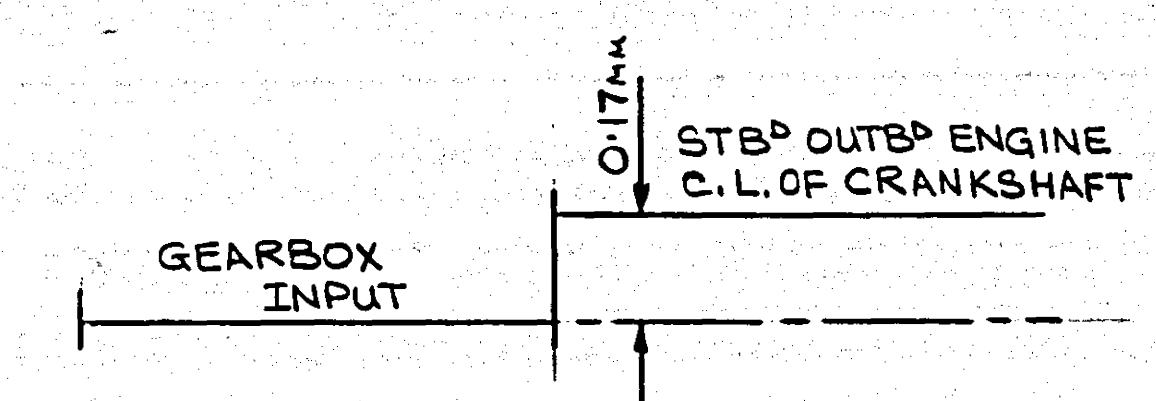
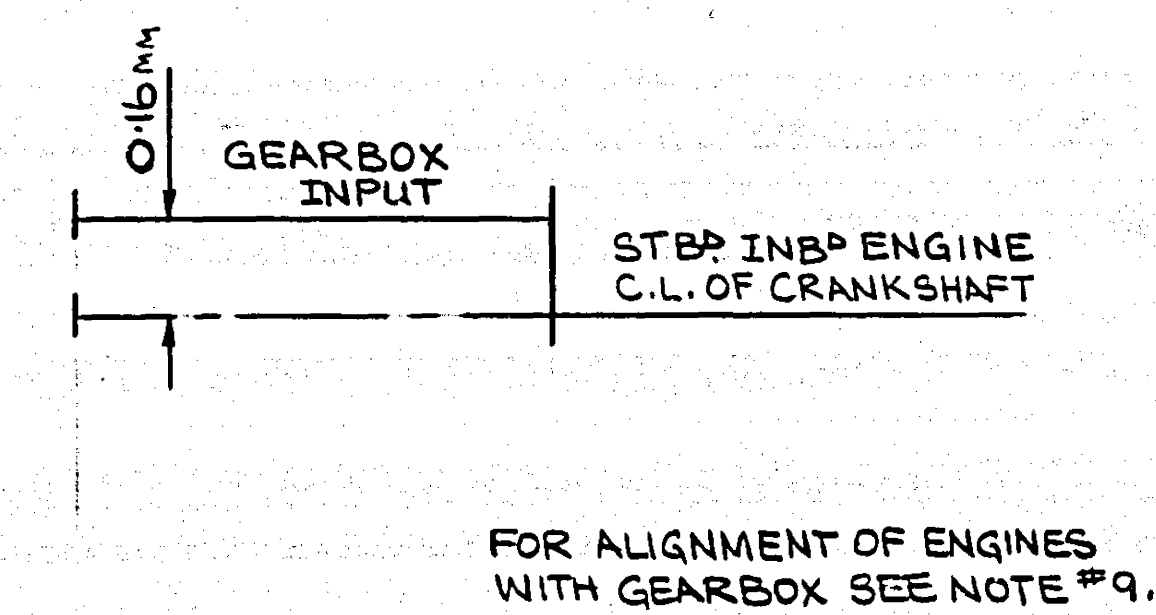


HORIZONTAL COLD ALIGNMENT OF STB  
MAIN ENGINES AND GEARBOX.



VERTICAL COLD ALIGNMENT OF STB  
MAIN ENGINES AND GEARBOX.

NOTE: - PROPULSION SHAFT ALIGNMENT IS  
THE SAME FOR PORT AND STB

- ALIGNMENT PROCEDURE**
- UNTIL THE ALIGNMENT PROCEDURE THE FLYWHEEL SHOULD BE CHECKED, JUST AFT OF ITS SO AS NOT TO LOAD THE SHAFT.
  - AS SHAFING WILL BE IN THE DURING ALIGNMENT, WHEN THE WHICH THE FOLLOWING MEASUREMENTS WILL BE BELOW THE STERN EQUAL TO THE RADIAL CLEARANCE.
  - THE ALIGNMENT IS DESCRIBED EFFECTED EITHER OPTICALLY FLANGE GAPS AND SAGS. WITH THE VESSEL ON LAUNCH BUSHES ARE BORED PARALLEL.
  - ALL THREE PLUMMER BLOCKS OF SIGHT ALIGNMENT DATUM TO BE SUPPORTED IN A TEMPE.
  - AFTER THE HOUSE IS FITTED ALIGNMENT OF GEARBOX AN INTERMEDIATE SHIFTS TO WITH GEARBOX, SET UP ON D.
  - TAIL SHAFT TOGETHER WITH E INSTALLED, FORWARD END O UP WITH NO INTERMEDIATE.
  - WITH COMPLETE SHAF. SYST TO BE INSTALLED, LEAVING.
  - AFTER DRYDOCK WITH THE APPROVED BY LLOYDS, C. REAMED AND COUPLING BC.
  - GEARBOX TO BE LOWERED TO 6 AG TO 0.234 mm BELOW D. 0.002 mm, BELOW DATUM, AS.
  - FLYWHEEL TO BE LOWERED. LOADINGS TO BE TAKEN AND GIVEN IN LLOYDS ALIGNMENT.
  - MAIN ENGINES WILL REQUIRE GEARBOX, GIVING A SLOPE C APPROXIMATELY 2.0 mm.

**BEARING LOADS INFLUENCE COEFFICIENT**  
TABLE SHOWS CHANGE IN BEARING LOAD WHEN ANY ONE BEARING IS LOWERED BEARINGS ARE NUMBERED FROM AFT

	1 A.S.	2 F.S.	3 A.P.	4 I.R.	5 F.S.	6 A.G.
1	-807	2653	-2065	334	-216	32
2	2653	-9942	9609	-3548	1339	-33
3	-2065	9609	-12913	9929	-4569	1251
4	334	-3548	9929	-19144	15507	-929
5	-126	1339	-4969	-15507	-16104	1837
6	32	-33	1250	-9395	18375	-504
7	-21	226	-841	6317	-13522	4050