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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

30th January, 1939.

Dear Sirs,

E.

I duly received your letter of the 24th instant, forwarding one received from Messrs. Harland & Wolff, Ltd. in further reference to the pumping arrangements proposed for their Yard Nos. 1016 & 1017, and the Firm's remarks in connexion with the fitting of non-return valves and the position of the overflow mains have been carefully considered.

With reference to the interflooding of the oil fuel bunkers, I have to point out it was fully appreciated that the integrity of the cargo holds would not be affected by the proposed arrangements. The fitting of the non-return valves in question was recommended in order to prevent admission of the sea to the very extensive range of deep oil fuel bunkers under Nos. 4 and 5 holds, in the event of any of these tanks receiving damage.

Apart from any question of the integrity of the adjacent water-tight compartments represented by the tanks in question, the loss of, or the damage to, the oil fuel as the result of a casualty might well lead to the stoppage of the main and auxiliary machinery.

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Messrs. Harland & Wolff's
Yard Nos. 1016 & 1017.

Further, in regard to the respective vulnerability of the air pipes and the overflow mains, I have to point out that the longitudinal extent of the air pipes exposed to collision damage is 4" each, whereas that of the overflow main is approximately 110 feet.

In the circumstances, it still appears necessary that the non-return valves in question should be fitted.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

BELFAST.



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Foundation