

Messrs. De Groot & Van Vliet Yard No.219.  
100 Al Barge "Carrying Petroleum in Bulk".  
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IT IS SUBMITTED that the plan of Bilge, Ballast and Washdeck Piping Arrangement merits approval, provided the arrangements be as shown and amended on the plan and the remaining requirements of Section 34 of the Rules (1937-8) be complied with so far as they are applicable.

With reference to the plan of Cargo Oil Piping Arrangements, it is noted that the Firm now propose to fit the after petroleum cargo pumps in a pump room on deck, but it should be pointed 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.

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

It is further noted that it is also 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.

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, <sup>one copy of</sup> the plans of cargo oil piping arrangements should be returned for further consideration and in view of the above recommendation, the Surveyors should be asked to discuss the matter fully with the Firm.

They should also state the position of the chain locker relative to the forward cargo oil pump, and satisfy themselves that there will be no possibility of low flash oil or vapour entering the chain locker or the forecastle.

Return 1 plan of Bilge, Ballast and Washdeck Arrangement.  
Retain 1 " " " " " "  
Return 4 plans of Cargo Oil Piping Arrangements. (Unstamped).  
Retain 1 Copy

Lr 19/5

Mr Potter  
Mr Watson

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Low.

J.R.P.

*[Signature]*

18th May, 1938.

*[Signature]*



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