



S. S. "BLAIRSPEY"

Page 2 Cont

ALTERATIONS CONT:-

with steel suction pipe connected to 4" G.M. sea suction valve (tested 150 lbs. sq. in.) fitted to spigotted pad on shell, and discharging through 3" discharge pipe up tunnel escape to deck line on poop. PETERS oil engine No. 320688 and SIGMUND Pump No. 54247.

OIL FUEL CONVERSION:-

Vessel now fitted for Oil Fuel in accordance with the Rules and Approved Plans No. 8 OB858/1/2/3/4/5.

No. 3 Double bottom tank (Aft part) adapted for the carriage of oil fuel only. Ballast lines now extended through this tank to No. 3 D.B. (Forward part) and bilge lines led through tunnel.

Port and Starboard Deep Tanks adapted for oil fuel or water ballast. Spectacle flanges fitted to suction and filling valves.

Centre Deep Tank arranged for oil fuel only. Overflow pipes from settling tanks to centre deep tank only.

Whites Marine oil burning installation Natural draught now fitted, comprising 2 oil fuel pumps Nos. 288601/2 (GLASGOW Cert. Nos. C21090/1) and oil fuel heaters and suction & discharge filters (NEWCASTLE Cert. No. C51775).

One new fuel oil transfer pump made by Weirs Ltd., No. 292318 L.R. Test 20th December 1955, now installed in Engine room (Starboard Forward) with two valve suction chest of 3" oily bilge suction and 4" F.O. suction, discharging overboard or to tanks by double valve discharge chest.

Extended spindles fitted in accordance with the Rules, tested and left in good working order. Funnel damper removed.

All pipes of lead situated within oil fuel bunkers or tanks or used for oil fuel pumping or bilge pumping in machinery space, have been replaced with steel pipes.

Fore peak suction fitted with valve on forward side of collision bulkhead with control to deck.

Feed pumps connected direct to No. 5 D.B. tank (fresh water) Pumps used for boiler feed purposes not connected to bilge or ballast lines.

Pneumercator gauges installed for the settling tanks only, hand sounding pipes fitted to deep tanks and double bottom tank.

All oil fuel tank air pipes led to the deck and fitted with flame arrestor gauge covers.

The fire fighting arrangements comply with the Rules.

An oil fuel unit for raising steam from cold installed.

A quick closing master valve to each boiler is fitted on the hot oil manifold.

Cont. on Page 3.....

B.C. CLASS

21 APR 1956

Rpt. 9a

Port of **NEWCASTLE-ON-TYNE.**

Continuation of Report No. **113310.** dated **18-4-56**

on the

S. S. "BLAIRSPEY"

Page 3 Cont.

OIL FUEL CONVERSION CONT:-

Indicators at valves and on deck show open or shut and nameplates provided.  
On completion of conversion, hot oil pipes between pumps and furnaces and  
oil filling and pumping lines tested to 400 lbs. sq. in. and 50 lbs. sq. in.  
respectively and found tight.

The oil fuel discharge pipes between pumps and furnaces are in good condition,  
accessible, visible and well lighted for their entire length.

The installation was examined under working conditions and found satisfactory.

*F. Southern*  
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F. SOUTHERN.

SURVEYOR TO LLOYD'S REGISTER.  
NEWCASTLE-ON-TYNE.



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