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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Your Ref. 6G.C.

3rd November, 1934.

Dear Sirs,

T.S.S. "NAPIER STEAR"

With reference to your letter of the 30th ultimo relative to the proposed arrangement of controls for the deep oil fuel tanks in the tunnels of the above vessel, I have to say that the remarks contained therein have been carefully noted.

I should, however, explain it is considered that there is more risk of fire breaking out in the engine and boiler space than in any other compartment, and accordingly the remote controls of any oil fuel tanks should be capable of being operated outside the engine and boiler space.

It is agreed that in case of fire the correct procedure would be for the Engineer in charge to stop the oil fuel pump and close the valves through which the oil fuel was being pumped, but experience has shown that fire may spread with such rapidity that compliance with correct procedure may be rendered impossible, or alternatively, the Engineer in charge may not retain sufficient presence of mind to adopt the measures previously mentioned.

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T.S.S. "WAPIER BEAR"

In the circumstances, it is considered that the controls of the tunnel deep oil tank suction valves should be led to deck, or a master valve, similarly controlled, should be fitted to each oil fuel main in the thrust recess.

I may add that the latter method of complying with the requirements of the Rules has been adopted in many previous cases and it is considered to be simple and efficient.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Swan, Hunter & Wigham Richardson Ltd.,

WALLSEND-ON-TYNE.



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Foundation

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