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Telephones,
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DAVID ROWAN & CO., LIMITED.

Marine Engineers and Boilermakers,

231, Elliot Street,



GLASGOW, C.B. Tuesday, 2nd May, 1939.

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

LLOYD'S REGISTER
GLASGOW

3-MAY-1939

ANSO

Dear Sirs,

CONTRACT 1020.
ROWAN-DOXFORD OPPOSED PISTON OIL ENGINE
M.V. No. 906.

OIL FUEL ARRANGEMENTS FOR MAIN ENGINES AND BOILERS:

We are sending under separate cover prints O.T. 40777, sheets 6 and 7, in duplicate, shewing Arrangement of Main Engine, Auxiliary Engines, Oil Fuel Plant, Main Engine Oil Fuel Supply Tank, Purified Oil Fuel Tanks, Boiler Oil Fuel Settling Tanks and Pipe Connections, and we shall be glad to know that the arrangements meet with your approval.

Prints of the Main Engine Oil Fuel Supply Tank, Purified Oil Fuel Tanks and Boiler Oil Fuel Settling Tanks have already been submitted by us with our letter of 17th January, 1938, and approved by you as per your letter of 25th January, 1938. The Starting Air Receivers were made and tested by Messrs. Cochran & Co. (Annan) Ltd., under your inspection.

It is intended to use Nos. 2, 3 and 6 Double Bottom Tanks for the carriage of oil fuel, and to use any of these tanks for water ballast while any of the others of these tanks are being used for oil fuel.

Part of No. 4 D.B. Tank is to be used for the carriage of Oil Fuel only, and part as a Drain Tank, taking overflow from the M.E. Oil Fuel Supply Tank, Purified Oil Fuel Tanks and Boiler Oil Fuel Settling Tanks, also Drain from tray under M.E. Fuel Pumps and Discharge from Oil Fuel Priming Pump Relief Valve.

No. 5 Tank Port and No. 5 Tank Starboard forming portion of the double bottom are to be used for the carriage of Feed Water.

No./

W 163-2193

DAVID ROWAN & CO., LTD.

SHEET No. 2.

To Messrs. Lloyd's Register of
Shipping,

DATE 2/5/39.

Nos. 1 and 7 Double Bottom Tanks, fore peak and aft peak, are to be used for water ballast.

Cofferdams are arranged between Nos. 1 and 2, 2 and 3, 4 and 5, 5 and 6, 6 and 7 double bottom tanks.

A Cofferdam surrounds the Oil Fuel Drain Tank in the double bottom.

A Lubricating Oil Drain Tank is also arranged in the double bottom under the Main Engine, and is surrounded by a cofferdam separating it from all the other tanks and also from the plating forming bottom of ship.

A Deep Tank is arranged immediately forward of Machinery Space for Water Ballast or for Ordinary Cargo. When used for Cargo, the portable bends B.C.41 are removed and blind flanges fitted.

— There are two Oil Fuel Burning Units for the Horizontal Boiler, 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 stand-by 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.

The Vertical "Composite" Boiler, which will normally be used at sea generating steam by the exhaust gases from the Main Engine, is also arranged to burn oil fuel when required. The fuel supply to this Boiler is by gravity only, from the settling tanks. A duplex strainer and a heater will be arranged in the supply pipe to the burner.

There is an Oil Fuel Transfer Pump for transferring the oil fuel from the D.B. Tanks to the M.E. Supply Tank and the Boiler Settling Tanks.

The Pump can also transfer the oil fuel from Nos. 2 and 3 D.B. Tanks, to 4 and 6 D.B. Tanks, or vice versa. It has also a suction connection from the Oil Fuel Drain Tank in/

DAVID ROWAN & CO., LTD.

SHEET, No. 3.

To Messrs. Lloyd's Register of
Shipping,

DATE 2/5/39.

in double bottom.

The Oil Fuel from the M.E. Supply Tank flows by gravity to an Oil Purifier through a heater and after purification is discharged by a pump on the purifier to the purified fuel tanks, from which the oil flows by gravity to the M.E. Oil Fuel Pumps and Priming Pump.

Control Rods from outside machinery space will be arranged for the Oil Fuel Outlet Valves on the Boiler Settling Tanks, M.E. Oil Fuel Supply Tank, Purified Oil Fuel Tanks, Steam Valve for Oil Fuel Plant and Oil Fuel Transfer Pump and Steam Valve for Fire Extinguishing Pipe under Boilers.

The Oil Level in the Boiler Settling Tanks, M.E. Oil Fuel Supply Tanks and Oil Fuel Purified Tanks will be indicated by Float Arrangement, print O.T. 40788, sheet 4, of which we are also sending with the other prints. This gear is similar to that approved by you for the Settling Tanks fitted in M.V. "LAUREL," our Contract 930.

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

Steam Pipe Arrangement O.T. 40777, shts. 8 & 9.

Diagrammatic Drain Pipe Arrangt. " 40777, sht. 10.

Pipe list " 40777, sht. 11.

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

Yours faithfully,

DAVID ROWAN & CO., LIMITED

Archd. W. Grierson
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Lloyd's Register
Foundation
WH63-0193