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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

19th May, 1938.

Dear Sirs,

E.

I duly received your letter of the 12th instant, with plans advised therein, relating to Yard No. 219 building by Messrs. De Groot & Van Vliet, and with regard thereto have to inform you that the plan of Bilge, Ballast and Washdeck Piping Arrangement will be approved, provided the arrangements be as shown and amended thereon and the remaining requirements of Section 34 of the Rules (1937-8) be complied with so far as they are applicable. One copy of this plan is being returned to you under separate cover.

With reference to the plan of Cargo Oil Piping Arrangements, it is noted that the Builders now propose to fit the after petroleum cargo pumps in a pump room on deck, but in this connexion I have to point out that it will be necessary to fit a gastight bulkhead in the pump room in order to separate the Diesel motors from the pumps which are dealing with low flash cargo oil.

Further, gastight glands should be fitted where the driving shafts pass through the bulkhead, as now indicated on the plan.

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De Groot & Van Vliet's  
Yard No.219.  
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It is also observed that it is proposed to fit a cargo oil pump in the forecastle space forward, and before approval could be given to such an arrangement, the following modifications would be necessary:-

- (1). The pump would require to be fitted in a gastight compartment or pump room, gastight bulkheads separating the Diesel motor from the cargo oil pump.
- (2). The coaming of the pump room bulkhead and the deck under the pump to be of oil tight construction, and the remainder of the bulkhead plating gastight.
- (3). The cargo oil suction pipe to the pump to be led on deck and not through the cargo hold.

I may add that the electrical arrangements are to be in accordance with the requirements of Section 15 of the Rules for Electrical Equipment.

In the case of both the fore and after cargo pump heavy oil engines, the exhausts should be led to positions where no danger will be incurred by sparks or flame.

Further, the deck under the Diesel motors and cargo pumps should be suitably stiffened.

In the circumstances one copy of the plan of cargo oil piping arrangements is being returned to you for further consideration, and in view of the above

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recommendations you should discuss the matter fully with the Builders.

I shall also be glad if you will state the position of the chain locker relative to the forward cargo oil pump, and satisfy yourselves that there will be no possibility of low flash oil or vapour entering the chain locker or the forecastle.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,  
ROTTERDAM.



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