

PUMPING ARRANGEMENT Endorsement.

M.V. "ZWEENA"

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs. *Ateliers et Chantiers de France* Engine No.

Owners: Messrs. "Carrying Petroleum in Bulk."

It is submitted that the plan of amended  
Pumping Arrangement

merits approval, provided the arrangements be as  
shown and amended on the plan and the remaining  
requirements of Sections ~~20 and~~ 34 of the Rules (1937-8)

be complied with so far as they are applicable.

It is noted from the plan that each main engine is provided with two pumps of which one is required for circulating fresh water to the engines & the other for circulating sea water through the fresh water & lubricating oil coolers. If both the main engine sea water circulating pumps are required for circulating service at sea they cannot be regarded as the main engine bilge pumps required by the Rules & it will be necessary for a bilge pump of 10 tons/hour capacity to be fitted to each main engine or alternatively for an additional independent power pump of not less than 20 tons/hour capacity to be provided for bilge service. It should be added that the bilge pump or pumps ~~are~~ required as above are additional to the "pompe de service" already proposed.

~~If, however, one main engine sea water circulating pump is capable of doing full duty for both main engines then it will be in order to use the other main engine sea water circulating pump as a bilge pump & to fit only one additional bilge pump. In this case the combined capacity of the latter pumps & of the circulating pump serving as a bilge pump should be about 28 tons/hour.~~

With regard to the bilge suction shown on the amended sketch it should be pointed out that the two engine room forward suction are to replace the two direct suction from the main engine sea water circulating pumps, which may be dispensed with.

Return plan.

Retain copy.

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W.D. J.R.P.

T.D.P. 19/7/38

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