

LLOYD'S REGISTER OF SHIPPING

37 FURNESS WITHY BUILDING

HALIFAX, N. S.

July 24th, 1931.

The Secretary,
 Lloyd's Register of Shipping,
 71, Fenchurch Street,
 London, E.C. 3,
 England.



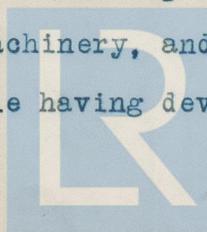
Dear Sir:

I am in receipt of your cable respecting the First Entry report on the wood diesel "MANECO":- "MANECO ORLBANAİKT ADIMTSABRO MEOPSNYOPE KYBUZIFROP ADIMTMIZAM PHAMEACPUN TACAG-FAHWU OSTIZOKVUW MNEONGEVAC BILVUPHIZY NYDAMOZZCI NYRRIACPUN SYZODMOVAN INVOGAFATY SYOGNADİMT MAEMBSYOCA".

I have to advise that several requests were made to the engine builders for the plans of machinery, and received a reply stating that the working plans had already been approved. The only plans arriving here were the shafting plans forwarded with the Report from Beloit. I have requested the Halifax Shipyards to prepare a plan of the pumping arrangements.

The number of bilge suction in the engine room was three, two of 3", and one of 2½". There was also one 3" suction in hold and one 3" aft.

The question of discharge valves was taken up with the Halifax Shipyards Ld., who installed the machinery, and the owners representative. Owing to serious trouble having developed in some



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vessels of this class fitted with overboard discharge valves through frost they did not wish same fitted owing to the danger. They also stated that in the case of the main discharge this was merely an overflow pipe as the circulating water was pumped through the engines and up to the base of the silencer approximately 9 feet above upper deck, and overflowing through another pipe from there through the ships side.

In regard to the auxiliary circulating pump this has a two way discharge, one through the same line as the main, and the other through the ships side. This overboard discharge pipe is fitted with a valve approximately three feet from the skin of the ship. The remaining discharge pipe has a valve at the pump and the pipe is led to approximately deck level and bent down to discharge overboard directly under the shelf.

A spare lubricating oil pump was fitted with a $2\frac{1}{2}$ " suction and tried during the endurance trial given the machinery, with satisfactory results.

The separate direct bilge suction fitted in engine room is worked from auxiliary generating set.

The air receivers were riveted in accordance with the approved plans and the landings at the plate and butt strap edges electrically welded. The bosses for the gauge and drain fittings were electrically welded to the plate and the fittings screwed through the two plates.

I am, Dear Sir,

Yours faithfully,



J. Moon © 2021

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Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

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