

Wellington Star  
Auckland Star.

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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosure.

3rd November, 1938.

Dear Sirs,

E.

I duly received your letter of the 28th ultimo in further reference to the Oil Fuel Filling and Air and Overflow Piping Arrangements proposed for Messrs. Harland & Wolff's Yard Nos. 1016/7.

It is noted that the wing suction to Nos. 3 and 4 double bottom tanks will be fitted with non-return valves and the forward and after sections of the oil fuel tanks will each have a filling main of 6" diameter, and in the circumstances the air and overflow arrangements as originally proposed will be approved provided the cross connection between the port and starboard overflow mains for the after tanks be not less than 6" bore instead of  $4\frac{1}{2}$ " bore as shown on the plan.

It is also observed that the double bottom tanks can be pumped up with sea water but that under ordinary conditions they will only be run up from the sea, the pressure connection to the ballast line being used only for the peak tanks. Since, however, there is a danger of the oil fuel ~~backflow~~ main, and consequently the oil fuel tanks,

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Messrs Harland & Wolff's  
Yard Nos. 1016/7.  
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being flooded with sea water should the double bottom tanks be inadvertently pumped up with water ballast, it is recommended that the pump discharge to the ballast main be dispensed with and be fitted only to the peak tanks suction and filling lines.

Plan No. 8 is returned herewith, and I have to thank you for forwarding a copy of the approved plan of General Pumping Arrangement for reference in this Office.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

BELFAST.



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