

23rd January 1914.

The Surveyors,
Liverpool.

Dear Sirs,

I beg to inform you that the T.S.S. "O R D U N A"
(P.S.N. Coy.) left here yesterday for Liverpool, In this
vessel the Committee has agreed to hand pumps being
dispensed with, provided satisfactory emergency pumping
gear was fitted instead.

Owing to delay in delivery of Motors, the trial
was delayed until yesterday, when the following points
were found to require attention.

1st. The Diesel Engine which drives the dynamo supply-
-ing power to the Motors of the Emergency Bilge pumps did
not start promptly owing to air locks in the supply pipes
from oil fuel tank to the oil fuel pumps.

It was recommended that the oil fuel tank at
present fixed on the Port side of the deck house and on a
level with the oil fuel pumps on Engine, should be raised
higher in order that the suction and delivery valves on
the oil fuel pumps be kept flooded.

The makers representatives have agreed to this



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and another trial will be made at your port under your supervision.

2nd. The emergency pump strums in the holds (except No. 6.) are formed by perforations in the tie plates connecting the tank margin plates to the side brackets, It has been recommended that a covering plate studded to the tank top with thimbles between, say one inch deep, should be fitted over each strum, in order to prevent cargo or dunnage lying on the top of them.

Messrs Harland & Wolff's under Manager has arranged to have this done.

3rd. The emergency Bilge pumps were tested on all the holds and machinery spaces and found satisfactory, but the cables of the electric Motors driving these pumps were not enclosed in water-tight tubing. This has now been done and the Manager of the Electrical Department of Harland & Wolff's has agreed to have these pumps running again. and the electric Motors hosed by a hose pipe to test their watertightness under working conditions.

I shall feel obliged if you will give this matter your personal attention and advise this office as soon as possible in order that the First Entry Reports may be completed .

The Engine Pumping plan is enclosed for reference.

I am, Sirs,

Your Obedient servant,

R. f. Severe



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