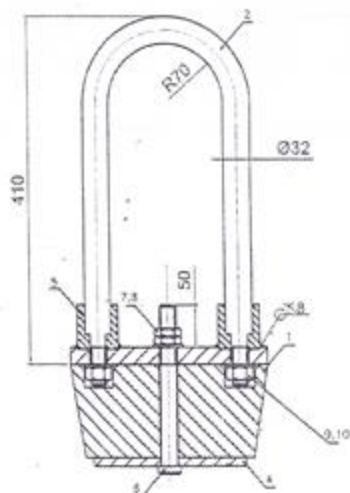
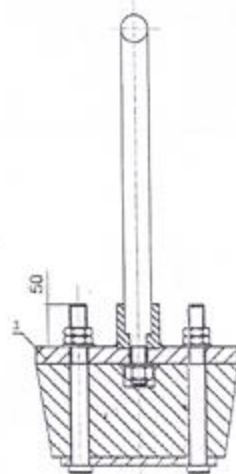
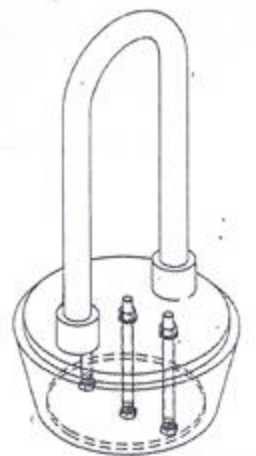
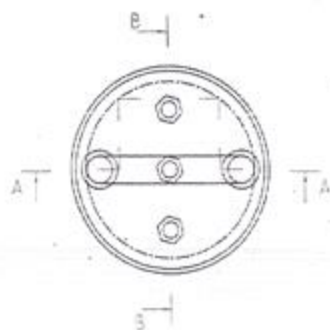




Sec. A-A



Sec. B-B



ISOMETRIC VIEW

- Note 1: Part No.2 must be bent in the hot condition  
 Note 2: Stress relieving is needed after the parts  
 No.2, 3 and 5 are welded.  
 Note 3: Break all sharp edges with chamfer 0.5\*45  
 and corners with fillet R0.5

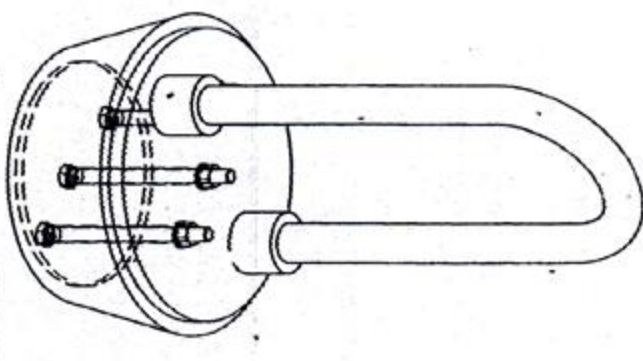
|                  |                    |      |       |        |       |
|------------------|--------------------|------|-------|--------|-------|
| 10               | SPRING WASHER M20  | 2    | STD   | -      | -     |
| 9                | NUT M20            | 2    | 8.8   | -      | DNV34 |
| 8                | SPRING WASHER M20  | 3    | SHU   | -      | -     |
| 7                | NUT M20            | 3    | 8.8   | -      | DNV38 |
| 6                | BOLT M20*210       | 3    | A4-70 | -      | -     |
| 5                | Butting            | 2    | ST52  | -      | -     |
| 4                | PLATE #153A10      | 1    | ST52  | 2.1    | 2.1   |
| 3                | PLATE #243A20      | 1    | ST52  | 7      | 7     |
| 2                | WALD ROD 102 L=100 | 1    | ST52  | 6      | 6     |
| 1                | GRAPHITE NIPPLE    | 1    | STD   | -      | -     |
| PGS. DESCRIPTION |                    | QTY. | UNIT  | Weight | Unit  |
|                  |                    |      |       | KG     | KG    |

|        |                         |
|--------|-------------------------|
| M.S.C. | Material Specification  |
| F.E.I. | Fabrication Engineering |
| D.C.   | Design Control          |

REFERENCE DRAWING ITEM 17

LIFTING RIG FOR HALF NIPPLE 450mm

|          |            |            |            |            |            |
|----------|------------|------------|------------|------------|------------|
| QTY.     | 0.0        | 0.0        | 0.0        | 0.0        | 0.0        |
| UNIT     | KG         | KG         | KG         | KG         | KG         |
| TOTAL    | 0.0        | 0.0        | 0.0        | 0.0        | 0.0        |
| DATE     | 17/07/2017 | 17/07/2017 | 17/07/2017 | 17/07/2017 | 17/07/2017 |
| BY       | 17/07/2017 | 17/07/2017 | 17/07/2017 | 17/07/2017 | 17/07/2017 |
| CHECKED  | 17/07/2017 | 17/07/2017 | 17/07/2017 | 17/07/2017 | 17/07/2017 |
| APPROVED | 17/07/2017 | 17/07/2017 | 17/07/2017 | 17/07/2017 | 17/07/2017 |



Sec. B-B

[illegible]



|      |     |     |     |     |     |     |     |     |     |   |   |   |     |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|---|---|-----|
| ITEM | QTY | 1   | 1   | 1   | 2   | 3   | 4   | 5   | 6   | 7 | 8 | 9 | 10  |
|      |     | GRA | PLA | PLA | ROD | BOL | BUS | SPR | SPR | 2 | 2 | 2 | NUT |

|                                                                                                                                                                               |             |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------|
| <br><b>EHYASANAT</b><br>Engineering Corporation<br>AUTOMATION & POWER<br>Engineering Works | Signature   | Date    |
|                                                                                                                                                                               | Received by | 92/ 92/ |
|                                                                                                                                                                               | Received by | 92/ 92/ |
|                                                                                                                                                                               | Received by | 92/ 92/ |
|                                                                                                                                                                               | Received by | 92/ 92/ |

Note 1: Part No.4 must be bent in the hot condition.

Note 2: Stress relieving is needed after the parts No.2 and 6 are welded.