

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

Engineers: Messrs.

Engine No.

Owners: Messrs.

Amended

It is submitted that the *amended* 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, ^{intended} is 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 cancelled.

Return *2* plans

Retain/copy.

L-8/2

Mr Bryden re scupper.

T.D.P.
7/2/39