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W 261-0125 (1/2)

# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosure.

5th January, 1938.

Dear Sirs,

E.

I return herewith the plan, forwarded with your letter of the 28th ultimo, of pumping arrangement in machinery space proposed for The Wallsend Slipway & Engineering Co's Contract No. 932, Messrs. J.L. Thompson & Sons' Yard No. 588, and I have to inform you that this plan will be approved provided the arrangements be as shown and amended thereon, and the remaining requirements of Sections 20, 20A and 34 of the Rules (1937-8) be complied with so far as they are applicable.

I have to point out that the fresh water connection to the after peak tank should be dispensed with, since the after peak tank may be used for the carriage of "Latex", oil fuel and cargo oil, and the fresh water pipe is connected to the donkey boiler feed pumps.

Further, the main boiler feed pumps should be fitted with a suction from the sea, but the valve on this connection may be locked shut if it is specially desired to avoid inadvertently feeding the water tube boilers with sea water.

The reference on the plan to the fore

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Messrs. J.L. Thompson & Sons'  
Yard No. 588.  
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peak tank suction being used for cargo or "Latex" is not understood, since this suction is not shown connected to the cargo oil line. With reference to the pumping of "Latex", it is concluded that this will not be done by engine room pumps.

It is also concluded that the base of the screen bulkhead between the engine room and boiler room will be reasonably tight, in order to prevent any possibility of oil leakage from the after deep tanks flowing into the boiler room.

I shall be glad if you will arrange for a verified copy of the plan now approved to be forwarded to this Office for reference purposes.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,  
NEWCASTLE-ON-TYNE.



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