



Lloyd's Register of Shipping.

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13 APR 1948

ANSD.....

RECONNU PAR LA LOI SUR LA SÉCURITÉ DE LA NAVIGATION MARITIME
(ARRÊTÉ MINISTÉRIEL DU 5 SEPTEMBRE 1908).

38, rue du Jardin-Public,

Bordeaux, 9th April 1948.

Dear Sir,

" EL KARIM " ex. "EL AFRIT" -

I beg to acknowledge the receipt of your letter of the 6th instant concerning the First Entry Report of the Twin Motor Tanker " EL KARIM ", ex "El Afrit" and in reply I regret to have uncompletely reported this case.

- ✓ 1) Pumping arrangements :- Two pumps are fitted for pumping in bilges in engine room.
 - 1°- The centrifugal bilge pump of 25 tons electrically driven for suction in after peak & bilges placed starboard side forward sea connections. On this pump a branch bilge suction is fitted & divided as follows:
one suction pipe of 2" for the after cofferdam, one suction pipe 2" for port, one for starboard forward well and one 2" pipe connecting the branch bilge of fire pump.
 - ✓ 2°- the centrifugal fire pump of 60 tons electrically

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driven placed starboard abaft sea connection. On this pump one branch bilge suction piping is fitted with suction piping in after well by one 3" pipe starboard side and one 3" port side.

✓ The stripping pump placed on upper platform of pump room is a piston pump of about 25 tons electrically driven. On branch suction are fitted the suction pipes of 2", starboard & port, in pump room, bottom and the 2" suction pipes of the 8 cargo tanks.

✓ A centrifugal pump of 25 tons electrically driven is placed in forecastle spaces with branch bilge suctions with 2" piping one leading to fore peak, one to chain locker, one to cargo hold and one to forward cofferdam.

- 2) ✓ No bilge pumps are driven by each main engine.
- 3) ✓ The main engines are fitted for solid injection.
- 4) ✓ 2 main receivers are placed in the after part of engine room. Working pressure 250 lbs. 2 air surge tanks placed port & starboard 150lbs maximum. Piping in extra heavy steel.
- 5) ○ I cannot give the thickness of the air receivers.
- 6) ✓ All cargo pump, stripping motors & apparatus are of the flame proof type, all joints are made metal to metal, all apparatus have only the smallest working clearances and all protections are strongly bolted and in my opinion, there is no danger of explosion from these apparatus.

(3)

- ✓ The vertical cargo pumps are fitted on the bottom of the vessel.
- ✓ Only the vertical motors are on the upper platform of the pump room and the stripping pump is also on the upper platform with spindles to control the different valves.
- ✓ A small horizontal cofferdam is situated between the upper platform and the lower part of pump room.

My Report 13 on the Electric^{al} equipment is forwarded herewith all the plans are returned under separate cover.

I am, Dear Sir,

Yours faithfully,

A. Pearce

Secretary,
London.



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