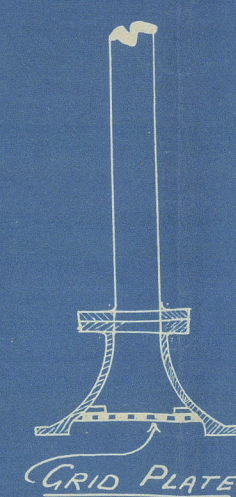
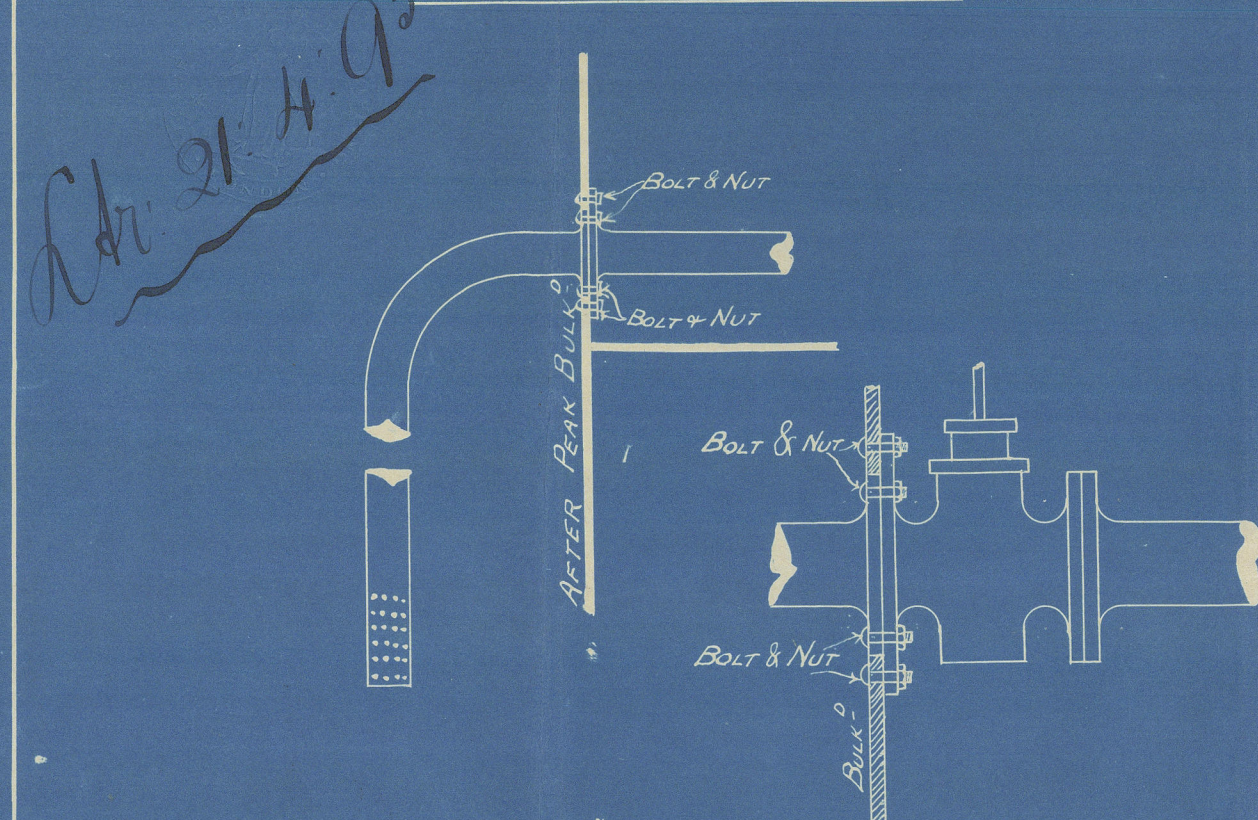


SKETCH SHewing ARRANGEMENT OF SUCTION
PIPE AT AFTER PEAK BULKHEAD



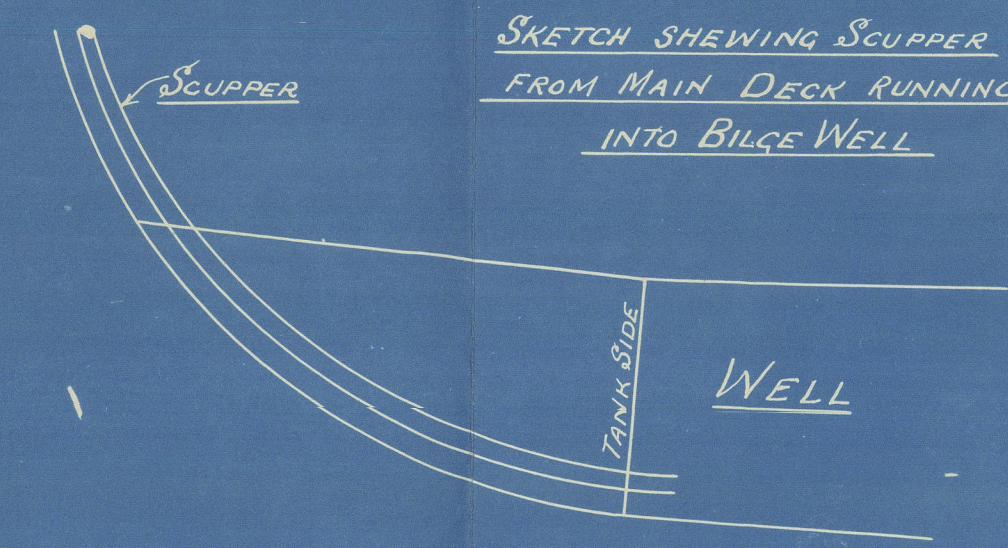
GRID PLATE TO BILGE WELLS
ONLY. NOT TO TANK SUCTIONS

PUMPING ARRANGEMENT

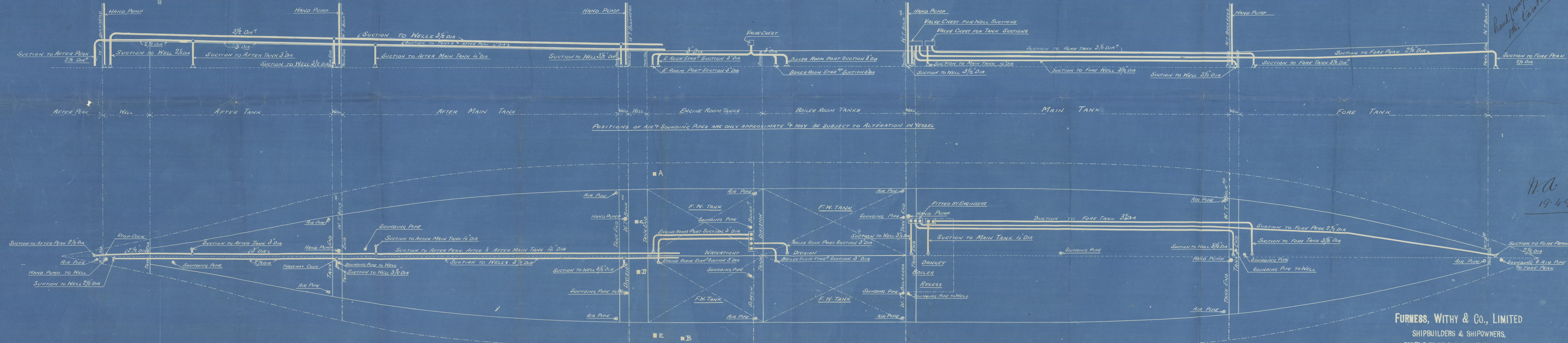
SCALE $\frac{1}{8}'' = 1 \text{ FOOT}$

NO SLUICES TO BULKHEADS

Damage under spar deck, approximately 2727 tons.



SKETCH SHewing SCUPPER
FROM MAIN DECK RUNNING
INTO BILGE WELL



N^o 199 & 201 & 200.

- TR 48
11/4/93.
- A B Main engines & feed donkey.
 - C " direct
 - D Ballast donkey direct
 - E Main engine (Bilge injection)

THE FRESH WATER TANKS TO BE CONNECTED TO CONDENSERS IN ENGINE CASING & TO WATER SERVICE TANKS ON TOP OF ENGINE & BOILER CASING & THERE WILL BE FITTED BY SHIPBUILDERS FOR THIS WATER ONLY A SPECIAL STEAM PUMP WITH A BRANCH FROM THIS CHEST TO PUMP OVERBOARD IF NECESSARY

Donkey tanks dispensed with at present
request see Builders' letter 13/4/93.

N^o 199

FURNESS, WITBY & CO., LIMITED
SHIPBUILDERS & SHIPOWNERS,
WEST HARTLEPOOL.
TRACING N^o 11322
MARCH 23rd 1893



Furness Withy & Co.

No. 199 & 201

and No. 200.

Pumping arrangement.



No 199. S.S. Appomattox,
W. Hpl. Report No 9198.

No 200. S.S. Chickahominy,
W. Hpl. Report No 9246.

No 201. S.S. Greenbrier,
W. Hpl. Report No 9266.