



Lloyd's Register of Shipping,

Collingwood Buildings, Newcastle-on-Tyne, 1.

24th March 1938.

Reference

The Secretary,
LONDON.

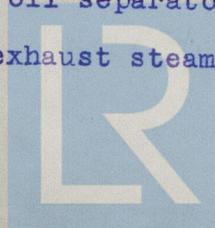


Dear Sir,

Reverting to your letter of the 9th instant in regard to the pumping arrangements proposed by The Wallsend Slipway & Engineering Co. Ltd. for their Contract No. 933, Messrs. Swan, Hunter & Wigham Richardson's s.s. No. 1555, we have to inform you it has been arranged that the direct bilge suction and the bilge injection will be fitted at opposite sides of the Engine Room.

In regard to the feed water passing through a direct contact heater and the boilers being fitted with superheaters, it has been arranged that the auxiliaries in the engine and boiler rooms are not supplied with superheated steam.

To eliminate any traces of oil in the steam entering the direct contact heater, an oil separator (Holden & Brooke's type) is being fitted in the exhaust steam range, and will be



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W186-0241 (1/2)

Wallsend Slipway's Contract No.933.

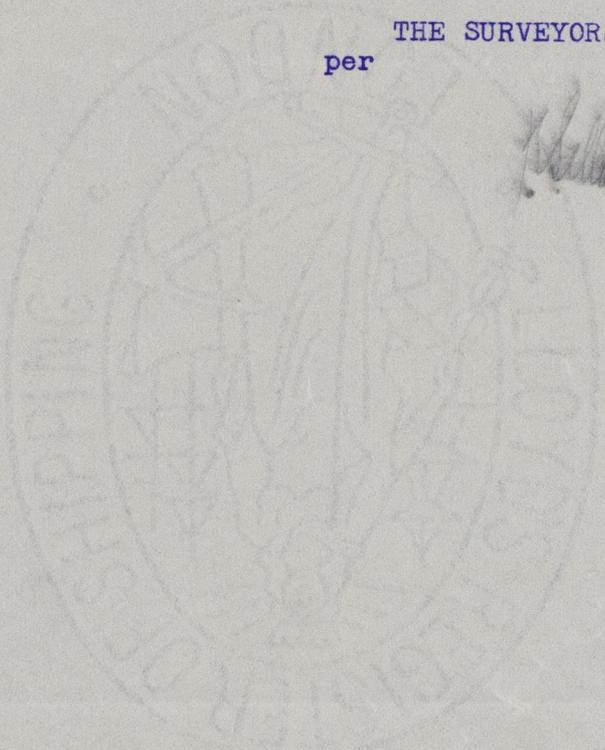
24th March 1938.

bolted direct to the heater exhaust inlet branch.

We are, Dear Sir,

Yours faithfully,

THE SURVEYORS,
per



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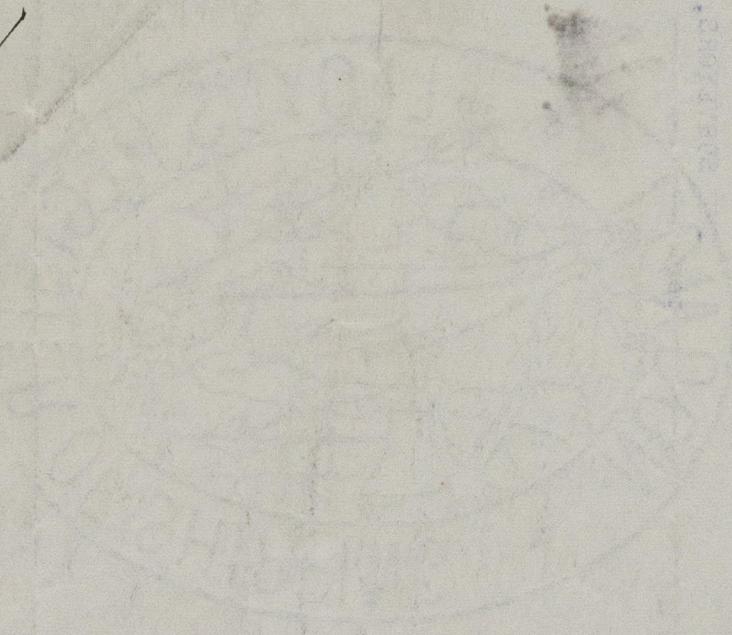
W186-0241 (2/2)

Referred to the Chief ~~Ship~~ Surveyor,
and the Chief Engineer Surveyor.

H.B.

26 MAR 1938

Notes in order
J.H.
HCC
3/13/38
H.S.



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