

# S.S. "EASTWOOD" & "SHERWOOD"

## PROPOSED CONVERSION TO OIL FUEL BURNING.

Existing wing bunkers in Boiler Room port & starboard to be converted to oil fuel settling tanks and No 2 double bottom to be utilized for oil fuel or water ballast.

OIL FUEL FLASH POINT ABOVE 150° F.

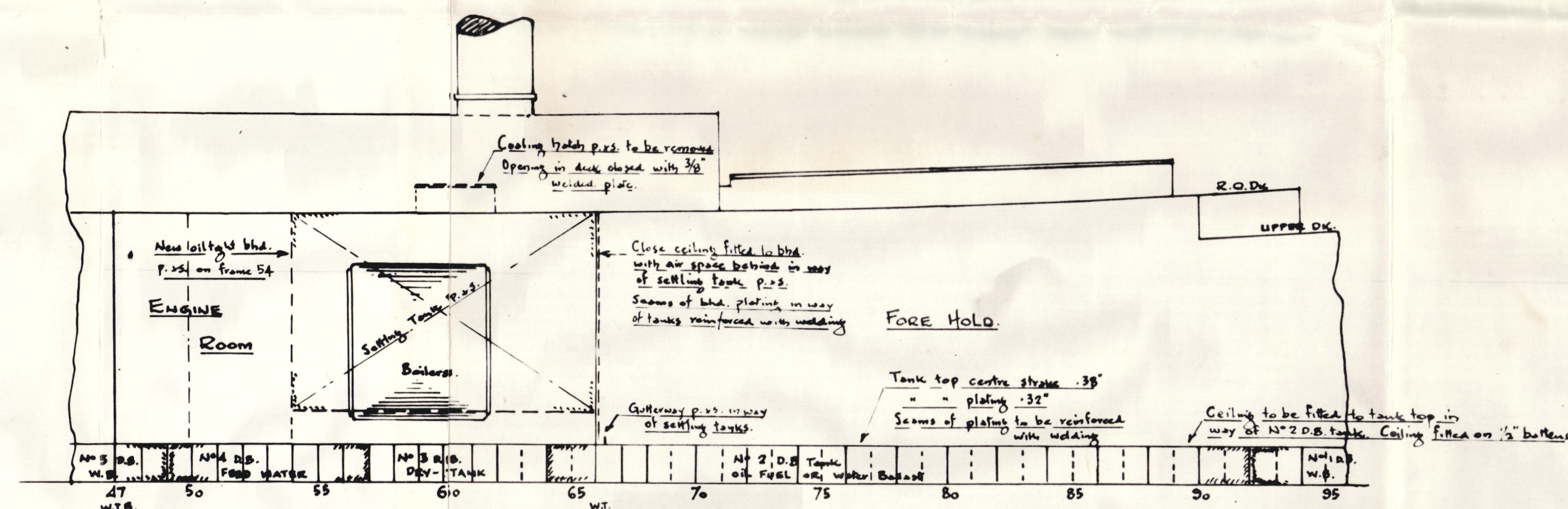
### CAPACITIES:

SETTLING TANK	2 @ 40	= 80 tons
No 1 D.B. TANK		= 125 "
TOTAL		= 205 tons.

NOTE: This plan has been drawn for S.S. "SHERWOOD" but the arrangements, capacities etc are similar for S.S. "EASTWOOD", although bulkheads, tank ends etc. are on different frame numbers.

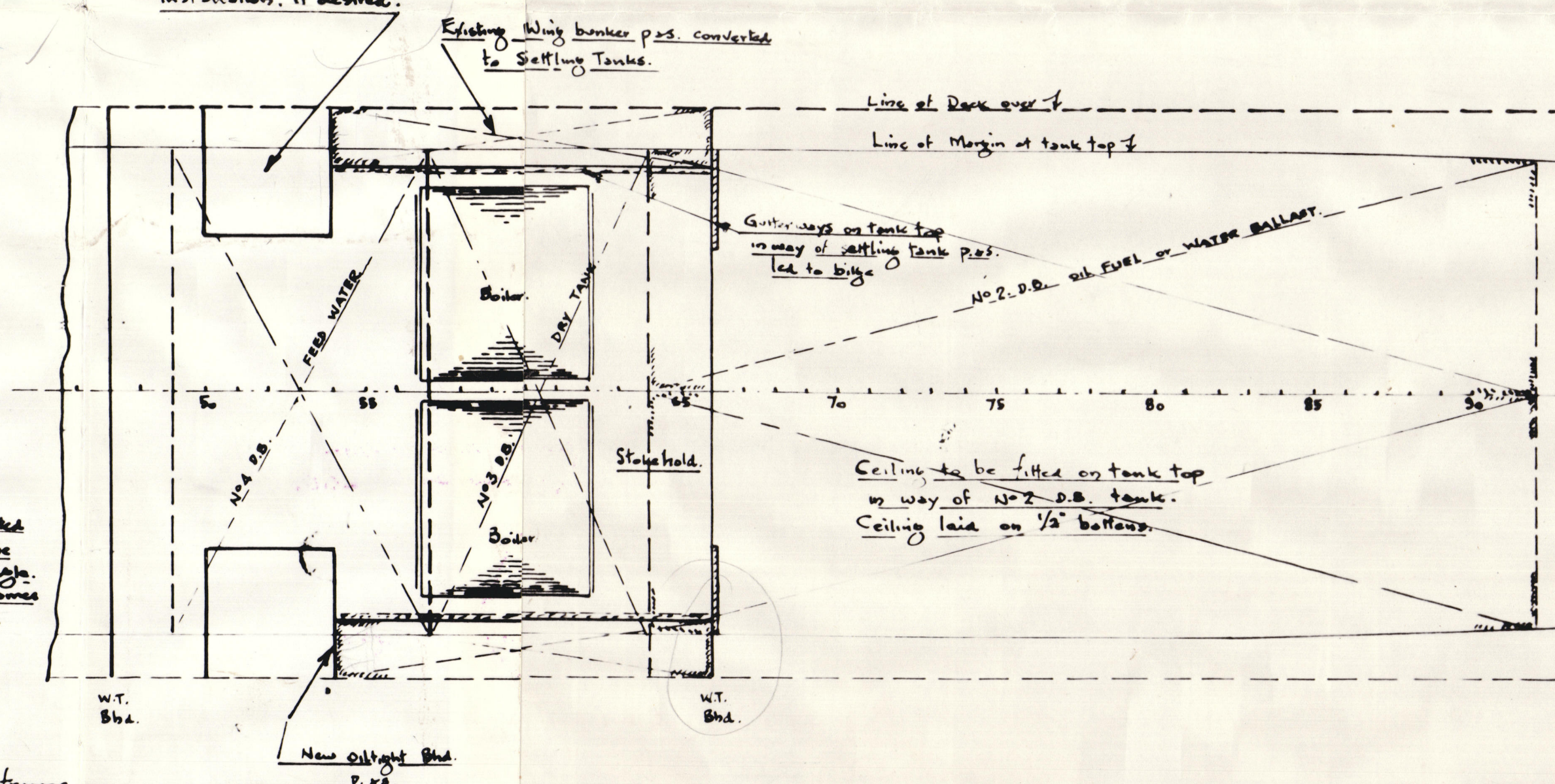
### PART PROFILE.

1/8 in. = 1 Ft.



### PART PLAN AT TANK TOP

1/8 in. = 1 Ft.



### PARTICULARS OF BOILERS.

2 Scotch boilers with total of 4 furnaces  
Heating surface = 2792 sq. ft.  
Working pressure = 180 lbs/sq. in.

New oil tight bulkhead to be fitted on frame 54 port and starboard, forming aft end of settling tanks.

Plating 3/8" Stiffeners 7x3 1/2" O.A. or 6x3 1/2" O.A. toe-welded about 24" apart. Brackets top & bottom. Existing stiffener to bunker bulkhead at fr. 54 to be removed, rick holes in bulkhead closed with welded flat bar. Existing beam line and bilge bracket removed & new bulkhead plating welded direct to bunker bulkhead and welded to existing frame and deck beam. Head and toe of beam and frame to be welded.

### MACHINERY INSTALLATION (STEAM)

DUPLICATE UNITS: Each unit to consist of Pressure Pump, suction and discharge filters and heaters.

Pumps to be provided with escape valves in close circuit.

Steam master valve operable from deck.

Starting unit to consist of hand pump and heater.

'Save-all' to be fitted under units.

One of pressure pumps to be arranged as stand-by transfer pump.

### TRANSFER PUMP:

Connected to tanks in order that fuel may be transferred from and to No 2 D.B. tank and p.s. settling tanks.

Pump to be fitted with escape valve in close circuit.

Steam control to be operable from deck.

'Save-all' to be fitted under pump.

### PIPING & VALVES:

Existing arrangement to be altered in such a manner that fuel or water ballast may be carried alternatively and connected to transfer and ballast pump.

Filling lines p.s. to be installed.

All piping to be of steel, with hot oil pressure pipes of solid drawn approved material.

Pressure pipes to be tested to 400 lbs/sq. in.

All suction lines to be fitted with valves where they enter machinery space.

All valves to be operable from position above machinery platforms.

All valves to be of type which prevents over being slackened by valve operating.

### STEAM HEATING COILS:

To be fitted in No 2 D.B. tank and settling tanks.

All piping to be of steel and to be hydraulically tested to 2 x W.P. after installation.

Drains to be led to observation tank.

Suction valves to be operable from deck.

### SETTLING TANKS:

To have approved means of determining oil levels.

Drain cocks to be of self-closing type.

Suction valves to be operable from deck.

### FIRE EXTINGUISHING:

Steam smothering line to be led under boilers and into Engine Room.

Master valve to be operable from deck.

### GENERAL SERVICE PUMP:

To be disconnected from boilers.

All pipes of lead situated with oil fuel tanks, or used for oil fuel pumping, or bilge pumping in machinery space to be replaced by pipes of iron or steel.

### AIR PIPES:

Air pipes to No 2 D.B. tank and settling tanks to have cross sectional area not less than 1/4 times area of respective filling pipes.

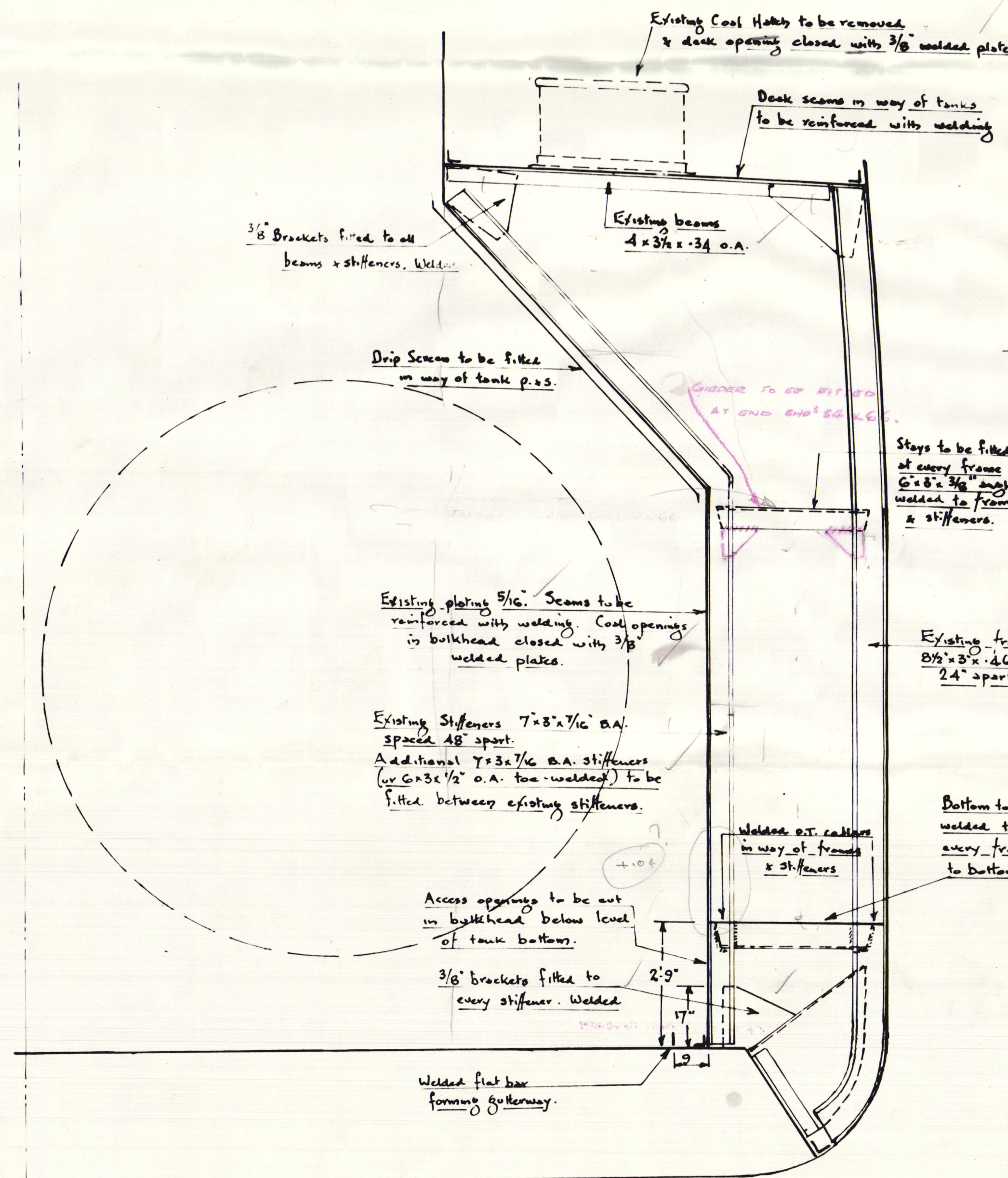
Air pipes to settling tanks led to 30" above R.Q. Dr.

Air pipes to No 2 D.B. and settling tanks to have wire gauge diaphragms in goosenecks.

FUNNEL DAMPER to be removed.

### HALF SECTION IN WAY OF BOILER ROOM.

1/2 in. = 1 Foot.



OFFICE



MASTER NICOLAS

TO ACCOMPANY Piraeus REPORT No. 6969

DATED 9.56.

Plan of O.F. Side Tanks in Machy Space.



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Foundation

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