

13-11-42
5354

S.S. "MARISO"

DIAGRAMMATIC ARRGT OF BILGE & BALLAST PIPES.

SCALE 1 : 100

MAIN COOLING WATER PUMP = 1360 TONS PER HOUR.
BALLAST PUMP = 100 TONS PER HOUR.
BILGE PUMP = 40 TONS PER HOUR.

RK = NON RETURN VALVE.
SCH = MUD BOX.
S = STRUM.

COLOR
PIPE NUMBER
SIZE IN INCHES
THICKNESS IN M.M.
MATERIAL

BALLAST PIPES.

PURPOSE				
1	2.85	G	BALLAST PUMP SUCTION FROM FORE PEAK.	
2	"	"	" N°1 TANK	
3	"	"	" N°2 TANK PORT CENTRE.	
4	"	"	" N°2 TANK STARBD CENTRE.	
5	"	"	" N°2 TANK PORT SIDE	
6	"	"	" N°2 TANK STARBD SIDE.	
7	"	"	" N°3 TANK PORT CENTRE.	
8	"	"	" N°3 TANK STARBD CENTRE.	
9	"	"	" N°3 TANK PORT SIDE	
10	"	"	" N°3 TANK STARBD SIDE	
11	"	"	" N°5 TANK PORT.	
12	"	"	" N°5 TANK STARBOARD.	
13	"	"	COFFERDAM PORT.	
14	"	"	COFFERDAM STARBOARD.	

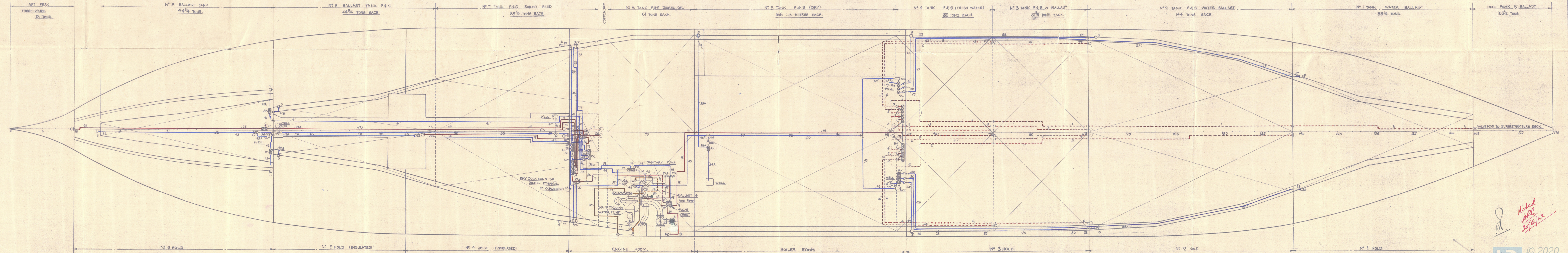
COLOR
PIPE NUMBER
SIZE IN INCHES
THICKNESS IN M.M.
MATERIAL

DIAGRAMMATIC

G = GALVANISED

PURPOSE				
15	2.85	G	BALLAST PUMP SUCTION FROM N°8 TANK PORT	
16	"	"	" N°8 TANK STARBD	
17	"	"	" N°9 TANK	
18	"	"	" N°9 TANK AND AFT PEAK.	
19	5.95	"	BALLAST PUMP SUCTION MAIN FROM FORWARD.	
20	5.95	"	BALLAST PUMP SUCTION MAIN FROM AFT.	
21	5.45	"	BALLAST PUMP SUCTION FROM BILGE LINE	
22	5.45	"	BALLAST PUMP SUCTION FROM SEA.	
23	5.45	"	BALLAST VALVE CHEST.	
24	5.45	"	TANK N°7 PORT	
25	5.45	"	TANK N°7 STARBOARD.	
26	5.45	"	BALLAST PUMP SUCTION MAIN FROM N°7 TANK	
27	5.45	"	CONNECTION BETWEEN FORD & AFTER MAINS.	
28	5.45	"	FROM AFT PEAK.	

BILGE PIPES				G = GALVANISED.					
COLOR	PIPE NUMBER	SIZE IN INCHES	THICKNESS IN M.M.	PURPOSE	COLOR	PIPE NUMBER	SIZE IN INCHES	THICKNESS IN M.M.	PURPOSE
29	2.85	G		BILGE SUCTION FROM N°1 HOLD PORT.	42	2.85	G		BILGE SUCTION FROM N°5 INSULATED HOLD & N°6 HOLD STARBOARD.
30	"	"	"	" N°1 HOLD STARBOARD.	43	2.85	"	"	" N°6 HOLD STARBOARD.
31	"	"	"	" N°2 HOLD PORT.	44	2.85	"	"	" N°5 INSULATED HOLD STARBOARD.
32	"	"	"	" N°2 HOLD STARBOARD.	45	2.85	"	"	BILGE SUCTION FROM AFTER TUNNEL WELL.
33	"	"	"	" N°3 HOLD PORT.	46	2.85	"	"	" AFTER TUNNEL FORWARD WELL.
34	"	"	"	" N°3 HOLD STARBOARD.	47	2.85	"	"	" FORWARD TUNNEL AFTER WELL.
35	2.85	"	"	BILGE SUCTION FROM BOILER ROOM WELL (FORWARD PORT)	48	2.85	"	"	" FORWARD TUNNEL FORWARD WELL.
36	2.85	G	"	" BOILER ROOM WELL (AFT PORT)	49	3.75	"	"	BILGE SUCTION MAIN BOILER ROOM BILGE.
37	2.85	C	"	" BOILER ROOM WELL (FORWARD STARBD)	50	3.75	"	"	" BILGE SUCTION MAIN FROM FORWARD
38	2.85	C	"	" (AFT STARBOARD)	51	3.75	G	"	" FROM AFT.
39	2.85	G		BILGE SUCTION FROM ENGINE ROOM BILGE PORT (DIRECT)	52	3.75	"	"	BILGE MAIN.
40	"	"	"	" " " " " STARBD (DIRECT)	53	1	"	"	" BILGE SUCTION FROM BALLAST LINE
41	"	"	"	" " " " " PORT	54	1	"	"	" BILGE SUCTION FROM SEA
42	"	"	"	" " " " " STARBD	55	1	"	"	" BILGE SUCTION FROM VALVE CHEST (FRAME 68)
43	"	"	"	BILGE SUCTION FROM N°4 INSULATED HOLD PORT	56	1.5	"	"	" BILGE INJECTION.
44	"	"	"	" N°4 INSULATED HOLD STARBD	57	4	"	"	" EMERGENCY CONNECTION FROM BALLAST PUMP TO ENGINE ROOM BILGE
45	"	"	"	" N°5 INSULATED HOLD & N°6 HOLD PORT	58	4	"	"	" BALLAST PUMP DISCHARGE TO VALVE CHESTS.
46	2.85	C	"	" N°5 HOLD PORT.	59	4	"	"	" BALLAST PUMP DISCHARGE OVERBOARD.
47	2.85	C	"	" N°5 INSULATED HOLD PORT	60	2.85	C	"	" BILGE PUMP DISCHARGE OVERBOARD.



Noted
JRC
30/12/42

S/S "MARISO"

Pumping Arrangement

Dundee Rpt No. 9339.



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Lloyd's Register

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