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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

15th June, 1936.

Dear Sirs,

I am returning to you under separate cover two sets of the plans, forwarded with your letter of the 4th instant, of modified piping arrangements proposed in connexion with the Motor Vessels "FELLA", "CELLINA", "FELTRE" and "RIALTO", and I have to inform you that these plans will be approved, provided the arrangements be as shown and amended thereon and the remaining requirements of the Rules (1935-6) be complied with so far as they are applicable.

It is noted from the plans that the small tank in the double bottom under the main engines which was formerly used for feed water is now used for lubricating oil, and it appears that the feed pump is now connected directly to the ballast line and the fore peak tank. I have to point out, however, that since the ballast line is connected to oil fuel tanks it may contain oil or oily water and should therefore be disconnected from the feed pump. Further, if the fore peak tank is used for the storage of feed water, a cofferdam should be fitted between it and No.1 oil fuel tank, and the fore peak tank line should be disconnected from the oily ballast line.

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PELLA", "CELLINA",
E" and "RIALTO".

In view of the above remarks, the plan No.

N.L.T./55 of fresh water pipes is being returned for further consideration, and I shall be glad if you will state what provision is now made for the carriage of feed water in order to comply with the requirements of Section 20B, Clause 9(d) and Section 20D, Clause 8, of the Rules.

I shall also be glad to learn whether an injector is fitted as a stand-by means of feeding the boiler.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

TRIESTE.



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