

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURE..

27th July, 1934.

Dear Sir,

E. With reference to your letter of the 23rd instant enclosing plan of pumping arrangement outside the machinery space of the m.v. "CONSUL HORN", "HENRY HORN", "MARIA HORN" and "THERESE HORN", proposed to be classed with this Society, I think it well to enclose herewith for your information a copy of a letter which has today been addressed to Mr. A.L. Burbank in the matter.

I may add that the plan of pumping arrangement in the machinery space is not clear in all details, and I have therefore to draw your attention to the following points, viz:-

Bilge Lines.

- (1). The arrangement of valves at the bilge pumps should be such that each independent bilge pump can draw from either the bilge circuit for the machinery space, or from the bilge circuit for the cargo holds.

The ballast pump should also be arranged to draw from the engine room bilge circuit.

- (2). The feed pump suction from the bilges (pipe No.133 in pipe list) should be removed or blanked off in order to prevent the possibility of oil contaminating the boiler feed water.
- (3). The arrangements for dealing with fresh water for boilers or for drinking purposes should be such as to prevent contamination with oil fuel.
- (4). Further, the Surveyors should satisfy themselves regarding the requirements of Section 34, Clause 6 of the Rules.

Inblast air and starting air lines.

- (1). The plans of the inblast air bottles for the main engines and auxiliaries, also the low pressure air bottles and the starting air bottles should be forwarded if available.
- (2). The Surveyors should satisfy themselves that the arrangement of the safety valves on the starting air lines is such as could be accepted.
- (3). The emergency air compressor should be capable of being started by hand.

Oil Fuel Lines.

- (1). The oil fuel transfer pumps delivering into the pipe 169 should be controlled as per Section 20D, Clause 7.
- (2). Regarding the heavy oil and gas oil service tanks, the Surveyors should satisfy themselves that in the case of all these tanks
 - (a) a non-return valve is fitted to the filling pipe where the valves are fitted to the tanks near the bottom.
 - (b) That the open drains from the tanks are fitted with self-closing cocks.
 - (c) That the outlet valves from these tanks are controlled as per Section 20D, Clause 6(b).
- (3). Final air pipes from the various oil fuel service tanks (marked No.343 on the plan) at present situated in the funnel should be led to the open and fitted with wire gauze, if this is not already done.

I am, Dear Sir,

Yours faithfully,

Secretary.

A.Chisholm, Esq.,

HAMBURG.



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Foundation