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H. Lept

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

18th August, 1922.

RECEIVED.

Dear Sirs,

I return herewith one set of the plans, forwarded with Mr. Bource's letter of the 11th instant, showing the bilge, ballast and oil fuel pumping arrangements proposed for the S.S. "WEST CARUTH", now under your survey with a view to classification with this Society, and with regard thereto I have to acquaint you that provided the flash point of the oil fuel be above 150°F; if the deep tank between frames Nos. 95 & 107 is to be used for general cargo or water ballast, alternatively, blank flanging arrangements be fitted so that when the tank is being used for cargo it will be impossible to fill it with water, and when it is being used for ballast the pressure due to the head of water will not come on the arrangement of bilge pipes; gutterways, draining to the bilges, together with sparring or lining, be fitted at the hold side of the fore and after peak tanks; the hold side of the oil fuel settling tanks be insulated to prevent heating of the cargo; the motive power of the oil fuel pressure pumps and the steam supply for the fire extinguishing apparatus be controlled in

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accordance with Section 49, Clause 17 of the Rules; if No. 4 double bottom tank is used for boiler feed water, the pipe connections to this tank be separate and distinct from those pipes which may be used for oil or oily water; the discharge ends of the air pipes to the cofferdams be led above the load water line; the remaining requirements of Section 49 of the Rules be complied with, and the arrangements be otherwise in accordance with the requirements of the Rules, the same will be approved.

It is concluded that the deep tank will not be used for the purpose of carrying oil fuel.

A plan of the oil fuel burning piping arrangement should be forwarded for consideration.

The duplicate plans have been retained in this Office for reference.

I am, Dear Sirs,

Yours faithfully,

Assistant to the Secretary.

The Surveyors,
ROTTERDAM.



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