



Lloyd's Register of Shipping.

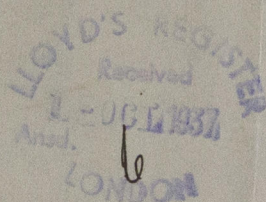
Prudential Buildings, George Street,

Plymouth, 30th September, 1937.

Reference

Sir,

Dear ~~Mr.~~ *Mr. Betts,*



I was at Messrs Philips' Yard, Dartmouth yesterday and discussed the Fuel Tank Arrangements of their No.847.

They are unable to understand why separate sounding pipes are required direct in the fuel tank, and on pointing out that there was a danger of their becoming choked when on the out side of the valve they showed me the detail which appears to be a good fitting. The sounding pipe is protected by a strum, a sketch of which is enclosed herewith.

Another point brought up was the controls of the valves on the Daily Service Tanks if fitted direct on the tanks. They cited a similar arrangement, as submitted, on a 180 H.P. job, which was approved, but I pointed out the danger of such a fitting in case of fire in ~~such~~ a confined space.

I shall be glad to have your remarks on these questions.

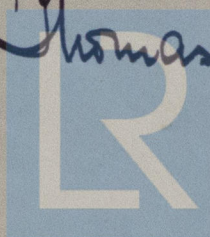
Yours faithfully,

The Secretary,

~~Mr. H. B. L. Betts,~~

LONDON.

Thomas Miller



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W307-0088

THE UNIVERSITY OF CHICAGO

Oct 10 1891

H.B.

Referred to the Chief Engineer Surveyor

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