

S.S. "QUEEN LOUISE".

Messrs. Alex. Stephens & Sons, Ltd.

It is submitted 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, and the remaining requirements of Section 49 of the Rules be complied with; these plans of oil fuel, bilge and ballast piping, and of cargo oil cross connection, merit approval.

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 does not appear to be unit pump suction from the side bunkers, the Glasgow Office should be requested to 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.

Rtrn. 4 plans.

L. J. S. 21.

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