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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Your Ref. 6G.C

28th October, 1934.

Dear Sirs,

R.

I am favoured with your letter of the 22nd instant respecting the pumping arrangement of the steamer "NAPIER STAR", and have to say it is noted that the originally proposed arrangement of quick-closing valves at the deep oil fuel tanks will be adopted, but it is not clear whether the control levers in the machinery space will be controlled from deck as well as from the engine room, as required by Section 20D, Clause 6(b).

In this respect I have to point out that deck controls should be fitted, since in the event of a fire occurring in the main engine room, access to the valve controls would be cut off and difficulty might be experienced in closing the W.T. doors in order to isolate the tunnels from the engine room.

It is noted that the cofferdams at the after end of the side bunkers have no communication with the tunnels and this is in order.

I am, Dear Sirs,  
Yours faithfully,

Secretary.

Messrs. Swan, Hunter & Wigham Richardson Ltd.

WALLSEND-ON-TYNE.

W349-0032

