

s.s. "NORWEGIAN".

No.82160 in R. B.

Built in 1921.

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IT IS SUBMITTED the Glasgow Surveyors be informed it is noted Mr. Gibbs has informed the Owners that the structural arrangements of the deep tank of the above vessel are suitable for the carriage of Cotton Seed Oil and these remarks are concurred in.

It will, however, be necessary to fit oil gutterways and sparring or lining at the after bulkhead of the deep tank in way of No.4 hold, as per Section 20B, Clause 9(a) of the Rules (1934-35) and to amend the pumping arrangements so that there will be no possibility of boiler feed water or drinking water being contaminated by oil or oily water.

If, therefore the fresh water in No.6 double bottom tank is intended for drinking or for use in boilers blank flanges should be fitted in the suctions from this tank to the drinking water and boiler feed pumps, when cotton seed oil is carried in the deep tank which is situated above the No.6 tank.

It is not stated how it is proposed to transfer the cotton seed oil, but if the ballast pump is to be used for this purpose, it is recommended that the deep tank cargo oil suction pipes should be led direct to the pump and not led to the ballast main, which has connections to each of the three fresh water tanks Nos.5, 6 and 7.

If, however, the ballast main is to be used for the purpose of pumping out the cotton seed oil, it will be necessary to blank off all the connections from the ballast main to the drinking water and boiler feed tanks, when oil is being carried in the deep tank.

Further, the suction valves on the cotton seed oil line should be controlled as per Section 20D, Clause 6(b), blank flanging arrangements be provided as per Section 20D, Clause 9(b) and the remaining requirements of Section 20A of the Rules (1934-5) complied with so far as they are applicable.

L1244/34

W.D. G.R.B.

10.11.34.