

Bremen

Continuation of Report No. 1952 dated 27th Sept. 37 on the

TERJE VIKEN

ation to pumping arrangement in fore part of vessel

The No. 2 cargo room space has now been converted into 8 oil tanks, and cargo oil suction lines are connected pumps in No. 2 pump room. In all these new tanks ring coils have been installed as per Rule and tested with 5 kg/cm^2 . Each of these new tanks has its own 5 inch dia. bilge iron line, connected to the bilge pumps in No. 1 pump room. Each flange is provided to these bilge suction for the purpose blanking them off when petroleum is carried in these tanks, a Notice Board is fitted in No. 1 pump room containing instructions to this effect. The bilge suction line to No. 1 pump room is now led through the double bottom tank and on completion it has been tested with 5 kg/cm^2 hydraulic pressure.

2 gas ejector of 9 inch dia. is fitted in No. 1 hold, with suction lines to free the fore part of the vessel from dangerous

Bremen 27th Sept. 1937

A. Carstensen



© 2020

Lloyd's Register
Foundation

(2/3) W91-0072

TERJE VIKENeration to Electric Fittings.

The fuseboards LII, LIV & KII supplying lighting and service in dangerous spaces are now to be isolated means of screwed link terminals. These link terminals for the boards LII & LIV situated near Table VI in the engine room midships upperdeck, and for KII behind the main switchboard in the engine room. Notice boards fitted containing instructions to the effect that these circuits are to be interrupted and short-circuited when the vessel is carrying petroleum.

The cables supplying ventilators No. 8, 3, 2 & 9 also the motor for the meat store ventilator are now taken away from KII and a new fuse board is arranged in the gangway above the factory deck, from which ventilators No. 8, 3, 9 and the meat store ventilator are now supplied. Ventilator No. 2 is now supplied from the bus bar power board KI.

The starter for the meat store ventilator is placed in the gangway above the factory deck, remote from the motor, and the cables from the starter to the motor are led through gas tight heavy gauge tubing. The motor itself is left as it was, but a new explosion-proof type motor has been ordered and will be installed after the vessel returns from the now intended whaling voyage. For illuminating the refrigerating engine room and parts of the factory deck a number of gas tight lamps are fitted, of which abuse switches are installed as per Section 15 of the Rules, and which are to be used when the vessel is carrying petroleum.

All the new installation is made in accordance with the approved plans and the capt. Santang's letter. The cables used are rubber insulated, lead covered and fine wire armoured, and are of sufficient size.

I may add, that the vessel is now intended for a voyage to the whaling ground in the South Arctic, and that during this voyage, Petroleum having a flash point below 150°F will not be carried.

Bremen 27th Sept. 1937

A. Carrington



© 2020

Lloyd's Register
Foundation

(3/3) W91-8072