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9th., January, 1906.

Sir,

I am directed to call your special attention to the unsatisfactory cases which have lately occurred at your Port in reference to the non-compliance with the requirements of the Rules as regards the fitting of two feed and two bilge pumps in the cases of engines of more than 70 Nominal Horse Power.

As you are already aware in consequence of the statement contained in the letter from Mr W.V.V. Lidgerwood, which was forwarded to this Office with yours of the 9th. June last, to the effect that he intended to construct three sets of engines for steam trawlers, each of 88 N.H.P., and that he proposed to fit only one feed and one bilge pump to each engine as this was the practice in Hull, enquiries were made and the result ^{was} duly communicated in my letter of the 15th. June last.

When, however, the reports on two of these cases were received on the 12th. ultimo (S.S's "OLIVINE" and "TOURMALINE"), it was observed that only one feed and one bilge pump were fitted to each vessel and that no extra donkey was fitted as compensation. No attention was drawn by the Surveyors to the departure from the Rules, but the usual recommendation for classification was made.

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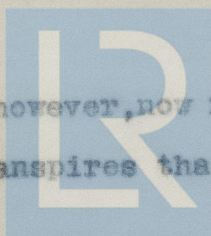
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Further, in connexion with these cases, I have to point out that although in the Builder's letter forwarded by you on the 11th ultimo, it is stated that compensation for the fitting of one feed and one bilge pump is provided by the two fly wheel key pumps which, he states, are fitted in these vessels, no reference to these pumps was made by the Surveyor on the report, and there has since this statement been confirmed in the subsequent correspondence.

Again, in the case of the S.S. "DUNLEARY", the engines of which are of 96 Nominal Horse Power, only one feed and one bilge pump are fitted, although there are two donkey engines; but the connections appear to be so made that one only can feed the boilers and the other one can only pump the bilges, and no reference is made by the Surveyor on the report to this departure from the Rules, but the recommendation for the same classification was made.

The same course has been followed in reporting the case of the Twin Screw Sand Pump Dredger "TETHYS", the engines of which are of 135 Horse Power. In this case no feed or bilge pumps are fitted on the main engines; but from the report it appeared that there were one auxiliary engine fitted as a feed pump, one auxiliary engine fitted as a bilge pump and two donkey engines also fitted.

From the explanation, however, now received from the Surveyor in reply to enquiry, it transpires that there are only two



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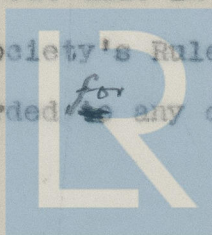
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steam pumps fitted for feeding and bilge purposes, the two donkey engines mentioned in the report being the same pumps as there recorded as a Weir's feed pump and a duplex bilge pump, although it was thought from the Surveyor's letter of the 5th. instant that three only were fitted and not four as had been at first concluded from the report.

I have further to call attention, in addition to the above cases, to that of the screw shaft of the S.S. "HIGHLAND LADDIE" which was recorded on the report as being smaller than required by the Rules; but no notice had been drawn to it by the Surveyor either to the Builders during construction or to the Committee in reporting the vessel.

In view of these unsatisfactory cases, I am directed to ask you to be good enough to obtain from the Surveyors a statement as to whether there are any other cases of machinery being built under their special survey in which the requirements of the Rules are not being properly carried out. If there are any, the cases should be promptly reported in order that steps may be taken at once in regard to them.

In conclusion I am to state that in each of the cases referred to above, the action of the Surveyors has not been satisfactory, and I am to point out that in all cases their first duty is to see that the Society's Rules are fully complied with or proper compensation afforded ^{for} any departure therefrom.



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In cases where departures from the Rules are mutually desired by Builders and Owners, the alternative proposed should be at once submitted to the Committee who are always prepared to give every consideration to such proposals.

I am, Sir,

Your obedient Servant,

Secretary.

J.Dodd Esq.,

GLASGOW.



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