

**COPY.**  
**PORT OF**  
**LONDON.**

GLASGOW

*Received 12/11/40*

*X*

11th November, 1940.

1 plan enclosed.

E. Dear Sirs,

Messrs. J.C. Kincaid & Co's Engine Nos. K.131/2/3/4.  
Messrs. Blythwood S.E. Co's Yard Nos. 61/2/3/4.

I return herewith one copy of the plan of Diagrammatic Arrangement of Compressed Air System submitted with your letter of the 7th instant, and have to inform you that the same will be approved, provided the arrangement be as shown and amended on the plan, and the pipes and their fittings be made under the usual conditions of survey and testing.

At the same time I have to state it is noted that provision is made for a portable connection between the high pressure air line and the steam fire extinguishing line to the cargo oil tanks, and it is understood as the result of an enquiry from the Shipbuilders that this connection is intended for salvage purposes.

I have, however, to point out that some provision should be made to prevent the pressure in the fire extinguishing line exceeding that for which the pipes and fittings are suitable, and accordingly, it will be necessary for a relief valve to be fitted on the fire extinguishing line.

Further, there should be a screw down non-return valve designated "A" on the plan, on the pipe from the boiler to the steam fire extinguishing line to prevent excessive pressure coming on the boiler.

It is suggested it would be desirable to make valve marked "B" of non-return type, in order to prevent steam or water from the steam connection entering the compressed air system when the latter is shut down.

The remaining copies of the plan have been retained for record.

I am, Dear Sirs,  
Yours faithfully,

The Surveyors,  
GREENOCK.

Local Secretary.

W 23-0218

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