your reply of the 8th instant approving Pumping Arrangement in the Machinery Space and Tunnels of the above vessel, we are advised that the Owners' representative has informed the Builders that Nos. 1 and 2 double bottom tanks would in no working circumstances be filled with sea water: the ballast pump connection would only be used in the event of the ship being damaged.

However, to ensure that no oily water or sea water can pass into these tanks from the ballast water main, a screw-down non-return valve is being fitted, as indicated in red on the print.

At the Owners' request the Builders are fitting a shut-off valve on the aft peak filling main at the aft peak bulkhead and also taking out the Fresh Water Drain Tank.

Further, the Builders have made the Fuel Oil
Transfer Pump suction valves from the Purified F.O. x
tank and Sludge Tank of the screw-down, non-return
type.

The plans, amended as above, are returned
herewith for your consideration.

We are, Dear Sir,

Yours faithfully,

The Surveyors.

per

R. Lee Amess

encl.



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Foundation

Further, the Builders have made the Model Oil
Transfer pump action valves from the Purified P.O.
tank and Single Tank of the screw-down, non-return
type.

The plans, amended as above, are returned
herewith for your consideration.

We are, Dear Sir,

Yours faithfully,

The Engineers.

Yours

Referred to the Chief Engineer Harbours

Handwritten signature

24 MAR 1936

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