

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosure.

19th February, 1937.

Dear Sir,

E. I return herewith one copy of the plan, forwarded with your letter of the 11th instant, of Oil Fuel Burning Arrangement proposed for Messrs. Howaldtswerke's Yard No.756, and have to inform you that this amended plan will be approved, provided the arrangements be as shown and amended thereon and the remaining requirements of Section 20 of the Rules (1936-7) be complied with so far as they are applicable.

In dealing with the plan it has been concluded that the valve marked "A" on the plan is on the oil burning unit suction from settling tanks, and the valve marked "B" on the suction from the oil fuel bunker line. It is also concluded that the valve marked "C" is on the connection from the hand pump to the suction filters, but I shall be glad to learn if these conclusions are correct.

It is recommended that valve "C" should be of non-return type in order to prevent unit pumps drawing direct from the oil fuel line without passing through the suction filter.

I am, Dear Sir,
Yours faithfully,

A. Chisholm, Esq.,
HAMBURG.



Lloyd's Register
Secretary.

(1/2) W 21-0162

PUMPING ARRANGEMENT Endorsement.

Shipbuilders: Messrs. *Hawaldtswerke Kiel A.G.* Yard No. *756*

Engineers: Messrs.

Engine No.

Owners: Messrs.

"Carrying Petroleum in Bulk"

It is submitted that the ^{amended} plan of *Oil Fuel Burning*
Pumping Arrangement

merits approval, provided the arrangements be as
shown and amended on the plan and the remaining
requirements of Section ~~20~~ ~~and 24~~ of the Rules (1936-7)
be complied with so far as they are applicable.

*In dealing with the plan it has been
concluded that the valve now marked "A" on the
plan is on the oil burning unit suction from
settling tanks, and the valve marked "B" on the
suction from the oil fuel bunker line. It is
also concluded that the valve marked "C"
is on the connection from the hand pump to
the suction filters. These conclusions should be
confirmed.*

*It is recommended that value "C"
should be non-return type in order to prevent
the unit pumps drawing direct from the oil fuel
line without passing through the suction filter.*

Return plan. /

Retain copy. /

E. 4. 2m. 9. 36. T.



© 2019

Lloyd's Register
Foundation

L19/2/37

[Handwritten signature]

E.R.B.

[Handwritten signature]
18/2/39

(2/2) W21-0162