

Lloyd's Register of British & Foreign Shipping,

Collingwood Buildings, Newcastle-on-Tyne.

27th. March 1906.

LLOYDS REGISTER
LONDON.

The Secretary,

Lloyd's Register.

REC'D 28 MAR 1906

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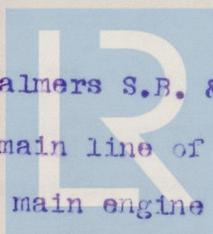
Sir,

With further reference to your letter of the 21st. instant concerning the arrangements for filling the oil tanks with water in oil steamers, I beg to report as follows:-

The arrangements carried out by Messrs. Swan Hunter & Wigham Richardson Ltd. are 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 sea 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.

The practice at Messrs. Palmers S.B. & Iron Co. Ltd. is to fill these tanks through the main line of oil suction pipes by means of a sea cock in the main engine room, the pipe from

no other sea cocks or valves are fitted in the oil tanks.



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arrangements for filling the oil tanks with water in oil

(2).

The latter being led to the pumps in the pump room. The valves
this sea cock and also in the pipe from same to the pump
controlled in the main engine room and the other valves
this pipe and in the main line of oil suction pipes are
controlled ~~in the controlled~~ in the pump room. A screw down
valve is fitted in each branch suction off main suction pipe
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,

E. B. B. Humphreys



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Chief Engineer

Referred to the Chief Ship Surveyor

ad

28 MAR. 1906

Newport News B. Co 44

It is submitted that the methods described in this letter should be extracted & forwarded to the Baltimore Surveyor for his guidance in dealing with the oil carrying vessel h^o. 44 building at Newport News.

R. to Blt
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