

COPY.

Lloyd's Register of Shipping,

ENCLOSURES

71, Fenchurch Street, E.C. 3.

7th February, 1935.

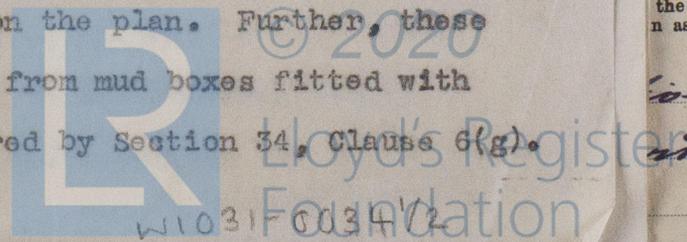
Dear Sirs,

I am duly in receipt of your letter of the 30th ultimo respecting the s.s. "LITTLE EVY", and with regard thereto have to acquaint you that the diagrammatic plan of lubricating oil and compressed air piping arrangement will be approved, provided the arrangement be as shown and amended thereon, the remaining requirements of Sections 5 and 6 of the Rules for Heavy Oil Engines (1934-5) be complied with so far as they are applicable, and all the work be carried out to your entire satisfaction.

It is concluded that the reserve lubricating oil pump is capable of supplying the main engines continuously with an adequate supply of lubricating oil when the engines are developing full power.

With reference to the plan of bilge and ballast pumping arrangement, it appears from the First Entry Report that three branch bilge suction, one donkey pump direct suction and one bilge injection were originally fitted in the machinery space, and it is considered that wing suction should be retained as now indicated on the plan. Further, these branch suction should be led from mud boxes fitted with straight tail pipes, as required by Section 34, Clause 6(g).

be carried in No. 4 double bottom tank, but the Surveyors should state in which tanks oil fuel will be carried.



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"LITTLE EVY".

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It is noted that the centrifugal bilge pump is driven by the main engine, and I have to request that you will forward full details of the drive of this pump and the auxiliary air compressor.

It is concluded that the air compressor can be driven by the auxiliary engine and that this engine can be started by hand, but I shall be glad to learn if this is so.

You should also state the size of the ballast pump and whether the donkey boiler will always be under steam when the vessel is at sea. In this connexion, plans of the oil fuel piping arrangement should be submitted for consideration.

It is further concluded that oil fuel will not be carried in No.4 double bottom tank, but you should state in which tanks oil fuel will be carried.

Other necessary amendments are indicated on the plan, one copy of which is returned for further consideration.

One copy of the plan of lubricating oil and compressed air piping arrangement is also returned herewith.

I am, Dear Sirs,

Yours faithfully,

The Surveyors,

ROTTERDAM.

Secretary.



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Lloyd's Register
Foundation

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