

PUMPING ARRANGEMENT Endorsement.

Shipbuilders: Messrs. *Harland & Wolff Ltd* Yard No. *1016/7*

Engineers: Messrs.

Engine No.

Owners: Messrs.

It is submitted that the plans of *General*
Pumping Arrangement, *Oil Fuel Filling & Air & Overflow Piping*
merit approval, provided the arrangements be as *Arrangements*
shown and amended on the plans and the remaining
requirements of Sections 20 and 34 of the Rules (1938-9)

be complied with so far as they are applicable.

It should be pointed out that the two 4½"
connections from the after ^{oil fuel} overflow mains
to the over flow tank (No C15) could only be
accepted if the 4" relief valves at the filling
stations are at all times in open communication
with the filling mains in the engine room,
the valves are unloaded & without spindles
& are fitted not higher than at shelter deck
level.

Further the intermediate section of the
forward over flow mains should be not
less than 6" bore unless the wing sections
to Nos 3 & 4 double bottom tanks are fitted
with non-return valves.

It is concluded that the water ballast & oil
fuel double bottom tanks cannot be pumped
up with water ballast but this should
be confirmed.

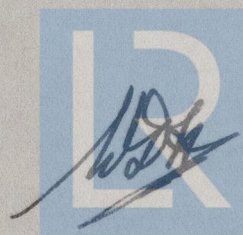
Return 5 plans

Retain 2 copies.

Request verified copy of plan
of General Pumping
Arrangement

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Lloyd's Register
Foundation

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