

**COPY.**

H. Dept

**Lloyd's Register of British & Foreign Shipping,**

71, Fenchurch Street, E.C.

5th March 1909.

Gentlemen,

M I have to acknowledge the receipt of your letters of the 15th and 17th ultimo, in further reference to the question of the testing of the cross bunkers of the oil steamer "NIAGARA", and in reply to your inquiry I have to inform you that it has not been thought necessary to specially isolate the shaft tunnels of steam vessels burning liquid fuel.

These tunnels in all vessels are required to be watertight, and it is considered to be sufficient to provide that the openings necessary for entering the tunnel from the engine room shall be fitted with a watertight door worked from above in ordinary cargo vessels.

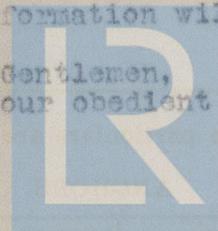
Where tunnels pass through oil cargo compartments the tunnels are always isolated from the engine room, entrance being obtained through one of the ventilating trunks from the deck. This is the case ~~whether~~<sup>coal</sup> or oil fuel is used.

Trusting this information will be of service to you,

I am, Gentlemen,  
Your obedient servant,

The Surveyors,

SAN FRANCISCO.



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Foundation  
Secretary

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tested an  
ident.