

S.S. "QUEEN LOUISE".  
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(Vessel being converted for the carriage of petroleum in bulk)

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It is submitted 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 suction 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 suction 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 bottom plating within the circular or the summer cargo tanks, access being obtained to these double bottom tanks through manholes 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 par.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 ~~ocean~~ 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 ~~the~~ 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, and the remaining requirements of Section 49 of the Rules be complied



With, this plan of cargo oil pumping arrangement, and arrangement of oil fuel tanks, merits approval.

It is concluded that the after end of the tunnel is open to the after cargo pump room, and that a trunkway is fitted to the forward end of the tunnel, as per Section 68, par.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 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.

Return 3 plans

Lr. 3/3/21

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