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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

3rd March, 1921.

Dear Sir,

I duly received your letter of the 24th ultimo forwarding one from Messrs. Millar and Sellex submitting for the consideration of the Committee a plan of the cargo oil pumping arrangement, and arrangement of oil fuel tanks proposed by Messrs. A. Stephen & Sons for the S.S. "QUEEN LOUISE" now being converted for the carriage of petroleum in bulk, and with regard thereto I have to acquaint you that provided the flash point of the oil fuel be above 150°F; the centre line division in the double bottom oil fuel tanks be made reasonably oil tight, and centre and wing suctions be fitted in these tanks and these pipes be not led through the cargo oil tanks; the drain pipe leading from the after end of No. 4 cargo oil tank to the bilges be dispensed with, and in lieu of same, if desired, a cargo oil suction in a steel hat be fitted; the suctions to the oil fuel tanks be separate and distinct from the cargo oil line; the butts and seams of the inner bottom plating in way of the double bottom oil fuel tanks be not less than double riveted, or if single riveted, be electrically welded as well, and no manholes be left through the inner

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bottom plating within the circular or the summer cargo tanks, access being obtained to these double bottom tanks through man-holes where cargo oil is not carried above; 6" screw plugs and gas cocks be fitted in the covers to all cargo tanks as per Section 65, paragraph 5; the air pipes to double bottom cargo oil tanks be dispensed with; sounding pipes be fitted to the oil fuel tanks, dry tanks, cofferdams and pump rooms; air pipes of not less sectional area than that of the filling pipes be fitted to the oil fuel tanks; shut off valves be fitted in the cargo cross connection as indicated on plan; a gutterway draining to bilges be fitted on the engine room side of the oil fuel bunker bulkhead; an additional bilge suction, if not already fitted, be provided on each side of the machinery space, and one of the bilge suction in this compartment be a separate donkey suction; the bilge ejectors be tested after fitting on board and be found satisfactory; the remaining requirements of Section 49 of the Rules be complied with, and the arrangements as otherwise shewn on the plan be adhered to and all the work be carried out to the satisfaction of the local Surveyors, the same will be approved by the Committee.

It is concluded that the after end of the tunnel is open to the after cargo pump room, and that a trunk-way is fitted to the forward end of the tunnel, as per Section 68, paragraph 2 of the Rules; further that a cofferdam is to be fitted between the forward end of the No.1 double bottom cargo oil tank and the fore peak; also that the cargo oil pumps are fitted with efficient escape valves, in close circuit, i.e. discharging to the suction

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side of the pump.

It is suggested that the stepped cofferdam at the after side of the boiler room bulkhead be amended as indicated on plan in order to form a complete cofferdam between the cargo oil tank and the machinery space.

Plans of the oil fuel burning piping arrangement, and of the details of the cargo pipe line through the machinery space should be submitted for approval.

The plan referred to is being returned to you under separate cover, together with the plans forwarded for reference.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,

GLASGOW.



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