

ITEM NUMBERS

002.012.024
SYSTEM

2.1.1.1

1. SEE CHIEF ENGINEER'S LOG, MCH-1301, 00-0000 FOR CHIEF ENGINEER'S COMMENTS.
2. VENT NEED BY COMBUSTION FOR FLUID AND VENTRO.
3. ALL TYPING CLASSES CULDS OTHERWISE NOTED.
4. FUEL OIL TRANSFER PUMP BACK PRESSURE VALVE.
5. BACK PRESSURE RETURN VALVE GET VALVE TO WITHIN PROPER RANGE PRESSURE.
6. FUEL OIL TRANSFER PUMP THE SHUT OFF VALVE VALVE CLOSED ON DIESEL WITH INSULATION REMAINING CLOSED UNTIL DIESEL IS NO LONGER NEEDED.
7. DIESEL INSULATION REMAINING CLOSED.
8. THESE COMPONENTS WERE NOT WELDED TO APPLICABLE CODES AND STANDARDS. ALL WELDS WERE WELDED OR SEWED-PLATE PRIOR TO BEING INSTALLED AT WORKSITE.
9. UNIT SHUT OFF SYSTEM. IT IS NOT THE TOP ELEVATION OF THE DIESEL TANK HAVING THE FUEL OIL TRANSFER PUMP.

10. LEVEL CONNECTION ACCESSIBLE FROM GROUND ELEVATION.
11. FOOT PIPE WELL OR PRESSURE TESTED AT 10 PSIG.
12. VENT SHOULD EXTEND 18 INCHES ABOVE THE OVERFLOW.
13. FILTER CONTIGUOUS REMOVED.
14. THIS PUMP WAS BUILT IN ACCORDANCE WITH MCH-625 WHICH HAS THE APPLICABLE CODE FOR DIESEL PRESSURE TANKS IN WED CLASS C SYSTEM AT THE TIME OF PRODUCTION. SEE MCH-625 TABLE 10-2-2.
15. DIESEL STARTS WITH FUEL OIL PUMP ON HIGH LEVEL. STOPS PUMP ON LOW LEVEL, AND GIVES COMPUTER ALARM ON HIGH HIGH LEVEL.
16. MCH-625 TABLE 10-2-2.
17. FLAME ARRESTORS FOR THE FUEL OIL TANK VENTS WERE QUALIFIED PER ENGINEERING JUSTIFICATION REPORT MCH-625-JR-60.

DESIGN PARAMETERS

NO.	PRESSURE	TEMPERATURE	CLASS	MATERIAL
01	0 PSIG	20°F	F	SS
02	30 PSIG	20°F	C	SS
03	30 PSIG	20°F	C	SS
04	30 PSIG	20°F	C	SS
05	30 PSIG	20°F	C	SS
06	30 PSIG	20°F	C	SS
07	30 PSIG	20°F	C	SS
08	30 PSIG	20°F	C	SS
09	30 PSIG	20°F	C	SS
10	30 PSIG	20°F	C	SS

DESIGN PARAMETERS

NO.	PRESSURE	TEMPERATURE	CLASS	MATERIAL
10	30 PSIG	20°F	G	SS
11	30 PSIG	20°F	G	SS
12	30 PSIG	20°F	G	SS
13	30 PSIG	20°F	G	SS
14	30 PSIG	20°F	G	SS
15	30 PSIG	20°F	G	SS
16	30 PSIG	20°F	G	SS
17	30 PSIG	20°F	G	SS
18	30 PSIG	20°F	G	SS
19	30 PSIG	20°F	G	SS

A. AUTHORIZED PRESSURE BOUNDARY DESIGN - REV. 10-20-81
B. DESIGNED FOR PRESSURE BOUNDARY TESTING - REV. 10-20-81

NO.	REVISIONS	DATE	BY	DATE	BY	DATE	BY	DATE	BY
1	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
2	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
3	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
4	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
5	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
6	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
7	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
8	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
9	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81
10	REV. 10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81	10-20-81

OR CONDITION 4

OR CONDITION 1

DUNE POWER COMPANY

MOBILE NUCLEAR REACTOR UNIT 2

FLOW RATE OF

DIESEL GENERATOR ENGINE 20

FUEL OIL SYSTEM (FOS)

REVISIONS

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SI
APERTURE
CARD

FOR INFORMATION
ONLY

CL.3 Hydro
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PDR RIDS

