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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

4th January, 1938

Dear Sirs,

E. I duly received your letter of the 30th ultimo, with plan, in triplicate, advised therein of pumping arrangement in machinery space 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.

It is noted that the fore peak suction valve is connected to the boiler feed water line as well as the ballast line, and since the latter line may contain oil or oily water it is recommended that the fore peak suction valve be made of non-return type in order to avoid contamination of the fore peak tank and its suction line. The tank could be filled through the deck filling pipe shown on the approved plan of general pumping arrangement.

It is also noted that the suction and filling lines to the deep oil fuel tanks are 4" bore, and in the circumstances the size of the air and overflow pipes from these tanks should be not less than 4".

As requested in my letter of the 22nd

W292-0078 (112)

Messrs. Burmeister & Wain.
Yard No. 646.

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September last, I shall be glad if you will arrange for a plan of oil fuel overflow system to be forwarded to this Office for consideration.

Two copies of the plan now approved are being returned to you under separate cover.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
COPENHAGEN.



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Lloyd's Register
Foundation

W292-5078(2/2)