

All and sounding pipes as per Rules.
 All pipes of lead situated within oil fuel tanks or used for oil fuel pumping or pipes pumping in machinery space to be replaced by pipes of iron or steel.
 Auxiliary feed pump to be disconnected from ballast lines.
 Ballast suction valves to feed tanks to be of SDNR type or connections dispensed with.

SS. ATHOS 352'-6" x 50'-2" x 27'-3" to U.D.

PUMPING & PIPING DIAGRAM
FOR CONVERSION TO OIL FUEL

BULKHEAD 72. (formerly at 82.)

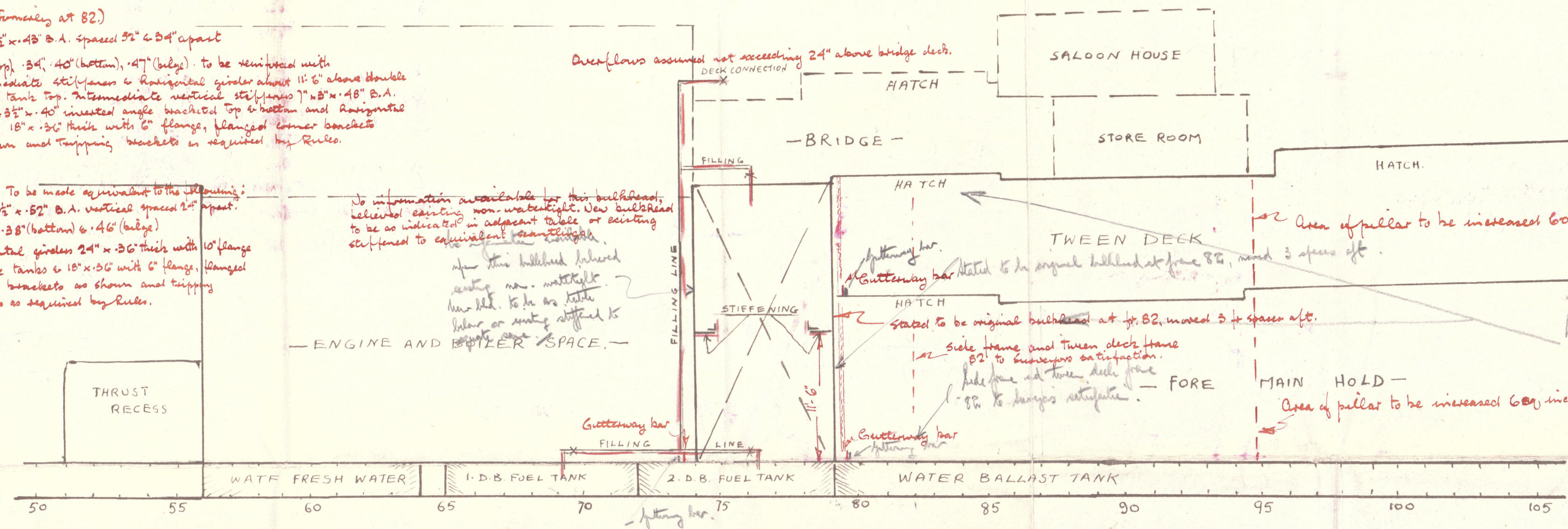
Stiffeners: 4" x 3 1/2" x 48" B.A. spaced 32" & 34" apart.
 Plating: 30" (top), 34" (bottom), 47" (belly) to be rivetted with intermediate stiffeners & horizontal girders about 11' 6" above double bottom tank top. Intermediate vertical stiffeners 7" x 3" x 48" B.A. or 6" x 3 1/2" x 48" rivetted angle bracketed top & bottom and horizontal girder 18" x 36" thick with 6" flange, flanged corner brackets as shown and tripping brackets as required by Rules.

BULKHEAD 74. - To be made equivalent to the following:

Stiffeners: 9" x 3 1/2" x 52" B.A. vertical spaced 24" apart.
 Plating: 30", 38" (bottom) & 46" (belly).
 Horizontal girders 24" x 36" thick with 10" flange in side tanks & 18" x 36" with 6" flange, flanged corner brackets as shown and tripping brackets as required by Rules.

No information available for this bulkhead, believed existing non-watertight. New bulkhead to be as indicated in adjacent table or existing stiffened to equivalent strength.

After this bulkhead believed existing non-watertight. New bulkhead to be as indicated in adjacent table or existing stiffened to equivalent strength.



PORT & AFT BULKHEADS.

- To be equivalent to the following:

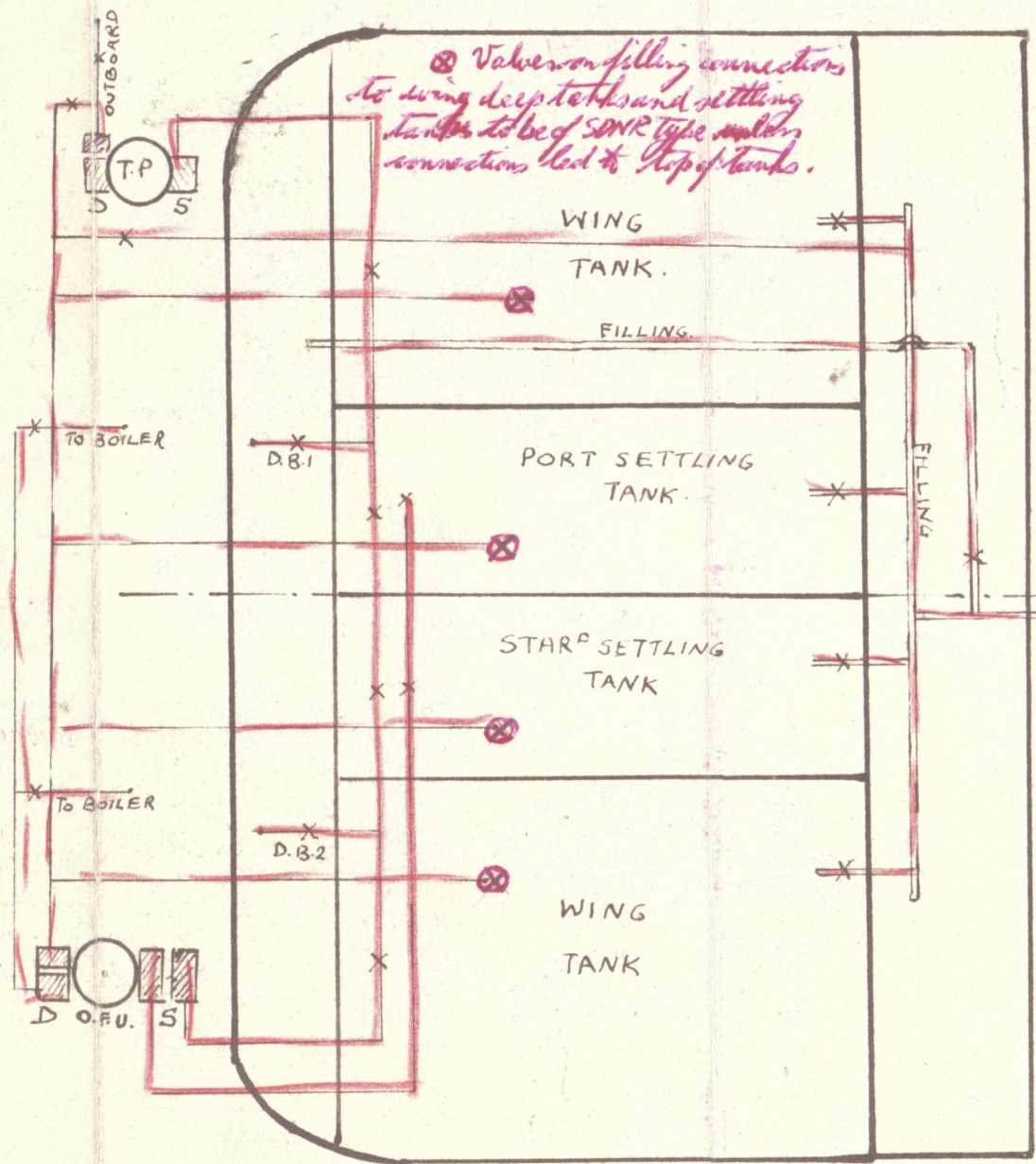
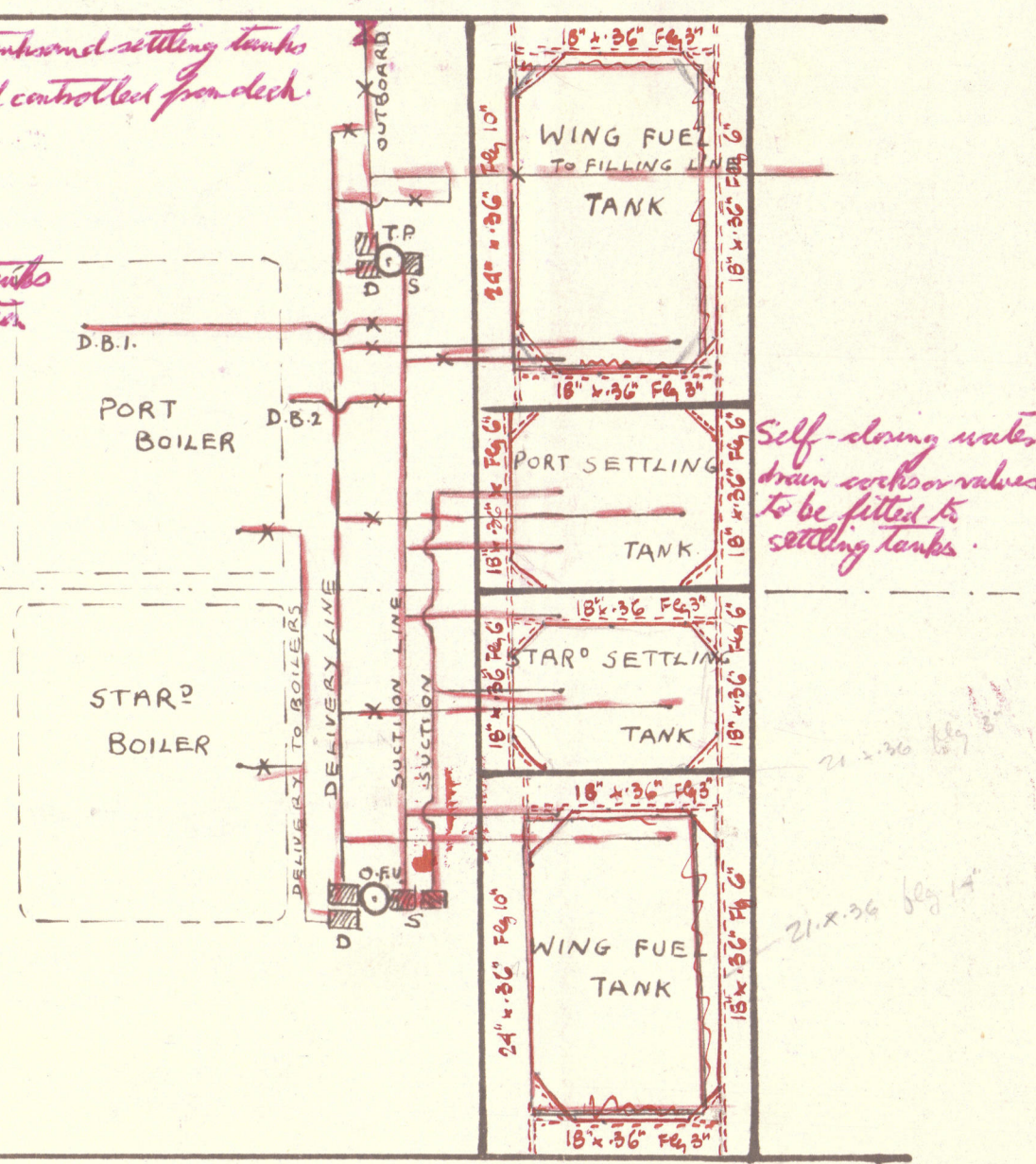
Stiffeners: 10" x 3 1/2" x 50" B.A. spaced 30" apart vertically.
 Plating: 34", 41" (bottom).
 Horizontal girders 18" x 36" with 5" flange, flanged corner brackets as shown and tripping brackets as required by Rules.

SHIP'S SIDE.

Horizontal girders to be fitted as in length bulkheads.

Section valves on wing deep tanks and settling tanks to be secured direct to tanks and controlled from deck.
 Suctions in No. 1 and 2 D.B. tanks arranged to Surveyors satisfaction.

ENGINE AND BOILER SPACE.



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NOTES.
 Gutterways to be arranged as shown and spanning or lining to be fitted on bulkhead 79 in hold and tween decks. Should oil fuel settling tanks be located the bulkhead and decks which form cargo space boundaries are to be insulated - see Para D.202B of the Rules.

All bulkhead boundaries to be double rivetted or electrically welded or, where existing angle rivetted, may be reinforced by E.W. of top or heels. All seam and butt overlaps of bulkhead plating and double bottom tank top, except those not more than 16'-0" below top of oil fuel bunker to be double rivetted or E.W., or where single rivetted, may be reinforced by E.W. to the existing caulking edge.

Movement of bulkhead from frame 82 to 79 necessitates cropping of existing quarter girder on upper decks between these frames and extending aft the existing girders in No. 2 hold and tween decks. This may be done by using same sections as existing in hold and tween decks provided and brackets at bulkhead 79 are made at least equal to original brackets at bulkhead 82 and butts of the new and existing face sections and web plates are electrically welded or strapped to Surveyors satisfaction. Where crown of tank plating is renewed this is to be .36" thick.

The flash point of the oil fuel to be above 150° F.

The remaining requirements of the Rules for Pumping and Piping to be complied with so far as they are applicable.

The remaining requirements of the Rules for Fire Extinguishing Arrangements to be complied with so far as they are applicable.

MEMORANDUM

- TRANSFER PUMP (T.P.) AND OIL FUEL UNIT (O.F.U.):**

DRAW FROM:	DELIVER TO:
P&S WING TANKS	P&S SETTLING TANKS
P&S SETTLING TANKS	P&S WING TANKS
No. 1 D.B. TANK	OVERBOARD THRO' FILL LINE
No. 2 D.B. TANK	OVERBOARD DIRECT.
- FILLING LINE**
 TO P&S WING TANKS
 NO. 1 D.B. & NO. 2 D.B. TANKS
- OIL FUEL UNIT**
 DRAWS FROM SETTLING TANKS &
 DELIVERS TO BOILERS (SEPARATE LINE)



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ATHOS

Pr. 6737.

Pumping & Piping Diagram

re: oil fuel conversion

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