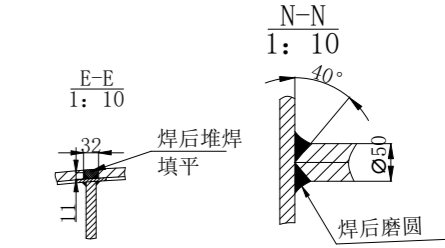
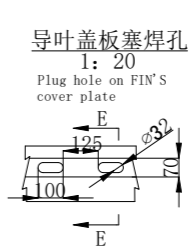
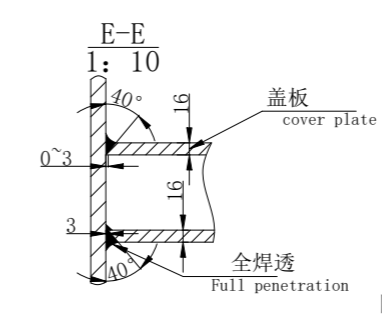
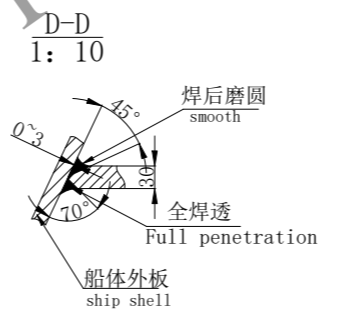
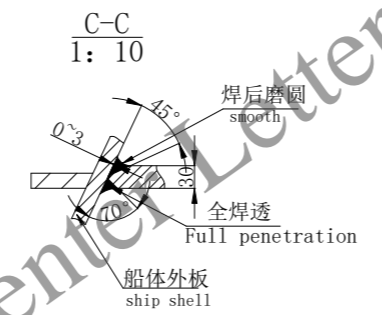
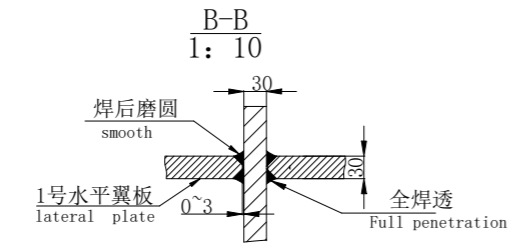
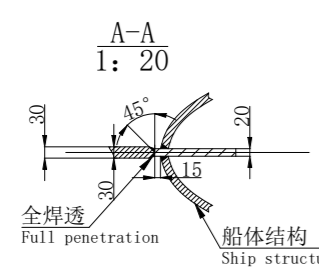
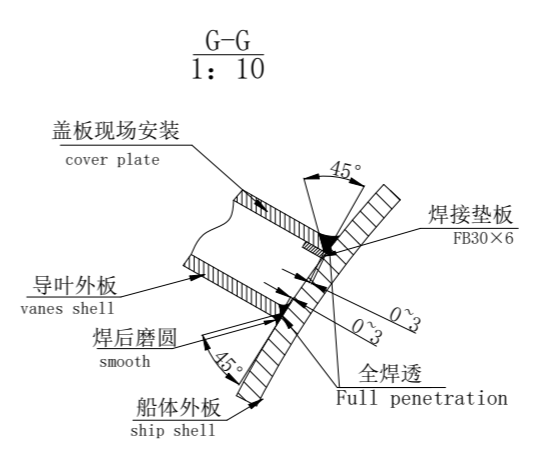
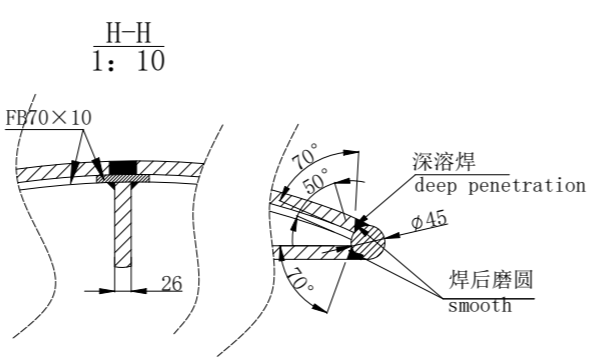
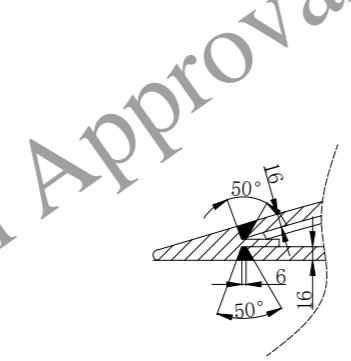
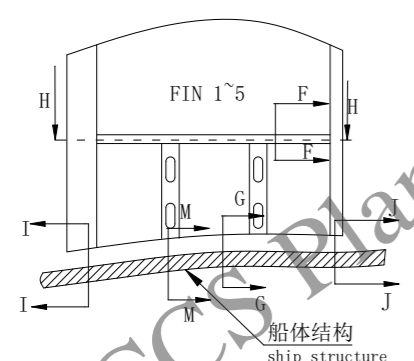


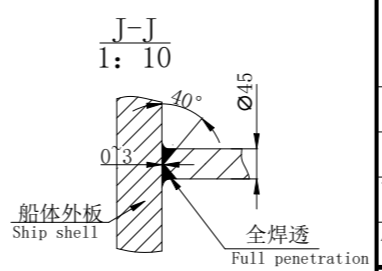
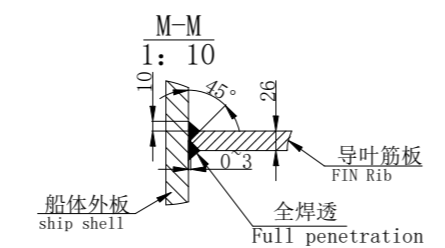
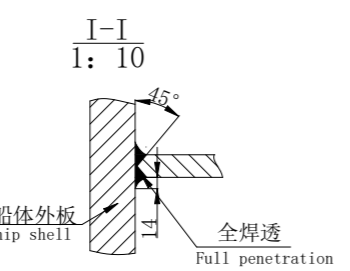
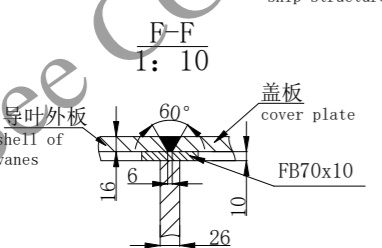
FR8 FR9 FR10 FR11 FR12



导叶与船体连接处
FIN 1-5 delivery condition with ship
1:30



附注:
 1、导轮结构与船体的焊接形式及工艺应按船厂焊接工艺进行并取得现场验船师认可/Welding procedure to be discussed and agreed with the attending surveyor before commencement;
 2、导轮安装位置最终误差小于±15mm(参考点坐标)/Fitting final position error to be less than ±15mm;
 3、导轮表面油漆同船体/Exterior of PSV to be painted as hull;
 4、所有焊接完成后,导叶盖板处需进行0.02MPa的气密试验/After completion of all welding, the vanes of PSV have to be tested for air tightness with 0.02MPa;
 5、材料:主要板材为:船用B;/Main Structure Grades Of steel: B.
 6、焊接完成,加强轴板与船体连接处、导叶与船体双面焊缝进行至少10%UT探伤,其他焊缝采用100%MT.
 After welding, at least 10% UT flaw detection shall be carried out on the joint between the strengthened structure plate and the hull, and the double side welds between the guide vane and the hull, and 100% MT shall be used for other welds



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VERIFIED 审核	朱胜昌	DATE 日期	2024. 2. 21	导轮安装图 Arrangement Of CMES-PSV®	CLASS 船级社 CCS
APPROVED 批准	黄国富	DATE 日期	2024. 2. 22		
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