

W100-0219

HARLAND AND WOLFF, LIMITED.

THE GOVAN SHIPBUILDING YARD, GLASGOW.

DIESEL ENGINE WORKS,
FINNIESTON, GLASGOW.

ENGINEERING WORKS, SCOTSTOUN, GLASGOW.

CLYDE FOUNDRY, GOVAN, GLASGOW.

SHIP REPAIRING & ENGINEERING WORKS,
LONDON, LIVERPOOL & SOUTHAMPTON.

LONDON OFFICE:
9, WHITEHALL, S.W. 1.

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY

TELEGRAMS: HARLANDIC, BELFAST.
TELEPHONE: BELFAST 57223.
CODES: A. B. C. (6TH EDITION)
AND BENTLEY'S.

Shipbuilding & Engineering Works,

Belfast, 23rd Jany. 1939
Ref: SY/DO

Lloyd's Register of Shipping,
Imperial House,
Donegall Square E.
BELFAST.

Dear Sirs,

No. 1016 & 1017

We duly received your letter dated 14th January, 1939 approving of our plan No. 2 showing Pumping Arrangement for the above vessels subject to compliance with requirements referred to, for which we are obliged.

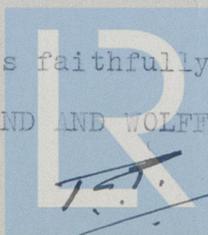
We would like to have your further remarks in connection with requirements of the second and third paragraph of your letter.

We appreciate that interflooding of the tanks themselves could take place as the result of shell damage, but it will be noted that the main cargo hold compartments would not be affected, we shall therefore be pleased to know why the non-return valves on the oil overflow branches are considered necessary.

We do not see the point in your recommendation to lead the overflow main as far inboard as practicable. The branch pipes to the overflow main are led to the air pipes up the ship's side, and these if damaged would have substantially the same effect, so far as flooding is concerned, as damage to the main.

Yours faithfully,

For HARLAND AND WOLFF, LIMITED



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Foundation