

Messrs. Corchos Hijos Yard No.34.

Pumping arrangements.

To class * 100 A1. "Carrying Petroleum in Bulk".

Plans of pumping arrangements for this vessel were approved in the Secretary's letters of the 29th October 1932 and the 8th March 1933.

The Bilbao Surveyors now state that on the Owners' instructions modifications have been made to enable the side ballast tanks to be pumped out or filled by the ballast pump in the engine room in addition to the cargo oil pumps.

As a result of these modifications it is possible that by inadvertence petroleum may be drawn into the machinery space, although as a precautionary measure it is proposed to fit blank flanges to two of the pipes which have been added.

Messrs. Sir Joseph W. Isherwood & Co., have been consulted and state they understand that for some time the vessel will be engaged in carrying petrol but subsequently will be used as a bunkering steamer carrying oil having a flash point above 150°F.

IT IS SUBMITTED the Bilbao Surveyors be informed with reference to their remarks respecting the alterations which have been effected to the pipes in the cargo pump room of this vessel, it is understood from Messrs. Sir Joseph W. Isherwood & Co., that for some time the vessel will be engaged in carrying petrol but ultimately she will be used as a bunkering steamer carrying oil having a flash point above 150°F.

As at present the vessel is intended to be classed * 100 A.1. "Carrying Petroleum in Bulk" the amended arrangements by which it is possible to connect the cargo oil piping to pumps in the engine room is not considered satisfactory since the provision of blank flanges is not sufficient to ensure that a proper degree of safety will be maintained.

In the circumstances the pipes now marked "A" and "B" on the sketch forwarded should be removed and put ashore, blank

flanges being fitted to the branches to which these pipes were previously attached. The Surveyors should point out to the Builders it is understood to be the Owners' intention to carry petroleum in this vessel for a few voyages only and that subsequently oil fuel having a flash point above 150°F will be carried. The Builders might therefore suggest to the Owners that when the vessel is withdrawn from the service in which she will be engaged in carrying petroleum, application should be made to the Society to class the vessel for the carriage of oil fuel having a flash point above 150°F, when the pipes ^{under notice} ~~now removed~~ could be refitted.

W.H.

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W.D. K.D. J.R.B.
12.6.34.

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J.W.



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