

D. F. G.

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DAVID ROWAN & CO., LIMITED.

Marine Engineers and Boilermakers,

231. Elliot Street,

GLASGOW, C.3. Friday, 2nd Sept., 1938.



Messrs. Lloyd's Register of Shipping,
95, Bothwell Street,
GLASGOW, C.2.

LLOYD'S REGISTER
GLASGOW
3-SEP-1938
ANS

Dear Sirs, CONTRACT 1016 - S.S. No. 424.

6 Oil Fuel Installation:- We are forwarding today, under separate cover, prints O.T. 40507, sheets 22, 23 and 24, in duplicate, shewing arrangement of Oil Fuel Plant, Settling Tanks, etc., and Pipe Connections, and we shall be glad to know that the arrangements meet with your approval.

It is intended to use Nos. 2, 3 and 6 D.B. Tanks for the carriage of oil when required. Nos. 1 and 7 D.B. Tanks and aft Peak are to be used for water ballast only. The fore peak and No. 4 D.B. Tank are to be used for feed water and No. 5 D.B. Tank for Domestic Fresh Water.

A cofferdam is arranged at forward end of No.4 D.B. Tank and at after end of No. 5 D.B. Tank.

There are two Oil Fuel Burning Units each comprising Burner Pump, Heater and Discharge Strainer. A Duplex Suction Strainer is also being supplied connected to both units. One unit to act as a standby to the other.

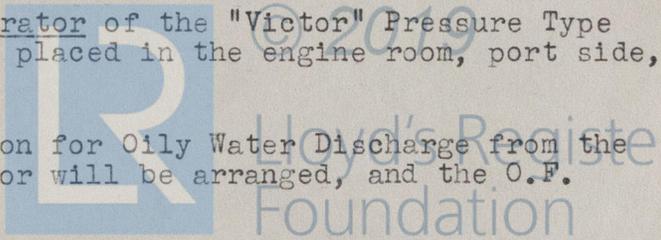
Each set is capable of doing full duty.

Each of the Burner Pumps can draw from the Settling Tanks and also direct from the D.B. Oil Fuel Tanks.

An Oily Water Separator of the "Victor" Pressure Type is being fitted and will be placed in the engine room, port side, at floor level.

A 4" bore connection for Oily Water Discharge from the Ballast Pump to the Separator will be arranged, and the O.F. Transfer/

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DAVID ROWAN & CO., LTD.

SHEET

No. 2.

To Messrs. Lloyd's Register of
Shipping.

DATE 2/9/38.

Transfer Pump will also discharge through the Separator, when pumping from the Oily Bilge space and cofferdams. The clean water from the Separator will be discharged overboard above the load line and the recovered oil will be led to an Oil Fuel Drain Tank on starboard side. This Tank can be drained to any of the double bottom Tanks.

The Oil Fuel Transfer Pump mentioned above is arranged to transfer the Oil Fuel from the D.B. Tanks to the Settling Tanks and to deck line when required.

This Pump can also transfer the oil from Nos. 2 and 3 D.B. Tanks to No. 6 D.B. Tank or vice versa.

Control Rods from outside the machinery space will be arranged for the Oil Fuel Suction Valves on the Settling Tanks, Outlet Valve on O.F. Drain Tank, Steam Valve for Oil Fuel Plant and Oil Fuel Transfer Pump and Steam Valve for Fire Extinguishing Pipe under the Boilers.

The Oil Level in the Settling Tanks will be indicated by a depth gauge of Messrs. Dobbie, McInnes Ltd's make.

The drawing of the Settling Tanks has already been submitted and approved by you.

4 As arranged with your Surveyor, we are also sending today, prints, in duplicate, of the following arrangements:-

Steam Pipe Arrangement - O.T. 40507, sheets 25, 26 & 28.

Diagrammatic Drain Arrangement " 40507, sheet 27.

The Boiler Safety Valves will be 2 $\frac{1}{4}$ " diam. (double) and of Cockburn Ltd's Improved High Lift Type. ✓

We shall be glad to have your comments at your earliest convenience.

Yours faithfully,

DAVID ROWAN & CO., LIMITED,

For A. N. Grierson



Lloyd's Register
Foundation

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