

LONDON.

COPY

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PORT OF GLASGOW

1 Plan Encl.

6th March, 1947.

Dear Sirs,

Messrs. James Lamont & Co., Ltd.
S.S. "TEMPLE ARCH". Conversion to Oil Burning.

E.

With further reference to your letter of the 21st ultimo, I return herewith part plan of General Pumping Arrangement showing oil fuel settling tanks and have to state that the same will be approved, provided the arrangements be as shown and amended thereon and the remaining requirements of Sections 20 and 34 of the Society's Rules (1946-47) be complied with so far as they are applicable.

It is noted that the ballast suction to the deep tank are now shown as 5" bore instead of 6" bore as indicated on the Engineer's plan of Arrangement of Bilge, Ballast and Underfloor Pipes approved in my letter of the 21st ultimo, and I shall be obliged if you will kindly state which plan is correct in this respect.

With regard to the filling arrangements for the oil fuel tanks, it is stated on the previously approved plan that the d.b. oil fuel tanks are to be filled through the settling tanks, and accordingly the size of the air pipes to the settling tanks should be not less than that of the filling connections.

The remaining copies of the plan have been retained for record purposes.

I am, Dear Sirs,
Yours faithfully,

Local Secretary.

The Surveyors,
GREENOCK.



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Lloyd's Register
Foundation

004450 - 004458 - 0122

Noted
EX 83
14/5/47