

PIPE NO.	DESCRIPTION	MATERIAL	SIZE	O.D.	GAUGE
1	MAIN EXHAUST (SUPPLIED BY ALLIANCE) <del>WELDED</del> CASTIRON	WELDED CASTIRON	8"		
1A	" " " " STANDARD BEND (SUPPLIED ALLIANCE)	"	8"		
2	AUXILIARY EXHAUST	WEL.	2"		
3	DYNAMO ENGINE EXHAUST.	WEL.	2"		
4	CIRCULATING SUCTION MAIN ENGINE	COPPER	1 1/2"		14
5	" " " " AUXILIARY ENGINE	"	1 1/2"		14
6	" " " " DYNAMO ENGINE	"	1 1/2"		14
7	MAIN ENGINE CIRCULATING DISCHARGE	STEAM QUALITY	2"		14
8	" " " " BYPASS BACK TO ENGINE	COPPER	2"		14
9	BALLAST PUMP SUCTION TO MAIN ENGINE CIRCLES PIPES	COPPER	1 1/2"		15
10	AUXILIARY ENGINE CIRCULATING DISCHARGE OVER BOARD	"	2"		15
11	DYNAMO	"	2"		15
12	VENT PIPE TO MAIN ENGINE DISCHARGE	"	2"		15
13	OIL PUMP FILLING PIPE	STEAM QUALITY	1 1/2"		15
14	" " " " " " STARBBOARD	"	1 1/2"		15
15	" " " " " " LEVELLING PIPE	"	1 1/2"		15
16	" " " " " " TO DAILY SERVICE S.R. PUMP.	"	2"		15
17	" " " " " " FROM S.R. PUMP TO DAILY SERVICE TANK	"	1 1/2"		15
18	" " " " " " DAILY SERVICE TANK TO MAIN ENGINE	"	1 1/2"		15
19	" " " " " " TO AUXILIARY ENGINE	COPPER	3/4"		10 1/2"
20	" " " " " " TO DYNAMO	"	3/4"		10 1/2"
21	" " " " " " OVERFLOW TO FUEL TANK PORT	STEAM QUALITY	1 1/2"		15
22	AIR PIPE TO OIL PUMP TANK PORT	"	3"		15
23	" " " " " " STARBBOARD	"	3"		15

PIPING	DESCRIPTION	MATERIAL	BORE	O.D.	GALL.
24	OIL PUMP LEAK OFF FROM MAIN ENGINE TO SILVER	COPPER	3/4"		
25	AIR FROM MAIN ENGINE COMP TO TEE.	HIGH PRESSURE COPPER	1/2"		
26	" " TEE TO MANIFOLD VALVES	"	1"		
27	" " AUX ENGINE COMP TO TEE	"	1/2"		
28	" " MANIFOLD TO MAIN ENGINE STARTING VALVE	"	1 1/4"		
29	" " PIPE FROM MANIFOLD TO BOTTLES.	"	1 1/2"		
30	" " FROM MANIFOLD TO SVL TIGHT WHISTLE	"	"	3/4" 7/8"	
31	" " " " FOR SERVICE AIR	"	"	"	
32	OIL FROM LUB OIL TANK TO FILLING VALVE ON M.E.	STEAM QUALITY COPPER	1"		
33	STEAM PRESSURE PIPE TO STEAM COCK	STEAM QUALITY COPPER	1"		
34	LUB. OIL FILLING PIPE SOUNING PIPE	"	2"		
35	" " AIR PIPE	"	1 1/2"		
36	FRESH WATER TANK FILLING PIPE SOUNING PIPE	"	2"		
37	" " " " AIR PIPE	"	1 1/2"		
38	" " " " TO GALLEY PUMP	GW.I.	1"		
39	DRAIN TO FUNNEL & SILENCER TO SILVER.	W.I.	1"		
39	AIR PIPE TO OILY SERVICE TANK.	"	1 1/2"		

LETTER	DESCRIPTION	REMARKS
A	1 $\frac{1}{2}$ SBA COCK (OFF) MAIN ENGINE CIRCULATING SUCTION	CAST IRON BODY G.M. PIPING
B	$\frac{3}{4}$ " " (OFF) AUXILIARY " " "	GUN METAL
C	$\frac{3}{4}$ " " (OFF) DYNAMO " " "	" " "
D	C 1 1 $\frac{1}{2}$ MUD BOX MAIN " " " " " " " " " " " "	USUAL TYPE
E	C 1 $\frac{3}{4}$ " " " " " " " " " " " " " " " "	" " "
F	C 1 $\frac{3}{4}$ " " " " " " " " " " " " " " " "	" " "
G	1 $\frac{1}{2}$ " C 1 Valve (OFF) CIRCUL. MAIN ENG. Bypass.	C 1 STRAIGHT THROUGH G.M. FITTINGS
H	1 $\frac{1}{2}$ " COCK CIRC. DISCHARGE AIR PIPE	STRAIGHT THROUGH
J	2" N.R. DISCHARGE VALVE	C 1 STRAIGHT THROUGH G.M. FITTINGS
K	1" " " " " " " " " " " " " " " "	STRAIGHT THROUGH GUNMETAL
L	" " " " " " " " " " " " " " " "	" " "
M	2" SD VALVES (C 1 BODY, G.M. FITTINGS)	90° THRO. SPINDLE TO PREVENT COMPLETE CLOSURE
N	1 $\frac{1}{2}$ SEMI. ROTARY PUMP FOR FUEL OIL	" " "
O	GR. MANIFOLD SUPPLIED BY ALDENS.	AS PLAN K/35074.
P	1 $\frac{1}{2}$ SD. VALVE (OFF) DAILY SERVICE TANK FOR MAIN ENGINE	BOTTOM OUTLET C 1 G.M. FITTINGS
Q	$\frac{3}{4}$ " " (OFF) " " " " " " " " " " " " " " " "	GUNMETAL
R	$\frac{3}{4}$ " " (OFF) " " " " " " " " " " " " " " " "	" " "
S	1" " (OFF) LUB. OIL TANK	STRAIGHT THROUGH
T	4" - 3" REDUCER (200) OIL FUEL FILLING	CAST IRON
U	1 SEMI. ROTARY PUMP (BAILEY PUMP)	" " "
V	2" SD. VALVE (OFF) TANK FOR C 1 (OFF)	BOTTOM OUTLET C 1 G.M. FITTINGS
W	2" " " " " " " " " " " " " " " "	" " "
X	1" STOP COCK FUEL DRAIN	STRAIGHT THROUGH GUNMETAL

### CAPACITIES OF TANKS

SUPPLIER BY	DESCRIPTION	CANTITY	REMARKS
		QUANTITIES	
J.P.S.	OIL FUEL TANK (707T)	2.85	8.95 FITTED WITH BENTHIDIMENTS BY M.H.BEAMALL & CO
J.P.S.	(STREBOARD)	2.85	8.95 " " " " " " " " " " " "
M.H.ALEMS	DAILY SERVICE OIL FUEL TANK	187	.75 " " GAUGH GLASS WITH SELF CLOSING COO DAY OF REPT
J.P.S.	LUBRICATING OIL TANK	100	1.60
J.P.S.	FRESH WATER TANK	448	2.00 GALVANISED & CEMENT WASHED INSIDE.

# INSTALLATION

## SHIP NOS. 1465/6 "CAMROUX I & II"

SCALE :-  $\frac{1}{2}$ " = 1 FOOT.

300 B.H.P. 3 CYL. ALLEN 4 STROKE 3S37

WITH REVERSING AND REDUCING GEAR.

PLAN № 20, 213.

JAMES POLLOCK, SONS & Co. LTD  
SHIPBUILDERS & ENGINEERS,  
3, LLOYDS AVENUE,  
— LONDON E.C.3. —

48-50

ISSUED TO	-----
DATE	



General Arrangement of Engine Room

James Pollock & Son      Nº 1465  
   Nº 1466

$\frac{2}{3}$  "CAMROUX I"

$\frac{1}{5}$  "CAMROUX II"

Approved 9.8.34



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