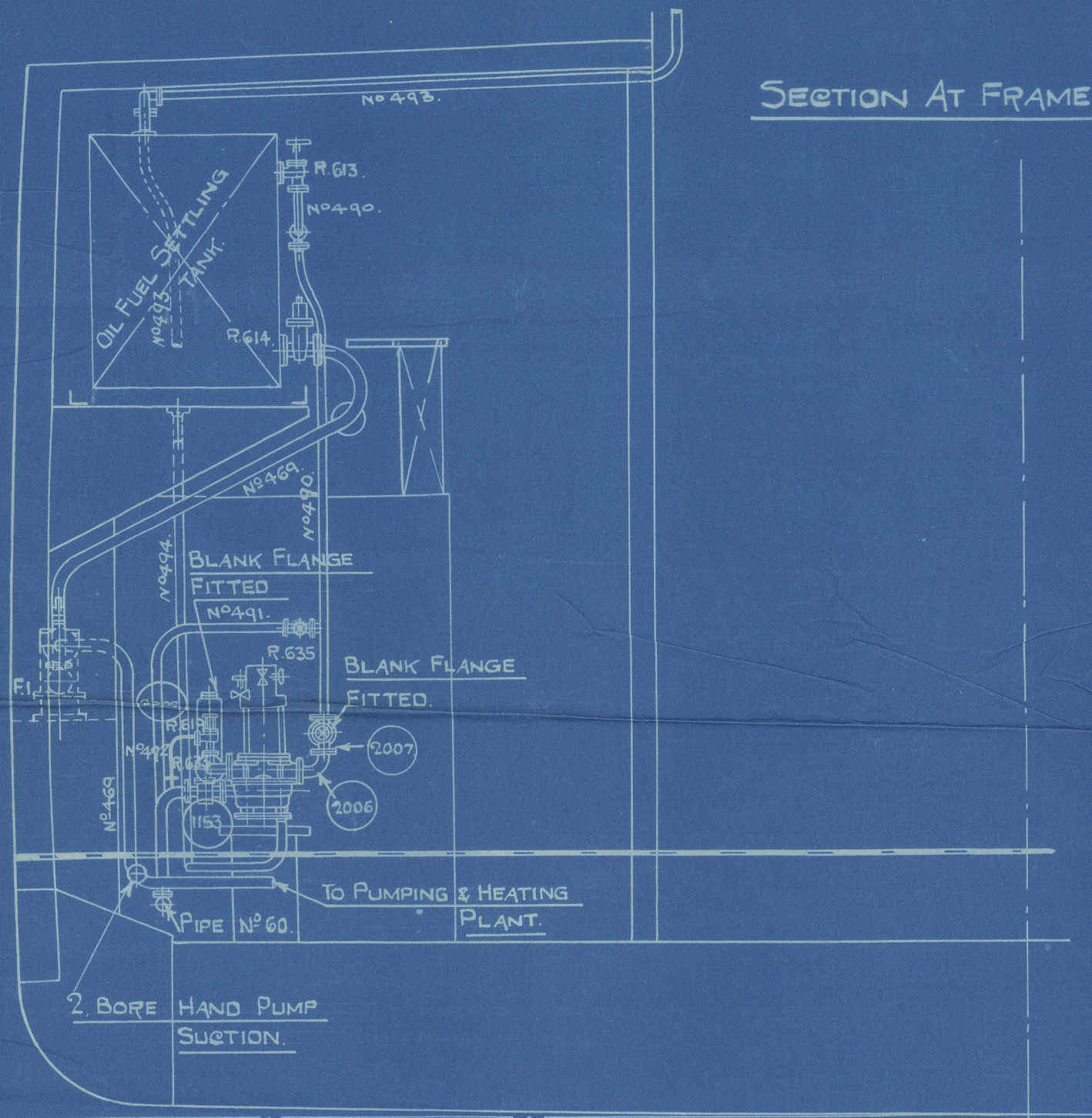
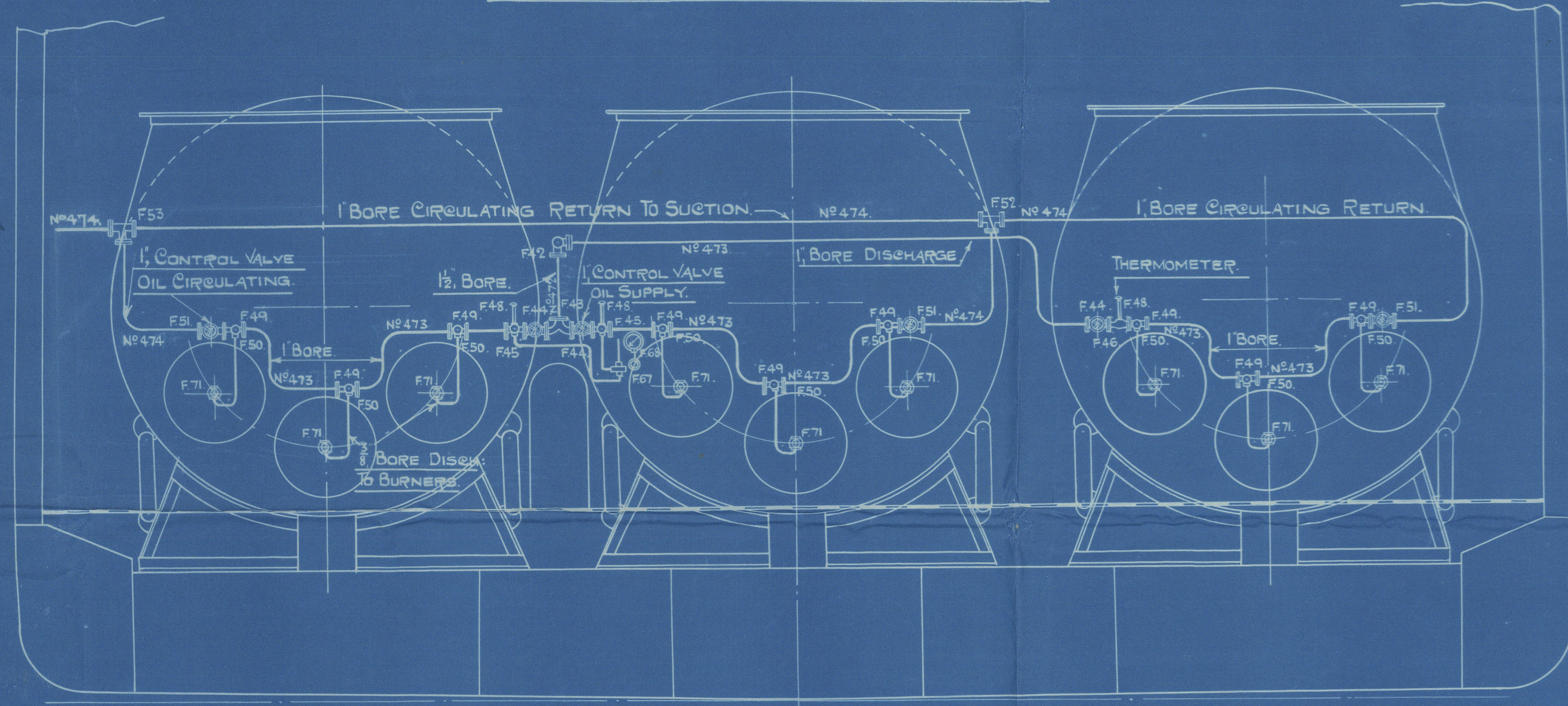
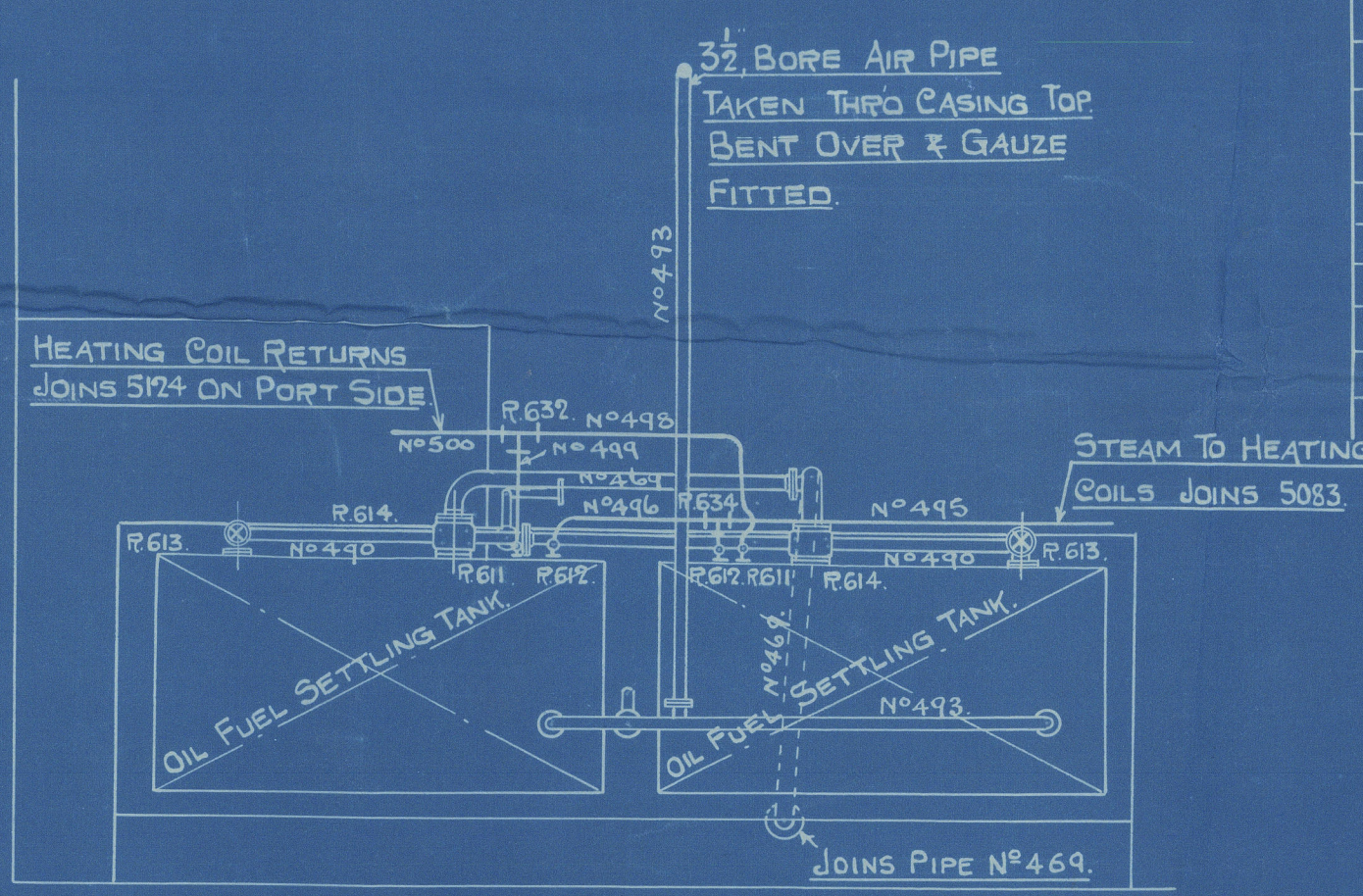


WE RECOMMEND FOR MAXIMUM EFFICIENCY
THAT RETARDERS BE FITTED IN ALL BOILER TUBES.



SECTION LOOKING AFT.



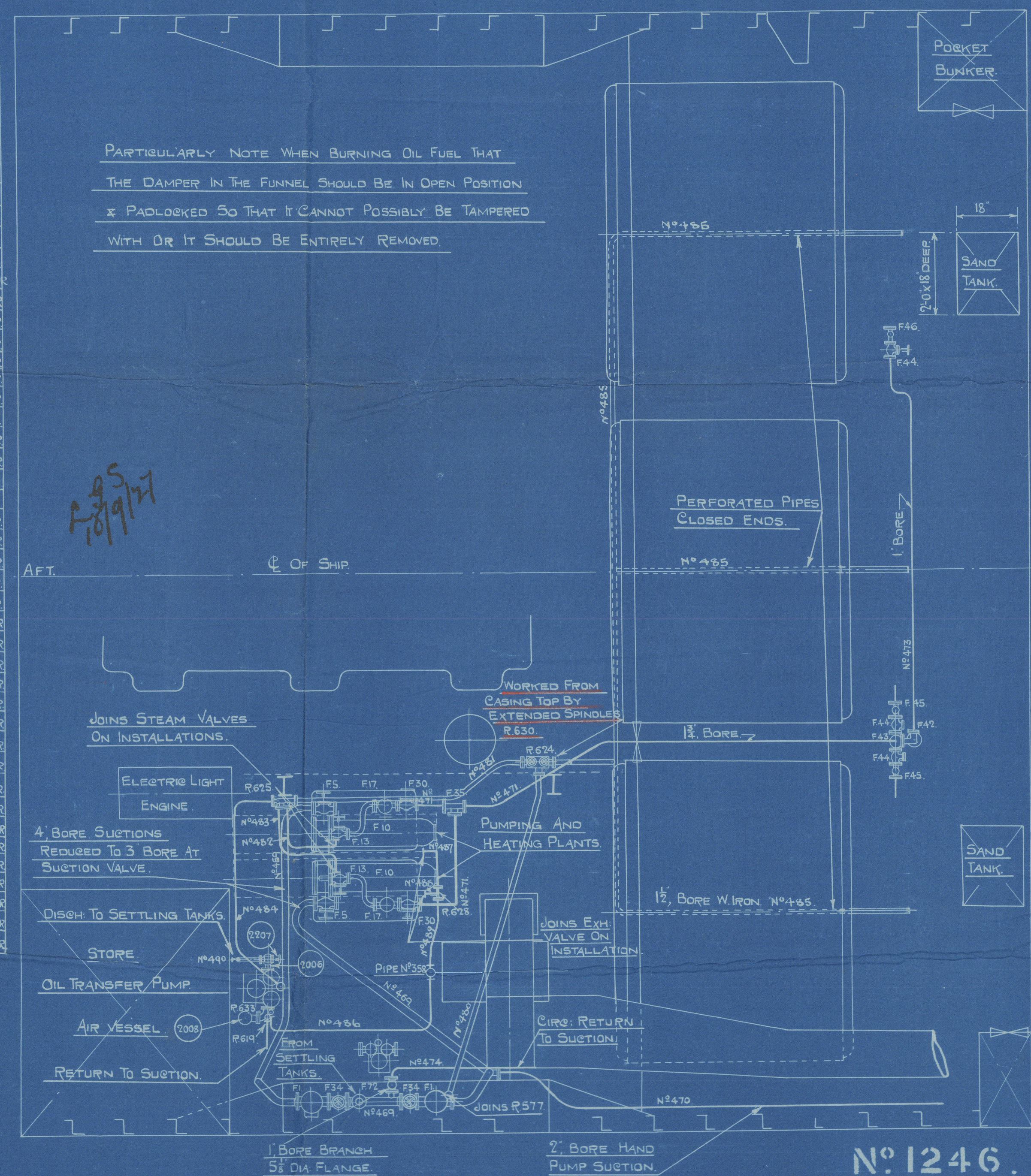
FOR ARRANGEMENT OF MOUNTINGS
ON TANK SEE SEPARATE PLAN.

SWAN, HUNTER, &
WICHAM RICHARDSON LTD
ENGINEERING DEPARTMENT
NEPTUNE WORKS.
NEWCASTLE-ON-TYNE.
DATE

W.S.C.
N.S.

PIPE NO.	DESCRIPTION	BORE	L.W.G.	MAT.	SUPPLY
2	SUCTION TO PRESSURE & VAC. GAUGE	1/4"	17	S.D.C.	W.S.E.
3	OIL FUEL PUMP DISCHARGE TO HEATER	3/4"	S.O.	S.D.S.	W.S.E.
4	HEATER OUTLET TO DISCH. STRAINER	1/4"	S.O.	S.D.S.	W.S.E.
6	DISCHARGE STRAINER TO PRESSURE GAUGE	1/4"	S.O.	S.D.S.	W.S.E.
8	" DRAIN TO SUCTION	1/4"	S.O.	S.D.S.	W.S.E.
10	STEAM TO PUMP	3/4"	S.O.	S.D.C.	W.S.E.
11	STEAM FOR STEAMING OUT HEATER	1/2"	S.O.	S.D.C.	W.S.E.
12	DRAIN FROM " "	1/2"	S.O.	S.D.C.	W.S.E.
13	" " WATER COLLECTOR TO TRAY	1/2"	S.O.	S.D.C.	W.S.E.
16	HEATER ESCAPE TO SUCTION	1/2"	S.O.	S.D.C.	W.S.E.
19	DISCHARGE TO BURNERS	3/8"	S.O.	S.D.S.	W.S.E.
468	SYPHON DRAIN	1 1/4"	W.O.	W.I.	S.H.W.R.
469	OIL BURNING INSTALLATION SUCTION	4"	6	W.I.	S.H.W.R.
470	" " HAND PUMP SUCTION	2"	6	W.I.	S.H.W.R.
471	DISCHARGE FROM INSTALLATION TO BOILERS	1 3/4"	S.O.	S.D.S.	S.H.W.R.
472	" " " "	1 1/2"	S.O.	S.D.S.	S.H.W.R.
473	OIL DISCHARGE TO BOILER FRONT	1"	S.O.	S.D.S.	S.H.W.R.
474	CIRCULATING RETURN TO SUCTION	1"	S.O.	S.D.S.	S.H.W.R.
475	HAND PUMP DISCHARGE	1 1/4"	S.O.	S.D.S.	S.H.W.R.
476	" " " "	1/2"	S.O.	S.D.S.	S.H.W.R.
477	PRESSURE GAUGE CONNECTION	1/4"	S.O.	S.D.S.	S.H.W.R.
478	" " " "				
479	" " " "				
480	STEAM TO OIL BURNING PLANT & FIRE EXTING.	1 1/2"	15	S.D.C.	S.H.W.R.
481	" " " "	1 1/2"	15	S.D.C.	S.H.W.R.
482	" " " "	1 1/4"	15	S.D.C.	S.H.W.R.
483	" " " "	1 1/4"	15	S.D.C.	S.H.W.R.
484	" " " OIL TRANSFER PUMP	3/4"	16	S.D.C.	S.H.W.R.
485	" " " FIRE EXTINGUISHING	1 1/2"	W.O.	W.I.	S.H.W.R.
486	EXHAUST FROM TRANSFER PUMP	1"	16	S.D.C.	S.H.W.R.
487	" " " OIL BURNING PLANT	1"	16	S.D.C.	S.H.W.R.
488	" " " " "	1"	16	S.D.C.	S.H.W.R.
489	" " " " "	1"	16	S.D.C.	S.H.W.R.
490	TRANSFER PUMP DISCH. TO SETTLE TANK	2 1/2"	S.O.	W.I.	S.H.W.R.
491	BALLAST PUMP " " " "	2 1/2"	S.O.	W.I.	S.H.W.R.
492	TRANSFER PUMP DISCH. RETURN TO SUCTION	1 1/4"	S.O.	W.I.	S.H.W.R.
493	OIL FUEL SETTLE TANK AIR & OVERFLOW	3 1/2"	S.O.	W.I.	S.H.W.R.
494	OIL TRANSFER PUMP SUCTION FROM TRAY	3"	S.O.	W.I.	S.H.W.R.
495	STEAM TO HEATING COILS IN SETTLE TANKS	1"	16	S.D.C.	S.H.W.R.
496	" " " " " "	1"	16	S.D.C.	S.H.W.R.
497	" " " " " "	1"	16	S.D.C.	S.H.W.R.
498	" HEATING RETURNS	1"	16	S.D.C.	S.H.W.R.
499	" " " " " "	1"	16	S.D.C.	S.H.W.R.
500	" " " " " "	1"	16	S.D.C.	S.H.W.R.
501	AUXILIARY HEATER FUNNEL	3"	S.H.	W.I.	S.H.W.R.

ELEVATION LOOKING FROM STARBOARD TO PORT.

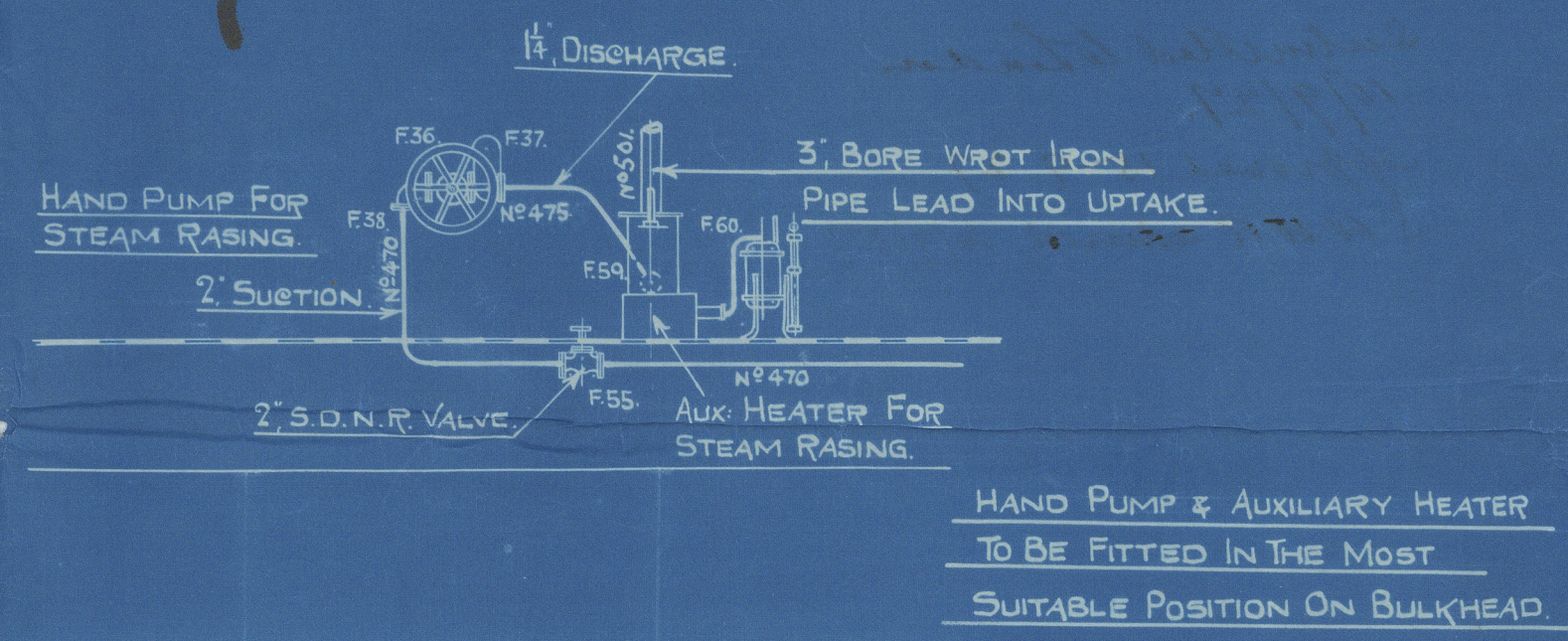


WALLSEND - HOWDEN PRESSURE SYSTEM OF OIL BURNING PATENT.

ARRANGEMENT OF INSTALLATION IN SHIP.

SCALE 1/4" = 1 FOOT.

PART SECTION AT FRAME 81
LOOKING FORWARD



NOTES:-
ALL JOINTS IN HOT OIL & STEAM PIPES TO BE MADE OF HIGH PRESSURE JOINTING.
ALL JOINTS IN SUCTION PIPES TO BE MADE OF APPROVED CARBOBOARD.
GREAT CARE TO BE TAKEN IN MAKING JOINTS IN OIL FUEL PIPES.
ALL JOINTS OF OIL FUEL DISCHARGE PIPES TO BURNERS TO HAVE FACED FLANGES.
AND TO BE SUITABLE FOR A WORKING PRESSURE OF 235 LBS/SQ. IN.
ALL OIL FUEL DISCHARGE PIPES TO BE TESTED TO A PRESSURE OF 400 LBS/SQ. IN.
ALL FLANGES FOR OIL FUEL SUCTION PIPES TO BE SUITABLE FOR A PRESSURE OF 100 LBS/SQ. IN.
PIPES TO BE LED AS DIRECT AS POSSIBLE WITH EASY BENDS WHERE NECESSARY.
ALL DISCHARGE PIPES FROM HEATERS TO BURNERS TO BE CLEANED.
ALL STEAM PIPES TO BE LAGGED WITH ASBESTOS & CANVAS.
WHERE PIPES PASS THRO FLOOR THEY SHOULD BE PROTECTED IN A SATISFACTORY MANNER.
ALL BRANCH & TEE PIECES TO HAVE DIRECTION GIVEN IN WAY OF FLOW.

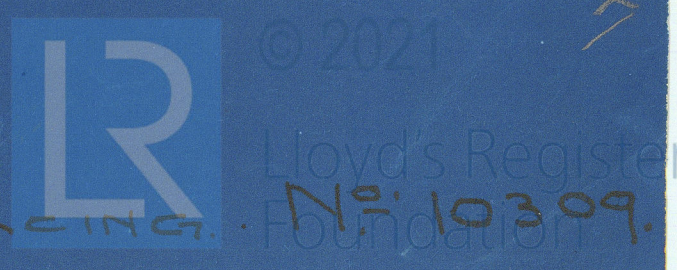
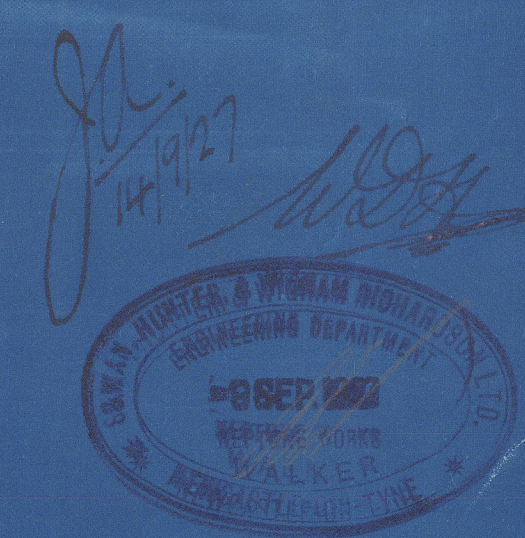
SANDBOXES TO BE PROVIDED IN STOKELHOLD.
SYPHON LOCKED COCKS TO BE FITTED ON OIL FUEL TANKS WITH PIPES
LED DOWN TO 2' FROM BOTTOM OF TANK FOR DRAINING WATER SETTLED IN SAME.
HEATING COILS TO BE FITTED IN OIL FUEL TANKS.

SATURATED STEAM ONLY TO BE LED TO PUMPING & HEATING PLANT.
AND OPERATED FROM CASING TOP.
INSTALLATIONS TO BE EFFICIENTLY STAYED.

SURVEY LLOYDS

FOR ARRANGEMENT OF PUMPING & HEATING PLANT SEE DRG N° 01415.
FOR TYPICAL ARRANGEMENT OF BOILER FRONTS " " " 01403.
FOR TYPICAL ARRANGEMENT OF FURNACE BRICKWORK SEE SKETCH N° 308/4608.
FOR CLEADING OF HEATERS SEE LITHO S/12.
FOR LIST OF PIPES & FITTINGS SEE COOK BOOK OF SKETCHES.

SLUIZE VALVES TO BE FITTED TO TANKS FOR OIL FUEL SUCTIONS & TO BE
WORKED FROM CASING TOP.
FOR OIL FILLING ARRANGEMENT SEE PIPE ARRANGEMENT
THE FLASH POINT OF OIL TO BE ABOVE 150°F.
HOSE CONNECTION ON GENERAL SERVICE PUMP
IN ENGINE ROOM.
PERFORATED STEAM PIPES BELOW ENGINE & BOILER
ROOM FLOOR WITH STEAM VALVE OPERATED FROM
CASING TOP.
SEA CONNECTION IN BOILER ROOM WITH FLEXIBLE
HOSE & SPRAYING NOZZLE.



S/S City of Stockholm now named
S H W R - Contract
N 1246
S/S PRUNUS
8/10/27

Oil fuel burning arrangement
Wallend Howden System
Ship's installation.

Submitted to London
10/9/27.

Approved 15-9-27

S H W R advised 16/9/27



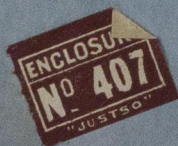
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Lloyd's Register
Foundation

S.S. PRUNUS.

NEWCASTLE ON TYNE.

Report No. 81896.



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