



FIG. 1—PLUNGER-ROD GLAND SAVEALL FOR F.F.O. PUMPS

## PREVENTION OF OILY BILGES

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The many ships which still have reciprocating F.F.O pumps either for supplying the sprayers or for fuel transference, have problems arising from leaky F.F.O. pump glands. The oil runs down the pump into a shallow save-all fitted to the underside of the pump barrel. Water from the steam glands and from other sources float out this oil into the bilge.

The tightening of the regulations concerning sea pollution has considerably reduced the frequency of opportunities for pumping out bilges containing F.F.O. A considerable fire risk, a great deal of unsightliness and a waste of man-power in bilge-cleaning ensues.

A device which will cure this can, in most cases, be made by the staffs of the ships concerned. It consists of a cylinder made from 1/32-inch mild steel sheet, open at the top. The cylinder fits round the F.F.O. pump gland; drilled holes in the bottom of the cylinder fitting over the studs of the pump barrel. When the level of the F.F.O. rises in this extra save-all it is pumped out by means of a brass syringe. The brass syringe is a necessary adjunct to the device and it should be kept in a stowage attached to the pump. A blanked-off short length of boiler tube secured to the suction and delivery valve chest serves very well.

In the Type 15 frigates of the 17th F/S, where the device is known as the 'Taylor seal', pumping out once per watch has been found sufficient to prevent over-spill. It has been found practicable to keep the base of the pump and the shallow save-all under the pump, painted white after the device has been fitted.

The device and the manner of fitting is shown in FIG. 1.