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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

Enclosures.

21st October, 1938.

Dear Sirs,

E.

I return herewith two sets of the plans, forwarded with your letters of the 14th and 29th ultimo, of oil fuel filling and air and overflow piping arrangements, and also the plan, forwarded with your further letter of the 14th instant, of general pumping arrangement proposed for Messrs. Harland & Wolff Ltd., Yard Nos. 1016/7, and I have to inform you that these plans will be approved provided the arrangements be as shown and amended thereon, and the remaining requirements of Sections 20 and 34 of the Rules (1938-9) be complied with so far as they are applicable.

I have to point out that the two $4\frac{1}{2}$ " connections from the after oil fuel overflow mains to the overflow tank (No.C.15) could only be accepted if the 4" relief valves at the filling stations are at all times in open communication with the filling mains in the engine room, the valves are unloaded and without spindles, and are fitted not higher than at shelter deck level.

Further, the intermediate section of the forward overflow mains should be not less than 6" bore unless the wing suction to Nos. 3 and 4 double bottom

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Messrs. Harland & Wolff Ltd.
Yard Nos. 1016/7.

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tanks are fitted with non-return valves.

It is concluded that the water ballast and oil fuel double bottom tanks cannot be pumped up with water ballast, but I shall be glad if you will confirm this point.

I shall also be glad if you will arrange for a verified copy of the plan of general pumping arrangement to be forwarded to this Office for purposes of reference.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
BELFAST.



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Foundation

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