



Lloyd's Register of Shipping,

55, Fawcett Street,

Sunderland, 23rd March, 1938.



Reference

ENCLOSURES.

Dear Sir,

MESSRS. J.L. THOMPSON & SONS' YARD NO. 588.

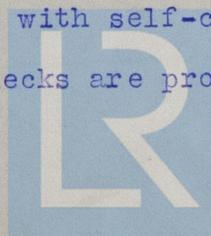
We beg to submit herewith for the consideration of the Committee an amended plan, in triplicate, of the pumping arrangement for the above vessel. The original pumping arrangement was approved in your letter dated 4th January, 1938.

The Builders state that the plan has been corrected to our requirements and that they have included some amendments.

Overflow pipes have been removed from the deep and peak tank. The Deep tanks are now arranged with air pipes as overflow pipes above upper deck and the peak tanks have been submitted on the same lines.

The air pipes to the tanks in way of No. 4 hatch have been moved to be clear of the hatch.

Scuppers with self-closing cocks from Nos. 3 and 4 lower tween decks are proposed in lieu of bilge suction.



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Valves controlled from engine room platform are arranged on Oil and Ballast lines at the thrust recess bulkhead and similar valves will be fitted for forward suction at boiler room bulkhead.

The discharge and filling lines have been removed to after end of engine room in closer proximity to pumps.

Due to the position of the built-in settling tanks it is necessary to add a bilge suction port and starboard at fore end of boiler space.

The fresh water connection to after peak has been removed.

The deep tanks are not now connected to oil fuel line.

The fore peak is not now connected to cargo oil line.

We are, Dear Sir,

Yours faithfully,
THE SURVEYORS,
PER:

W. C. Huller

The Secretary,
LONDON.

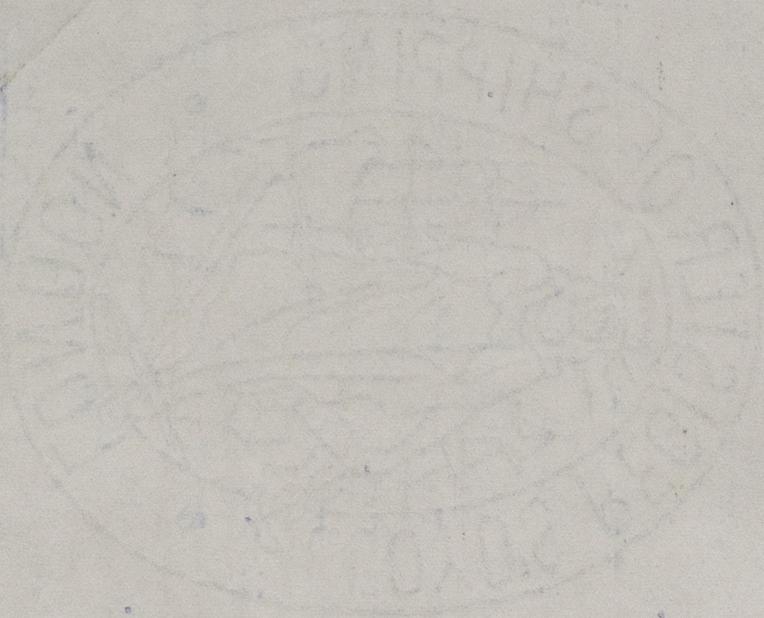


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Referred to the ~~Chief~~ Ship Surveyor,
and the Chief Engineer Surveyer.

HB
24 MAR 1938



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