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W261-0129(1/3)

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosure.

4th January, 1938.

Dear Sirs,

E.

I return herewith two copies of the plan, forwarded with your letter of the 23rd ultimo, of general pumping arrangement proposed for 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.

It is noted that the deep tank overflow pipes will be led overboard at a position 13 ft. above the top of the tank, and it will therefore be necessary to fit screw-down non-return valves where these pipes join the shell plating. The valves should be capable of being worked from deck, and should be provided with indicators to show whether they are open or shut. Further, it will be necessary for notice plates to be attached in way of each deep tank filling connection to the effect that the overboard discharge valves on the overflow pipes must be in the open position before pumping up the tanks. Each overflow pipe should be provided with an air pipe led 18" above the shelter deck,

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Yard No. 588.  
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in order to avoid the formation of a vacuum when pumping out the tanks, it being concluded that the 13" ventilators may be plugged when the deep tanks are being used for liquid cargoes.

Screw down non-return valves, worked locally, should also be fitted to the peak tank overflow pipes. It is recommended that the air pipes from Nos. 4 and 4A double bottom tanks and the deep cofferdam 51/52 be led to deck in the usual manner, in order to avoid the use of non-return valves at the ship's side.

It is also noted it is proposed to carry cargo oil in deep tanks situated above double bottom tanks which may be used for the carriage of fuel oil, and in the circumstances the attention of the Owners should be drawn to the necessity for making arrangements so that when the deep tanks are filled with cargo oil, the under surface of the double bottom plating will not be subjected to undue pressure while the double bottom tanks are being filled with fuel oil.

It is observed that it is also proposed to carry "Latex" in the peak tanks, and I have to point out that a notation of "Carrying Latex in Peak Tanks" will be made in the Register Book, and, as in the case of vegetable

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oil, a loading test will be a compulsory requirement  
of the Committee.

I am, Dear Sirs,  
Yours faithfully,

Secretary.

The Surveyors,  
SUNDERLAND.



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