

W100-0275

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

Engineers: Messrs. "

Engine No.

It is submitted that the ~~plan(s)~~ *Belfast Surveyors*
 be informed it is noted that the ~~merit(s)~~ approval
 wing suction to nos 3 & 4 double bottom tanks
~~provided~~ will be fitted with non return valves &
 the forward & after sections of the oil fuel tanks
 will each have a filling main of 6" dia.

In the circumstances the air & over flow
 arrangements as originally proposed will be
 approved provided the cross connection between
 the port & starboard over flow mains for the
 after tanks be not less than 6" bore instead of
 4 1/2" bore as shown on the plan.

It is also noted that the double bottom tanks can
 be pumped up with sea water but that under
 ordinary conditions they will only be run up
 from the sea, the pressure connection to the ballast
 line being used only for the peak tanks. Since,
 however, there is a danger of the oil fuel
 over flow main, & consequently the oil fuel
 tanks, being flooded with sea water
 should the double bottom tanks be inadvertently
 pumped up with water ballast, it is ~~recommended~~
 recommended that the pump discharge to the
 ballast main be dispensed with & be fitted
 only to the peak tanks suction & filling lines.

Return

1 plan. (208)

Retain

verified copy of general pumping arrangement.

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L-3/11

Lloyd's Register
 J.R.P. J.W.P.
 3/11/38