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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

22nd September, 1938.

Dear Sirs,

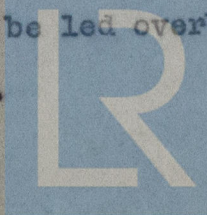
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I am returning to you, under separate cover, two copies of the plan, forwarded with your letter of the 8th instant, of General Pumping Arrangement for Messrs. Burmeister & Wain's Yard No. 646, and have to acquaint you that this plan will be approved, provided the arrangements be as shown and amended thereon and the remaining requirements of Sections 20 and 34 of the Rules, 1938-39, be complied with so far as they are applicable.

A separate plan of the oil fuel filling and overflow system should be submitted, when the proposed size of the overflow main will be further considered. In this connexion I have to point out that the requirements of Section 20D, Clause 3(b) are to be complied with. Further, the deep oil fuel tanks which are intended to be used as oil fuel overflow tanks should not be used for the carriage of water ballast.

I have to add that scuppers draining the shelter tween decks should be led overboard and fitted with

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Burmeister & Wain's No.646.

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non-return valves, except in way of the machinery space and in way of any spaces which are separated from the tonnage-well by an intact bulkhead, or by a bulkhead the openings in which are closed by Class 1 closing appliances, in which cases the spaces may be drained by scupper pipes led to the bilges.

If, however, it is desired to dispense with overboard scuppers from tonnage-exempted spaces forward of the tonnage well, scuppers may be led to the bilges provided they are fitted with screw-down valves controlled from the shelter deck, such controls being provided with indicators showing whether the valves are open or shut.

I have also to draw your attention to Section 3, paragraphs 10(a) and 10(c) of the Society's Rules for Refrigerating Machinery and Appliances.

It is noted that a plan of pumping arrangement in the machinery space will be submitted in due course.

I am, Dear Sirs,
Yours faithfully,

The Surveyors,
COPENHAGEN.

Secretary.

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