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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosures.

3rd February, 1938.

Dear Sirs,

E.

I return herewith two sets of the amended plans, forwarded with your letter of the 26th ultimo, of pumping arrangement in the machinery space proposed for Messrs. White's Marine Engineering Co. Ltd., Engine No. 140, Messrs. Bartram & Sons' Yard No. 279, and I have to inform you that these plans will be approved provided the arrangements be as shown and amended thereon, 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 that the Engine Makers have dispensed with the connection from the main engine driven sanitary pump to the main bilge line, but I have to point out it was necessary to include the capacity of this pump on bilge service, when consideration was given to the bilge pumping capacity of this vessel.

The total pumping capacity required by the Rules for a 4.3/4" bilge main is 168 tons per hour. As explained in my letter of the 8th December last, the capacity of the bilge pump is only about 45 tons per hour, and this is considered to be too low in the event of the ballast pump not being available either through breakdown or use on

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Messrs. Bartram & Sons'
Yard No. 279.

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other services.

In order to increase the pumping capacity available on the bilge main, apart from the ballast pump, it is recommended that one of the following methods be adopted, viz:-

- (1) The capacity of the bilge pump be increased.
- (2) Another pump, not used for boiler feed purposes, be connected to the main bilge line.
- (3) The connection from the main engine driven sanitary pump to the main bilge line be retained.

The previous plans, approved in my letter of the 8th December last, have been cancelled.

I am, Dear Sirs,
Yours faithfully,

Secretary.

The Surveyors,
NEWCASTLE-ON-TYNE.



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Foundation

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