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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

ENCLOSURE.

6th April, 1938.

Dear Sirs,

Messrs. Scheeps. "Gideon" J. Koster's  
Yard Nos. 161/2.  
Messrs. Humboldt-Deutzmotoren's Engines.  
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E.

I send herewith for your information a copy of correspondence which has passed between the Society's Surveyor at Groningen and this Office respecting the above vessels, and shall be glad if you will draw the attention of Messrs. Humboldt Deutzmotoren A.G. to the question of the number and capacity of their engine driven bilge pumps.

It should be pointed out that in cases such as the present, the main engine driven bilge pump is one of the essential pumping units, and if the capacity of this pump is less than  $2/3$  of the Rule capacity required for the vessel it will be necessary to fit an additional bilge pump.

I may explain that although it is desirable that the two bilge pumps, required by the Rules for motor vessels having engines of 350 B.H.P. and under, should each have the capacity required by Section 34,

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J. Koster's Nos.161/2.  
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Clause 7(b), it is recognised that in many cases where the independent power pump is used for ballast purposes, it has a comparatively large surplus capacity. It is not desirable, however, that too great an allowance should be made on this account, since a main engine driven pump of a capacity less than required by the Rules might be the only pump available for bilge services in the event of the ballast pump being out of commission. The reduction in the capacity of the main engine pump should not be greater than one third of the Rule capacity.

In the case of motor vessels having engines above 350 B.H.P., the two main engine bilge pumps may be considered as one unit.

I am, Dear Sirs,

Yours faithfully,

The Surveyors,  
DUSSELDORF.



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