

PUMPING ARRANGEMENT Endorsement.Shipbuilders: Messrs. *Burmeister & Wain*Yard No. *646.*

Engineers: Messrs.

Engine No.

Owners: Messrs.

Amended

It is submitted that the ~~the~~ plan of *General*
Pumping Arrangement

merits approval, provided the arrangements be as
shown and amended on the plan and the remaining
requirements of Sections 20 and 34 of the Rules (1938-9)

be complied with so far as they are applicable.

*It should be pointed 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 coupling 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
& which discharge into oil fuel overflow mains,
it should be pointed out that since there is
danger of the oil fuel overflow mains & 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 & be fitted only to the suction & filling
lines for the peak tanks.*

*Full details of the drainage arrangements for the
after holds & of the scupper mains should
be submitted.*

The previously approved plans should be
Return *plans* *Mr Bryden re Scuppers.* *Cancelled.*
Retain/copy.

L-8/2

T.D.P.
7/2/39
Register
Foundation