

COPY.

GLASGOW

W33-0300(1/2)

LONDON.

27th September, 1940.

9

4 plans enclosed.

Received 28/9/40

E.

Dear Sirs,

Contract Nos. 1073/4/5/6.

Messrs. Lithgows' Yard Nos. 948/9/50/1.

I return herewith one copy of each of the plans of Bilge & Ballast Arrangement, Steam Exhaust & Feed Arrangement, Pipe List and Diagrammatic Drain Arrangement submitted with your letter of the 21st instant, and with regard thereto have to inform you that the plans of Arrangement of Bilge & Ballast Pipes in the Machinery Space will be approved, provided the arrangements be as shown and amended thereon and the remaining requirements of Section 34 of the Rules (1939-40) be complied with so far as they are applicable.

It is observed from the Specification that the two main engine bilge pumps are only 3½" dia. by 21" stroke, which would give a combined capacity of approximately 18 tons per hour at 70 revolutions per minute. Whilst no exception is taken to the total capacity of the main engine bilge pumps being somewhat less than the Rule capacity, provided the capacity of the independent pump makes good this deficiency, it is undesirable that there should be too great a difference, in the event of the ballast pump being out of commission, either through breakdown or through use in some other essential service.

In the circumstances, it will be necessary for the total capacity of the main engine bilge pumps to be increased to say two-thirds of the Rule capacity, or alternatively, for the General Service Pump to be connected to the main bilge line, so that the combined capacity of this pump and the main engine bilge pumps may be not less than say two-thirds of the Rule capacity. It is suggested that the latter course be adopted.

I may add that the Rule size of main bilge line for this vessel is 3.95" diameter, and the corresponding capacity for each bilge pumping unit is approximately 58 tons per hour.

It has also been noted that the bilge injection is led to the after well instead of to the port side of the boiler room as shown on the approved plan of General Pumping Arrangement, but it is understood that difficulty would be experienced in leading this pipe/

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pipe forward owing to the cramped space in the engine room. In these circumstances and in view of the provision of a bilge hose no exception will be taken to the proposed arrangement.

At the same time I have to state that the plans of Steam, Exhaust, Feed and Drain Pipes will be approved, provided the arrangements be as shown and amended on the plans, the draining arrangements of the steam pipes be to the Surveyors' satisfaction and the pressure pipes be made under the usual conditions of survey and testing.

The remaining copies of the plans have been retained for record.

I am, Dear Sirs,
Yours faithfully,

Local Secretary.

Messrs. David Rowan & Co. Ltd.,
231, Elliot Street,
GLASGOW.



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Noted, in order
HPC
4/10/40
W.D.H. J.



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