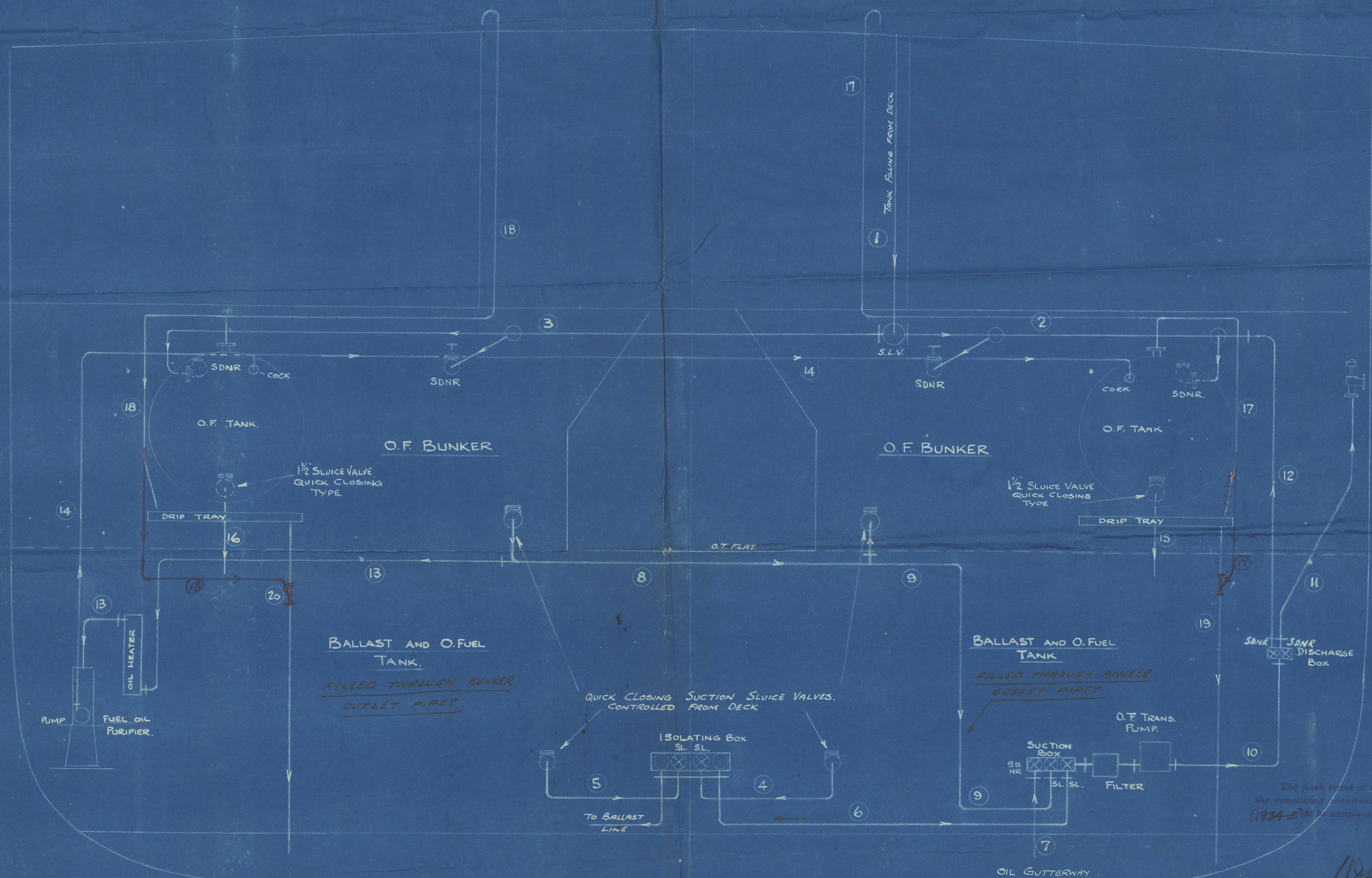


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PIPE NO	DESCRIPTION	BORE
1	OIL FUEL FILLING FROM DECK	3"
2	" " " TO BUNKERS & TANKS PORT	2"
3	" " " " " " " STARB	2"
4	TRANSFER PUMP SUCTION FROM AFT PK. PORT	2"
5	" " " " " " " STARB	2"
6	" " " " " " " ISOLATING BOX	2"
7	" " " " " " " OIL GUTTERWAY	2"
8	" " " " " " " OIL BUNKER P.	2"
9	" " " " " " " S.	2"
10	" " " DISCHARGE TO VALVE BOX	1 1/2"
11	" " " " " " " OVERBOARD	1 1/2"
12	" " " " " " " TO FUEL TANKS & BUNKERS	2"
13	FUEL OIL PURIFIER INLET	3/4"
14	" " " DISCHARGE TO TANKS	3/4"
15	OIL FUEL TANK OUTLET TO MAIN ENG & GEN. P.	1 1/2"
16	" " " " " " " " S.	1 1/2"
17	" " " AIR PIPE & OVERFLOW P.	2"
18	" " " " " " " S.	2"
19	DRAIN TO OIL GUTTERWAY PORT.	2 1/2"
20	" " " " " " " STARB	2 1/2"



overflow pipes to be led direct to the oil well, as per Section 20 D, B.P. 7.

The flash point of the oil fuel to be about 140°F, and the remaining requirements of Section 20 of the Rules (1934-5) to be complied with so far as they are applicable.

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main power of the oil fuel pumps to be controlled as per Section 20 D, B.P. 7.

FOR AIR & SOUNDING PIPES IN OIL FUEL BUNKERS
SEE SHIPBUILDERS ARRANGEMENT.
FOR FURTHER PARTICULARS OF SUCTIONS, SEE
SHEET 1. OF PIPE ARRANGEMENT.

DIAGRAMMATIC ARRANGEMENT OF OIL FUEL SUCTIONS AND DISCHARGES

Swan Hunter & Wigham
Richardson & Co

Ship 1507

Tug 1484

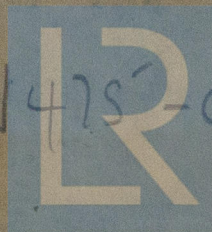
Plan of Oil Fuel Pumping

Nov 17.5.35

MS "JOSEPH MEDILL"

NEWCASTLE ON TYNE.

Report No. 92860.



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