

SPECIFICATION OF ALTERATIONS TO EXISTING "Z" TYPE HEAVY OILERS
TO ENABLE THEM TO LOAD PETROLEUM IN BULK

Generally no alterations to structure in Engine & Boiler space, tanks.

An additional transverse bulkhead to be fitted about 10 Ft. ahead of the present oiltight bulkhead at fore end of foremost tank, the space between these bulkheads to form a cofferdam and pumproom combined with pumproom entrance and skylight arranged on top of trunk.

An additional transverse bulkhead to be fitted in the engine room about 3 feet forward of the oiltight bulkhead at fore end of tank, the space between these bulkheads to form a cofferdam, and to be fitted with the usual gas tight coaming and cover.

An additional transverse bulkhead to be fitted in the middle of No. 4 tank, dividing this tank into two tanks of about 20 ft. 6 in. each.

An additional transverse bulkhead to be fitted in the middle of No. 5 tank, dividing this tank into two tanks of about 20 ft. 6 in. each.

An additional transverse bulkhead to be fitted about 10 ft. abaft the aftermost oiltight bulkhead at after end of No. 5 tank, the space between these bulkheads to form a cofferdam and pumproom combined, with pumproom entrance and skylight arranged on top of trunk.

Centre line bulkhead to be caulked and separately tested to the requirements of the Rules of Lloyd's Register.

One pump to be fitted in each pumproom and to have the following connections,

- to main suction
- to discharge to deck line
- to sea suction valve fitted on ships side in

the bottom of each pumproom and as low down as possible. The after pump will generally be used for working the tanks at the after end of vessel and the forward pump will generally be used to working the forward end of vessel.

9. A similar system of suction to be arranged in the tanks as originally specified but the main suction line is to be continued through the engine and boiler space for emergency use only, and this

Portion of the main line is to be blanked off from the rest of the main line and must be plain pipes without any branch connections to any pumps in the engine and boiler space or to the oil fuel bunkers, and provision to be made for expansion by means of expansion bends, expansion joints are not to be used. Arrangements should be made for independent oil fuel pump suctions in the oil fuel bunkers and means be provided for filling the bunkers other than by the main cargo line.

The pumps are to deliver into a 10" deck line placed on top of the trunk. This single deck line to run fore and aft, and to have two cross over pipes connected to same with the necessary valves, one cross over to be situated immediately forward of the Bridge, and the other immediately abaft the Bridge.

The pumprooms are to be drained by a bilge suction connected to each cargo pump.

A complete pumping plan to be prepared and submitted to the Department by the Builders as early as possible. Also a General Arrangement Plan marked in red with the additions required as per this Specification, to Classification requirements.

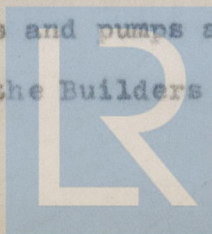
A Shore steam connection to be made for working the oil pumps and all other auxiliary gear from the shore.

Two steel masts, with telescopic topmasts to suit the Manchester Ship Canal, to be fitted in a suitable position for carrying the wireless aerials, and also for working stores or cargo at the Forward and After cargo holds. One derrick to be fitted on each mast for this purpose and to lift five tons.

The after cargo hatch to be recessed into Poop front, forming a cargo hatchway about 13 ft. long, abaft the cofferdam bulkhead stated in paragraph 6.

Oiltight hatches to be fitted over the additional tanks at after end of vessel, due to sub-division of Nos. 4 & 5 tanks.

A quantity of pipes, valves and pumps are available, at various Shipbuilding Yards, and the Builders concerned should



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apply to the Department for any of this material that may be required before placing orders for same elsewhere.

The store room in expansion trunk above No. 3 tank to be transferred to another position clear of the cargo tank.

An air space or other efficient means to be arranged to ensure that no gas from the cargo tanks can find its way into the accommodation.

Signed

for Director of Ships Purchasing

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Foundation