

SYSTEM PROPOSAL - Main fuel oil supply and fuel oil treatment

Pos.	ENGINE COMPONENTS *3)
EC01	Fuel rail unit
EC02	Fuel supply unit

Possible tank arrangements:

Option 1)
HFO: 1 settling tank, 1 service tank
LSHFO: 1 settling tank, 1 service tank
MDO: 1 settling tank, 1 service tank

Option 2)
HFO: 2 settling tanks, 1 service tank
LSHFO: 2 settling tanks, 1 service tank
MDO: 1 settling tank, 1 service tank

Option 3)
HFO & LSHFO combined: 2 settling tanks
HFO: 1 service tank
LSHFO: 1 service tank
MDO: 1 settling tank, 1 service tank

Table's Fuel amount on engine side

Cylinder	Volume
5	10 l
6	10 l
7	11 l
8	11 l

Pos.	ENGINE CONNECTIONS *2)
31	INLET - Fuel oil
32	OUTLET - Fuel return
33	OUTLET - Drain rail-unit (dirty)
34	OUTLET - Fuel return, pressureless (clean)
36	INLET - Heating medium for fuel oil trace heating
38	OUTLET - Heating medium for fuel oil trace heating

Number of cylinders			5	6	7	8
Main engine RT-flex500F (R1)	power	(kW)	7200	8640	10080	11520
	speed	(rpm)	124			

Proposal for dimensioning *4)			
Mixing unit	volume	(l)	acc. to separate drawing
HFO settling tank	volume	(m³)	12 14 16 16
HFO service tank	volume	(m³)	12 14 16 16
MDO/MGO service tank	volume	(m³)	12 14 16 16
MDO/MGO drain tank *11)	volume	(m³)	12 14 16 16
Nominal pipe diameter	A	DN	40 50 50 50
	B	DN	32 32 32 32
	C	DN	40 40 40 40
	D	DN	65 65 65 65
	E	DN	80 50 50 50

- I Both valves to be interconnected
- II Changeover LSHFO and HFO for fuel treatment
- III Changeover LSHFO and HFO for ME operation
- IV Changeover MDO and MGO for ME operation

Pos.	SYSTEM COMPONENTS *1)
001	Three-way valve, manually or remotely operated
002	Automatic fuel change-over unit
003	Suction strainer (mesh size acc. to pump suppliers requirement)
004	Low pressure feed pump
005	Pressure regulating valve
006	Automatic self-cleaning filter, 10 micron, heated (trace heating acceptable)
007	Flowmeter
008	Mixing unit, heated and insulated (according to separate drawing as linked on page 1)
009	High pressure booster pump
010	Fuel oil end-heater (E)
011	MDO/MGO heat exchanger (E)
012	Viscometer
013	Fuel oil filter, 25 micron, heated (trace heating acceptable)
014	Transition Piece (adapter) *10)
015	MDO settling tank, heated and insulated
016	HFO settling tank, heated and insulated
017	LSHFO settling tank, heated and insulated
018	HFO service tank, heated and insulated
019	LSHFO service tank, heated and insulated
020	MDO service tank
021	Suction strainer (mesh size acc. to pump suppliers requirement)
022	HFO/LSHFO separator supply pump, with safety valve
023	HFO/LSHFO pre-heater
024	Self-cleaning HFO/LSHFO separator *6)
025	Three-way valve, diaphragm operated
026	Sludge tank
027	Fuel oil drain tank *12)
028	MDO/MGO drain tank *11) *12) (E)
029	Suction strainer (mesh size acc. to pump suppliers requirement)
030	MDO separator supply pump, with safety valve
031	MDO pre-heater
032	Self-cleaning MDO separator *6)
033	Three-way valve for switching between fuel drain tank and MDO/MGO clean leakage tank *9)
034	Fuel sampling cock *8)
035	MGO service tank
039	Heating coil

Remarks (E)

- All heaters to be fitted with thermometers, relief valves, drains and drip trays. Not shown on drawings.
- Steam tracers on main engine are laid out for 7 bar saturated steam.
- Air vent and drain pipes must be fully functional at all inclination angles of the ship at which the engine must be operational.
- Overflow and drain pipes for fuel oil tanks are not shown

*1) To be delivered by external suppliers and to be installed by the shipyard.

*2) Refer to the "Pipe Connection Plan" for the execution and location of the engine pipe connections.

*3) To be delivered by the engine manufacturer, i.e. already equipped on engine side.

*4) All capacities and the given diameters are valid for the mentioned engine rating and serve just as an example. The given tank capacities are based on 8 h settling tank change-over intervals. To make the layout for the project specific rating please refer to design group 9739 "Fluid velocities and flow rates, recommended values for pipework of diesel plants". Rating specific flow rates are provided by GTU.

*5) Valve to be kept closed during normal engine operation. For draining only.

*6) Separator capacity related to viscosity: layout according to certified flow rate (CFR) recommended.

*7) The return line must be fully exposed to air without any insulation and equipped with cooling ribs or other type of radiative cooler.

*8) Recommended position for fuel oil sampling to check fuel oil quality.

*9) Just to be applied if in addition to the fuel drain tank a separate tank for collection of clean MDO/MGO is installed to enable the switching between the different tanks depending on the fuel in use.

*10) Installed as required (check with "Pipe Connection Plan").

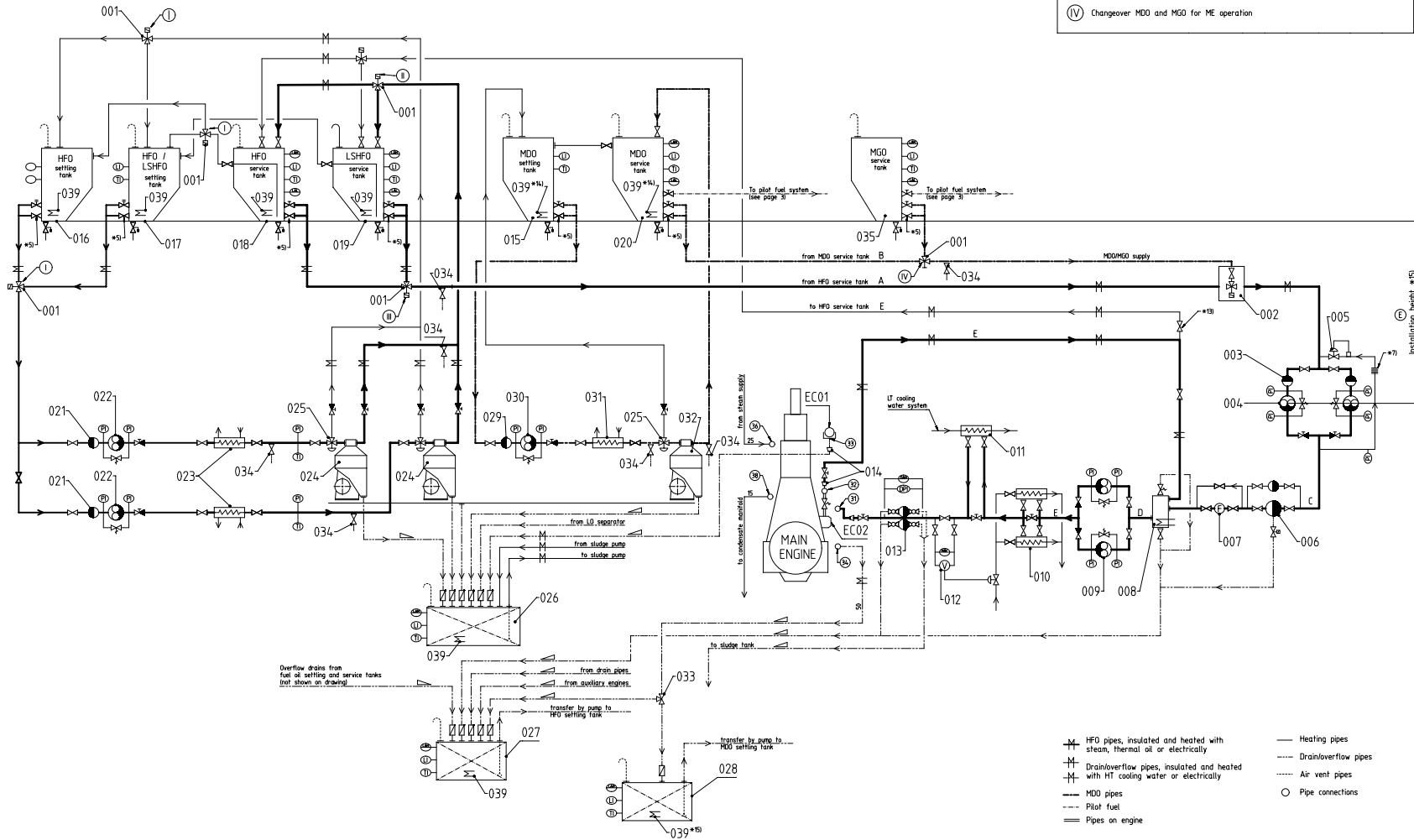
*11) The normal drainage rate of MDO/MGO is significantly higher than the normal drainage rate of HFO. Therefore during long-term operation on MDO/MGO the collection of clean MDO/MGO in a separate drain tank is highly recommended. Regarding the tank size we recommend a volume which is approx. 10% of the volume of the MDO/MGO service tank. The design volume of the MDO/MGO drain tank considers a combination of normal drainage and unexpected emergency leakage.

*12) The tank vent only to be equipped with a swing check valve to avoid inadmissible backpressure.

*13) Close during normal engine operation.

*14) A heating coil in the MDO tank is required when DMB is used. Target heating temperature: 40 °C.

*15) The location of pump's installation must comply with the supplier's requirements by considering the relative height between the pump and the service tank, in combination with the pressure drop of the piping.



- HFO pipes, insulated and heated with steam, thermal oil or electrically
- Heating pipes
- Drain/overflow pipes
- Drain/overflow pipes, insulated and heated with HT cooling water or electrically
- Air vent pipes
- MDO pipes
- Pilot fuel
- Pipes on engine

WIND		S-BRT-flex500F		FUEL OIL SYSTEM		HFO&MDO&MGO		Brennstoffsystem	
Rev.	01	Rev.	01	Rev.	01	Rev.	01	Rev.	01
Drawn	01.01.2015	Drawn	01.01.2015	Drawn	01.01.2015	Drawn	01.01.2015	Drawn	01.01.2015

SYSTEM PROPOSAL - Pilot fuel supply

Pos.	ENGINE CONNECTIONS *2)
51	INLET - Pilot fuel
52	OUTLET - Pilot fuel

Number of cylinders			5	6	7	8
Main engine RT-flex50DF (R1)	power	(kW)	7200	8640	10080	11520
	speed	(rpm)	124			
Proposal for pipe dimensioning *3)						
Nominal pipe diameter	G	DN	20	20	20	20
	H	DN	20	20	20	20

Pos.	SYSTEM COMPONENTS *1)
014	Transition Piece (adapter) *10)
020	MDO service tank
035	MGO service tank
039	Heating coil
045	Three-way valve, pilot fuel supply, manually or remotely operated
046	Suction strainer (mesh size acc. to pump suppliers requirement)
047	Pilot fuel feed pump
048	Pilot fuel cooler and/or heater
049	Viscometer
050	Fuel oil filter, max. 10 micron (absolute, sphere passing mesh)

Remarks

- Air vent and drain pipes must be fully functional at all inclination angles of the ship at which the engine must be operational.
- Overflow and drain pipes for fuel oil tanks are not shown

*1) To be delivered by external supplier and to be installed by the shipyard.

*2) Refer to the "Pipe Connection Plan" for the execution and location of the engine pipe connections.

*3) All capacities and the given diameters are valid for the mentioned engine rating and serve just as an example. To make the layout for the project specific rating please refer to design group 9730 "Fluid velocities and flow rates, recommended values for pipework of diesel plants" Rating specific flow rates are provided by GTD.

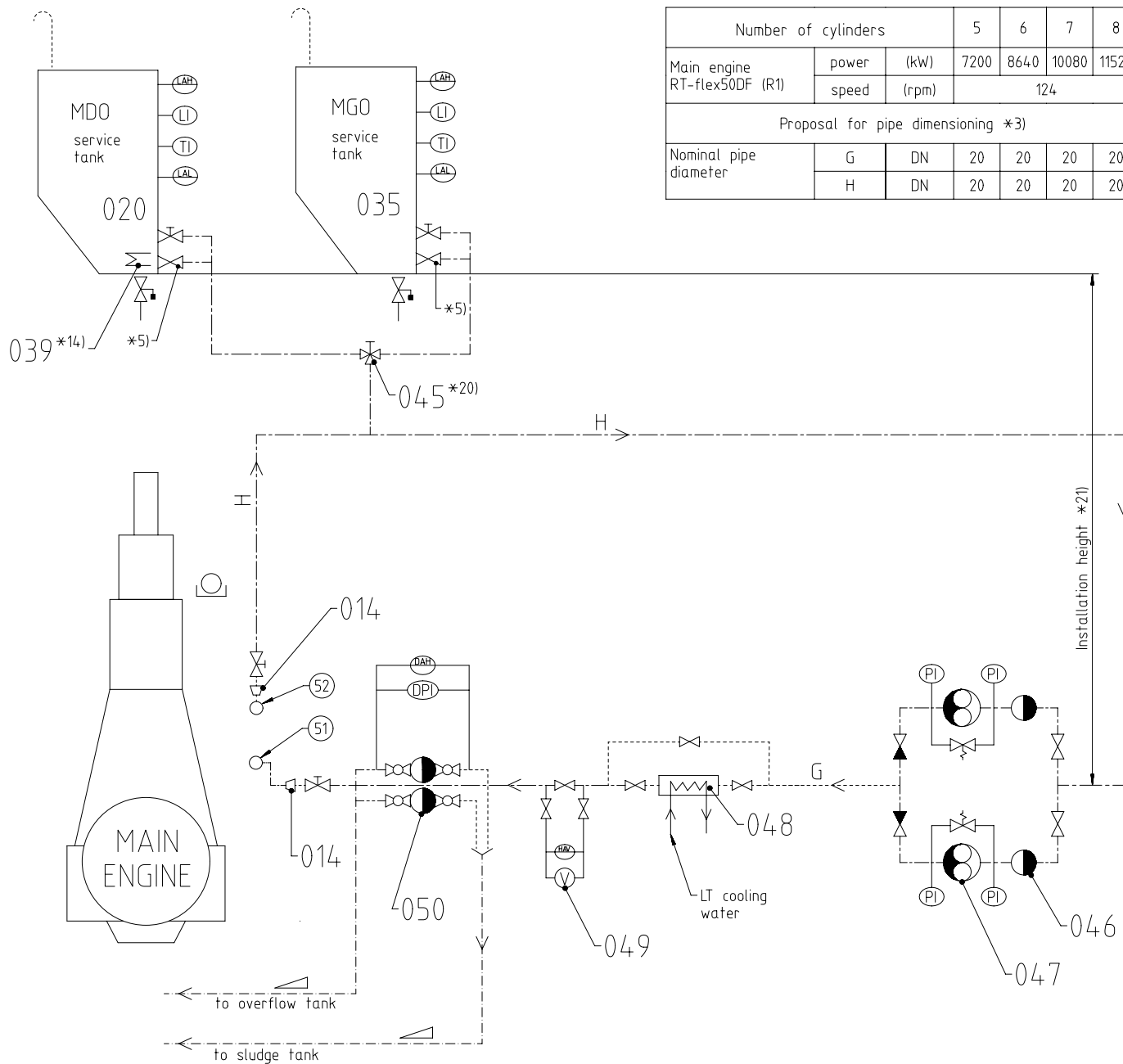
*5) Valve to be kept closed during normal engine operation. For draining only.



*10) Installed as required (check with the "Pipe Connection Plan").

*14) A heating coil in the MDO tank is required when DMB is used.
Target heating temperature: 40 °C.

*20) Only to be installed if different pilot fuel qualities are used to enable the changeover.

*21) The location of the pump's installation must comply with the supplier's requirements by considering the relative height between the pump and the service tank, in combination with the pressure drop of the piping.

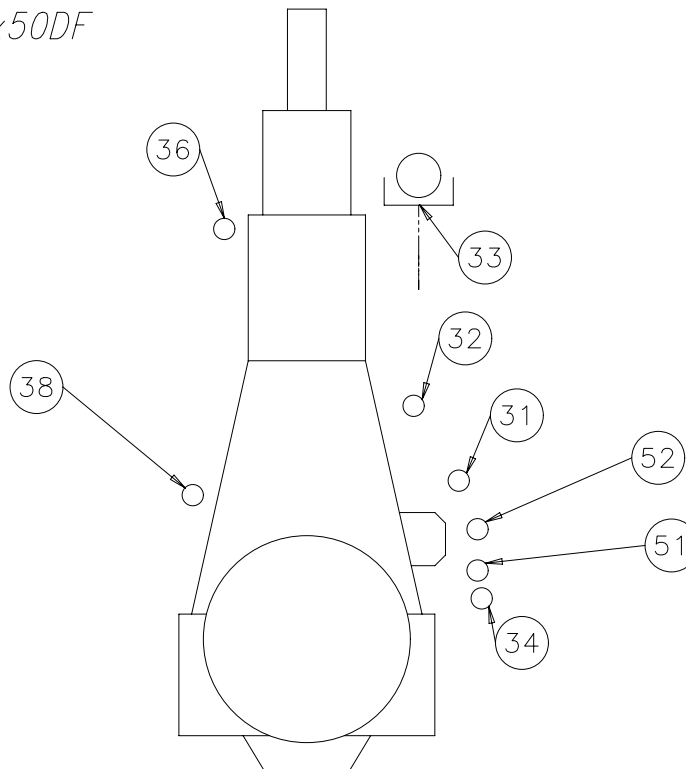




Free space for lic.								Q-Code XXXXXX		Main Drw.						
								Standard ISO; JIS								
Modif.	B	EAAD085894	16.07.2015	C	EAAD089573	01.10.2018	D	EAAD090034	08.07.2019	E	EAAD091789	04.12.2019				
		Number	Drawn date		Number	Drawn date		Number	Drawn date		Number	Drawn date				
		Product 5-8RT-flex50DF				FUEL OIL SYSTEM HFO&MDO&MGO Brennstoffsystem										
		 Winturthur Gas & Diesel														
Units	mm	kg	NX				Basic Material					Net Weight 0,001				
Made	07.07.2014		mhu019		M.Hug		Scale	-		Size	A2	Page	3/3	Material ID	PAAD167018	
Chkd	08.08.2014		bha009		Haag		Design Group 9723	Drawing ID	DAAD052709				Rev.	E		
Appd	08.08.2014		bha009		Haag											

Specifications which must be met:

36	INLET - Heating medium for fuel oil trace heating Connected to steam or thermal oil supply	31	INLET - Fuel oil Fuel oil quality at engine inlet: according to specification in Marine Installation Manual(MIM)
38	OUTLET - Heating medium for fuel oil trace heating Connected to condensate manifold or thermal oil return	E	Pressure at engine inlet: stopped engine: 10 bar running engine: 7-10 bar Volume flow: according to GTD Viscosity: - Viscosity for HFO: 10-20 cSt (recommendation: 13-17 cSt) - Viscosity MDO/MGO: 2-20 cSt Filtration: - At least one filter unit close to the engine inlet. - One filter unit with max. 10 micron (absolute, sphere passing mesh) in the fuel system (either in feed or booster circuit). - Bypass filter in parallel to the main fuel oil filter with max. 25 micron (absolute, sphere passing mesh).
51	INLET - Pilot fuel oil Fuel oil quality at engine inlet: MDO or MGO Pressure at engine inlet: 7.0 - 8.0 bar Volume flow: according to GTD Viscosity: - Viscosity MDO/MGO: 2-17 cSt Filtration: - One filter unit with max. 10 micron (absolute, sphere passing mesh) close to engine inlet.		Fuel change-over: - Max. temperature gradient during fuel change-over: 2°C/min. - Fuel amount on engine side: Mentioned in table 1 on page 2 - Fuel amount on system side: According to project specific system layout.
52	OUTLET - Pilot fuel oil - Normal operation condition: Returning to pilot fuel feed pump. - Back pressure at engine outlet: max. 1.5 bar(g)	32	OUTLET - Fuel return - Normal operation condition: Returning to mixing unit. - Fuel oil change over while engine not in service: Returning to service tank.
		33	OUTLET - Drain rail-unit (dirty) - Dirty fuel: Mixed drain (LO,F0) from rail-unit, not for re-use - Free flow by gravity to sludge oil tank or appropriate tank. - Pipe insulated and heated up (50-95 °C)
		34	OUTLET - Fuel return, pressureless (clean) - This pressureless fuel return consists of the following 2 types of clean fuel, namely: 'Normal drainage' Expected (design) fuel return from the fuel pump and injection control side during normal operation. 'Leakage' Unexpected fuel return from an emergency situation only (e.g. high pressure pipe damage). - Clean fuel must be collected in a drain tank (or appropriate tank) by gravity free flow - Piping must be insulated and heated (50-95°C)

RT-flex50DF



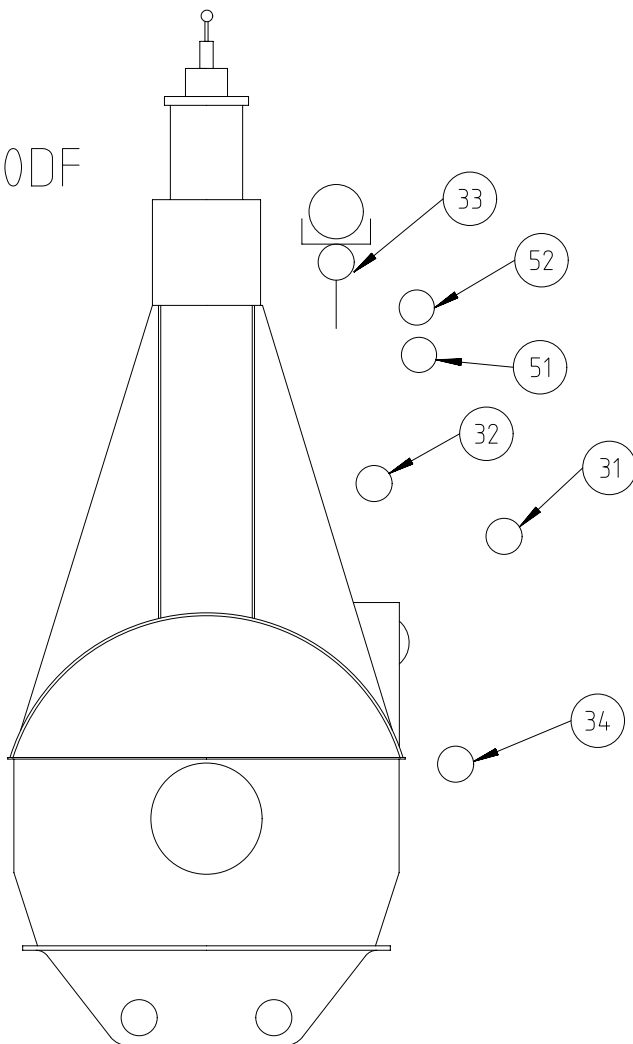
1	008	107.350.697.500	MIXING UNIT				107.350.697				0,001					
QTY	SEQ NO	Material ID		Material Name				Dimension, Occ		Standard or Drawing		Basic Material Material Standard		Weight GR./NET		
Free space for lic.														Main Drw.		
	Q-Code XXXXXX Standard ISO; JIS															
Modif.	(B)	EAAD085894	16.07.2015	(C)	EAAD089573	01.10.2018	(D)	EAAD090034	08.07.2019	(E)	EAAD091789	04.12.2019				
	Number	Drawn date		Number	Drawn date		Number	Drawn date		Number	Drawn date					
 Winterthur Gas & Diesel			Product 5-8RT-flex50DF			FUEL OIL SYSTEM HFO&MDO&MGO Brennstoffsystem										
Units	mm kg		NX				Basic Material						Net Weight 0,001			
Made	07.07.2014		mhu019		M.Hug		Scale -		Size A2	Page 1/3	Material ID		PAAD167018			
Chkd	08.08.2014		bha009		Haag		Design Group						7723			
Appd	08.08.2014		bha009		Haag				Drawing ID		DAAD052709		Rev. E			

SPECIFICATION which must be met

51 INLET - Pilot fuel oil
- Fuel quality, pressure and viscosity: same as the main fuel oil.
(connection 49)
- Volume flow: according to GTD.

52 OUTLET - Pilot fuel oil return
- Normal operation condition: returning to FO supply pump suction.
- Back pressure at ME outlet: max. 1.5 bar(g)

RT-flex50DF



31 INLET - Fuel oil
Fuel oil quality: MDO with sulphur content: $\leq 0.5 \%$
AND
MGO with sulphur content: $\leq 0.1 \%$
Pressure at engine inlet: stopped engine: 10 bar
running engine: 7 - 10 bar
Volume flow: according to GTD
Viscosity MDO/MGO: 2 - 17 cSt
Filtration:
- Main fuel oil filter with max. 10 micron (absolute, sphere passing mesh)
close to engine inlet.
- Bypass filter in parallel to the main fuel oil filter with
max. 25 micron (absolute, sphere passing mesh).
Fuel change-over:
- Max. temperature gradient during fuel change-over: $2^{\circ}\text{C}/\text{min}$.
- Fuel amount on engine side: Mentioned in table 1 on page 2 of this drawing.
- Fuel amount on system side: According to project specific layout

A 32 OUTLET - Fuel return
- Normal operation condition: returning to upstream of the FO supply pump.

A 33 OUTLET - Drain rail-unit (dirty)
- Dirty fuel: Mixed drain (LO, FO) from rail-unit, not for re-use
- Free flow by gravity to sludge oil tank or appropriate tank.

A 34 OUTLET - Fuel return, pressureless
- Clean fuel:
Returning, pressureless fuel from fuel pump and injection control side.
Fuel leakage occuring only in emergency situation (e.g. high pressure pipe damage)
- Free flow by gravity to fuel drain tank or appropriate tank.

Free space for lic.								Q-Code XXXXX	Main Drw.			
								Standard ISO; JIS				
Modif.	A	EAAD091567	14.11.2019									
		Number	Drawn date		Number	Drawn date		Number	Drawn date			
 Winterthur Gas & Diesel		Product 5-8RT-flex50DF		FUEL OIL SYSTEM MDO&MGO only, int. pilot FO supply Brennstoffsystem								
Units	mm kg	NX		Basic Material		Net Weight 0,001						
SURFACE PROTECTION SEE GROUP 0344		Made	25.10.2018 Sudant Deogade		Scale	-	Size	A3	Page	1/2	Material ID	PAAD310330
TOLERANCING PRINCIPLE ISO8015		Chkd	05.07.2019 wwa008 Wang		Design Group	9723		Drawing ID	DAAD107614		Rev.	A
GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Appd	05.07.2019 mhu019 Hug									

SYSTEM PROPOSAL - Combined main fuel oil and pilot fuel supply + MDO treatment

Pos.	ENGINE COMPONENTS #3)
EC01	Fuel supply unit
EC02	Fuel rail unit
EC03	Pressure retaining valve
EC04	Pilot fuel supply unit
EC05	Pressure reduction valve

	Pos.	ENGINE CONNECTIONS *2)
	31	INLET - Fuel oil
A	32	OUTLET - Fuel return
A	33	OUTLET - Drain rail-unit (dirty)
A	34	OUTLET - Fuel return, pressureless
	51	INLET - Pilot fuel oil
	52	OUTLET - Pilot fuel oil return

Number of cylinders			5	6	7	8
Main engine RT-flex50DF (R1 rated)	power	(kW)	7200	8640	10080	11520
	speed	(rpm)	124			
Proposal for dimensioning *4)						
Mixing unit	capacity	(l)	acc. to separate drawing			
MOD service tank	capacity	(m³)	12	14	16	16
MOD service tank	capacity	(m³)	12	14	16	16
Nominal pipe diameter	A	DN 32	32	32	32	32
	B	DN 32	32	32	32	32
	C	DN 32	32	32	32	32
	E	DN 32	32	32	32	32
	F	DN 32	32	32	32	32
	G	DN 20	20	20	20	20
	H	DN 20	20	20	20	20

Cylinder	Volume
5	10 l
6	10 l
7	11 l
8	11 l

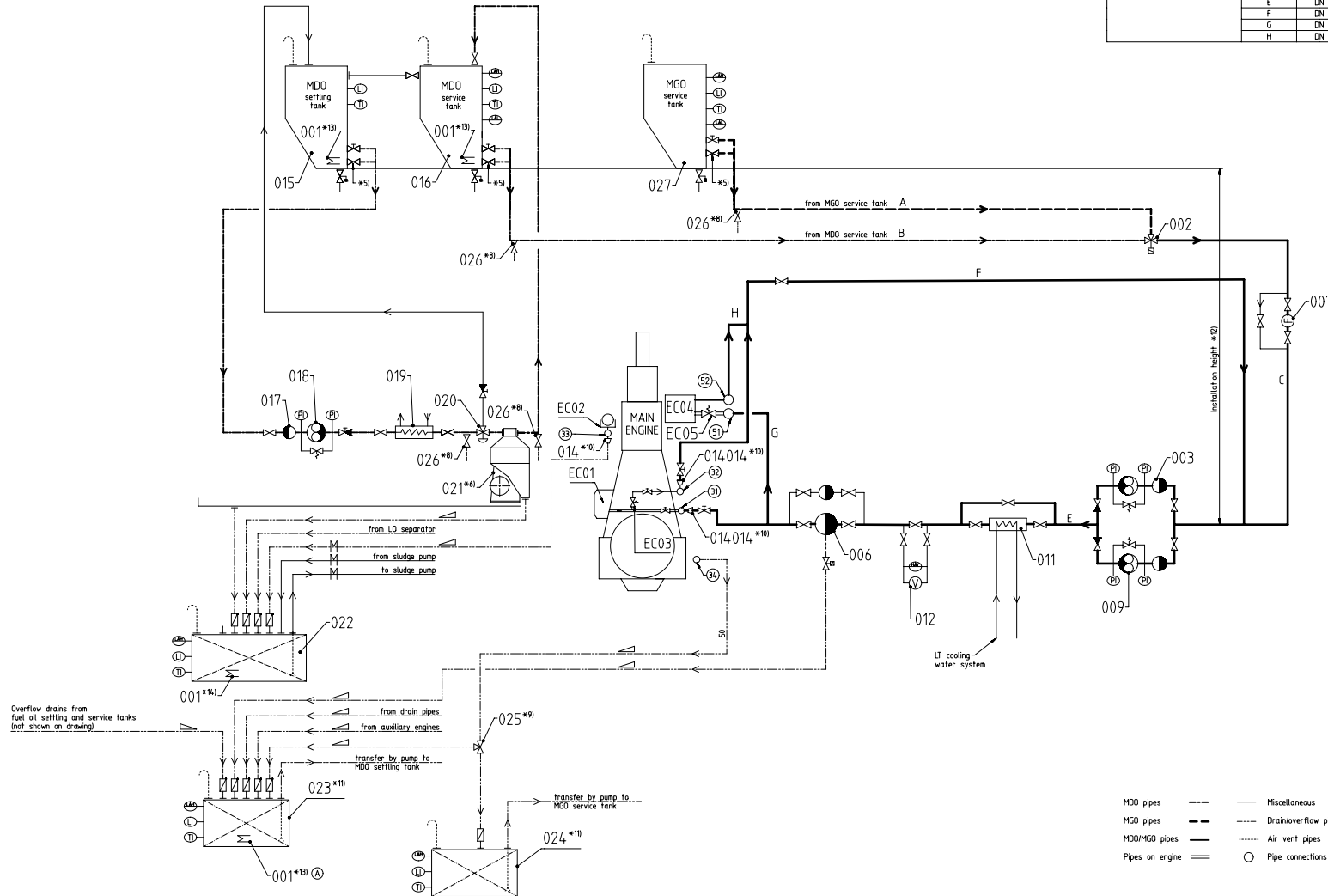


Table 1: Fuel amount on engine side

Cylinder	Volume
5	10 l
6	10 l
7	11 l
8	11 l

Remarks

- Air vent and drain pipes must be fully functional at all inclination angles of the ship at which the engine must be operational.
- Overflow and drain pipes for fuel oil tanks are not shown

*1) To be delivered by external suppliers and to be installed by the shipyard.

*2) Refer to the "Pipe Connection Plan" for the execution and location of the engine pipe

*3) To be delivered by the engine manufacturer, i.e. already equipped on engine

*4) All capacities and the given diameters are valid for the mentioned engine rating and serve just as an example. The given tank capacities are based on 8 h settling tank change-over intervals. To make the layout for the project specific rating please refer

*5) Valve to be kept closed during normal engine operation. For draining only.

*6) Separator capacity related to viscosity: layout according to certified flow rate (CFR) recommended.

*8) Recommended position for fuel oil sampling to check fuel oil quality.


clean MGO is installed to enable the switching between the different the fuel in use.

*10) Installed as required (check with "Pipe Connection Plan")

*12) The location of the pump's installation must comply with the supplier's requirements by considering the relative height between the pump and the service tank.

*13) A heating coil in the MDO tank is required when DMB is used.
Target heating temperature: 40 °C.

MDO pipes --- — Miscellaneous
 MGO pipes - - - - - Drain/overflow pipes
 MDO/MGO pipes — Air vent pipes
 Pipes on engine == ○ Pipe connections

		Fuel Oil SYSTEM MEDIO MEDIO only, incl. pilot FO supply Brennstoffsystem		G-Code XXXXXX ISO, AS	Main Order
Year 2019	Order Number 0905161112019	Number 0	Order date 0	Number 0	Order date 0
Material S-BRT-flexSOF		Fuel Oil SYSTEM MEDIO MEDIO only, incl. pilot FO supply Brennstoffsystem			
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
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Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
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Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100	Unit 100	Unit 100	Unit 100	Unit 100	Unit 100
Unit 100					

SYSTEM PROPOSAL - Combined main fuel oil and pilot fuel supply (for operation on MGO only)

Pos.	Engine Components *3)
EC01	Fuel supply unit
EC02	Fuel rail unit
EC03	Pressure retaining valve
EC04	Pilot fuel supply unit
EC05	Pressure reduction valve

Pos.	System Components *2)
001	Suction strainer (mesh size according to pump suppliers requirement)
002	Supply pump
004	Flowmeter
005	MG0 heat exchanger (A)
006	Viscometer
007	Automatic self-cleaning filter, 10 micron lababsolute sphere passing mesh size
008	Fuel oil sampling cock *8)
009	Transition piece (adapter) *7)
010	Fuel drain tank
011	Sludge tank
012	MG0 service tank


Pos.	Engine Connections *1) (A)
(31)	INLET - Fuel oil
(32)	OUTLET - Fuel return
(33)	OUTLET - Drain rail-unit (dirty)
(34)	OUTLET - Fuel return, pressureless
(51)	INLET - Pilot fuel oil
(52)	OUTLET - Pilot fuel oil return

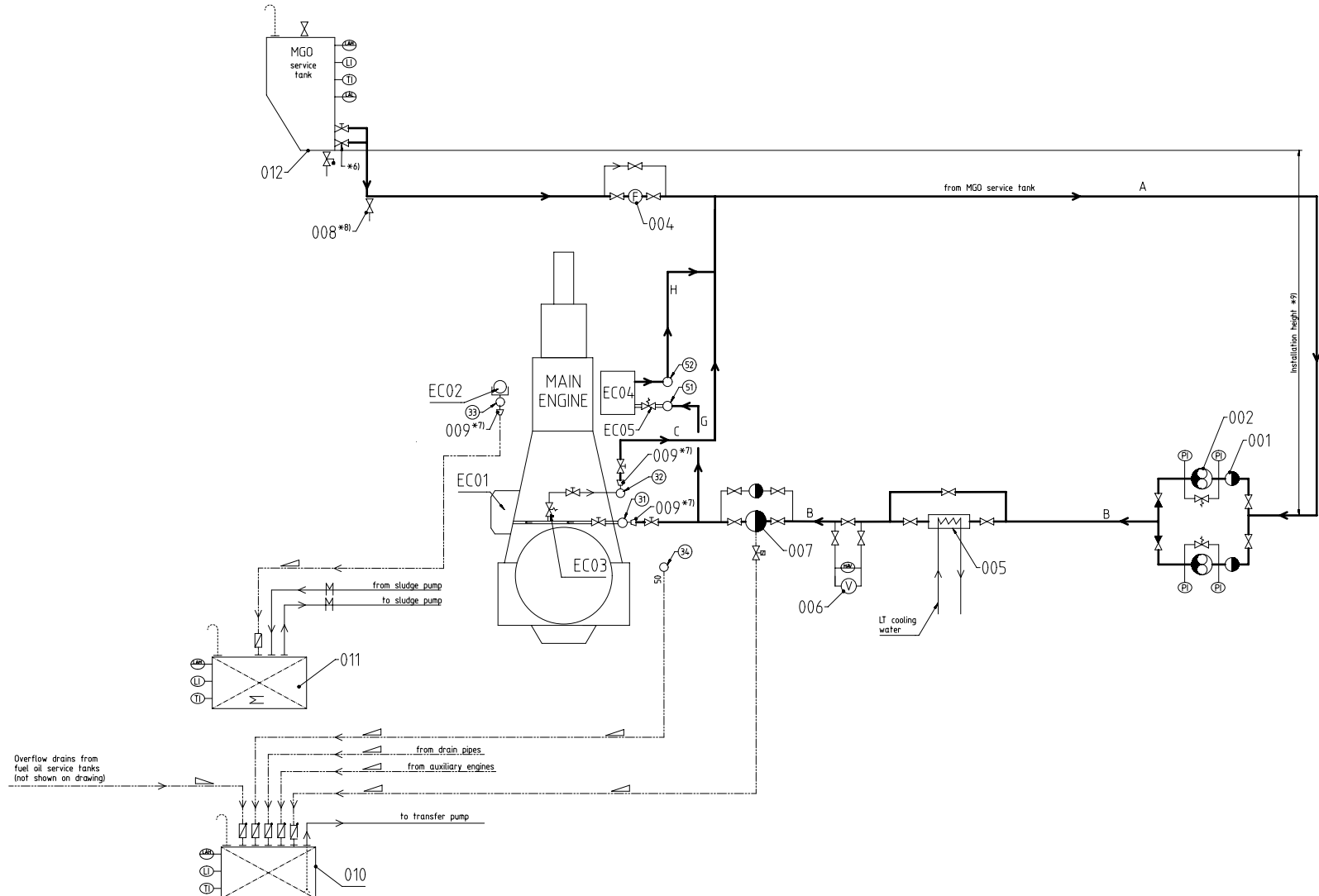
Remarks:



- Air vent and drain pipes must be fully functional at all inclination angles of the ship at which the engine must be operational.
- Overflow and drain pipes for fuel oil tanks are not shown

- *1 Refer to the "Pipe Connection Plan" for the execution and location of the engine pipe connections.
- *2 To be delivered by external supplier and to be installed by the shipyard.
- *3 To be delivered by the engine builder, i.e. already equipped on engine side
- *4 All capacities and the given diameters are valid for the mentioned engine and service, just as the given flow rates. The layout in relation to the project specific rating is recommended for design group 730 "Fluid velocities and flow rates, excepted values for piping of diesel plants" for selecting the appropriate pipe diameter. Rating specific flow rates are provided by GDI.
- *6 To be kept closed during normal engine operation, for draining only.
- *7 Installed as required check with the "Pipe Connection Plan"
- *8 Recommended position for fuel oil sampling to check fuel oil quality.
- *9 The location of the pump's installation must comply with the supplier's requirements by considering the relative height between the pump and the service tank, in combination with the pressure drop of the piping.

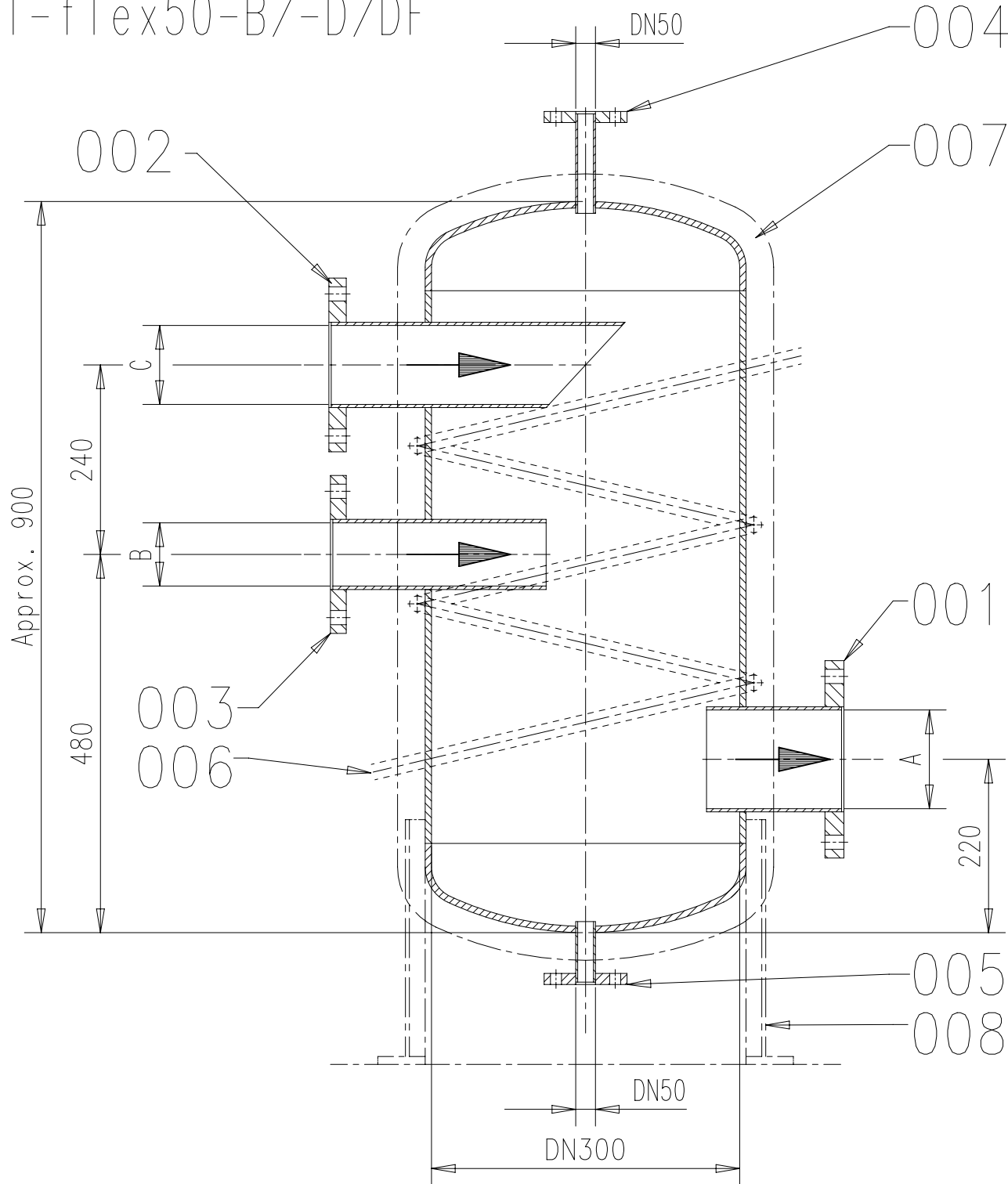
Number of cylinders			5	6	7	8
Main engine RT-flex500F (R1 rated)	power	(kW)	7200	8640	10080	11520
	speed	(rpm)	124			
Proposal for dimensioning #4)						
Marine diesel oil service tank	capacity	(m³)	12	14	16	16
Nominal pipe diameter	A	DN 40	40	40	50	50
	B	DN 32	40	40	40	40
	C	DN 32	40	40	40	40
	G	DN 20	20	20	20	20
	H	DN 20	20	20	20	20

	MGO pipes		Drain / overflow pipes
	Pipes on engine		Air vent pipes
			Pipe connections



Date of birth	EAM00567 14.12.1979		G-Code XXXXXX USG, JS		Main Drive	
	Number	Drive date	Number	Drive date		Number
		S-BRT-flex500F		FUEL OIL SYSTEM MGD oil Brennstoffsystem		
Units	mm	kg	NX	 Electric Motor		Net weight 0.000
Plan	26.10.2018 Student Design		State	As of 2/2	Overhead ID	PAD31035
Group	03.07.2019 wuu050800		Design Group	0000	Serial	0000107698

RT-flex50-B/-D/DF



Nominal pipe diameters (DN)

No. of cyls.	A	B	C
	DN	DN	DN
5	65	40	50
6	65	40	50
7	65	40	50
8	65	40	65


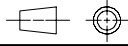
Capacity: 65 l
Design pressure: 10 bar
Service temperature: 150 °C

SURFACE PROTECTION SEE GROUP 0344
TOLERANCING PRINCIPLE ISO8015
GENERAL TOLERANCES ACCORDING TO ISO2768-mK

Pos.	Description
001	Outlet
002	Inlet, return line
003	Inlet, from feed pump
004	Outlet safety valve
005	Drain
006	Heating coil
007	Insulation
008	Mounting brackets *1)

Remarks:

- Configuration and dimensioning of the mixing unit have to comply with the relevant classification society/rules.
- *1) Mounting brackets for fixation on floor plate. The mixing unit must under no circumstances be fitted unsupported.

Free space for lic.							Q-Code XXXXX	Main Drw.	
							Standard ISO; JIS		
Modif.	A	EAAD087849	14.06.2017						
		Number	Drawn date		Number	Drawn date		Number	Drawn date
 Winterthur Gas & Diesel			Product W-50		MIXING UNIT TO FUEL OIL SYSTEM				
Units mm kg		NX				Basic Material		Net Weight 0.001	
Made	18.01.2005 S.Stylianou			Scale	-	Size A3	Page 1/1	Material ID 107.350.697.500	
Chkd				Design Group	9723	Drawing ID 107.350.697	Rev. A		
Appd	17.02.2005 SNA001								

MIDS - WinGD-RT-flex50-DF - FUEL-OIL-SYSTEM (DG9723)

TRACK CHANGES

DATE	SUBJECT	DESCRIPTION
2017-02-24	DRAWING SET	First web upload
2018-10-02	DAAD052709	System drg – new revision
2019-07-19	DAAD041620 DAAD052709	Main and system drg – new revision
	DAAD107614 DAAD107628	System drg for MDO&MGO only - added
	DAAD107614 DAAD107628	System drgs – new revision
2020-09-30	DAAD052709	System drg – new revision

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