



## EDWARD WITHY & CO

APPROVED BY THE ADMIRALTY  
FOR GOVERNMENT WORK.

WEST HARTLEPOOL.

Messrs.

18 Sept. 1891.

Lloyd's Committee,  
2, White Lion Court,  
Cornhill,  
London, E.C.

Dear Sirs,

Tank Suctions, sp. No. 85

We beg to confirm telegrams received this morning. When we spoke to your surveyor yesterday about the matter we told him that we were not asked in the case of the *Halden* & *Greenville* to put in wing suction & we thought that with a similarly arranged tank two 4" suction would be quite sufficient. We certainly think that on account of the small capacity of the tank, <sup>90 tons</sup> we ought to have some discretionary power of some sort, & on account of the division in the centre we followed out the precedent of the other two ships passed by you. Although we were one of the first to put in wing suction we are not at all certain that they are quite perfect. For instance, we have found that supposing any of the valves got a little slack there is a very great difficulty in draining the tanks from the centre suction when the wing suction, <sup>strum</sup> is not covered <sup>by water</sup>, & we believe that where there is a very heavy rise of floor in the ship it is

better to do without the wing suction altogether, & we think they ought to be done away with entirely, as you evidently made provision for these on Page 137, Paragraph 2 in which you state "one or three steam pump suction are to be fitted in the same according as there is considerable "or little rise of floor." We enclose you sketch of bottom of our ships to shew you what we mean.

We purpose to engine one of our ships on the wear shortly & we have had some correspondence with the engine builder with reference to the tank & hold suction. They tell us that you are freely passing the plans of piping on the wear & on the Dyne with the hold suction into the same chests as the ballast pipes. Of course if your Committee are willing to pass this arrangement we can do no other than simply bow to your decision, but we must say that we don't like the idea of hold suction into the ballast chests & shall certainly not put them in except under protest. If the slightest amount of dirt, pieces of waste, chips, etc. happen to get under one of the valve seats, which is not an unlikely thing you then have the danger of water running from the ballast tanks into the holds & engine room & it is within the memory of the writer that some ten years ago a serious accident occurred in connection with the same arrangement.

Yours truly,

pro. Ed. Withy & Co.,

Ch. D. Wingham.



Lloyd's Register  
Foundation

HPL 366-0026(2/2)