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LLOYD'S REGISTER OF SHIPPING
17 BATTERY PLACE

NEW YORK

VIA AIRMAIL

October 16th, 1941

M. F. Chapman, Esq.

CURACAO.

M.V. "ST. EUSTATIUS"
Classification

Dear Sir:

The plans of pumping arrangements forwarded to this office for comment have been examined and, in regard thereto, I have to say that the arrangements in the engine room are bad and could not be recommended for the Committee's favourable consideration.

I have to point out that there is a common pipe for the bilge suction and the ballast discharge and suction. This arrangement is forbidden by the Rules and cannot be accepted. Provision should be made to fit a separate suction pipe, not less than 2½" bore, from the bilge suction manifold to a separate valve on the independent power driven pump on the starboard side of the engine room. Further, the main engine bilge pumps on the suction side should be connected to this pipe and not to the ballast line.

If it is desired to provide a suction from the sea to the main engine bilge pumps, this should be effected by a separate line to the sea suction valve chest, or, preferably, to a second sea chest.

I think it well to point out that with the carriage of concentrated sulphuric acid in portable tanks in the holds, it is imperative that all possible precautions be taken to prevent even a small amount of water passing into the hold bilges, and the present arrangement is dangerous in this respect because a pressure can be applied to the bilge system from the discharge side of the pump.

It will also be necessary to fit a direct suction, not less than 2½" bore, from the engine room bilges to the independent power driven pump.

The arrangement of pipes in the space between the main engines is not clear, and I shall be glad if you will forward a sketch clearing up this arrangement.



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It is noted from plan No. 1569 that an oil fuel tank is fitted in the after hold, but on plan No. 1566 this oil tank is not shown.

Please send a sketch showing the arrangements of oil fuel tanks and pipes.

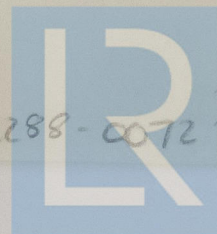
With regard to the plan of thrust and tail shafts, I shall be glad if you will forward the following particulars of the main engines:-

Diameter of cylinders
Stroke
Maximum and mean indicated pressures in the cylinders
Brake horse power per engine
Revolutions per minute
Weight and diameter of flywheel
Diameter of propellers.

Yours faithfully,

Principal Engineer Surveyor.

P.S. I might explain that these plans were held up by the Customs Authorities and were not received in this office until a few days ago. The hull plans are now being considered and a further communication will be sent regarding these.



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