



MATERIAL SPECIFICATION							
PIPE							
SYSTEM	WORKTEST PRESSURE	DESIGN TEMP	SIZE	MATERIAL	TEST OR CERT	FLANGE OR CONNECTION	GASKET
DIESEL GENERATOR LUB OIL SYSTEM	517.10 34 BAR	82°C	32	SEAMLESS STEEL ASTM A53 GR B SCH 40 B.S.P.	LLOYDS CERT	SCREWED JOINT UNION	NEOPRENE OR EQUAL
LUB OIL PURIFIER SYSTEM	3/8 BAR	85°C	32			FLANGED JOINT UNION	NEOPRENE OR EQUAL

VALVES							
SYSTEM	TYPE	SIZE	BODY MATERIAL	TRIM MATERIAL	BONNET TYPE	CONN.	
LUB OIL	ALL EXCEPT VALVE CHEST	32	BRONZE	BRONZE	UNION FLANGED	SCREWED FLANGED 150/150	
	VALVE CHEST	40	CAST STEEL				

- NOTES
- ALL PUMPS, FILTERS, VALVE MANIFOLDS, ETC TO BE FITTED WITH STEEL DRIP PANS, PORTABLE WHERE POSSIBLE.
  - LUB OIL PURIFIER AND PRE LUB OIL PUMP TO BE CAPABLE OF BEING STOPPED OUTSIDE MACHINERY SPACE.
  - FLEXIBLE PIPES TO BE LLOYDS TYPE APPROVED.
  - ALL LUB OIL SYSTEM PIPING SHALL BE CHEMICALLY CLEANED AND WASHED WITH A SUITABLE SOLVENT, DRIED AND COATED INTERNALLY WITH LUB OIL BEFORE INSTALLATION.
  - DIESEL DRIVEN LUB OIL SYSTEM SHALL BE FLUSHED OUT WITH FLUSHING OIL, DRAINED, FILLED WITH LUB OIL AND CIRCULATED BEFORE STARTING UP THE SYSTEM. (FITTED WITH SELF-CLOSING VALVES, AND TO COMPLY WITH LEVEL GAUGES TO BE SETTING OR ECUA. (LLOYD'S REG. PART 5, CHAP. 13, SECT. 5.10.11).
  - PIES TENDERS AND BULKHEADS SHALL BE FITTED WITH SELF-CLOSING VALVES.
  - SEAMLESS STEEL PLUGS TO BE FITTED AT HIGH AND LOW POINTS ON SYSTEM FOR DRAINAGE AND DE-AIRATION.
  - 2 COMPLETE SPARE PUMP TO BE PROVIDED FOR MAIN ENGINES AND MOTORS IF APPLICABLE AS PER CLASSIFICATION SOCIETY.
  - 12) SCREWED & FLANGED CONNECTIONS TO COMPLY LLOYD'S REGULATIONS 5-12-2.6 TO 2.8.
  - 13) FLEXIBLE HOSES TO BE SHORT AS PRACTICABLE.

PUMP DATA				
N°	SERVICE	TYPE	CAPACITY	HEAD
4	ENGINE DRIVEN MAIN LUB OIL	GEAR DRIVEN ROTARY SCREW	AS PER MANUFACTURER RECOMMENDATION	
4	PRE-LUB OIL	MOTOR DRIVEN ROTARY SCREW		
1	LUB OIL PURIFIER	NON SELF CLEANING CENTRIFUGAL	4400 L/H	

- NOTES
- 14) SENSORS FOR MONITORING AND ALARMS ON THE EQUIPMENT TO BE PROVIDED BY SUPPLIERS IN ACCORDANCE WITH SHIP SPECIFICATIONS.
  - 14) NUMBERS INDICATED IN RECTANGLES REFER TO ALARM CHANNEL LIST, ISSUED BY M/L ELECTRICAL ENGINEERING DEPT.
  - 16) SUITABLE HOSE AND HAND PUMP TO BE PROVIDED FOR FILLING MISCELLANEOUS SERVICE TANKS AND MOUNTED IN A CONVENIENT LOCATION.

REV

DATE

REVISIONS

LLOYDS

22/7/82

APPROVAL

SAINT JOHN MARINE CONSULTANTS LIMITED

NAVAL ARCHITECTS

MARINE ENGINEERS

TYPE 1100 NAVAIDS TENDER LIGHT ICEBREAKER

LUB OIL SYSTEM

FOR: CANADIAN COAST GUARD

DRAWN BY: LEROY

DATE: MAY/82

CHECKED BY:

SCALE: NTS

REV. N° 0

PROJECT N° 8162

DWG. N° 511-000

GR

IT

DESCRIPTION

NO

TITLE/TITLE

DESSIN/DWG

F.S.H

1

BILGE AND BALLAST DIAGRAM

450/451

232-01

2

AIR VENT AND SOUNDING DIAGRAM

445-04

232-02

3

FUEL OIL TRANSFER DIAGRAM

445-04

445-03

4

FUEL OIL SERVICE DIAGRAM

445-04

445-04

5

COMPRESSED AIR DIAGRAM

445-04

445-05

POUR MATERIEL VOIR/FOR MATERIAL REFER TO

NOTES

11

AS FITTED UP TO 450.

A.L.

86.06.27

10

THREE WAY COCK FITTED ON DIESEL LINE FROM PRE-LUB PUMP INSTEAD OF THREE VALVE AND GENDR VALVE ADDED.

A.L.

86.06.27

9

PIPE PLUS ADDED ON DISCH LINE OF PRE-LUB PUMP. SPRING LOADED VALVE ADDED TO L.O. FILLING HOSE. FLEXIBLE JOINTS ADDED ON GENT L.O. COOLER INLET AND OUTLET PIPE DRAIN FROM SAVE-ALL TO OILY BILGE TANK ADDED.

A.L.

86.02.18

8

DECK FILLINGS FOR L.O. STORAGE TK BEARING L.O. STORAGE TK AND ENG. SERV. TKS PIPE SIZE INCREASED. NOTE C ADDED. DRAIN FROM FO DAY & SETTLING TANK AND BREATHING PIPE VAPOR SEPARATOR ADDED. SAVE-ALL FOR FILLING STATION ADDED. SCREWED CAP CONN FOR FILLING VALVE ADDED. REFERENCES LIST COMPLETED. CAPACITY OF TKS ADDED. TANK WAS DRAIN TK. M.B. L.O. INLET VALVE TYPE VVAB CHECK. ALARM CHANNEL NUMBERS ADDED. NOTE N° 15 ADDED. NOTE 14 ADDED. PRESSURE GAUGE IN HOLDING INSTEAD OF BAR. BEARING L.O. STORAGE TANK. PART OF L.O. STORAGE TANK. PURIFIER TROUBLE PIPING MODIFIED. L.O. STORAGE TK & LUB OIL SETTLING TK ARE SEPARATE TK AND SAVE ALL DRAIN ADDED. SENSORS FOR MONITORING AND ALARMS ADDED.

A.L.

85.08.15

7

AUX GENT FILLING LINE FROM BEARING L.O. STORAGE TK ADDED. TWO HAND PRIMING PUMPS ADDED. MAIN GENT BEARING RESERVE TK INSTEAD ONE OF THREE ENG SERVICE TKS. CAPACITY INCREASED TO 0.225 M³. REVISE AS PER LLOYD'S LETTER FROM MARCH 1, 84.

A.L.

85.02.24

6

PROPULSION MOTOR BEARINGS FOR L.O. PURIFIER RE-ARRANGED TO SERVE IN BATCH & BY-PASS SYSTEM MAIN GENERATORS. LUB-OIL SYSTEM RE-ARRANGED AS PER "BOMBARDIER".

A.L.

82-08-04

5

NOTE B CHANGED AS PER LLOYD'S LETTER FROM OCT 19/83.

A.L.

81-04-04

4

RELIEF VALVES OF PRE-LUB OIL HEATERS TO WASTE OIL TANK AS PER C.C.G. LETTER FROM 14/03/83.

D.B.

9-3-84

3

RELIEF VALVES OF PRE-LUB OIL HEATERS TO WASTE OIL TANK AS PER C.C.G. LETTER FROM 14/03/83.

D.B.

20-1-84

2

RELIEF VALVES OF PRE-LUB OIL HEATERS TO WASTE OIL TANK AS PER C.C.G. LETTER FROM 14/03/83.

N.P.

83/04

1

RELIEF VALVES OF PRE-LUB OIL HEATERS TO WASTE OIL TANK AS PER C.C.G. LETTER FROM 14/03/83.

N.P.

83/04

REVISIONS

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