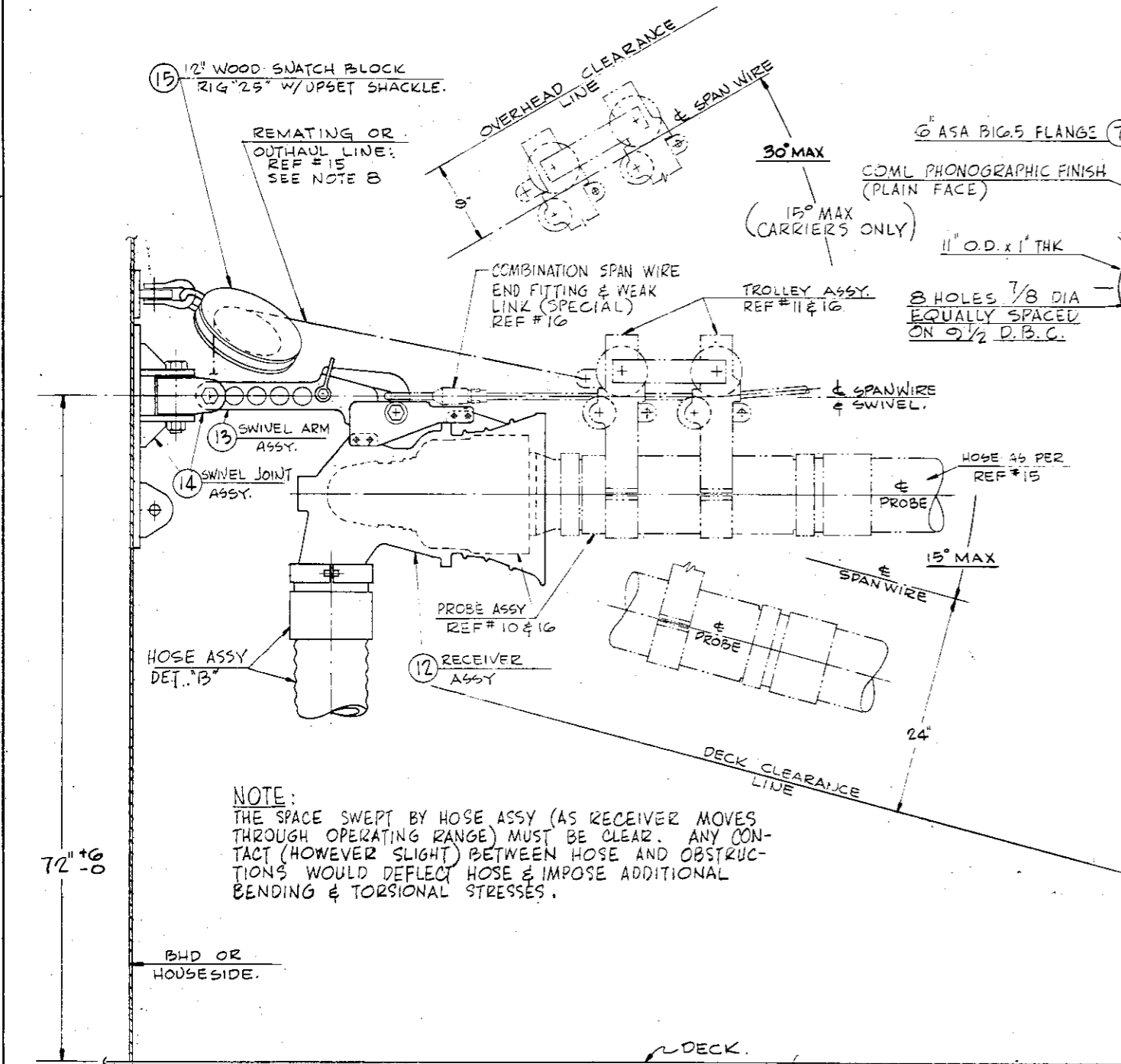
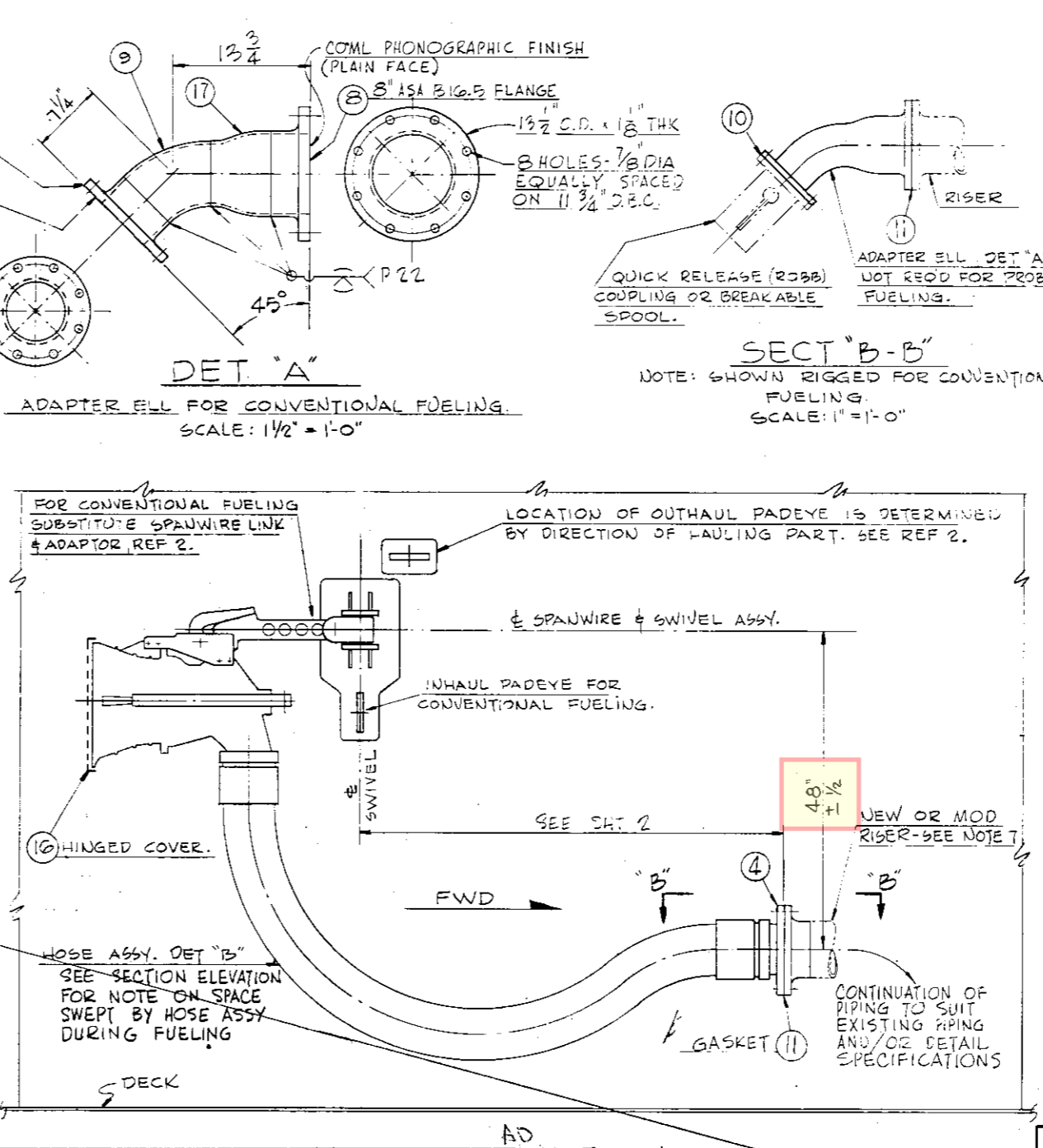


PLAN VIEW
SCALE: 1 1/2" = 1'-0"



SECTION ELEVATION
SCALE: 1 1/2" = 1'-0"



SIDE ELEVATION
NOTE: SHOWN IN STOWED POSITION
SCALE: 1" = 1'-0"

REFERENCES

1. BUSHIPS # 805-2213160, SWIVEL ARM DETAILS
2. BUSHIPS # 805-2213159, SWIVEL JOINT DETAILS
3. AEROQUIP CORP DWG # - FLANGE TAILPIECE
4. AEROQUIP CORP DWG # 22019 - "O" RING
5. AEROQUIP CORP DWG # 900858 - CLAMP ASSY
6. TO BE ADDED LATER - MALE HOSE FITTING
7. TO BE ADDED LATER - FEMALE HOSE FITTING
8. PARKER AIRCRAFT CO. DWG # 92003-F61F1398 - RCVR HOUSING ASSY
9. PARKER AIRCRAFT CO. DWG # 92003-F61F1397 - BELL MOUTH RCVR
10. PARKER AIRCRAFT CO. DWG # 92003-M150 - PROBE ASSY
11. PARKER AIRCRAFT CO. DWG # 92003-2640051 - TRAINING MECH.
12. BUSHIPS # 805-2217230, HINGED STOWAGE COVER.
13. BUSHIPS # 805-2217230, HINGED STOWAGE COVER.
14. BUSHIPS # S1801-860031, WOOD SNATCH BLOCKS
15. NWP 38(B) REPLACEMENT AT SEA
16. BUSHIPS # 805-2220399, SINGLE PROBE-ARRGT FOR SENDING SHIP.

STATIC LOAD TEST

1. AFTER SWIVEL ARM & SWIVEL JOINT ASSEMBLIES (PCS 12 & 14) ARE INSTALLED ON STATION, APPLY A 30,000 POUND PULL TO PELICAN HOOK (PC 29, REF 1). HOLD THIS PULL FOR 10 MINUTES AT THE ANGLE(S) WITHIN THE WORKING RANGE THAT WILL PRODUCE MAX. STRESSES. (WORKING RANGE SHOWN ON THIS DWG.) DEFORMATION DURING TEST IS NOT ACCEPTABLE.
2. REPLACE SWIVEL ARM ASSY WITH SPAN-WIRE LINK & ADAPTER (PCS 11 & 13, REF 2) AND APPLY SAME TEST AS ABOVE.
3. USING AN 8000 POUND PULL, APPLY THE SAME TEST AS ABOVE TO THE UPPER AND LOWER INHAUL PADEYES.
4. UPON SUCCESSFUL COMPLETION OF TESTS, INSTALL CRES LABEL PLATE IN ACCORDANCE WITH SECTION 9280-3 OF THE GEN. SPECS

REVISIONS		DATE	APPD
B	PLAN REVISED & REDRAWN.		
C	ADDED SHT 2. DISTANCE OF RISER FLANGE FROM & SWIVEL AS SHOWN IN SIDE ELEVATION WAS 24 1/2". HEIGHT OF SWIVEL ARM ASSY WAS SHOWN IN SECT ELEV AS "ART 72". RISER AS SHOWN IN SECT B-B WAS 11" OFF LINE OF MTG SURFACE TO WHICH SWIVEL JOINT IS ATTACHED. ADDED RISER TO PLAN VIEW. ADDED NOTE ON SECT ELEVATION REL TO SPACE SWEEP BY HOSE ASSY DURING FUELING. TITLE WAS "SINGLE PROBE FUELING SWIVEL, RECEIVER, & PROBE ARRGT & INSTL DETAILS". PC 4 WAS AN ADAPTER FLANGE FOR SPLIT CLAMP TO 7" FLANGE. OMITTED FSN. FROM L/M FOR PC 4. REDREW DET "A" & SECT "B-B" TO SUIT CHANGE IN PC 4. ADDED IN PLAN VIEW THE MANDATORY REQUIREMENT FOR AN 8" ASA BIG-5 FLANGE ON ALL RISERS. OMITTED AEROQUIP DWG NO FROM REF 3. ADDED REF 15 & 16. PC 15 WAS PROBE ASSY WHICH IS OMITTED FROM L/M. PC 16 WAS TROLLEY ASSY WHICH IS OMITTED FROM L/M. PC 17 WAS SPAN WIRE END FITTING & WEAK LINK WHICH IS OMITTED FROM L/M. RENUMBERED SNATCH BLOCK (WAS PC 18) AND STOWAGE COVER (WAS PC 19) AS SHOWN. ADDED PC 17. RE-STATE NOTE 7 & ADDED NOTE 8. REMOVED FROM SIDE ELEVATION THE INDICATED PIPING TO DESTROYERS' F.O. TRUNKS.		
D	(CONTINUED ON SHT 2)		

NOTES

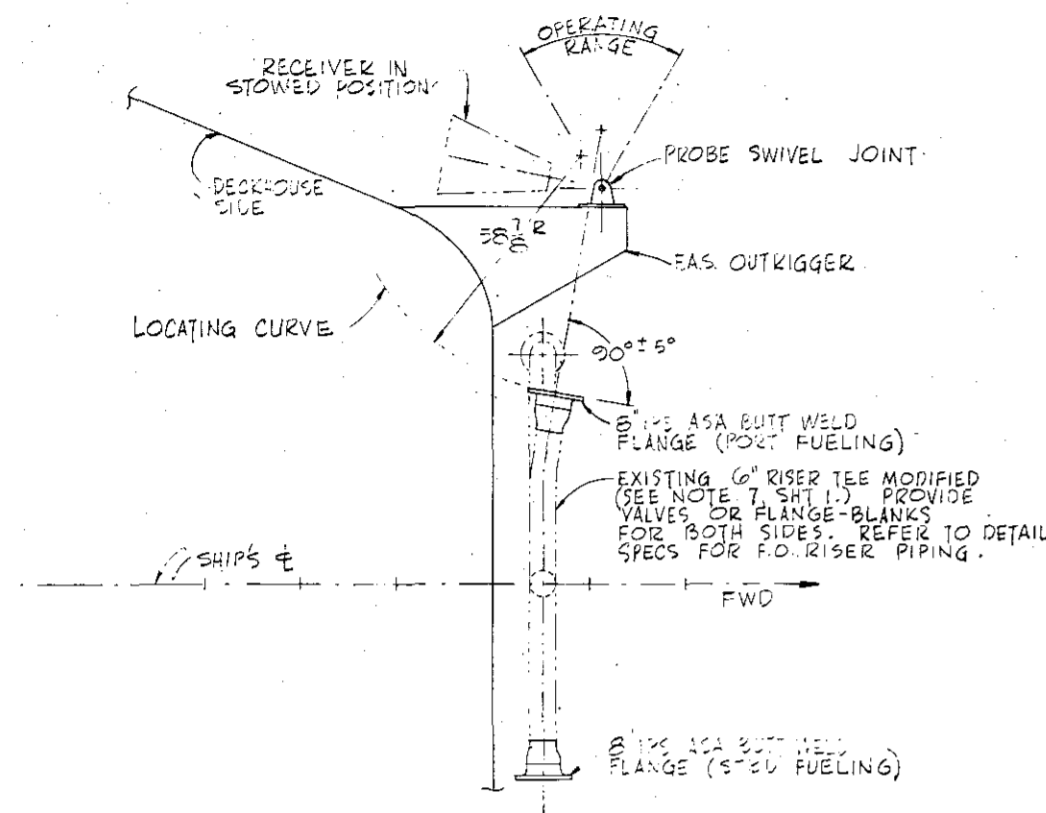
1. THE ARRANGEMENT SHOWN IS MANDATORY. NO DEVIATIONS SHALL BE MADE WITHOUT AUTHORIZATION FROM CODE 252A, NORVA SHIPYARD.
2. THE SUPPORTING STRUCTURE FOR THIS INSTALLATION MUST BE CAPABLE OF WITHSTANDING TEST LOADS SHOWN ON THIS DRAWING.
3. INSTALL HOSE ASSY IN THIS ORDER:
 - (A) MAKE CONNECTION TO RISER.
 - (B) ROTATE RECEIVER TO ABEAM & HORIZONTAL.
 - (C) MAKE CONNECTION TO RECEIVER.
4. ALL SHIP'S STRUCTURE MUST CLEAR THE SPACE REQUIRED FOR THE MAXIMUM OPERATING RANGE OF THE PROBE & RECEIVER AS SHOWN.
5. LOCATE CONVENTIONAL FUELING RIDING LINE PADEYES, CLEATS, ETC. TO SUIT LOCATION OF PROBE FUELING STATION.
6. THE SWIVEL JOINT ASSY IS TO BE LOCATED AS DIRECTED BY APPLICABLE VESSEL'S SHIPALT.
7. EXISTING FUEL OIL RISERS MUST BE MODIFIED OR RELOCATED TO THE POSITION SHOWN. THE RISER MUST BE FITTED WITH A STANDARD ASA BIG-5 8" IPS, 150 PSI BUTT WELDING FLANGE TO SUIT PC 4. FLANGE BOLT HOLES MUST STRADDLE VERTICAL & OF RISER TO SUIT DRILLING OF 45° ADAPTER OF DET "A". THE RELATIVE POSITION OF THE RISER FLANGE & RECEIVER, PC 12, IS CRITICAL BECAUSE OF THE BENDING & TORSIONAL CHARACTERISTICS OF THE SPECIAL HOSE CONNECTING THE TWO. INSTRUCTIONS FOR LOCATING THE RISER RELATIVE TO THE RECEIVER ARE GIVEN ON SHEET 2 OF THIS DRAWING. ON VESSELS HAVING FUEL OIL TRUNKS, A RISER WITH A STD ASA BIG-5 8" IPS, 50 PSI BUTT WELDING FLANGE MUST BE INSTALLED AS SHOWN ON THE APPLICABLE VESSEL'S SHIPALT.
8. THE INSTALLING ACTIVITY IS TO PROVIDE NECESSARY FITTINGS TO FAIRLEAD THE REMAINING OR OUTHAUL LINE SO THAT BLOCK, PC 15, OPERATES IN AS NEARLY HORIZONTAL PLANE AS POSSIBLE. THE LINE IS TO BE FAIRLED TO THE DECK OR OTHER SUITABLE STRUCTURE.
9. QUANTITIES IN L/M ARE FOR DESTROYER TYPES. CARRIERS & SERVICE TYPES USE QUANTITIES SHOWN FOR PORT SIDE.

NO.	QTY	DESCRIPTION	MATERIAL	MATL. SPEC.	REMARKS	REF. DWG.
1	1	REDUCER, BUTT WELD	STL	ASTM A-294	8" ASA BIG-5 150 PSI	13
1	1	HINGED STOWAGE COVER	VARIOUS			13
1	1	12" WOOD SNATCH BLOCK	VARIOUS		12" WOOD SNATCH BLOCK WITH UPSET SHACKLE	14
1	1	SWIVEL JOINT ASSY	VARIOUS			2
1	1	SWIVEL ARM ASSY	VARIOUS			1
1	1	RECEIVER ASSY	VARIOUS			899
2	2	GASKET, 1/2 SHT	SYN RUBBER	MIL-R-1149	1 1/2" OD x 1/2" ID	
1	1	GASKET, 1/2 SHT	SYN RUBBER	MIL-R-1149	1 1/2" OD x 1/2" ID	
1	1	ELBOW, BUTT WELDING	CARBON STL	MIL-F-20236	6" I.P.S., 150 PSI	
1	1	FLG, BUTT WELDING	CARBON STL	ADM A-105 GRADE II	8" ASA BIG-5 150 PSI	
1	1	FLG, BUTT WELDING	CARBON STL	ADM A-105 GRADE II	8" ASA BIG-5 150 PSI	
1	1	7" HOSE (SPECIAL)	WIRE REINFORCED SYN RUBBER			
2	2	"O" RING	SYN RUBBER		FSN # 925330-817-1783	4
1	1	ADAPTER FLANGE	STL			3
1	1	MALE HOSE FITTING	VARIOUS			6
1	1	FEMALE HOSE FITTING	VARIOUS			7
2	2	CLAMP ASSY, 7"	VARIOUS		FSN # 1H4730-703-9812	5

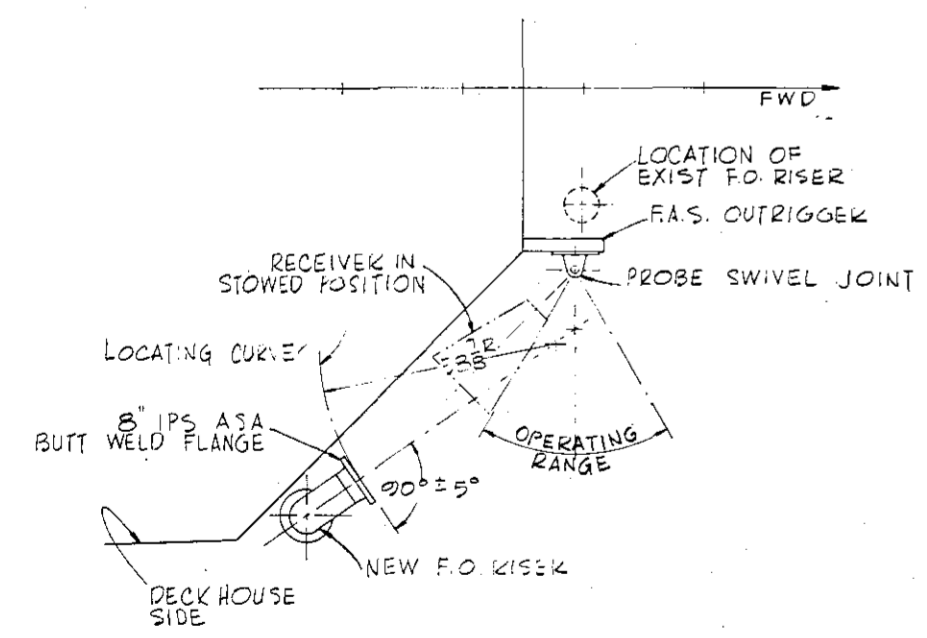
RECEIVING SHIP LIST OF MATERIAL (QUANTITIES PER STATION)

UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES. TOLERANCES ON DIMENSIONS, UNLESS OTHERWISE NOTED, TO BE IN ACCORDANCE WITH GOOD COMMERCIAL PRACTICE.	NORVA SHIPYARD CH. DES. ENG. [Signature] BR. SUPV. [Signature] SECT. SUPV. [Signature] CHECKER [Signature] DRAWN [Signature]	HULL STANDARD PLAN USN SHIPBOARD TYPE SINGLE PROBE FUELING ARRGT & INSTL DETAILS FOR RECEIVING SHIP	DEPT. OF THE NAVY WASHINGTON, D. C. BUREAU OF SHIPS 805-2213794 D CODE 80064 SHT 1 OF 2
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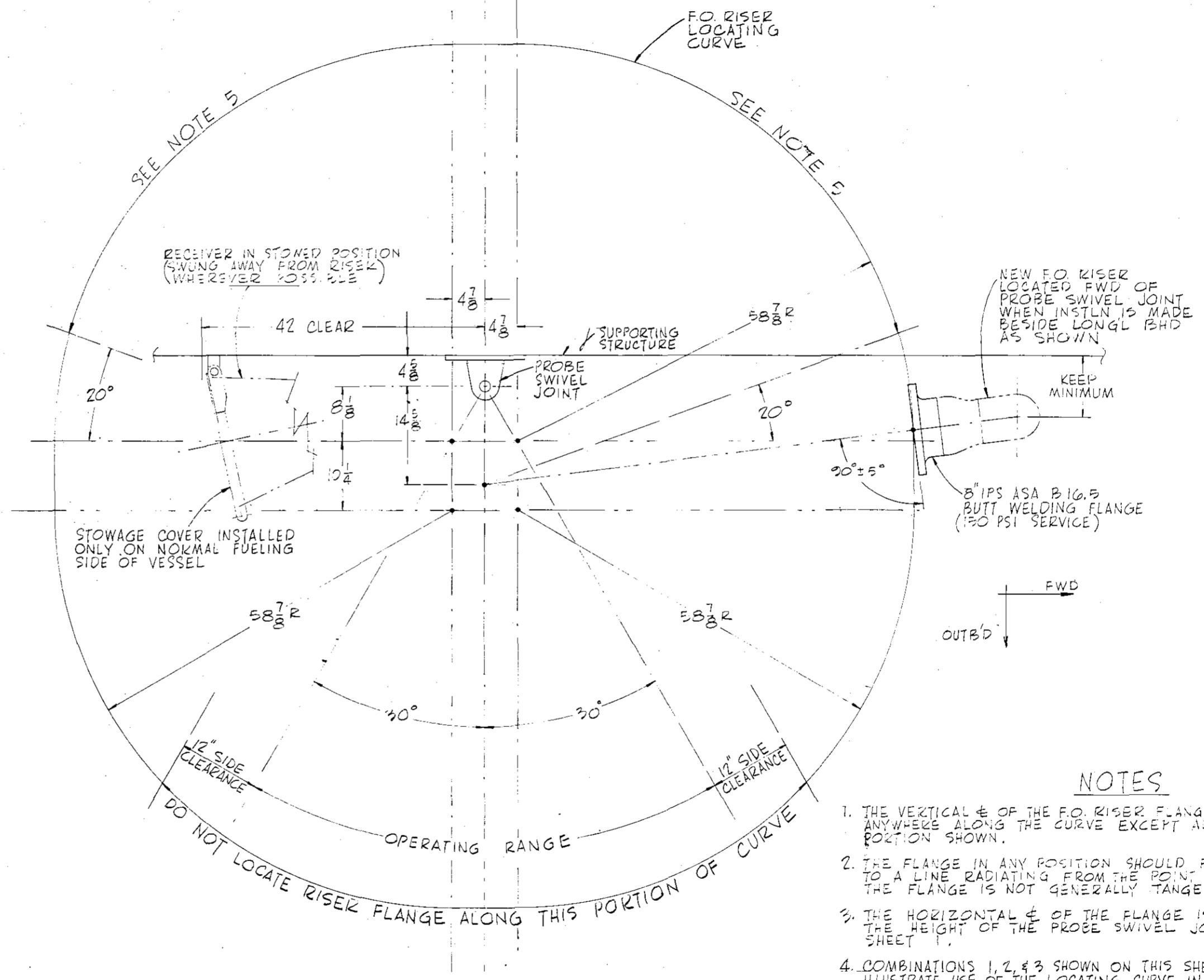
REVISIONS		
SYM	DESCRIPTION	DATE APP'D
D	REMOVED AEROQUIP DRAWING FROM REF 6 & 7. DELETED REF 12. ADDED STATIC LOAD TEST TO SHEET 1 & CHANGED NOTE 2 ACCORDINGLY. CHANGED BOLT HOLES IN DET 'A' TO STRADDLE E'S & CHANGED NOTE 7 ACCORDINGLY. ADDED NOTE 9. DELETED FROM L/M THE STB'D SIDE REQUIREMENT FOR PC 16. OPERATING RANGE REDUCED TO 15° ABOVE HORIZONTAL FOR CARRIERS ONLY. REMOVED F.S.N. FOR PCS 2 & 3. ON SHEET 2, ADDED NOTES TO COMBINATIONS 1, 2, & 3. AUTH: NAVSEC LTR 9200/3 SER 669820-218.	



COMBINATION 2
 (TYPICAL OF LARGE EXISTING CLASS)
 SHOWING STATION LOCATION TO SUIT EXISTING RISER
 SCALE: 1/2" = 1'-0"



COMBINATION 3
 SHOWING STATION LOCATION WHERE EXISTING
 RISER CANNOT BE USED.
 SCALE: 1/2" = 1'-0"



LOCATING CURVE - PLAN VIEW
COMBINATION 1
 STBD SHOWN - PORT TO OPP HND
 SCALE: 1/2" = 1'-0"

- NOTES**
1. THE VERTICAL C OF THE F.O. RISER FLANGE MAY BE LOCATED ANYWHERE ALONG THE CURVE EXCEPT ALONG EXCLUDED PORTION SHOWN.
 2. THE FLANGE IN ANY POSITION SHOULD BE PERPENDICULAR TO A LINE RADIATING FROM THE POINT SHOWN. NOTE THAT THE FLANGE IS NOT GENERALLY TANGENT TO THE CURVE.
 3. THE HORIZONTAL C OF THE FLANGE IS DETERMINED FROM THE HEIGHT OF THE PROBE SWIVEL JOINT AS SHOWN ON SHEET 1.
 4. COMBINATIONS 1, 2, & 3 SHOWN ON THIS SHEET WERE CHOSEN TO ILLUSTRATE USE OF THE LOCATING CURVE IN DIFFERENT BUT TYPICAL SITUATIONS. EACH COMBINATION REPRESENTS ONE OF MANY POSSIBLE SOLUTIONS.
 5. WHEN RISER FLANGE IS LOCATED ALONG THAT PORTION OF THE CURVE DENOTED BY REFERENCE TO THIS NOTE, A STRAIGHT ADAPTER MUST BE USED (IN LIEU OF THE 45° ADAPTER OF DETAIL 'A' SHT 1) FOR CONVENTIONAL FUELING. THE STRAIGHT ADAPTER WILL CONSIST OF PCS 7, 8, & 17 OF SHEET 1.

UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES. TOLERANCES ON DIMENSIONS, UNLESS OTHERWISE NOTED, TO BE IN ACCORDANCE WITH GOOD COMMERCIAL PRACTICE.	NORVA SHIPYARD	HULL STANDARD PLAN	DEPT. OF THE NAVY WASHINGTON, D. C.
	CH. DES. ENG.	USN SHIPBOARD TYPE	BUREAU OF SHIPS
	BR. SUPY.	SINGLE PROBE FUELING	805-2213794 D
	SECT. SUPY.	ARRGT & INSTL DETAILS	CODE 80064 SHT 2 OF 2
	CHECKER	FOR RECEIVING SHIP	
	DRAWN	SCALE AS NOTED	
	DATE		