

LONDON

COPY. GLASGOW
PORT OF

N.

1 plan enclosed.

2nd December, 1931.

Dear Sirs,

T.S.S. "AVELONA STAR" - Plan of oil fuel bunker, etc.

I return herewith the above plan submitted with your letter of the 24th ultimo and with regard thereto I have to inform you that provided the arrangements be carried out as shown and amended on the plan and to the Surveyors' satisfaction, the proposals will merit approval.

With regard to the proposal to use the tanks at the sides of the tunnels for the carriage of oil fuel, I have to state that, with the height of overflow pipe 35'6" above the top of the tank, it will be necessary to reinforce the tank top beams and longitudinal bulkhead stiffeners. This could be done by fitting 4 x 5 x .40 reverse angles to beams Nos. 41, 43, 44, 45, 46 and 47. The reverse bars should extend from beyond the longitudinal bulkhead and should scarph the frame knees. Reverse angles of the same size should also be fitted to the stiffeners Nos. 41, 43, 44 and 47 on the longitudinal bulkhead. These reverse bars should scarph the knees top and bottom.

1/

W334-0121 1/2

which single riveting is accepted if ceiling is fitted on

T.S.S. "AVALONA STAR"

COPY.

PORT OF

GLASGOW

- 2 -

I shall be glad if you will kindly forward a sketch shewing the stiffening of bulkhead No.48 in way of the fresh water tanks in order that the scantlings of this bulkhead may be considered.

It is noted from Mr. Ness that the tops of the new oil fuel tanks, fresh water tanks and bulkhead at the forward end of the fresh water tanks are, or will be, insulated.

The remaining requirements of the Rules for carrying and burning oil fuel should be complied with where applicable and the flash point of the oil fuel should not be below 150°F.

I am, Dear Sirs, yours faithfully,

Yours faithfully,

Local Secretary.

Messrs. Wm. Hamilton & Co., (1928) Ltd.,
PORT GLASGOW.



© 2020

Lloyd's Register
Foundation

W334-0121 2/2