

# Lloyd's Register of British & Foreign Shipping

340 Sansome Street

San Francisco February 15th 1909.

LLOYDS REGISTER,  
LONDON.

RECEIVED MAR 3 1909

1909 573109

Sir,

S/S "NIAGARA".

I have to confirm cable message which was send to-day, as follows: "Niagara - has cross bunker been tested liquid fuel".

This vessel is now being equipped with an installation to burn liquid fuel and the question of the testing of the cross bunker arose in this connection. At present there is a regular side light in the after engine room bulkhead with a 12" opening in the clear, in line with the tunnel, fitted with glass in the usual way, and was presumably fitted there to enable the engineer to watch the oiler while in the tunnel. The opening is too small to admit a man getting through, and a request has been made for permission to increase the size of this opening to about 16".

In our experience with vessels converted here to carry oil in bulk, all openings between the engine room and the tunnel have been blanked off, and I shall be glad to learn if any modification in this rule has been made which would permit of a water tight door or port being fitted large enough to permit ingress to the tunnel from the engine room.

Scott, Esqr.,  
Secty. to Lloyd's Register,  
LONDON, E.C.

I am, Sir,  
Your obedient Servant,

*W. H. Stewart*

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Lloyd's Register  
Foundation



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

AL

Is "Niagara"

Also for Mr. S. A. Hill to note.

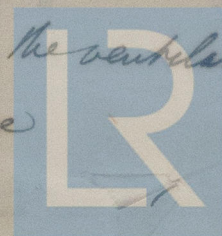
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It is submitted that the Surveyor be informed that it has not been considered necessary to specially isolate the shaft tunnels of steam vessels burning liquid fuel.

These tunnels in all vessels are required to be watertight and it is considered to be sufficient to provide that the openings necessary for entering the tunnel from the engine room should be fitted with a water tight door worked from above in ordinary cargo vessels.

Where tunnels pass through oil cargo compartments the tunnels are always isolated from the engine room entrance being obtained through one of the ventilating trunks from the deck. This is the case whether coal or oil fuel is used.

Y.L. 4/2/10



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