

PUMPING ARRANGEMENT Endorsement.

Shipbuilders: Messrs. *J.L. Thompson & Sons* Yard No. 588
 Engineers: Messrs. *Wallsend Slipway & Eng-bldg* ^{Contract} Engine No. 932.
 Owners: Messrs.

It is submitted that the plan of
 Pumping Arrangement *in Machinery Space*
 merits approval, provided the arrangements be as
 shown and amended on the plan and the remaining
 requirements of Sections ^{20A} 20¹/₄ and 34 of the Rules (1937-8)

be complied with so far as they are applicable.

It should be pointed 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 & cargo oil & 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 peak tank suction being used for cargo oil or Latex is not under stood 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 ~~be~~ not be done by engine room pumps.

It is also concluded that the base of the screen bulkhead between the engine room & 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.

Return plan.

Request verified

Retain copy.

advise Sunderland Surveyor *for 5/1*

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J.W.D.
3/1/38
 Lloyd's Register
 Foundation