

M.V. "FAMAGUSTA."

Comments on statements by Chief Engineer.

- (a) "The pumping arrangements were such that the holds could not be cleared by either the forward or the main engine room pump."

This is not correct according to the approved pumping plan. The duct keel was divided to form two bilge wells, No. 1 hold and the forward store draining into the forward bilge well and No. 2 hold draining into the after bilge well. Bilge suction in the wells so formed were led up to the overhead main bilge line. Three pumps could draw from this bilge line, viz: the bilge and ballast pump in the forward store, the bilge and ballast pump on deck and the bilge pump in the engine room.

- (b) The forward pump was running continuously" (when vessel sailed from Purfleet.)

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If/was necessary to run this pump continuously pumping water from the forward port double bottom ballast tank, the services of this pump were not available for bilge service. Further, if the water in this tank could not be mastered the vessel should not have proceeded on her voyage.

- (c) "The pump was working, but there was water on the store room floor."

What action was taken to drain the water in the forward store? The Chief Engineer nowhere refers to the drain valve on the scupper for draining the pump room to the forward duct

- (d) "The list of the ship about this time was about 20 degrees."

Presumably the starboard side of the forward double bottom tank was intact. Why then was this tank not filled in order to correct the list?

- (e) "Deponent then put the after pump on to the duct keel and pumped that dry in about ½ hour."

Presumably the pump mentioned was the engine room bilge pump and was started up with the object of draining the store.

From statement (i) it would appear that the suction in the after bilge well was used (i.e. aft duct keel).

On the approved plan the forward store could be drained into the forward bilge well through a valve controlled from deck. If this valve had been opened and the suction in the forward bilge well used, pumping from the forward store could have been carried out by any of the three pumps connected to the main bilge line, thus preventing the flooding of the store provided the intake of water was not too great.

- (f) The port generator which was running at the time was then used to pump water out of the engine room."

It would appear the reference is to the port main engine which was fitted with a bilge injection.

- (g) "All tanks and stores forward of the watertight bulkhead between Nos. 1 and 2 holds could only be pumped out by the pump, electrically driven in the forward store."

This is not correct according to the approved pumping plan. The pump in the forward store could draw from all tanks and compartments throughout the vessel, except the oil fuel bunkers, and fresh water tanks.

- (h) "All tanks and compartments aft of the bulkhead were served by the pump in the engine room."

This is not correct according to the approved pumping plan. The pump was connected to the main bilge line and the engine room direct bilge suction and could draw from all dry compartments forward and aft in the vessel; *ie. compartments not used as ballast tanks.*

- (i) "The duct keel which was open from the fore end of the forward store to the forward bulkhead of the oil fuel bunker was served by a suction at the after end."

This is not correct according to the approved pumping plan. See comment on statement (a). Further, if it was not realised that the duct keel was divided into two portions, it would appear that the bilge suction in the forward portion was not used and as explained in comment on statement (e) this would have been necessary to pump from the forward store.

J.K.S.

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