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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

3rd May, 1921.

Dear Sir,

With reference to your letter of the 28th ultimo forwarding one from Mr. Sellex submitting for the consideration of the Committee plans of oil fuel, bilge and ballast piping, and of cargo oil cross connection proposed by Messrs. A. Stephens & Sons for the S.S. "QUEEN LOUISE", I have to acquaint you that provided the flash point of the oil fuel for burning purposes on board be above 150° F; 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, and the deck controls of the deep oil fuel bunker, and settling tank suction and discharge valves be similarly placed; self-closing cocks or valves be fitted at the settling tank drain and gauge glass; the remaining requirements of Section 49 of the Rules be complied with, and the arrangements as otherwise shewn on the plans be adhered to and all the work be carried out to the satisfaction of the local Surveyors, the same will be approved by the Committee.



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It is concluded that the suction marked "from No.3 D.B. tank" should be from the engine room port double bottom tank.

As only one settling tank is indicated on plan, and there do not appear to be unit pump suction from the side bunkers, I have to request that you will ascertain whether this arrangement is intentional, and, if so, what provision is made for a continuous supply of settled oil to the oil fuel units.

The plans forwarded are being returned to you under separate cover.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,

GLASGOW.

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