

s.s. "INDIA".

It is submitted that provided the flash point of the oil fuel be above 150° F; the sectional area of the air pipe to the after peak tank be not less than that of its filling pipe; air pipes be fitted to the cofferdams and a sounding pipe be fitted to No. 3 cofferdam; the steam to the oil fuel transfer pumps be controlled from the deck, outside the fidley or engine room casings, as well as at the pump; the oil fuel suction valves at the after peak and after deep tanks be controlled from the deck as well as at the valves; the existing connection of the general service pump to the ballast pump line and the ballast pump suctions to the boiler feed water tanks be dispensed with or blanked off, and separate and distinct suction and filling connections be fitted to these tanks; and the remaining requirements of Section 49 of the Rules be complied with; this plan of extension of pumping arrangements merits approval.

It is concluded the note on plan that the connection A.L. is the ballast pump discharge to the main bilge line is an error, but this should be confirmed.

A plan of the proposed oil fuel burning piping arrangements, a sketch of the settling tanks, and a plan showing the details of the proposed additional stiffening and wash plates, etc., of the fore and the after peak and existing deep tanks, and a sketch of the deep tank forward of the after peak tank should be submitted.

Return 2 plans and retain 1 copy of extension plan for reference.

9.3.20

Mr. McLaren

CT

ARJL

J.E. R.M.M.

18/3/20



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