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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

19th April, 1920.

Dear Sirs,

E.

I duly received Mr. Bernoski's letter of the 9th instant submitting for the consideration of the Committee plans, in duplicate, of the oil fuel burning piping arrangements and of settling tank gauge glass and drain cocks proposed by Messrs. Wilton's Engineering & Slipway Co., for the S.S. "INDIA", and with regard thereto I have to acquaint you that provided the flash point of the oil fuel be above 150°F; the deck controls of the settling tank suction valves and of the steam to the oil fuel transfer pump be fitted outside the fidley or engine room casings; a gutterway, draining to the bilges, be fitted in way of the oil fuel settling tanks; a valve be fitted at the ship's side in the oil fuel discharge line overboard; the remaining requirements of Section 49 of the Rules be complied with; and the arrangements as otherwise shewn on the plan be adhered to and all the work be carried out to your satisfaction, the same will be approved by the Committee.

It is noted that all alterations will be effected as in the case of the siser vessel "CALIFORNIA".

In reply to Mr. Bernoski's inquiries, I have

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to inform you that gauge glass connections to fuel tanks may be either of steel or bronze.

The settling tank valves are preferably fitted on the outside of the tank walls as in that position they are always accessible.

The purpose of a drain cock on an oil fuel settling tank is to draw off the water which has separated from the oil from the bottom of the tank in order that the fuel pumps will only draw off oil. If other means are provided for removing the water or oil from the bottom of the tanks, the drain cocks would not be necessary.

Section 49, paragraph 4 applies to all vessels carrying oil fuel in the double bottom tanks when such oil is used for consumption either in oil engines or for burning purposes. This requirement applies to all double bottom tanks except the foremost and the aftermost tanks provided these be of reasonable length in which case the centre line division need not be made oil or water tight.

One set of the plans is being returned to you under separate cover and the other set is being retained in this Office.

I am, Dear Sirs,

Yours faithfully,

The Surveyors,  
ROTTERDAM.



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Lloyd's Register

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