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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

Your Ref: S.585.

30th May, 1939.

Dear Sirs,

Yard No.585.
305 Ton Tanker for National Benzole Co.

I duly received your letter of the 22nd instant, forwarding plans, in triplicate, of Bilge & Ballast Pipes in Engine Room and Bilge, Ballast, Steaming Out and Vapour Pipes in spaces forward of Engine Room, proposed for the above vessel, and 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 Society's Rules (1938-9) be complied with so far as they are applicable.

I have to point out that since the B.H.P. of the main engines is more than 350, there should be not less than two bilge pumps worked from the main engines and not one as proposed, or, alternatively, an additional power driven auxiliary pump should be fitted.

It is noted that the exhaust pipe from the cargo oil pump is led overboard to a position at the

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Yard No.585.

level of the load water line, and arrangements should therefore be made to prevent water entering the steam cylinder of the pump, as indicated in red on the plan.

I have to add that the plan of gunmetal distance piece for the shell connection of the exhaust pipe will also be approved, and one set of the plans is returned herewith.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Rowhedge Ironworks Co. Ltd.,
ROWHEDGE,
Near Colchester.



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