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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

6th May, 1921.

Dear Sir,

I duly received your letter of the 26th ultimo submitting for the consideration of the Committee plans, in duplicate, of the oil fuel burning and bilge and ballast pumping arrangements of the S.S. "WESTMINSTER ABBEY" built in 1906 under the supervision of the Surveyors to the Germanischer Lloyd, & under survey at your Port with a view to classification with this Society, and with regard thereto I have to acquaint you that provided the flash point of the oil fuel be above 150° F; if the deep tank between frames Nos. 108 & 123 is to be used for general cargo, arrangements be made for draining this tank by means of main bilge line suction, and for blank flanging the oil fuel and ballast suction and filling pipes when the tank is being used for cargo, and also for blank flanging the bilge suction pipes when the tank is being used for oil or water ballast; gutterways, draining to the bilges, be fitted at the hold side and the boiler room side of the deep oil fuel tanks and settling tanks; parring or lining be fitted on the hold side of the W.T. bulkhead at frame No. 123; the motive power of the oil fuel pressure pumps be controlled from a position which will always be accessible in the event of fire taking place in the compartment in which they are situated, as well as from the compartment itself; the boiler feed water and fresh water tank pipe connections be separate and distinct from any pipes which may be used for oil; the valve at the ballast pump chest in the after main suction line be a locked screw-down non-return valve, in order to avoid the possibility of contamination of the feed and fresh water by oil or oily water; the exhaust drain from the steam heating coils be led to an observation tank; the sectional area of the air pipes to all oil fuel tanks and settling tanks be of not less sectional area than that of their respective filling pipes, and these air pipes be led to the open air as per Rule; provision be made for ascertaining the level of oil in the storage and settling tanks, and the remaining requirements of Section 49 of the Rules be complied with, the same will be approved by the Committee.

I have to add that the results of tests of the material

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WS10-0058 1/2

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For steam pipes and the arrangements detailed in the remaining plans will also be approved.

One set of the plans forwarded is being returned to your address to-day, under separate cover, and the duplicate set is being retained in this Office for reference.

I am, Dear Sir,
Yours faithfully,

Secretary.

H. C. Bahr, Esq.,
BRISTOL.



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