

PUMPING ARRANGEMENT Endorsement.

Shipbuilders: Messrs.

*Burntisland S.B. Co Ltd*

Yard No.

*213*

Engineers: Messrs.

*Wm Doxford & Sons*

Engine No.

*202*

Owners: Messrs.

It is submitted that the plan of

Pumping Arrangement *in the machinery space.*

merits approval, provided the arrangements be as

shown and amended on the plan and the remaining

requirements of Sections 20<sup>20A</sup> and 34 of the Rules (1927-8)

be complied with so far as they are applicable.

*It should be pointed out that although the size of the direct bilge suction on the port side of the engine room is in order, the capacity of the power pump connected to it is much below that required by the Rules. Accordingly it is recommended that the forward bilge pump be also connected to this direct suction as now indicated in red on the plan.*

*It is concluded that the vegetable oil to be carried in the deep tanks will be pumped out by shore pumps and not through the ballast line, but this should be confirmed.*

*Further it is noted that both Centre wing suction and filling pipes to No 6 double bottom tank are 3½" bore instead of 3½" x 3" as shown in the approved plan of general pumping arrangement. It therefore the size of oil fuel filling connection to this chest is greater than 1½" bore, the size of the air pipes to this tank should each be not less than 3½" bore.*

*In this respect it should be pointed out that it would be of assistance when dealing with plans of this nature if the Surveyors were to make definite arrangements with the Engineers for the provision of*

Return plan.

Retain copy.

*Str 15/1*

*Lloyd's Register*  
*14/1/38.*