

NAVAL ARCHITECT
AND
YACHT BROKER

Norman Hart

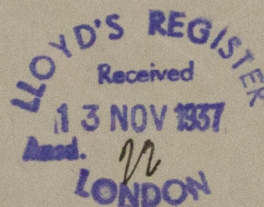
A.M.I.N.A.

15, King Street, St. James's,
London, S.W.1.

TELEGRAMS
MAGINEER, PICCOY, LONDON.
TELEPHONE
WHITEHALL 3721.

12th November 1937.

Lloyd's Register of Shipping,
71 Fenchurch Street,
E.C.3.



Dear Sirs,

Engineers Surveyors' Dept.

296:847. Philips.

In regard to the ventilation of the engine-room of this yacht, it was intended to use one inlet fan but there was not sufficient space to fit this and the intake was therefore divided into two, the intention being that one fan should pump through a trunk to bilges and the other into the engine-room entrance trunk forward.

The outlets being arranged on port and starboard sides towards the aft end of engine-room. The engines are, of course, powerful for the size of the yacht and will consume as much air as one fan provides when at full speed. It was intended to keep the engine-room cool and ventilated by having both inlet fans running when at sea, so providing a positive flow of air across the engine-room to the outlets.

It has been suggested, however, that you would require one of these fans to act as an exhaustor and I am writing to make sure that this was not intended and that it will be in order for both fans to act as intakes.

Yours very truly,

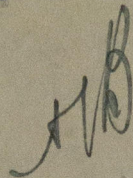
Norman Hart

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Lloyd's Register
Foundation

W307-0061

Referred to the Chief Engineer Surveyor



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