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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

6th October, 1937.

Dear Sir,

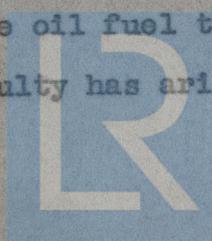
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I duly received your letter of the 30th ultimo addressed to Mr. Betts respecting the Fuel Tank Arrangements of Messrs. Philip & Son's Yard No.847, and I note your remarks.

The sketch showing arrangement of combined suction filter and sounding pipe for the oil fuel bunkers has also been examined, but I have to inform you it is considered desirable that the sounding pipes to oil fuel tanks should be, as far as practicable, in direct communication with the tanks in order to avoid the possibility of false readings due to the cock being shut.

If, however, the Builders specially desire to use this type of sounding pipe, it will be accepted provided it be of specially heavy construction and be adequately supported.

With reference to the control of the outlet valves on the daily service oil fuel tanks, I have to say that in cases where difficulty has arisen due to the valves



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Messrs. Philip & Son's  
Yard No. 847.  
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being attached direct to the tank as required by the Rules, the fitting of bends between the valve and the tank has been accepted, provided these bends be short and of particularly robust construction.

If such difficulty is experienced in the present case, you should satisfy yourself that the above mentioned provisions are complied with, but the arrangement as shown on the plan, where the valves are situated at a considerable distance from the tank, cannot be accepted.

The sketch is being retained in this Office.

I am, Dear Sir,

Yours faithfully,

Secretary.

Mr. T. Miller,  
PLYMOUTH.



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