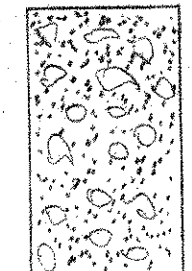
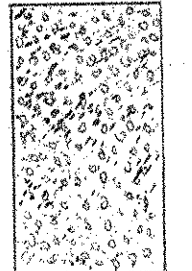
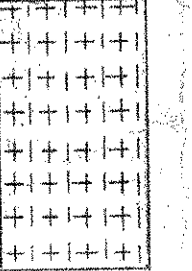
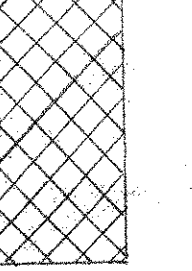
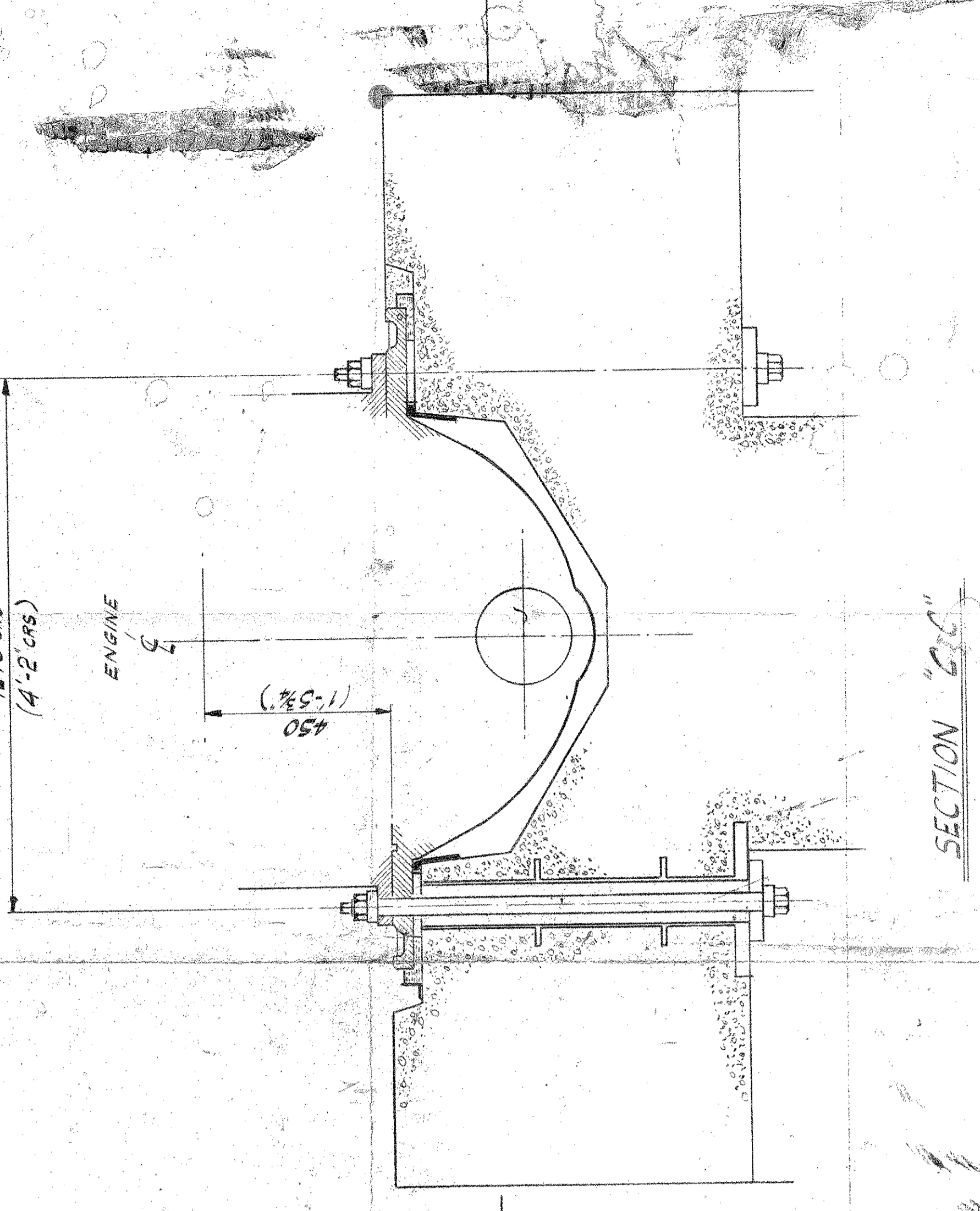
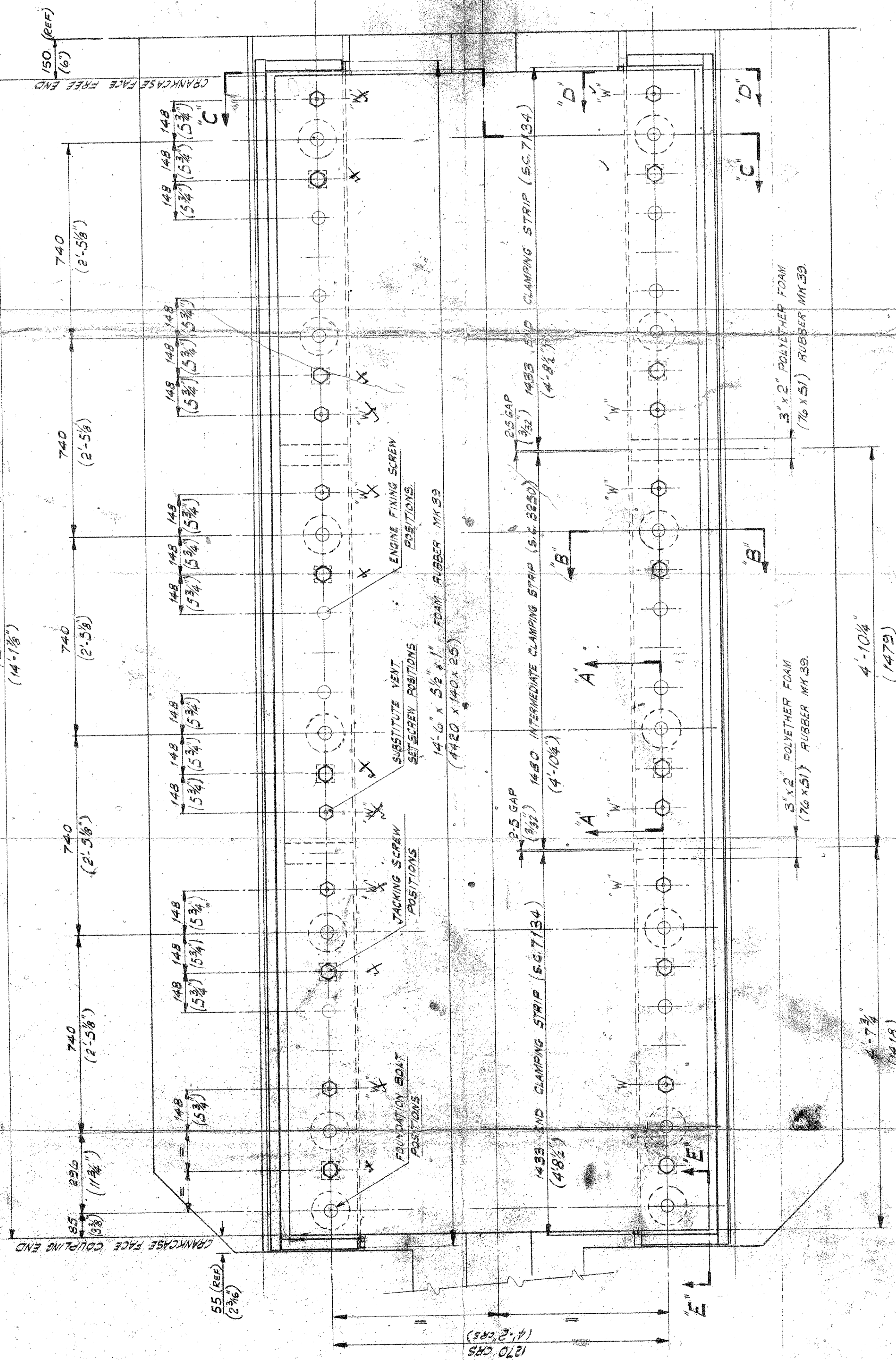


LEGEND

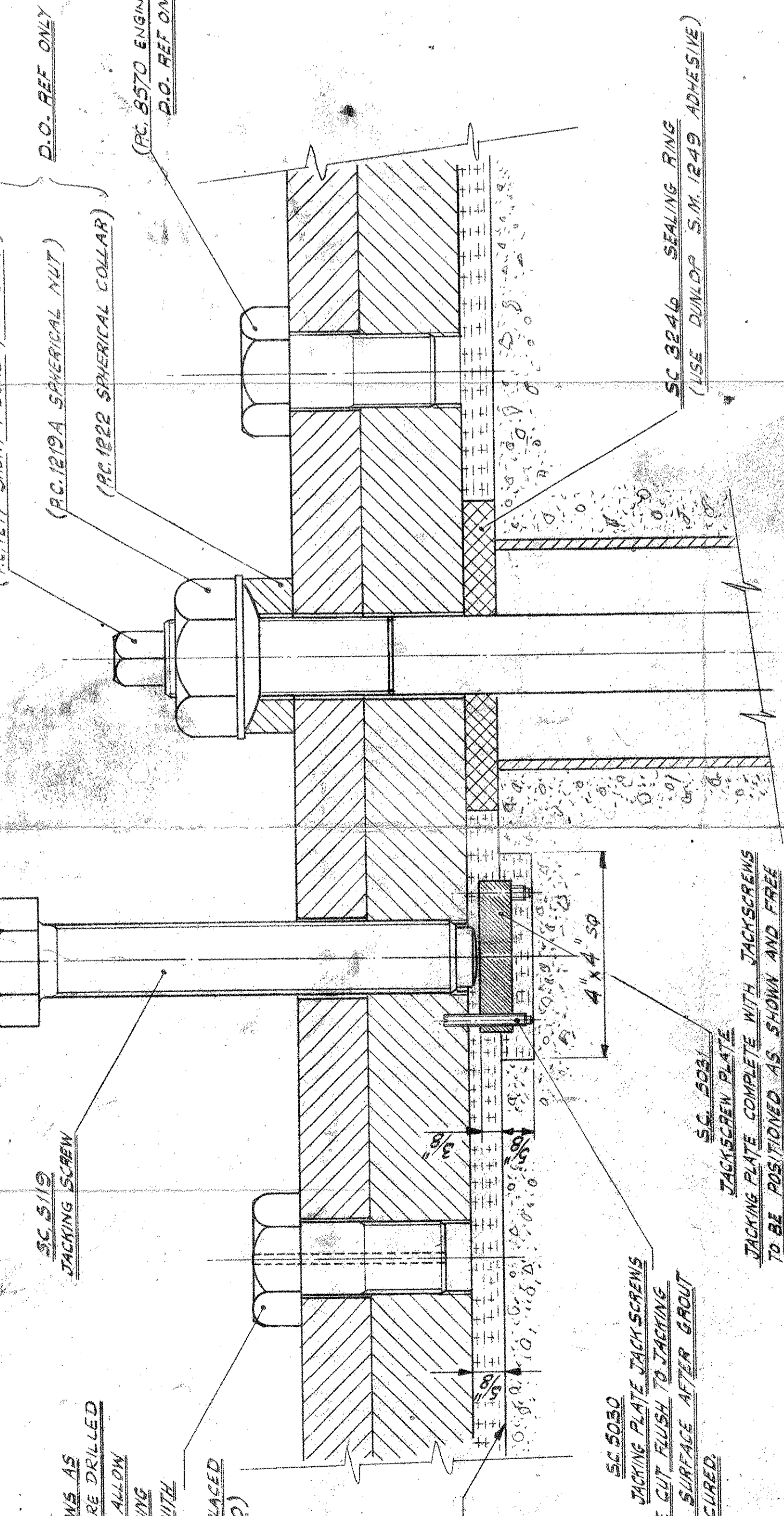
-  MAIN FOUNDATION BLOCK-CONCRETE
-  CAPPING MORTAR
-  VETABOND CR
-  POLYETHER FOAM RUBBER



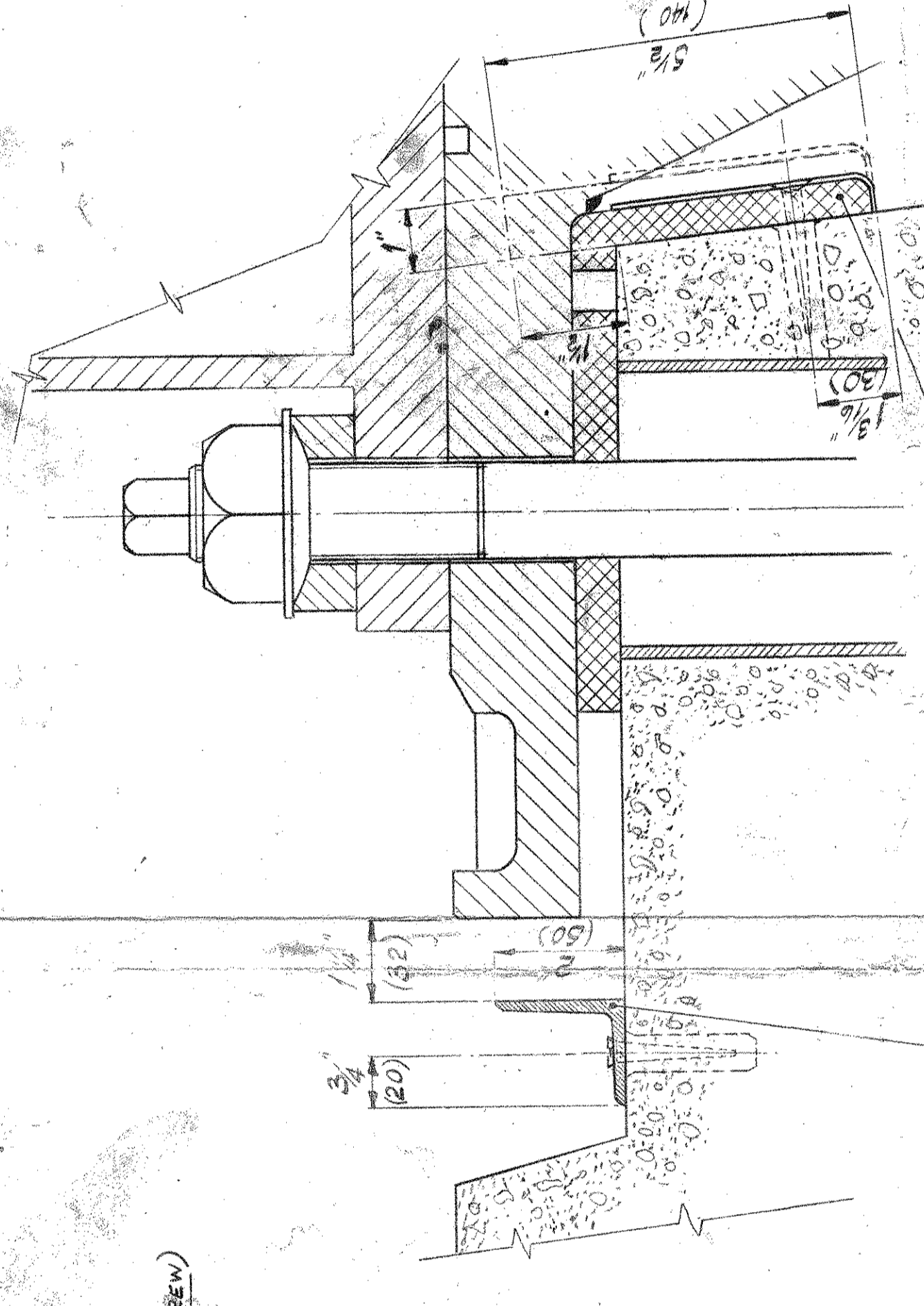
SECTION "CC"

NOTE: WHEN VETABOND CR HAS CURED (REFER TO STANDARD CURING INSTRUCTIONS) REMOVE EXCESSIVE ADHESIVE FROM THE BLOCK AND INVERT WITH A GOOD CHIPPING TOOL TO REMOVE EXCESSIVE ADHESIVE. THE EXCESSIVE ADHESIVE SHOULD BE REMOVED FROM THE BLOCK SURFACE TO PREVENT IT FROM CONTAMINATING THE SURFACE.

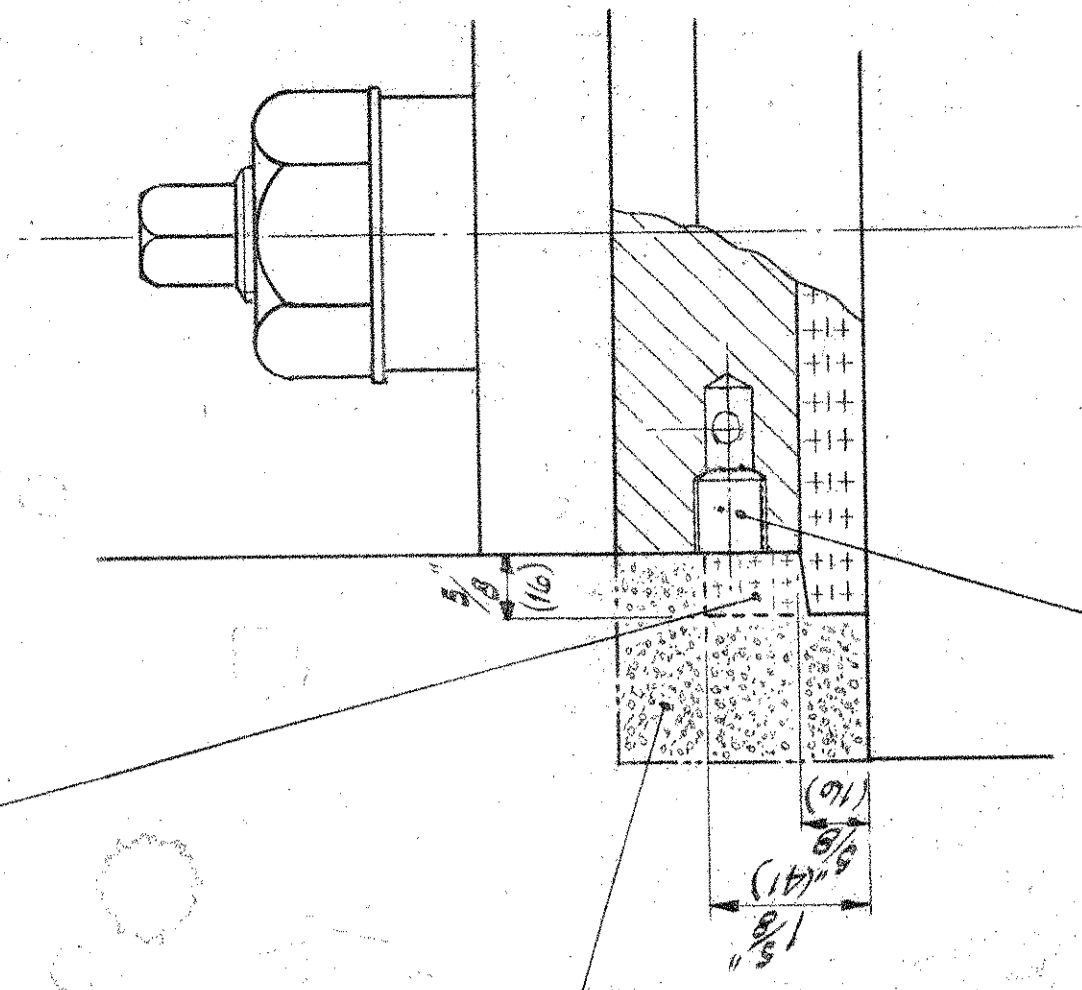
NOTE: WHEN VETABOND CR HAS CURED (REFER TO STANDARD CURING INSTRUCTIONS) REMOVE EXCESSIVE ADHESIVE FROM THE BLOCK AND INVERT WITH A GOOD CHIPPING TOOL TO REMOVE EXCESSIVE ADHESIVE. THE EXCESSIVE ADHESIVE SHOULD BE REMOVED FROM THE BLOCK SURFACE TO PREVENT IT FROM CONTAMINATING THE SURFACE.



SECTION "AA" SCALE 1/2



SECTION "BB" SCALE 1/2



PART SECTION "EE" SCALE 1/2

PART SECTION "DD" SCALE 1/2

2 x 1/2" INTERNAL ANGLE TO BE POSITIONED AS SHOWN IN PLAN VIEW. THE 1/2" FROM SLIP FLANGE ENDS AND 1/2" FROM SLIP FLANGE ENDS AND ANGLE TO BE CUT WITH RELEASE HEAT BEFORE FASTENING TO THE BLOCK. THE 1/2" FROM SLIP FLANGE ENDS AND ANGLE TO BE FASTENED TO THE BLOCK BY USING LONG COMPENSATED HEAD WOODSCREWS. THE 1/2" FROM SLIP FLANGE ENDS AND ANGLE TO BE FASTENED TO THE BLOCK BY USING LONG COMPENSATED HEAD WOODSCREWS. THE 1/2" FROM SLIP FLANGE ENDS AND ANGLE TO BE FASTENED TO THE BLOCK BY USING LONG COMPENSATED HEAD WOODSCREWS. THE 1/2" FROM SLIP FLANGE ENDS AND ANGLE TO BE FASTENED TO THE BLOCK BY USING LONG COMPENSATED HEAD WOODSCREWS.

SC 5030 TACKLING PLATE JACKSCREWS TO BE CUT FLUSH TO TACKLING PLATE SURFACE AFTER BRACKETS HAS CURED. TACKLING PLATE WITH JACKSCREWS TO BE POSITIONED AS SHOWN AND FREE FROM PRESSURE. TACKLING PLATE TO BE LEVELLED CROSS-REFERENCING TO OTHER TACKLING PLATES TO A TOLERANCE OF 3.000 mm (0.003"). SC 1202A JACKSCREW OPTICAL GEAR USED TO POSITION TACKLING PLATE AT TOP OR ABOVE TO CORNER.

THIS SURFACE LEVEL TO BE MAINTAINED TO 3.000 mm (0.118").

NOTES:
 (1) THE DRAWING IS TO BE READ IN CONJUNCTION WITH THE SPECIFICATIONS AND STANDARD DRAWING INSTRUCTIONS.
 (2) IT IS ESSENTIAL THAT THE INTERIOR AND EXTERIOR OF THE SLIP FLANGE ARE LUBRICATED (OIL OR GREASE) PRIOR TO INSTALLATION. THE SURFACE OF THE SLIP FLANGE SHOULD BE KEPT CLEAN AND FREE FROM OIL OR GREASE.

NOTES:
 (1) THE DRAWING IS TO BE READ IN CONJUNCTION WITH THE SPECIFICATIONS AND STANDARD DRAWING INSTRUCTIONS.
 (2) IT IS ESSENTIAL THAT THE INTERIOR AND EXTERIOR OF THE SLIP FLANGE ARE LUBRICATED (OIL OR GREASE) PRIOR TO INSTALLATION. THE SURFACE OF THE SLIP FLANGE SHOULD BE KEPT CLEAN AND FREE FROM OIL OR GREASE.

IT IS IMPORTANT TO NOTE THE FOUR SLIP FLANGES ON DRUM HOLES SHOULD BE LUBRICATED OR OILED WITH AN OIL OR GREASE. CAPPING MORTAR IS APPLIED.

PROJECT: MAJURO POWER STATION
 CLIENT: THE GOVERNMENT OF THE MARSHALL ISLANDS
 DRAWING NO: S.C.7133
 TITLE: METHOD OF JACKING 10 CYL. P.C.2V ENGINE
 SCALE: 1:10
 DRAWN BY: A.P.E. CROSSLEY LTD.
 CHECKED BY: A.P.E. CROSSLEY LTD.
 APPROVED BY: A.P.E. CROSSLEY LTD.

REV. NO.	REV. DESCRIPTION	DATE
1	AS SHOWN	

ALL DIMENSIONS IN BRACKETS ARE APPROXIMATE ONLY.
 SCALE: 1:10
 DRAWN BY: A.P.E. CROSSLEY LTD.
 CHECKED BY: A.P.E. CROSSLEY LTD.
 APPROVED BY: A.P.E. CROSSLEY LTD.