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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

26th April, 1938.

Dear Sirs,

E. I duly received your letter of the 20th instant, forwarding a plan, in duplicate, of Ballast, Suction and Wash Deck Piping Arrangement proposed in the case of Messrs. De Groot & Van Vliet's Yard No.219, and have to acquaint you that this plan has been examined.

In view of the proposed notation for this vessel, viz:- "Carrying Petroleum in Bulk", it is concluded that the ballast pump and cargo oil pump will be steam driven and that the steam will be supplied from shore. If, however, this is not the case and the motive power is supplied either by a boiler or a Diesel generator, fitted on board, it will be necessary for the cargo pump room to be completely isolated from the boiler, generator or electrical machinery, by means of a gas-tight bulkhead.

Further, a pump which is used for dealing with petroleum should not be connected to the ballast tanks, forward cargo hold or machinery space.

A separate pump should therefore be provided for dealing with the petroleum cargo, and the ballast pump used for water ballast and bilge suctions to spaces outside

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-2-

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

the cargo oil tanks.

In the circumstances, both copies of the plan are being returned to you under separate cover for further consideration.

I have to add that details of the cargo pumping arrangement and the piping arrangement in the pump room should be submitted, and I shall be glad if you will state how the pumps are driven and where the power is obtained.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
ROTTERDAM.



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