

m.v. "BEECEELITE".

Montreal Report No.4609.

IT IS SUBMITTED the New York Office be informed with reference to the pumping arrangements on the above vessel, that in the First Entry Report received from the Montreal Surveyors, it is stated that the bilge suction in the machinery space consist of two branch suction, one of 2" and one of 1½", and two direct suction, each of 2".

In the plans received at this Office, the bilge suction are shown as follows:-

On blue print: Three direct suction, presumably all of 2" bore. No branch bilge suction.

On pencil sketch: Two direct suction of 2". No branch bilge suction.

In view of the discrepancies between the plans and the Report, the New York Office should be requested to ascertain from the Montreal Surveyors the exact number, size and description of the bilge suction in the machinery space, also the number, designation and capacities of the power pumps used for bilge services.

The New York Office should also be asked to state what arrangements are being made in accordance with the Secretary's letter of the 1st instant relative to the pumping arrangements of this vessel.

J.R.H.

W.D.H.

Obtain and forward photographic copy of Report.

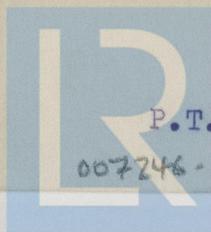
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S.H.

8th February, 1938.

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*Case shown to Secretary
Mr. Bladon*



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P.T.O.

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DO (Photo these reports)

Please attach ifft on hull
& let me have case soon

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A plan of starting air receiver should be forwarded as the thickness of the receiver has been omitted from the report.

The Surveyors should be requested to state what means are adopted for first charging up the air receivers and whether the engine utilised is hand starting.

It is concluded no donkey boiler is fitted as this is not quite clear from the report.

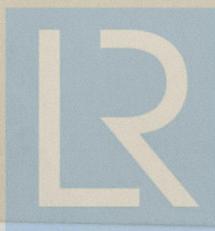
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