COPY.

6 c/p '71'

/P.

22nd February, 1950.

<u>2 Plans enclosed.</u>

Dear Sirs,

S.S. "LOCH DEE".
<u>Conversion to Oil Burning.</u>

With reference to your letter of the 15th instant, I have pleasure in informing you that the plans of Oil Fuel Piping and amended Pumping Arrangement in machinery space (2 sheets) will be approved, provided the arrangements be as shown and amended on the plans and the remaining requirements of Sections XX and XXXlV of the Society's Rules for Pumping and Piping (1948-49) be complied with so far as they are applicable.

It is assumed that the fresh water suction pipe to the Forepeak tank will not be led through tanks used for the carriage of oil fuel, and that the pipe will be provided with a screw-down valve secured to the collision bulkhead inside the forepeak and controlled from a position above the load water line, but I shall be obliged if you will kindly confirm this.

It is also assumed that pumps which are used for boiler feeding will not be connected to the bilge and ballast suction lines and that connections between the feed tanks and the ballast line will be blanked off or the valves made of S.D.N.R. type, but I shall be glad if you will confirm this also.

One copy of each plan is returned herewith, which kindly return after noting, for the use of the local Surveyor. The remaining copies having been retained for record purposes in this Office.

It would be appreciated if a plan showing the arrangement of oil burning pipes could be submitted for approval.

Yours faithfully,

Secretary to the
Scottish Committee.

Messrs. Alex. Stephen &

002711-002761-0197

This vessel, as now seen, is in an efficient condition and is eligible, in my