

PUMPING ARRANGEMENT Endorsement.

Shipbuilders: Messrs. *Bartram & Sons*

Yard No. *279*

Engineers: Messrs. *Whit's Marine Eng. Co. Ltd.* Engine No. *14 C*

Owners: Messrs.

W143-0147

*amended*

It is submitted that the <sup>a</sup>plans of  
Pumping Arrangement *in the Machinery Space*  
merit approval, provided the arrangements be as  
shown and amended on the plans and the remaining  
requirements of Sections 20 and 34 of the Rules (1932-6)  
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 it should be pointed 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  $4\frac{3}{4}$  bilge main is 168 tons per hour. As explained in the Secretary's letter of the 8th December, 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 other services.*

*It is recommended in order to increase the pumping capacity available on the bilge main, apart from the ballast pump, that*

*One. ~~that~~ 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.*

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Retain <sup>2</sup> copies

*Cancel previously approved plans.*

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