

# COPY.

28th., March, 1906.

Sir,

With reference to my letter of yesterday's date regarding the pumping arrangements for the oil carrying vessel No.44 building by The Newport News S.B.Co., I think it well to state for your information and guidance indealing with this vessel that in this Country in the cases of oil carrying vessels the usual practice which is adopted for filling the oil tanks with water, is for arrangements to be made to fill these tanks from the sea by means of sea cocks connected to the main line of oil suction pipes in the pump room. A sea cock is fitted at the bilge on each side in the coffer dam under the pump room, one being led to the starboard pump and one to the port pump. The valves to these cocks and the valves to main line of oil suction in pump room are controlled from the pump room. A branch suction is fitted from the main suction pipe in each tank and a sluice valve fitted in each branch suction controlled from the upper deck. Apart from the above no other sea cocks or valves are fitted in the tanks.

Another method is to fill these tanks through the main line od oil suction pipes by means of a sea cock in the main engine room, the pipe from the latter being led to the pumps in

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the pump room. The valves to this sea cock and also in the pipe from same to the pump are controlled in the main engine room, and the other valves in this pipe and in the main line of oil suction pipes are controlled in the pump room. A screw down valve is fitted in each branch suction off main suction pipe in each tank controlled from the upper deck. Apart from the above no other sea cocks or valves are fitted in the oil tanks. The water ballast tanks under engines and boilers are filled by means of the same sea cock in main engine room.

I am, Sir,

Your obedient Servant,

Secretary.

J.C.Hunter Esq.,

BALTIMORE.



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