

Urgent

S.S. "ELKHOUND". (Being reconditioned after fire damage).

from the Grangemore Dockyard.

IT IS SUBMITTED the plan of oil fuel installation merits approval, provided the arrangement be as shown and amended on the plan, and the remaining requirements of Section 20 of the Rules, 1933-34, be complied with so far as they are applicable.

The Glasgow Surveyors should be informed with reference to the remarks contained in the Firm's letter of the 5th ultimo, that the extended spindles controlling the steam for the oil fuel ~~pressure~~ pumps should ^{transfer and unit} be led to the side of the casing as now indicated on the plan.

With reference to the supply of steam for fire extinguishing purposes which it is proposed to control from the engine room it should be pointed out that this is not satisfactory since the fitting of one screen bulkhead and one partial screen bulkhead cannot be regarded as effectively separating the stokehold from the engine room from the point of view of fire prevention. Accordingly this control should be led to the poop deck outside the engine casing.

The suction valves of the oil fuel bunkers should be controlled in a similar manner.

It should be added that since this vessel is intended to carry petroleum in bulk it is of additional importance that the fire extinguishing and prevention appliances should be fitted strictly in accordance with the requirements of the Rules.

It is concluded that two oil fuel units are fitted as required by Section 20 D, Cl.4. of the Rules, but this should be confirmed.

Return 2 plans retain copy.

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