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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosures.

18th October, 1934.

Dear Sirs,

"NAPIER STAR"

E. With reference to your letter of the 10th instant, enclosing plan in triplicate of pumping arrangements proposed in the case of the above vessel, I have to inform you that this amended plan will be approved, provided the arrangements be as shown thereon and the remaining requirements of Sections 20 and 34 of the Rules (1933-34) be complied with so far as they are applicable, and all the work be carried out to the satisfaction of the Surveyors.

It appears from the plan that the bilge hats in No.4 hold are drained into the cofferdam port and starboard and it is concluded that these cofferdams have no communication with the tunnels, but if this is not the case, the open scuppers from No.4 hold should be fitted with self-closing drain cocks.

With reference to your letter of the 12th instant, enclosing in triplicate plan showing proposed arrangement of Quick Closing Valves, I have to inform you that this plan will be approved, provided the arrangement be as shown and amended on the plan and the valves be fitted to the Surveyor's satisfaction.

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With reference to the provision of separate controls for the fuel oil suction valves in the tunnel, it is suggested that a more efficient arrangement would be to fit a master valve on each oil fuel main where it enters the thrust recess, and to control these valves as per Section 20D, Clause 6(b) of the Rules.

I return herewith a copy of each of the plans in question, and am forwarding copies to the Society's Surveyors at Newcastle for their guidance.

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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