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6th April, 1948.

Dear Mr. Fleuret,

"EL KARIM" ex. "EL AFRIT"

With reference to your reports on this vessel, there are several points I must ask you to clear up before the case can be considered by the Committee, as follows:-

- 1) Is the whole of the pumping arrangements, including sizes of pipes, in accordance with the approved plans in your possession.
- 2) How many bilge pumps are driven by each main engine.
- 3) Are the main engines fitted for blast injection or solid injection of the fuel. I have to ask this question because of conflicting statements in your reports.
- 4) How many air receivers of each type are there on board.
- 5) Can you give us the thickness of the air receivers.
- 6) Are the cargo pump and stripping pump motors, starters and push-buttons of flame proof type or of water proof type.
- 7) Are the cargo pumps and the stripping pump actually in the pump room, or only the motors driving these pumps and their starters etc.

With reference to all the above questions, I am taking the liberty of adding a few explanatory notes for your help in answering our questions and in case you have any more vessels to deal with in the future.

Question 1

In the space marked "Pumps connected to Main Bilge Line" on your report you say "Centrifugal Pump". This cannot be correct since we cannot accept an arrangement where only one pump is on bilge service. You should state the name of each pump and its capacity and how it is driven. (e.g. Main Engine, Electric Motor, Aux. Oil Engine, etc.)

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In the space marked "Suctions connected to both main bilge pumps and aux. bilge pumps" you say "1 Centrifugal Pump" in the machinery space. The correct answer would be to say how many bilge suction of each size are fitted, and there position in the machinery space (e.g. POR'D 1 @ 3" P. & S. Aft Well 1 @ 2½" F. & A. Cofferdams 1 each @ 2½", and so on according to what is fitted).

The same remarks apply to the bilge suction in the pump room and in the holds.

I must now draw your attention to the difference between what we call "Branch bilge suction" and "Independent bilge suction". The former all lead eventually to the main bilge line are those suction I have referred to above. The latter are led direct to one or more pumps and will have no connection to the main bilge lines. You should state these thus;- 1 @ 4" star. side ballast pump, etc. and there is an appropriate place on the report marked "Independent Power Pump Direct Suctions".

Question 6

With regard to the cargo pump motors etc., we would consider these items to be "Flame Proof" if all joints are made metal to metal and if the shafts, push-buttons etc. have only small working clearances.

Question 7

So, far as we know, the cargo and stripping pumps are somewhere in the bottom of the vessel, and the only items actually in the pump room are the electric motors, starters, etc., and the extended spindles for controlling the various valves. You must know definitely, however, because of the danger of explosion from gas or oil if the electrical apparatus in the pump room is of "Flame Proof Type".

In addition to the above it is necessary for you to write a First Entry Report on the Electrical Equipment on Form 13 and a few copies are being sent herewith in case you have not done so.

Please treat this matter as urgent and do not forget to return the eighteen machinery plans with your reply.

With kind regards,
Yours sincerely,

EW

P. Fleuret, Esq.,
BORDEAUX.



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