

Messrs. Harland & Wolff Ltd.

Yard Nos. 1016 & 1017.

Air and Overflow Pipes.  
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IT IS SUBMITTED the Belfast Surveyors be informed that the remarks contained in the Firm's letter of the 23rd inst. in regard to 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 it should be pointed 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 ~~through lack of fuel~~.

Further, in regard to the respective vulnerability of the air pipes and the overflow mains, it should be pointed 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.

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

*Freeboard & etc. not*

*Lr 30/1*

*19/11*

*J.R.B.*

*S.B.*



28.1.39.

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