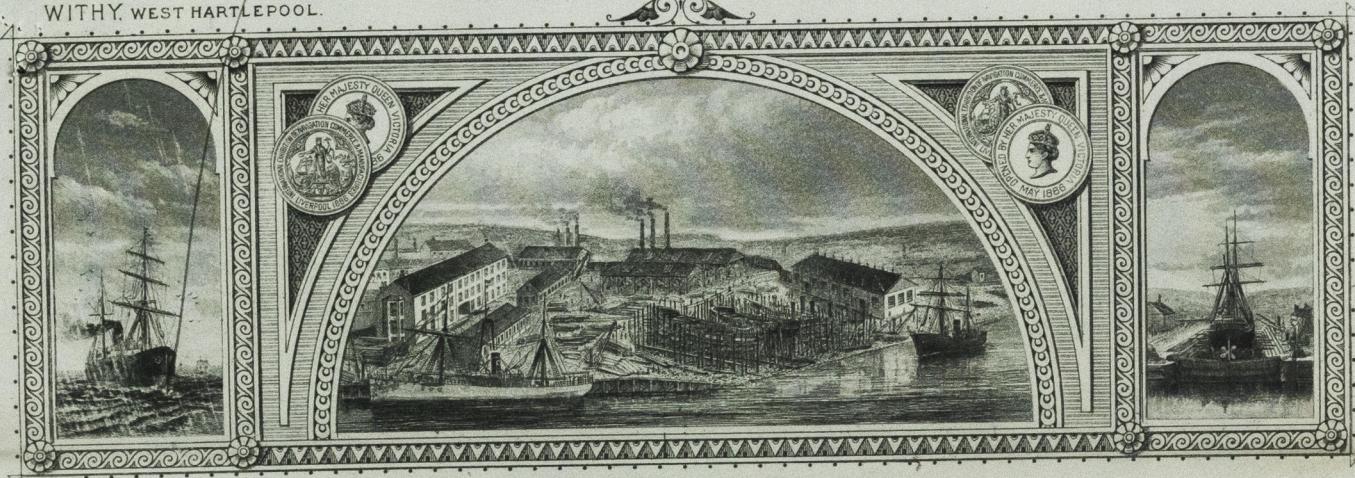


TELEGRAMS:-
WITHY. WEST HARTLEPOOL.

ALL OFFERS ARE SUBJECT TO THE USUAL STRIKE CLAUSE, FIRE RISKS, ACCIDENTS, ETC.

GRAVING DOCK 570 FEET.



EDWARD WITHY & C°

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, &c No. 185

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" & "Grenville" 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, ^{90 tons} 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 ^{straw} is not covered ^{by water}. 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
suctions 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. Wilby & Co.,

Ch. Swinwright.



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