

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY

BLUE STAR LINE LTD

TELEPHONE:
CITY 1212 (20 LINES)TELEGRAMS:
"GELATION, LONDON"HEAD OFFICE:
40 ST. MARY AXE,
LONDON, E.C.3BRANCH OFFICES:
10 WATER STREET, LIVERPOOL
6 VICTORIA SQUARE, BIRMINGHAM
2 ALBERT SQUARE, MANCHESTER
BUENOS AIRES & SANTOS*Superintendents Department,
17-18, West Smithfield,
London, E. C. 1.*IN YOUR REPLY PLEASE QUOTE
REFERENCE—SUPERINTENDENTS DEPT.

DF/HC.

30th September, 1935.

The Secretary,
Lloyd's Register of Shipping,
71 Fenchurch Street,
E. C. 3.

Dear Sir,

T.S.S. "ARANDORA STAR".

The above vessel will come off her present cruising service from 11th November till 20th December for her annual refit, and it is our intention to instal an automatic sewage system operated by compressed air for the extent of the amidship accommodation in lieu of the existing arrangement of separate overboard discharges.

We enclose herewith, therefore, duplicate copies of plan No. 2278 (one coloured for your records) together with specification outlining our proposals for the installation of this apparatus.

You will observe the various soils and wastes within the two sections are led into fore and aft inclined mains, port and starboard, and thence to sewage collector tanks which feed the ejectors, these automatically discharging the sewage overboard by compressed air supplied by electrically driven air compressors.

There are four ejector units and two air compressor plants arranged generally as per plan and as described in the specification.

With the arrangement shown we consider that the subdivision requirements are in no way interfered with, as the overboard discharges are to have screw down non-return valves, gear operated from suitable positions on Upper Deck "B". Also we are of opinion that no sluice valves are required to the various sewer mains where led through the after Engineer room bulk

Lloyd's Register
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The Secretary,
Lloyd's Register of Shipping.

30th September, 1935.

head (frame No. 74), as any damage to a main within either compartment would not result in the flooding of the other since the sewage system is a closed one, and any subsequent overflow must be by way of the various sanitary fittings, all of which in this section are situated above the bulkhead deck "B".

However, for our own purposes we intend fitting sluice valves at these positions but operated locally. We would also draw your attention to the compressed air main which we have shown passing through the after Engine room bulkhead (frame No. 68) adjacent to the centreline. Due to this inboard position being practically immune from external damage, and also that the pipe is part of a closed system, we presume no special requirements will be called for.

The various units are situated in positions accessible at all times for examination and attention, as necessary.

We shall be obliged, therefore, if you will kindly examine this proposal and give your approval at your earliest convenience as it is our intention to order some of the material immediately to ensure prompt delivery.

No decision has yet been made as to whether this work will be undertaken at Birkenhead or Southampton, but we shall advise you of this in due course.

Yours faithfully,
For BLUE STAR LINE, LTD.

E A Johnson

Senior Superintendent.



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Lloyd's Register of Shipping, Secretary.

30th September, 1935.

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Yours faithfully,
For BLUE STAR LINE, LTD.

[Handwritten signature]
Senior Superintendent.

Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

[Handwritten initials]

11 - OCT 1935

REQUESTING EARLY REPLY.

