

MEMORANDUM.

S.S. "LISS" (Machinery Aft.)

Carrying Petroleum in Bulk.

Circular No. 1994 - Pumping and Piping.

The original plans of piping arrangements available in this Office have been examined to see what modifications are required to bring the vessel reasonably into line with modern tanker practice.

So far as can be seen the following modifications will be necessary:-

- (1) Vapour lines should be led from the cargo tank hatches to a vapour main discharging to outlet pipes led up the masts, if not already fitted.
- (2) The suction from the after deep cofferdam to the oil fuel main in the machinery space should be dispensed with and arrangements made to drain this cofferdam by means of a bilge ejector.
- (3) The bilge suction in the forward pump room should be disconnected from the forward ballast pump and led to one of the cargo pumps through a S.D.N.R. valve and an isolating valve.
- (4) The oil fuel suctions from the after summer tanks should not be led through No. 8 cargo tank but should pass through the after bulkheads of the summer tanks and thence to the engine room via the deep cofferdam and the oil fuel bunkers.

It should be added that if any connections are provided between the oil fuel system and the cargo oil system these should be entirely removed.

RM
2.10.53.



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