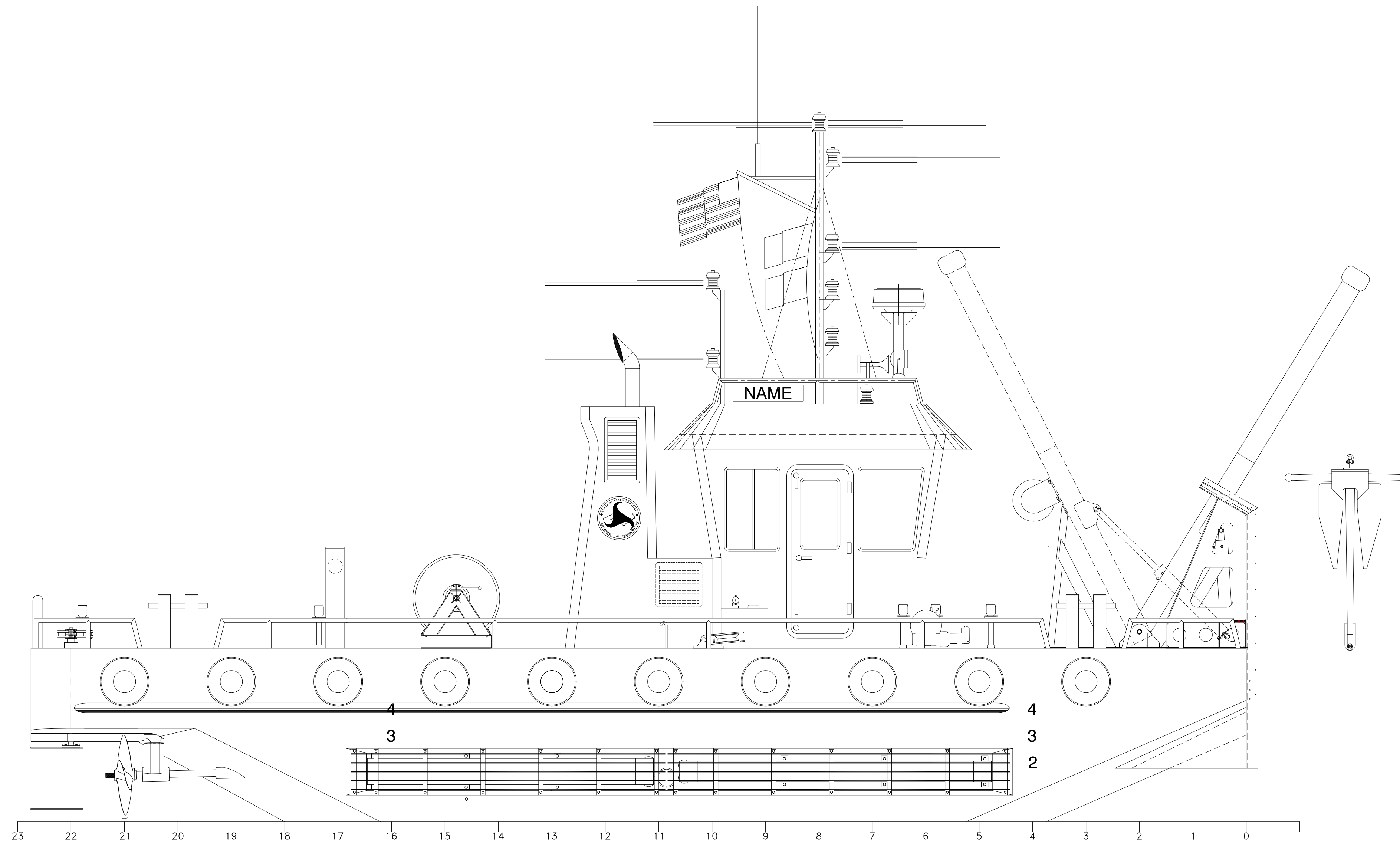


SYMBOLS LIST	
	PIPE - FILL/DISCHARGE
	PIPE - VENT
	PIPE UP
	PIPE DOWN
	HOSE CAMLOCK
	SOUNDING TUBE TERMINAL
	VENT TERMINAL
	BULKHEAD PENETRATION

SERVICE	SIZE	PIPE	COMPONENTS				VALVES		BOLTING		REMARKS
			TAKEDOWN JOINTS	FITTINGS	FLEX CONNECT	GASKETS	BODY	TRIM	BOLTS/STUDS	NUTS/WASHERS	
VENTS, FILLS, AND SOUNDING TUBES MAWP: 100 PSIG MAWT: 120°F	ALL	CARBON STEEL, SCH 80, SEAMLESS, ASTM A53 OR ASTM A106, GRADE B, ANSI B36.10 (BELOW DECK) S. STEEL, SCH 80, SEAMLESS, ASTM A312 GR 304/304L (ABV DECK)	FLANGE SLIP ON, CARBON STEEL, ASTM A105, ANSI B16.5, 150# (BELOW DECK) SLIP ON, S. STEEL, ASTM A182 GR 304/304L, ANSI B16.5, 150# (ABOVE DECK)	SOCKET WELD CARBON STEEL, ASTM A105 OR ASTM A234 GR WPB, ANSI B16.11 (BELOW DECK) SOCKET WELD S. STEEL, ASTM A351 GR 304/304L, ANSI B16.11 (ABOVE DECK)	-	GARLOCK IFG 5500	BALL THREADED, SW, OR FLANGED STAINLESS STEEL, ASTM A351 CF8M	BALL S. STEEL BALASTM RPTFE OR VITON SEATS	CARBON STEEL ASTM A307 GR B ANSI B18.2.1	HEX-HEAD CARBON STEEL ASTM A563 GR A ANSI B18.2.2	



PROFILE

-- GENERAL NOTES --		-- GENERAL NOTES --	
NO.	DESCRIPTION	NO.	DESCRIPTION
1.	MATERIAL AND WORKMANSHIP SHALL CONFORM TO U.S. COAST GUARD REQUIREMENTS FOR SUBCHAPTER M VESSELS.	10.	TANK AND VOID VENT TERMINALS SHALL BE WINTER WINDOOS HIAS OR EQUAL. THE FUEL OIL, WASTE OIL, & OILY WATER TANKS SHALL BE FURNISHED WITH SS FLAME SCREENS.
2.	THIS DRAWING IS DIAGRAMMATIC AND DOES NOT REPRESENT A COMPLETE DETAILED DESIGN. EQUIPMENT LAYOUT IN A GIVEN AREA IS APPROXIMATE. THE CONTRACTOR SHALL DEVELOP A DETAILED DESIGN THAT PROVIDES A FULLY FUNCTIONAL ARRANGEMENT SUITABLE FOR INSTALLATION, TAKING INTO ACCOUNT ALL NECESSARY SYSTEM INTERFACES AND INTERFERENCES. DIMENSIONS SHALL BE VERIFIED FROM THE SHIP AND MANUFACTURERS' CERTIFIED DRAWINGS AS APPROPRIATE.	11.	EACH VENT PIPE SHALL BE SLOPED CONTINUOUSLY TO PROVIDE EFFECTIVE DRAINAGE BACK TO THE TANK.
3.	PIPING SHALL BE RUN AS DIRECTLY AS PRACTICABLE WITH A MINIMUM NUMBER OF BENDS AND FITTINGS AND WITH SUFFICIENT TAKE DOWN JOINTS TO PROVIDE FOR REMOVAL AND INSPECTION.	12.	WHERE PIPING PENETRATES TANK BOUNDARIES, BULKHEADS OR DECKS, SEE DETAIL 3-1A OR 3-2A.
4.	AVOID POCKETS IN THE PIPE LINES. BOSSES AND VALVES OR SCREWED PLUGS SHALL BE FITTED TO ENABLE COMPLETE DRAINING OF PIPES WHERE POCKETS DO OCCUR.	13.	PROVIDE 14" HIGH SPILL CONTAINMENTS SURROUNDING THE WASTE OIL AND OILY WATER VENTS. EACH CONTAINMENT SHALL BE FITTED WITH A 1" SS DRAIN PLUG NEAR THE BOTTOM.
5.	PIPING SHALL BE ADEQUATELY SUPPORTED BY HANGERS IN ACCORDANCE WITH ASTM F708. HANGERS SHALL BE ATTACHED TO THE PIPE WITH BOLTED CLAMPS AND WELDED TO THE BASIC SHIP STRUCTURE. HANGERS SHALL NOT BE ATTACHED BY WELDING DIRECTLY TO PIPES.		
6.	SOUNDING TUBES SHALL BE AS VERTICAL AS PRACTICAL AND SHALL TERMINATE AS CLOSE AS POSSIBLE TO THE DEEPEST POINT OF THE TANK OR VOID.		
7.	SOUNDING TUBES SHALL HAVE FLUSH SOUNDING TUBE CAPS, STAINLESS STEEL COMMERCIAL WELD-IN TYPE (NOT A PIPE COUPLING) WITH A BRONZE PLUG. TANK IDENTIFICATION SHALL BE ENGRAVED IN THE TUBE SOCKETS AND CAPS.		
8.	SOUNDING TUBE TERMINALS SHALL BE LOCATED IN EASILY ACCESSIBLE LOCATIONS, GENERALLY AS SHOWN IN PLAN, 3-1B & 3-4C.		
9.	FUEL TANKS SHALL BE FITTED WITH HIGH LEVEL AND LOW LEVEL ALARMS AND CONTINUOUS LEVEL TRANSDUCERS PER REFS 1. SENSORS SHALL BE INTERFACED WITH THE SHIP'S ALARM AND MONITORING SYSTEM.		

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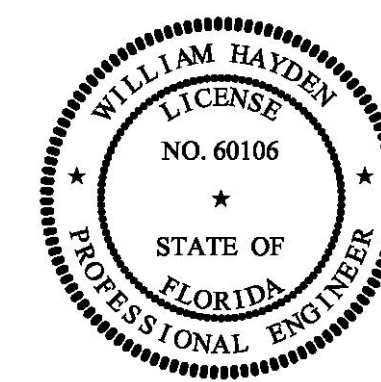
Phone: (904) 399-3673
 Fax: (904) 399-1522
 info@dejongandlebet.com

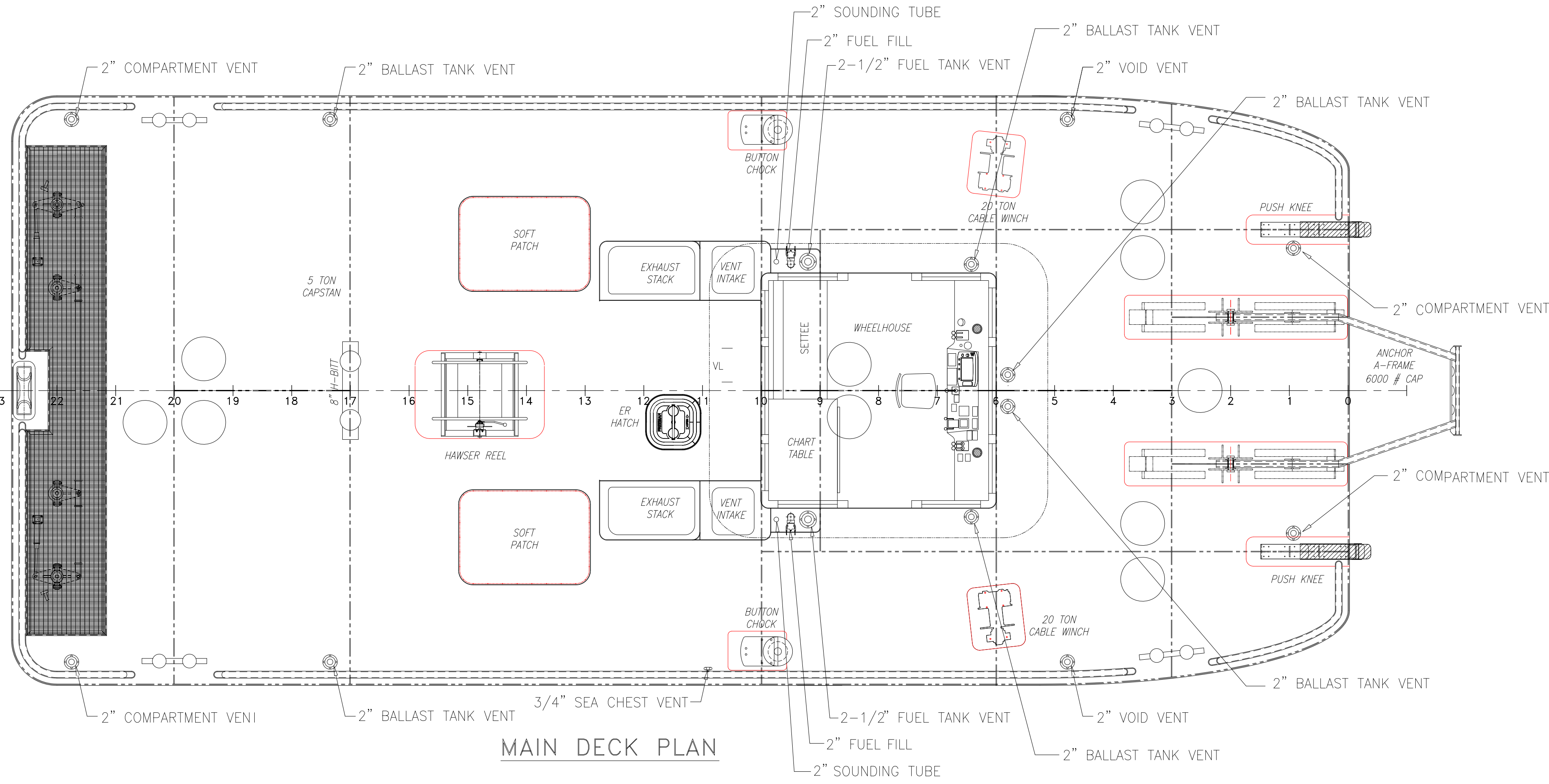
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VENTS & FILLS

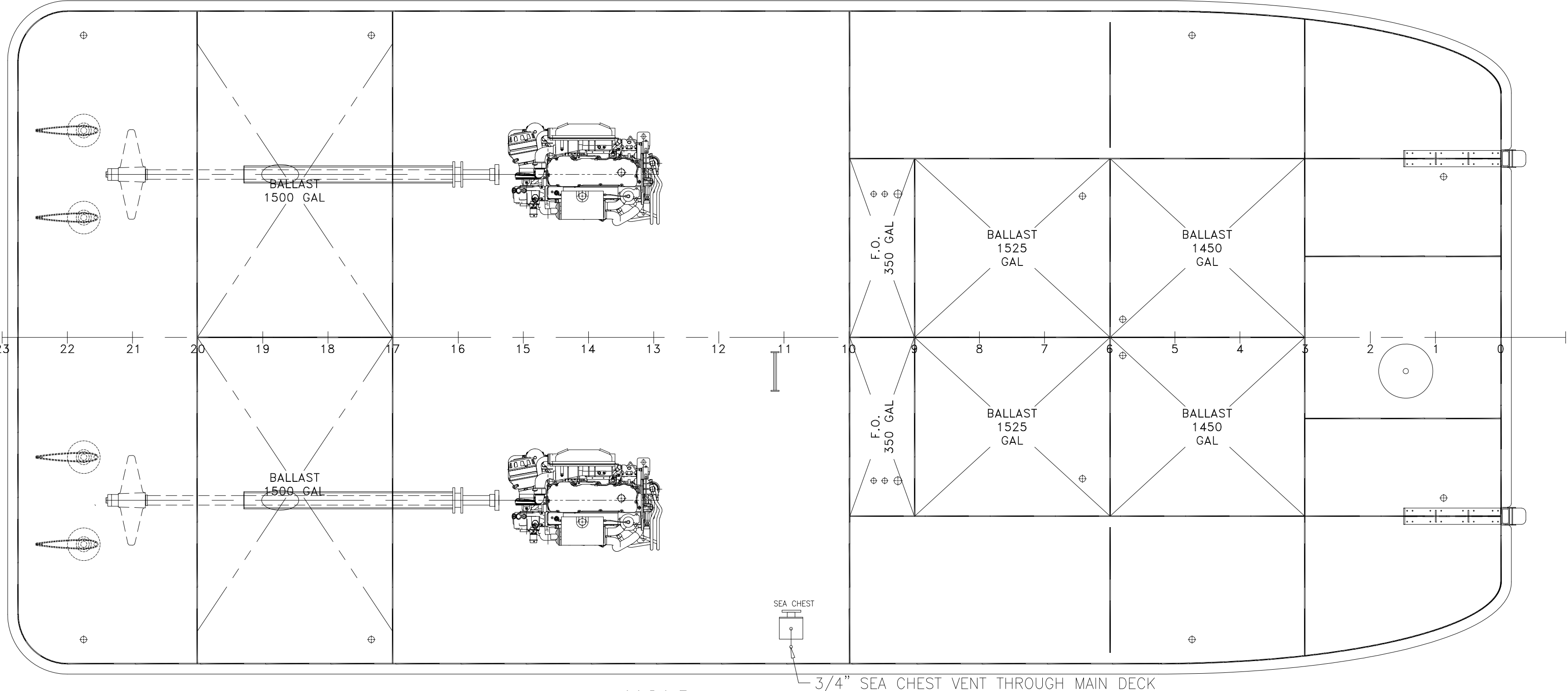
Dwg. No: 17-1393-506 Alt. No: 0
 Sh: 1 of 3

Drawn By: JAH Date: SEPT 26, 2018
 Checked By: Date:
 App'd By: Scale: 3/8" = 1'-0"
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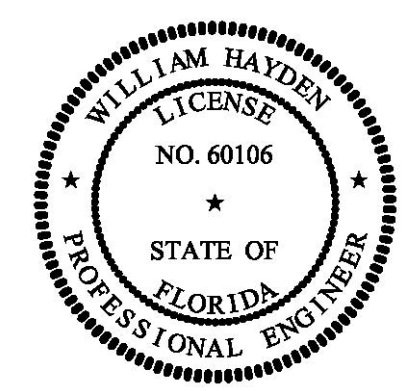


MAIN DECK PLAN



HOLD

-- GENERAL NOTES --		-- GENERAL NOTES --	
NO.	DESCRIPTION	NO.	DESCRIPTION
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2.	THIS DRAWING IS DIAGRAMMATIC AND DOES NOT REPRESENT A COMPLETE DETAILED DESIGN. EQUIPMENT LAYOUT IN A GIVEN AREA IS APPROXIMATE. THE CONTRACTOR SHALL DEVELOP A DETAILED DESIGN THAT PROVIDES A FULLY FUNCTIONAL ARRANGEMENT SUITABLE FOR INSTALLATION, TAKING INTO ACCOUNT ALL NECESSARY SYSTEM INTERFACES AND INTERFERENCES. DIMENSIONS SHALL BE VERIFIED FROM THE SHIP AND MANUFACTURERS' CERTIFIED DRAWINGS AS APPROPRIATE.	11.	EACH VENT PIPE SHALL BE SLOPED CONTINUOUSLY TO PROVIDE EFFECTIVE DRAINAGE BACK TO THE TANK.
3.	PIPING SHALL BE RUN AS DIRECTLY AS PRACTICABLE WITH A MINIMUM NUMBER OF BENDS AND FITTINGS AND WITH SUFFICIENT TAKE DOWN JOINTS TO PROVIDE FOR REMOVAL AND INSPECTION.	12.	WHERE PIPING PENETRATES TANK BOUNDARIES, BULKHEADS OR DECKS, SEE DETAIL 3-1A OR 3-2A.
4.	AVOID POCKETS IN THE PIPE LINES. BOSSES AND VALVES OR SCREWED PLUGS SHALL BE FITTED TO ENABLE COMPLETE DRAINING OF PIPES WHERE POCKETS DO OCCUR.	13.	PROVIDE 14" HIGH SPILL CONTAINMENTS SURROUNDING THE WASTE OIL AND OILY WATER VENTS. EACH CONTAINMENT SHALL BE FITTED WITH A 1" SS DRAIN PLUG NEAR THE BOTTOM.
5.	PIPING SHALL BE ADEQUATELY SUPPORTED BY HANGERS IN ACCORDANCE WITH ASTM F708. HANGERS SHALL BE ATTACHED TO THE PIPE WITH BOLTED CLAMPS AND WELDED TO THE BASIC SHIP STRUCTURE. HANGERS SHALL NOT BE ATTACHED BY WELDING DIRECTLY TO PIPES.		
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8.	SOUNDING TUBE TERMINALS SHALL BE LOCATED IN EASILY ACCESSIBLE LOCATIONS, GENERALLY AS SHOWN IN PLAN, 3-1B & 3-4C.		
9.	FUEL TANKS SHALL BE FITTED WITH HIGH LEVEL AND LOW LEVEL ALARMS AND CONTINUOUS LEVEL TRANSDUCERS PER REFS 1 AND 4. SENSORS SHALL BE INTERFACED WITH THE SHIP'S ALARM AND MONITORING SYSTEM.		



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Naval Architects
Marine Engineers
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Surveyors

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Title: 45.5x20'x6.5' NCDOT PUSHBOAT

VENTS & FILLS

Dwg. No. 17-1393-506 Alt. No. 0
Sh: 2 of 3

Drawn By: JAH Date: SEPT 26, 2018
Checked By: Date:
App'd By: Scale: 3/8" = 1'-0"
ABS App'l: USCG App'l:

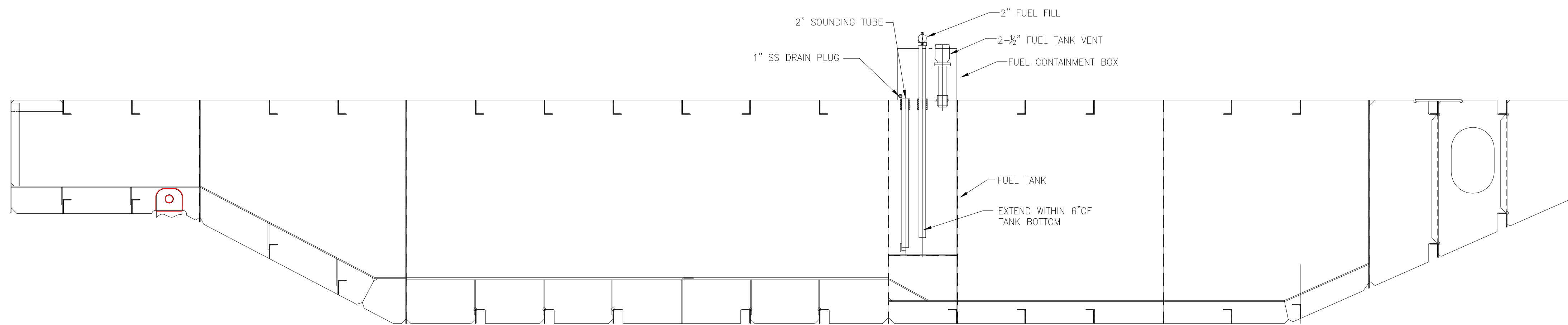
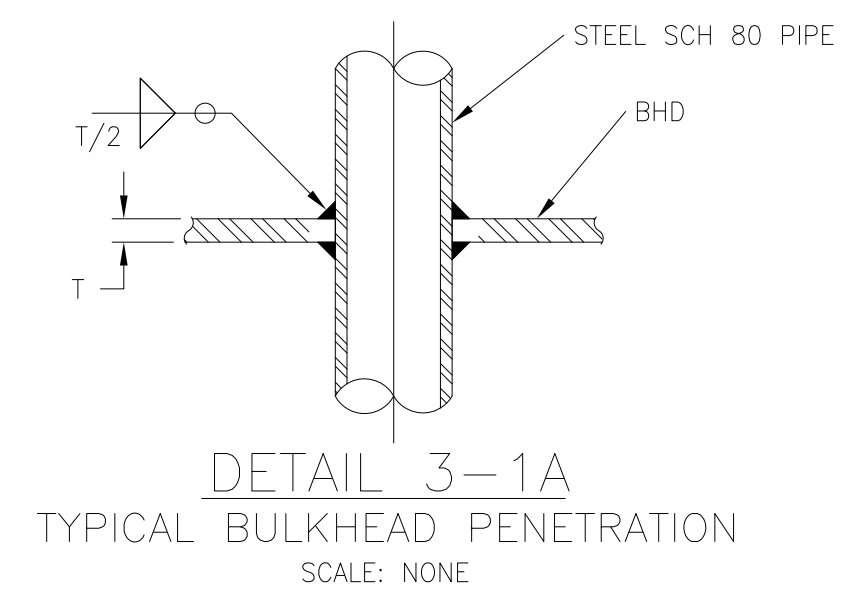
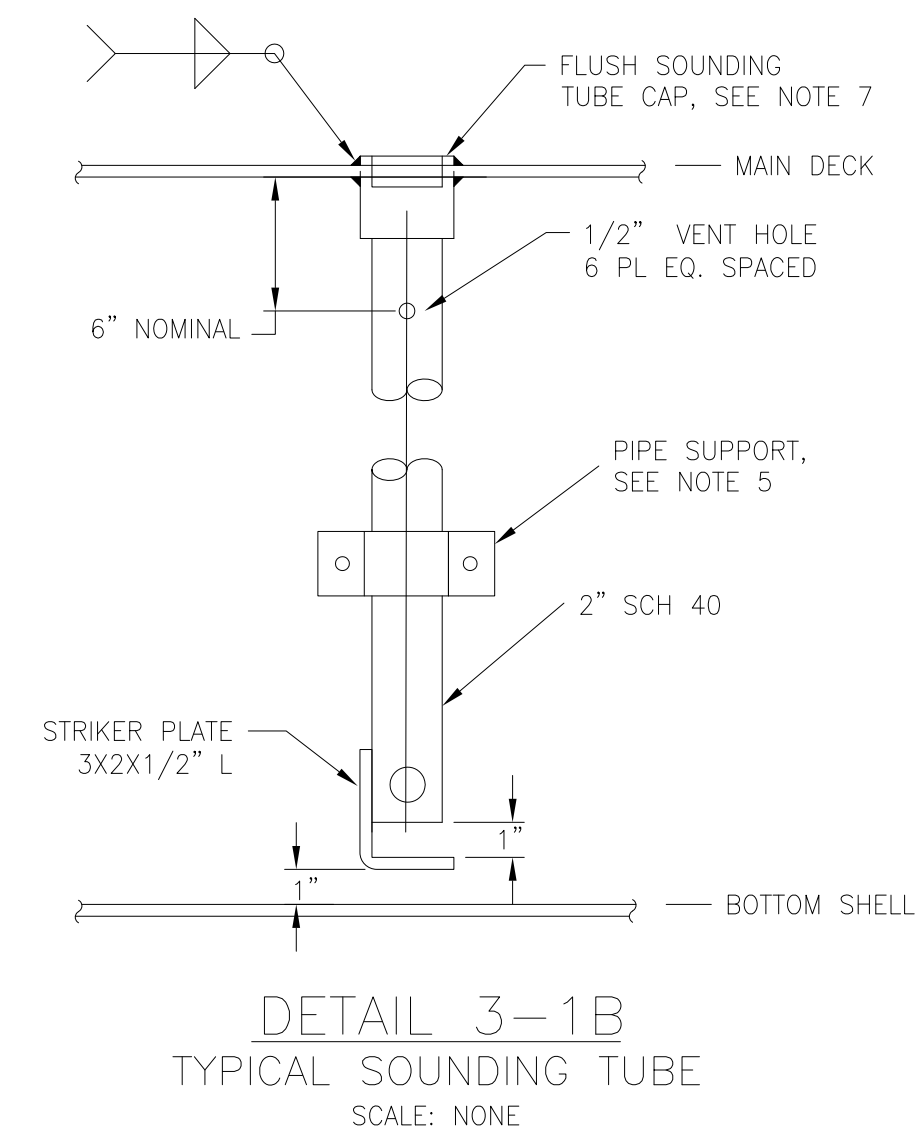
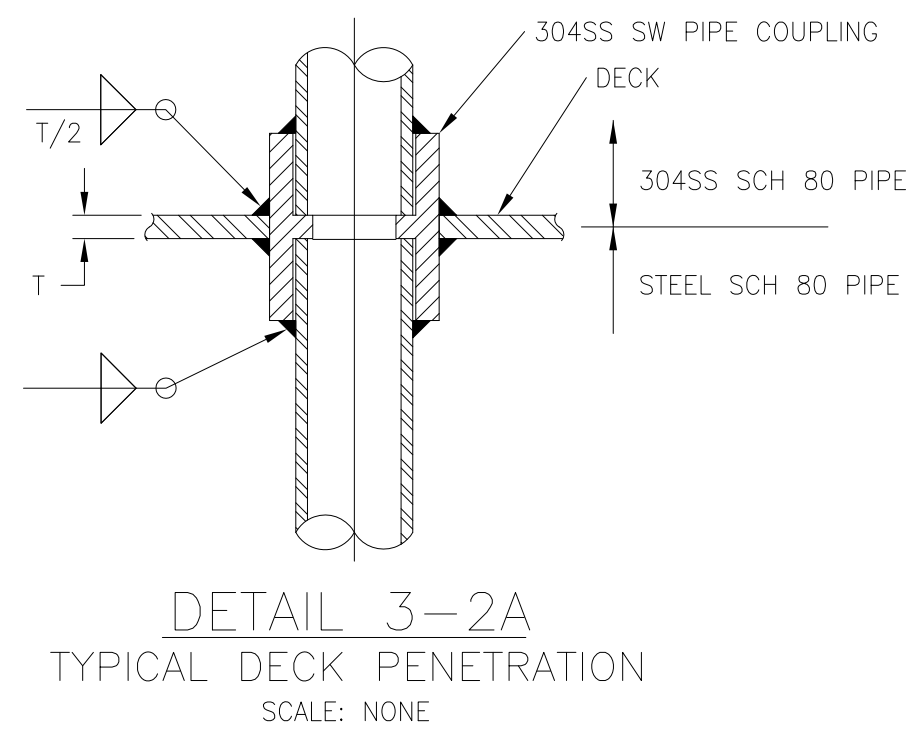
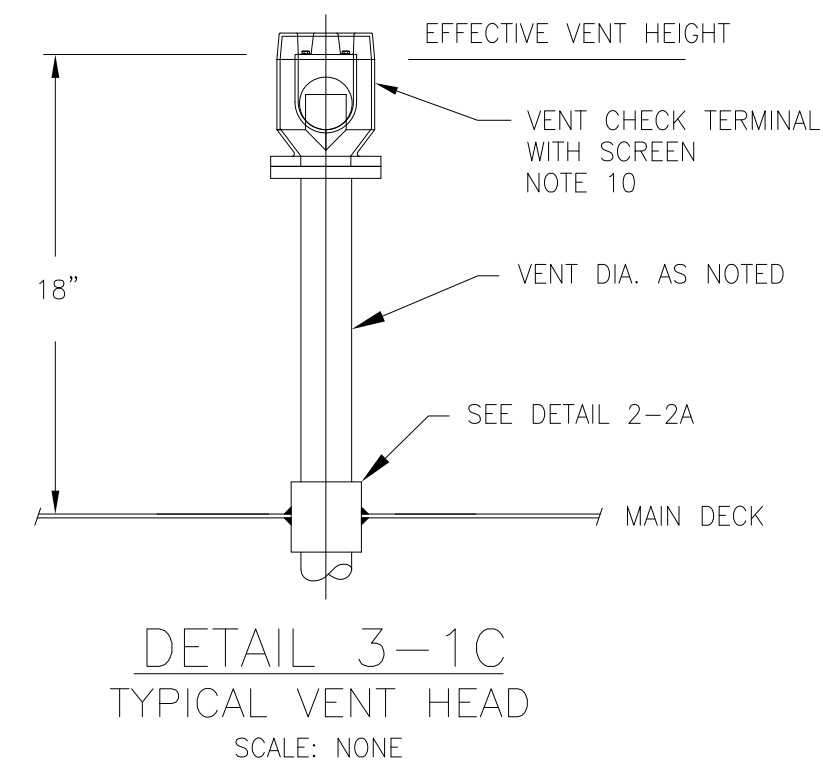
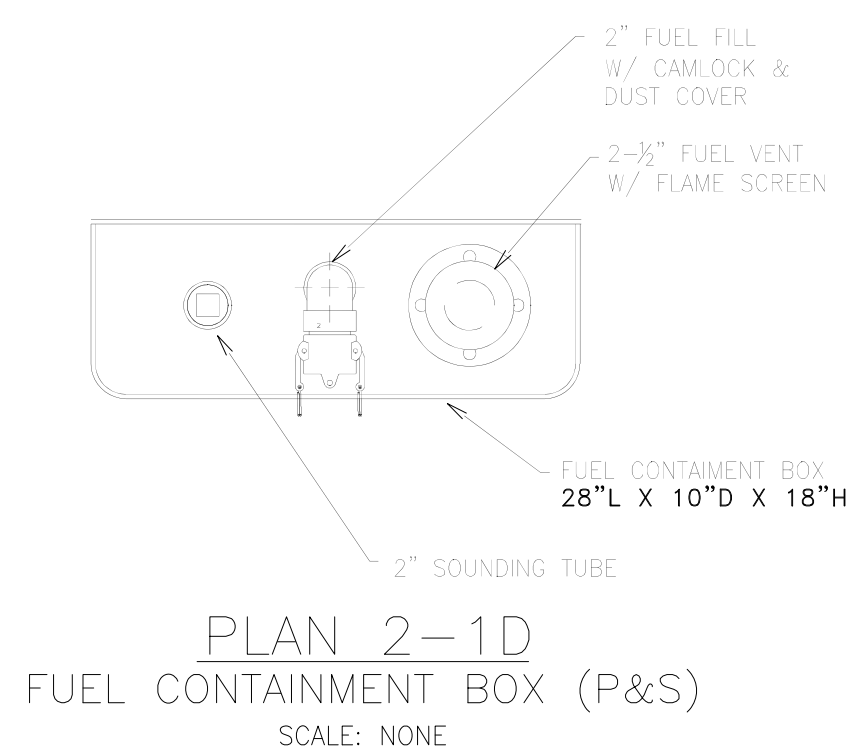
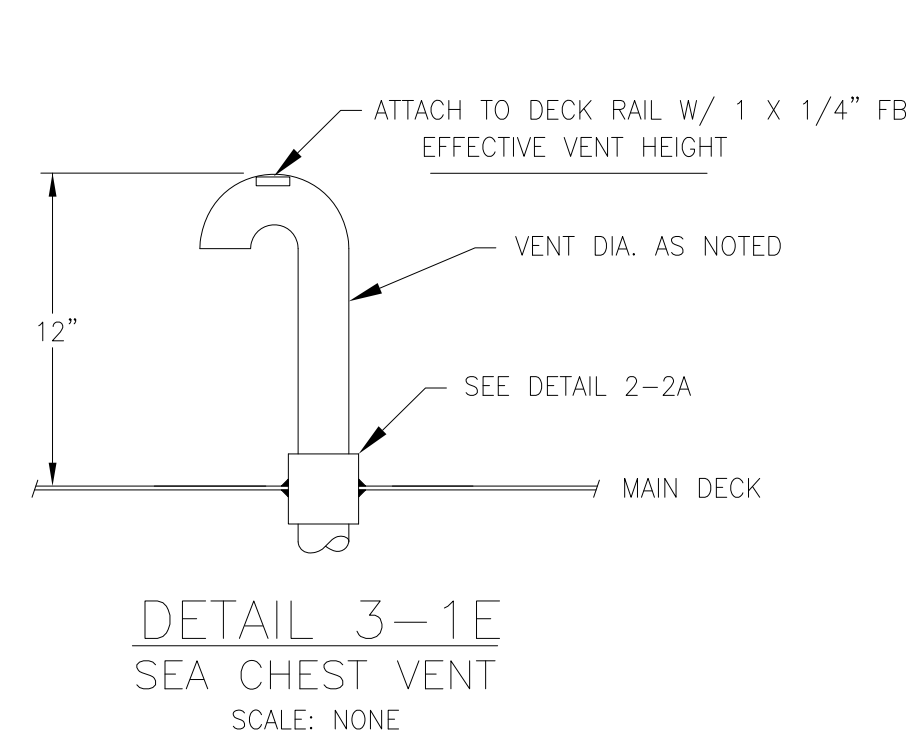
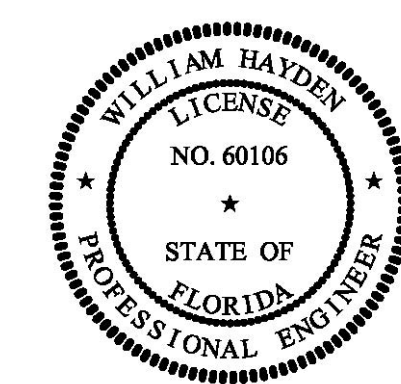


DIAGRAM 3-4C
FUEL OIL TANK INBOARD PROFILE

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