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— S. S. Bonaccord —

The above vessel was built and engined by Messrs A. Hall & Co^{ys} of Aberdeen, this year. She was 224 feet long, and was fitted with double bottom fore and aft. The Engines and Boilers were placed at or near the Centre of the vessel, there being one hold forward and one aft. There were four ballast tanks, two forward of the engine room, one in the engine room, and one aft. There were three steam pump suction in each of these tanks, excepting the forward one, where there was one. There were three bilge suction in the engine room, and one in the after well; the tops of the tanks in the fore and after holds, were drained through sluices, into the engine room, and after well, there being no steam pump suction in the gutters of the tanks. There were two hand pumps in the fore hold and one in the after well. One bilge injection in the engine room. The above arrangement is what, has generally been adopted and passed for this class of vessel; but the rules as now altered require steam pump suction to be fitted in the gutters of the tanks in each hold. It appears that the main and donkey pumps, were connected to the same Cocks, so that they could not be worked separately; the rules as now altered, require the donkey steam pumps to have a separate bilge suction in the engine room.

The Donkey Boiler had been fitted in the stokehole and was therefore not available, after the fires of the main boilers were drowned out.

Sheriff Brown said, "speaking generally the pumping arrangements were sufficient, with two exceptions, which he considered of first importance. The fore compartment said to include two holds depended

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"depended entirely on sluices and hand pumps and
"had no suction from the engines, and that the main
"and donkey pumps could not be worked separately."

The leak which caused this vessel to founder, appeared to be in the vessel's side, on each side of stowhold, bulkhead. The report of the trial, does not show that there was any difficulty in getting the water through the sluices from the forehold into the engine room, where the full pumping power of the main and donkey pumps could be applied, the roses kept clear, and the bilge injection put on, whereas, if suction had been led into the forehold, no advantage could have been gained in this case, as the water came into the engine room. Steam pump suction is only of use in the forehold, when the vessel gets down by the head, or sluices not accessible, and there would have been no benefit derived by having separate suction for the main and donkey pumps as the water had collected in the engine room, where there were three bilge suction, three tank suction, and a bilge injection, all available for clearing the water out of the vessel. It is therefore submitted that the pumping arrangements of this vessel, were in accordance with the rules of the Society then in use, and sufficient to keep the vessel clear of water under any ordinary circumstances.

W.A.
21.5.90

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The foregoing remarks were
approved by the S.C. 22/5/90



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