

Lloyd's Register of Shipping.

Holbergsgade 11

Copenhagen, K. 12th. April 1948



RECEIVED

15 APR 1948

ANSW.

All communications to be addressed
THE SURVEYORS
Lloyd's Register of Shipping,
Copenhagen, K.

Dear Mr. Beveridge,

I have learned from Mr. Kruhøffer that you have had a

discussion with him regarding the pumping arrangement in the
Steamer "CLARA" (Cpn. Report No.12323) wherefore I am sending you
the following explanation:--

On a visit onboard the vessel recently I have rechecked
the pumping arrangement and found it to comply with my above report.

The ballast pump direct suction is carried to the bilge
injection valve which is also connected to the engine circulating
pump and consequently the sea valve must be shut when either of
these pumps are used for draining the port engine bilge through the
bilge injection valve.

The engine circulating pump is of the bucket type.

When a 3" direct suction has been fitted to the starboard
engine bilge as proposed by the owners the vessel will have the
following suctions in the machinery space:--

Port side:-- 1 off 60 mm branch bilge suction

1 off 60 mm direct suction from the engine bilge pump.

1 off 100 mm bilge injection

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Starb. side:- 1 off 60 mm branch bilge suction
1 off 75 mm direct suction from the independent
ballast pump.

I enclose a rough sketch of the ballast pump connections
as they are now.

Yours sincerely

J.R. Beveridge
SURVEYOR TO LLOYD'S
REGISTER OF SHIPPING

P.S. We have just received an official letter about the above
question, and we should be glad if you would advise
Mr. R.N. Cook accordingly.

J.R. Beveridge
SURVEYOR TO LLOYD'S
REGISTER OF SHIPPING

J.R. Beveridge, Esq.,
London.



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Referred to the D.O.

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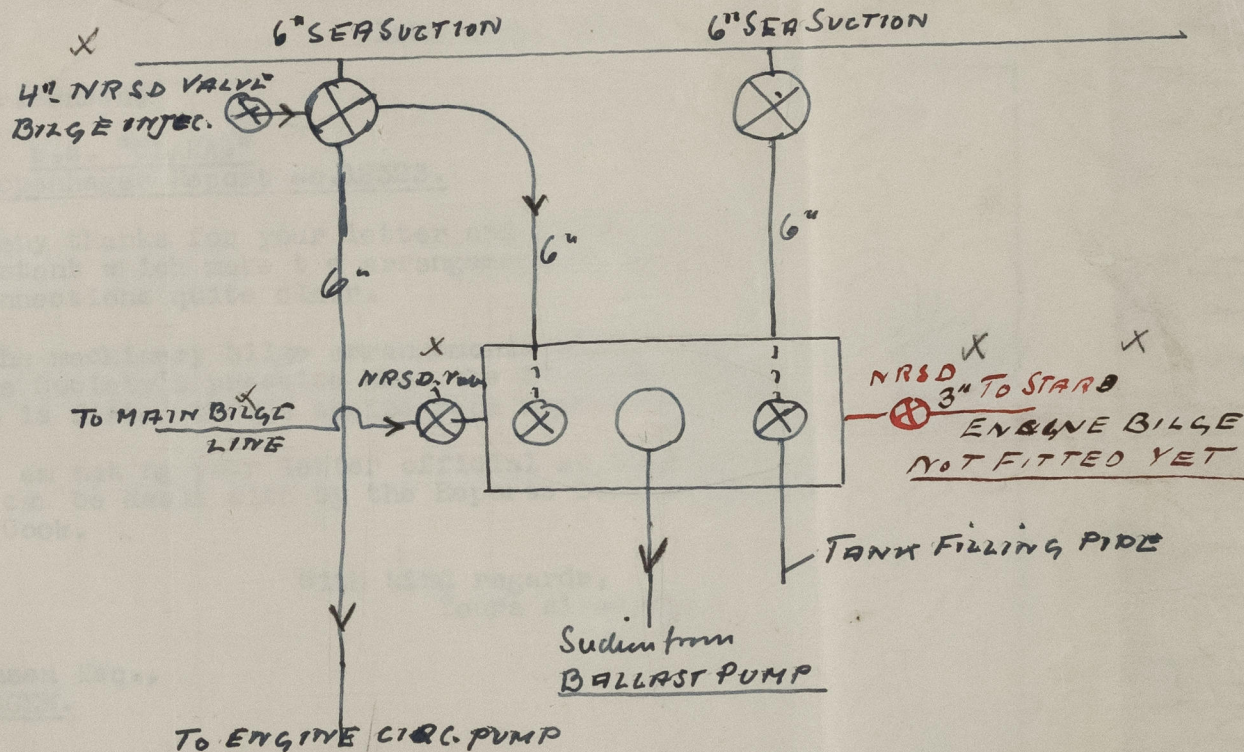
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received by
ASSET?
10/04/20



Skeleton showing connections to
incapacitated ballast pumps
(Reciprocating type).

S/S Clara.



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