

"JUAN PERON"GENERAL REMARKS:- SAFETY MEASURES  
TO BE TAKEN WHEN THE VESSEL IS CARRYING  
CARGO OIL FLASHPOINT BELOW 150°F.

(See Plan approved 27th September, 1950.)

Factory Space Exhaust Fans situated on open deck to be kept in continuous operation until ship is gas free.

(A written undertaking to this effect has been given by the Owners and is forwarded with this Report).

Cargo Oil Hatch Lids to be kept closed when loading, during voyage and when gas freeing tanks as per instruction plate fitted on Lids.

Ullage Plugs must be kept closed except when taking ullages as per instruction plate fitted at Plug.

Gastight doors on bulkheads at forward and after ends of factory, also gastight doors and hatches to meat meal cargo spaces and catcher stores, to be kept locked closed and keys kept in custody of the Master.

Two lengths of piping in after cofferdam (marked with brass plates) to be removed and the bulkhead pieces fitted with blank flanges. The Master valves on the factory deck to be locked shut.

Fresh Water Suctions in Nos. 1 and 2 Cargo tanks must be blanked off.

All openings in tanks and apparatus in factory spaces to be securely closed or blanked off.

Cover of factory deck scupper P. & S. at aft cofferdam to be closed and locked.

Factory pilot lighting switch must be locked in top position and keys kept in custody of the Master.

When factory pilot lighting switch is locked in top position the double pole circuit breakers supplying the 220 volt factory power circuits and the 110 volt factory lighting circuits are rendered inoperative by means of a no volt trip and cannot be closed.

Factory telephones and alarms will be isolated from L.P. switchboard room. Oil filling alarm bells will be flameproof type and wiring carried out with lead covered and armoured cable.

The 120 K.W. 110 volt diesel generator or the 120 K.W. 110 volt motor generator will supply the 110 volt busbars and the 425 K.W. 220 volt diesel generators will supply the 220 volt busbars.