

COPY.

Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

7th June, 1938.

Dear Sirs,

E. I duly received your letter of the 1st instant, with amended plan, in duplicate, advised therein of cargo oil pumping arrangement proposed for Messrs. De Groot & Van Vliet's Yard No. 219, and I have to inform you that this plan will be approved provided the arrangements be as shown and amended thereon, and the remaining requirements of Sections 21 and 22 of the Rules for Vessels Carrying Petroleum in Bulk be complied with so far as they are applicable.

With reference to the situation of the motor room for the after cargo pumps, it appears from the plan that this may be a closed space immediately above the No. 3 cargo oil tank, and I have to point out that unless the engine seating forms a gas-tight horizontal cofferdam between the compartment containing the Diesel motor and the No.3 petroleum tank, the arrangement could not be regarded as satisfactory. The top plate of the engine seating would require to extend for the full width of the motor room but need not extend over the deep cofferdam, and the horizontal cofferdam so formed should be ventilated in the usual way.

Alternative arrangements which would

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be considered satisfactory are:-

- (1) Permanent openings provided in the side plating of the motor room, including openings at the bottom, in order that this space may approximate to the conditions obtaining on the open deck. This alternative is only suitable if the vessel is intended for use in sheltered waters.
- (2) The position of the motor room to be moved aft just clear of the No.3 cargo oil tank, but may be immediately over the deep cofferdam.

Further the control rods for the suction valves to the No.3 cargo oil tank should be led into the pump room or to the open deck, clear of the motor room, and the plan has been amended accordingly.

I have to request that you will pay special attention to this case and explain to the Firm that the object of these amendments is to ensure that the internal combustion engines are efficiently isolated from any petroleum vapour which may occur at the deck seams or control rod glands.

I shall be glad if you will arrange for a sketch showing the modified arrangement to be forwarded to this Office for consideration.

One copy of the plan now approved is

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Messrs. De Groot & Van Vliet's
Yard No. 219.

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being returned to you under separate cover.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
ROTTERDAM.



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Lloyd's Register
Foundation

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