

PIRAEUS, THE
STATION BUILDING

13th June 1939. 19

CONVERSION TO OIL BURNING S.S. CORINTHIA.

Note to accompany Submission of Plans to Lloyds.

Accluded to this report in Double:

Plan No 1. General arrangement plan of the Conversion to Oil-burning, Boiler Room and Oil Fuel Bunkers.

Plan No 2. Structural Details of the Oil Fuel Tanks.

Plan No 3. Alternative to the above/. Details of Settling Tank of the Independent Type, instead of the built-in type.

Data of boilers and Oil Burning Installation:

Three S.E. Marine Type. 15' 0.5" Diameter x 11' 5" Length. Three Furnaces per boiler. Total Heating Surface 7830 Sq.Ft. Howden's Forced Draught.

Oil Burning Fittings of the Wallsend-Howden Patent Pressure System of Oil Burning. Two Simplex Pumping and Heating Units. Size of Oil Fuel Pumps 3.5" x 5.25" x 7". One Oil Fuel Transfer Pump 7" x 9.5" x 15".

General Note:

Plans submitted are for Main Tanks and Oil Fuel Tanks of a total capacity of about 470 Tons of oilfuel with Tanks 95% full and 0.94 Specific Gravity.

The Main tanks extend from frame 91 to 102 or for a total length of 6.900m/m approximately. They extend from the Tanktop of No 3 Double Bottom Tank to the Second deck, and are subdivided transversely for stability purposes and easiness of trimming the vessel into three separate tanks by fitting two oiltight longitudinal bulkheads.

The Settling tanks are of the Built-In Type on Plan No 2, with an alternative proposal for independant Settling tanks on Plan No 3.

The Second Deck forms the crown of the oilfuel and Settling Tanks from frame 86 to frame 102, and Plan No 2 shows in detail the cropping of the frames, renewal of the second deck plating, etc, in way of the oil fuel tanks. Part of this space above the Second deck is used for bunkering of oil, frames 86/95, and the forward portion of this space, frames 95 to 102 or 7 frame spaces, is passenger accommodation. No man holes, sounding pipes, air pipes, etc are fitted in way of the passenger accommodation, the oil hatches,

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Bunkering pipes etc being aft of the passenger accommodation and completely enclosed from them by Watertight Tweendeck Bulkhead No 95.

The steeldecks in way of the passenger accommodation ~~xxxx~~ will be coated after testing of the tanks with cement or any other non-combustible composition 50m/m Thick.

TANK No 3, under the Oil fuel bunkers will be kept exclusively as Water-Ballast Tank and permanently ~~xxxx~~ pumped up.

TANK No 2, forward of this, with no direct contact with the oil fuel will be used for fresh water.

TANK No 4, under boilers, dry tank up to now, but actually being completely repaired, will be used as water ~~last~~ tank.

Bulkhead No 95, now boiler room front bulkhead, will be removed, except for a strip at the vessel's sides to form webframe, and a strip of the bulhead under the deck.

Bulkhead No 102, now cross-bunker front bulhead, non watertight, will be completely removed, and No 2 hold extended correspondingly.

The clearance of the forward boiler to the new Oiltight after bulkhead of the oiltanks is 700m/m approximately.

Oil Gutters: as per plan No I will be arranged in Hold No 2 and boiler room, to drain leakages of oil to the wells. Special wells arranged for oil drainages in stokehold with independent suction.

Bunkering arrangements for the oil fuel are shown clearly on plan No I.

Flashpoint: of the bunker oil will be above 150° Fahrenheit Close Test.

Tunnel Damper: will be removed, ~~or locked in position.~~

Testing: All main and Settling tanks will be tested to a head of water of 2.00 Metres above Second deck. Overflow pipes from the Main Tanks will be arranged to overflow into the settling tanks when this level of oil is reached.

Plans to be submitted to Lloyds for Approval:

Air pipes and overflow pipes. Sounding Pipes.

Oil Piping generally, Oil Transfer Pipes, suction pipes from settling tanks, oil pressure pipes to boilers, circulating returns,

Closing arrangements of Suction Sluice valve and Transfer Sluice Valve from outside the boiler room. (Boat deck).

Steam extinguishing pipes, steaming out pipes for the tanks
Steam heating coils for the oils. Drains etc.

Pipes passing through Oil Fuel Tanks:

Two suction pipes of bilges of No I, and No 2 holds, Two

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NAVAL ARCHITECT
PIRAEUS

CABLES : E X P E R
TELEPHONE NO 43-288
CODES : BENTLEY'S, BOE'S

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Port, two starboard, will pass through the oil fuel tanks
mild steel pipes 3" bore, pipes 8 m/m thick, with flanges
etc as per Section 20 A/. Par 5/B. of rules.
Lead Pipes: Engine room and boiler rooms are combined, without inter-
mediate subdivision. All leadpipes in way will be removed
and replaced by cast iron or iron pipes.
Engine and Boiler Room Flooring: will be iron plates on iron bearers.

Safety Requirements of International Convention, Regulation XLIII,
concerning oil and relating to Vessels burning oil will;
be complied with.

To be noted that all tanktop landings in way of the oil fuel tanks
where these are single riveted will be electrically
welded. Light caulking weld.

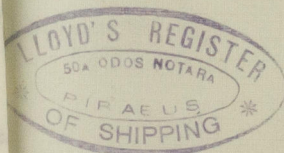
Piraeus the 15th June 1939.

E. Papadopoulos
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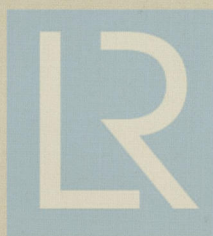
*The flash point of the oil fuel to be above 150°F. and;
the remaining requirements of Section 20 of the Rules
1938-9 to be complied with so far as they are applicable*

J.R.B.

*J.Z.M.
23-6-39.*



15 JUN. 1939



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