

PUMPING ARRANGEMENT Endorsement.

Shipbuilders: Messrs. *Rowledge Ironworks Ltd* Yard No. *585*

Engineers: Messrs. *To class 4100 A.I.* Engine No.

Owners: Messrs. *"Carrying Petroleum in bulk"*

It is submitted that the plans of *Bilge & Ballast Pipes in Engine Room*
~~Pumping Arrangement~~ *Bilge, ballast, steaming out & vent pipes in spaces forward of engine room*
merit approval, provided the arrangements be as
shown and amended on the plan and the remaining
requirements of Sections 20 and 34 of the Rules (1938-9)

be complied with so far as they are applicable.

It should be pointed 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 in lieu of one pump 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
level of the load water line, & accordingly
arrangements should be made to prevent
water entering the steam cylinder of the pump,
as indicated in red on the plan.

Further, the plan of gunmetal distance piece for the
shell connection of the exhaust pipe merits
approval.

Admuse Spawick Surveyor.

2 sets of 3
Return plans
Retain ^{1 set} copy.

E. & 2m, 9, 36. T.

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J.R.B.
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