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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

8th February, 1939.

Dear Sirs,

E.

I duly received your letter of the 31st ultimo, with amended plan, in triplicate, advised therein of general pumping arrangement proposed for Messrs. Burmeister & Wain's Yard No.646, 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 and 34 of the Rules (1938-9) be complied with so far as they are applicable.

I have to point out that the provision of non-return valves on the overflows from the after deep oil fuel tanks to the overflow mains, now indicated in red on the plan, is intended to prevent interflooding between the compartments in the event of damage. Further, the overflow mains should be placed well away from the ship's sides but should be inside the oil fuel tanks, since the Johnson pipe couplings indicated in these lines have not been approved for use in external positions.

With regard to the double bottom tanks which are used for the carriage of water ballast or oil fuel and which discharge into oil fuel overflow mains, I have to say that since there is danger of the oil fuel

Messrs. Burmeister & Wain's
Yard No. 646.

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overflow mains and consequently the oil fuel tanks being flooded with sea water should these tanks be pumped up with water ballast, the pump discharge to the ballast main should be dispensed with and be fitted only to the suction and filling lines for the peak tanks.

I shall be glad if you will arrange for full details of the drainage arrangements for the after holds and of the scupper mains to be forwarded to this Office for consideration.

Two copies of the plan now approved are being returned to you under separate cover, and the previous plan has been cancelled.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
COPENHAGEN.



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Foundation