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PORT OF

GLASGOW

MESSRS. DAVID ROWAN & CO., Ltd.,  
231, Elliot Street,  
GLASGOW, C.3.

Saturday, 23rd December, 1939.

Messrs. Lloyd's Register of Shipping,  
95, Bothwell Street,  
GLASGOW, C. 2.

Dear Sirs,

CONTRACT 1048 - S.S. No. 238.

OIL FUEL INSTALLATION: We enclose prints, O.T. 42327, sheets 5, 6 and 7, in duplicate, shewing Arrangement of Oil Fuel Plant, Settling Tanks, etc., and Pipe Connections, and we shall be glad to know that the arrangements meet with your approval.

It is intended to use Nos. 2,3, 5 and 6 Double Tanks for the carriage of Oil Fuel when required. No. 1 D.B. Tank, Fore Peak and After Peak are to be used for ballast only, No. 4 D.B. Tank (2 frame spaces), under Main Engine is to be used for feed water.

A Cofferdam is arranged at both forward and after ends of No. 4 D.B. Tank.

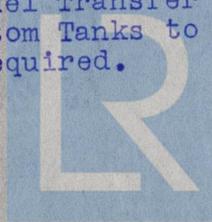
It is intended to use No. 3 Hold for Water Ballast up to level of Tunnel Top when required.

There are two Oil Fuel Burning Units, each comprising Burner Pump, Heater and Discharge Strainer. A Duplex Suction Strainer is also being connected to both units; one unit to act as a stand-by to the other.

Each set is capable of doing full duty. Each of the Burner Pumps can draw from the Settling Tanks, and also direct from the Double Bottom Tanks.

There is an Oil Fuel Transfer Pump for transferring the Oil From the Double Bottom Tanks to the Settling Tanks, and also to the deck when required.

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This Pump can also transfer the Oil from Nos. 2 and 3 Double Bottom Tanks to Nos. 5 and 6 Double Bottom Tanks, or vice versa.

Control Rods from outside the Machinery Casing will be arranged for the Oil Fuel Suction Valves on the Settling Tanks. Steam Valve for Oil Fuel Plant and Oil Fuel Transfer Pump and Steam Valve for Fire Extinguishing Pipe under the Boilers.

The Oil Level in the Settling Tanks will be indicated by a depth gauge of Messrs. Kelvin, Bottomley & Baird, Ltd., make. The Drawing of the Settling Tanks has already been submitted and approved by you.

The General Service Pump is arranged to draw from the Boilers, Filter Tank and No. 4 D.B. Feed Water Tank, also from the Ballast Range in case of emergency. The latter connection is, however, provided with a blind and open flange, so that it can be positively blanked off when any of Nos. 2, 3, 5 and 6 D.B. Tanks contain Oil Fuel or Oily Water.

As arranged with your Surveyor, we are also enclosing prints, in duplicate, of the following arrangements.

- 10            Steam Pipe Arrangement: O.T. 42327, sheets 8, 9, 10,) 11, 12.)  
2            Diagrammatic Drain Arrangt. " 42327, sheet 4.

We shall be glad to have your comments on the arrangements at your earliest convenience.

Yours faithfully,

DAVID ROWAN & CO., LIMITED,

(Sgd.) ARCHD. GRIERSON.

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This Pump can also transfer the Oil from Nos. 2 and 3 Double Bottom Tanks to Nos. 5 and 6 Double Bottom Tanks, or vice versa.

Control Rods from outside the Machinery Room will be arranged for the Oil Fuel Section Valves on the Settling Tanks. Steam Valve for Oil Fuel and Oil Fuel Transfer Pump and Steam Valve for Fire Main will be placed under the Settlers.

The Oil level in the Settling Tanks will be indicated by a depth gauge of Messrs. Kelvin Bottomley & Bates, Ltd., make. The drawing of the Settling Tanks has already been submitted and approved by you.

The General Service Pump is arranged to draw from the Settlers, Water Tank and No. 4 D.U. Feed Water Tank, also from the Ballast Range in case of emergency. The latter connection is, however, provided with a blind and open flange, so that it can be positively blanked off when any of Nos. 2, 3, 5 and 6 D.U. Tanks contain Oil Fuel or Oil Water.

As arranged with your Surveyor, we are also enclosing plans, in duplicate, of the following arrangements:

- 10 Steam Pipe Arrangement: O.T. 43337, sheets 9, 10, 11, 12.
- 2 Electricity Distribution Arrangement: O.T. 43337, sheet 1.

We shall be glad to have your comments on the arrangements at your earliest convenience.

Yours faithfully,

DAVID SCOTT & CO., LIMITED,

(Sole Agents) GILBERTSON.

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