

COPY.

Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

1st June, 1937.

Dear Sirs,

E.

I duly received your letters of the 19th and 25th ultimo, with plans advised therein of general pumping arrangement, air and sounding pipes, and pumping arrangement in the machinery space, proposed for Messrs. Soc. An. John Cockerill's Yard No. 657, and with regard thereto 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 (1936-7) be complied with so far as they are applicable.

I have to point out, however, that since the B.H.P. of these engines is in excess of 350 and only one main engine driven bilge pump is provided, it will be necessary for an additional independent power pump to be connected to the main bilge line. In the circumstances it is recommended that the ballast pump should be made available for this purpose, and the plan has been amended accordingly.

Further, since a bilge injection is not provided, a direct bilge suction should be led from the independent bilge pump in order to comply with the requirements of Section 7, Clause 1, of the Rules for Heavy Oil Engines.

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Messrs. Soc. An. John Cockerill,
Yard No. 657.

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It is noted that the capacity of the independent bilge pump is only 25 tons per hour which corresponds to a direct bilge suction of 65 mm. bore instead of 80 mm. bore as required for the direct bilge suctions of this vessel. It will therefore be necessary for the direct bilge suction of the ballast pump to be increased to 95 mm. bore in order to make good the above deficiency.

In order to comply with the requirements of Section 34, Clause 2 (a), branch bilge suctions should be led from drain hats fitted in the tank top at the forward wings of the machinery space.

With reference to the bilge drainage of No. 2 hold, it is recommended that, in order to provide efficient drainage at the wings when the vessel is on an even keel and has a list of 5 degrees, the cofferdam in the double bottom situated at frame 54/55 be placed in communication with the hold by perforations in the tank top at the wings, the cofferdam thus forming a bilge well for the forward portion of the hold.

It is concluded that a stand-by circulating water pump will be fitted.

I have to add that the arrangement of air and overflow pipes to the oil fuel tanks will be further considered when the plan of oil fuel piping is being dealt

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Messrs. Soc. An. John Cockerill,
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with in this Office.

Two sets of the plans now approved are
being returned to you under separate cover.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
ANTWERP.



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