



Lmc due 10.37 part held 9.46

now completed

Electrical Circuits rewired

Oil fuel burning apparatus installed

Minor repairs effected.

It is submitted that this vessel is eligible for THE RECORD. + Lmc 9.46

Note in R.B

Fitted for Oil fuel 3.47

FP above 150° F.

J.S.

28.5.47



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19/3/47

Conversion to oil fuel burning

Now done.

Funnel damper removed. Furnace fronts suitable for oil burning fitted. Fuel oil pump unit and transfer pump installed on seatings in stokehold.

Heater drain observation tank secured to stokehold bulkhead.

Cross connection suction pipe between ballast & bilge pump and auxiliary feed pump removed, thereby eliminating possibility of oily water entering boiler.

Extended valve spindles, workable from deck, fitted to oil bunker suction valves, filling valves, steam smothering valve & master valve (steam) to fuel oil pump unit and transfer pump.

One frame space at forward end of starboard side bunker tank arranged as overflow tank from all other tanks.

Gutterway fitted in way of bunker tanks with suction provided for drainage.

Air pipes fitted to all tanks terminating in safe positions in open air and having wire gauze diaphragms fitted.

All suction pipes from forward arranged to pass through duct built in bottom of centre forward tank.

Pneumercator gauges fitted to all tanks.

Starting up arrangements. One frame space at forward end of port side bunker tank arranged for storage of diesel oil. Rotary hand pump for supplying oil to burners fitted to circuit.

Oil pressure pipes hydraulically tested to 400 lbs  $\square$ " and other oil pipes to 30 lbs  $\square$ " (after jointing).

Bunker tank heating coils hydraulically tested to 150 lbs  $\square$ ". Steam pipe line fitted with reducing valve with relief valve incorporated set to blow at 75 lbs  $\square$ ".

All work in connection with the foregoing has been carried out to rule requirements.

Harbour & sea trials carried out and main & auxiliary machinery and oil fuel installation found satisfactory.

C. Booker