

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY.

TELEGRAPHIC ADDRESS:-
INLAND, ANGSAXPET-STOCK-LONDON.
FOREIGN, ANGSAXPET-LONDON.

CODES USED
ACME, BOE,
BENTLEY'S (OIL EDITION),
A.B.C. 5!! & 6!! ED!! SCOTTS 10!! ED!! 1906.
& PRIVATE.

TELEPHONE NO
AVENUE 6822.

THE ANGLO-SAXON PETROLEUM COMPANY, LIMITED.

ST HELEN'S COURT, LEADENHALL STREET,
LONDON, E.C.3.

IN REPLY
PLEASE REFER TO **M.**

16th February 1931

The Secretary,
Lloyds Register of Shipping,
71, Fenchurch Street,
E. C. 3.

LLOYD'S REGISTER
RECEIVED
17 FEB 1931
Ans. 20 8 24/2
LONDON

Dear Sir,

LIGHTER "SERVICE SHELL VI"

With reference to the questions which you have raised in regard to several items in the pipe arrangement in the engine room of this vessel, we beg to advise you that the valve and the branch from the main cargo line suction to the bilge line is of the non-return type. Further, the change-over cocks enabling either the cooling water pump or the bilge pump to draw from the bilges or, alternatively, from the sea valve are of the "L" ported type.

The drain cock on the oil fuel service tank is a $\frac{5}{8}$ " cock with the hole in the plug drilled in such a manner that when the handle is in a vertical position the cock is closed. This is the usual practice in small craft of this type and prevents the cock being opened through it being shifted by the weight of the handle through vibration. If you still consider it necessary there will be no difficulty in attaching a weight to the handle.

The sounding pipes on the aftermost cargo tank are carried up to the height of the expansion trunk.

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The Secretary, Lloyds Register of Shipping, E.C.3.

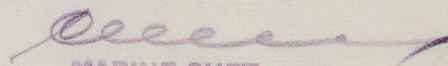
16/2/31

In regard to the fitting of the discharge valves on the ship's side for the cooling water and bilge connections, these have not been fitted nor was it considered necessary in view of the vessel being classed for harbour and estuary service only and the pipes terminating about 16" above the load water line.

We trust this information is sufficient for your requirements but we shall be pleased to give you any further assistance you may need.

Yours faithfully,

THE ANGLO-SAXON PETROLEUM CO. LTD.


MARINE SUPT

W.W.R.



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Lloyd's Register
Foundation

0203 2/2

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

17 FEB 1931

WMS

YOUR LETTER OF 17 FEB 1931

need.
but we shall be pleased to give you any further assistance you may
require. The information is sufficient for your requirements.

We must first ascertain the loss of water. The
terminating point of the pipe is at the top of the vessel
being cleared for use. It is considered necessary in view of the vessel
not being fitted with a cooling water and pipe connections, these have
been made for the cooling water and the discharge valves on the
side of the vessel. It is suggested that the discharge valves on the
side of the vessel be fitted with a cooling water and pipe connections, these have
been made for the cooling water and the discharge valves on the
side of the vessel.

17 FEB 1931

J. D. B. BAKER, Secretary of the Board of Directors

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