

"WESTMINSTER ABBEY" ex "ADOLPH WOERMANN"

No.50215 in R.B.

This vessel, built in 1906 by Messrs. Reiherstieg  
Werfts, Hamburg, was classed with the Germanischer Lloyd,  
now undergoing survey at Bremen with a view to class-  
ification with this Society.

The machinery, for classification purposes, has previously  
been examined with, see Secretary's letters 25. 1.21., 31. 1.21. &

The following plans have now been forwarded for consider-

- fuel and water ballast piping arrangement
- fuel pipes
- fuel suction valves controlling gear
- fuel and ballast piping
- fuel heating coils
- fuel heating arrangement
- fuel valves controlling gear
- oil and oil fuel heating arrangement at settling tanks
- fuel burning installation
- extinguishing arrangement
- to main stop valves on boilers.

It is submitted that provided the flash point of the oil  
be above 150° F; if the deep tank between frames Nos. 108  
is to be used for general cargo, arrangements be made for  
drawing this tank by means of main bilge line suctions, and for  
drawing the oil fuel and ballast suction and filling  
when the tank is being used for cargo, and also for blank  
the bilge suction pipes when the tank is being used  
for water ballast; gutterways, draining to the bilges,  
at the hold side and the boilerroom side of the deep  
tanks and settling tanks; sparring or lining be fitted on  
inside of the W.T.bulkhead at frame No.123; the motive  
for the oil fuel pressure pumps be controlled from a position  
which is always be accessible in the event of fire taking place  
in the compartment in which they are situated, as well as from  
the compartment itself; the boiler feed water and fresh water tank  
connections be separate and distinct from any pipes which  
are used for oil; the valve at the ballast pump chest in the



main suction line be a locked screw-down non-return valve, in order to avoid the possibility of contamination of the feed with fresh water by oil or oily water; the exhaust drain from steam heating coils be led to an observation tank; the sectional area of the air pipes to all oil fuel tanks and settling tanks be of not less sectional area than that of their respective steam pipes, and these air pipes be led to the open air as per provision be made for ascertaining the level of oil in the settling tanks, and the remaining requirements of Regulation 49 of the Rules be complied with, these plans of oil fuel tanks and bilge and ballast pumping arrangements merit approval. The results of tests of the material for steam pipes and pumping arrangements detailed in the remaining plans also merit approval.

PLANS FOR REFERENCE.

10 plans.

5. 5. 21.



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Foundation

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