

1000Y 419 CAP & INTERMEDIATE MODIFIED CHAIN PLATE - BACKING PLATE

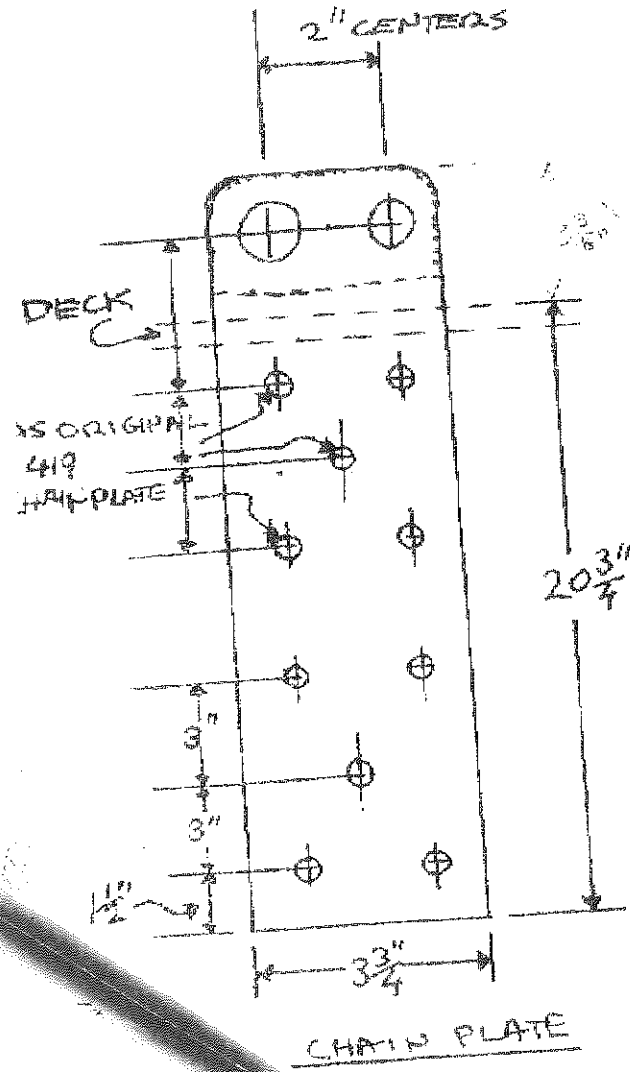
DRG NO. 165

DATE 28-9-87

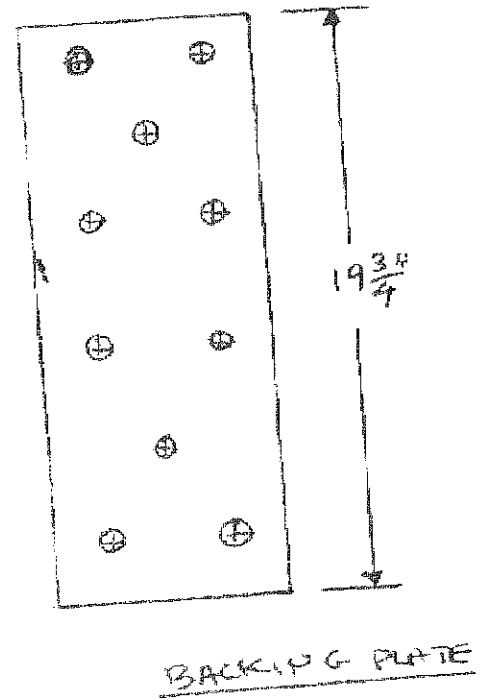
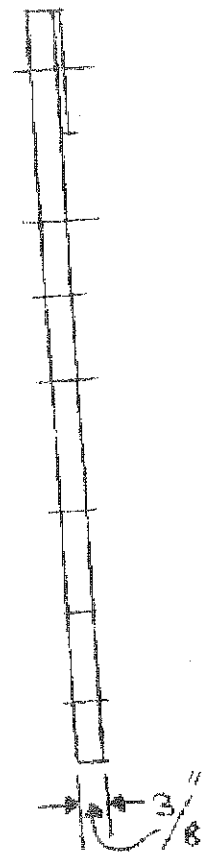
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DRIVE TOOL MET SHOP



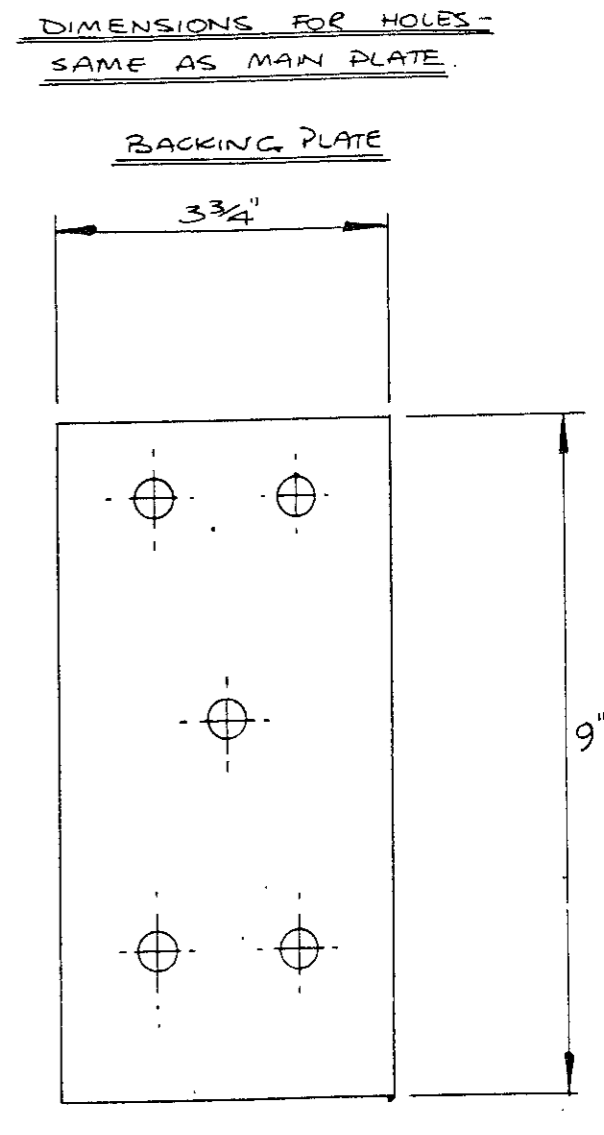
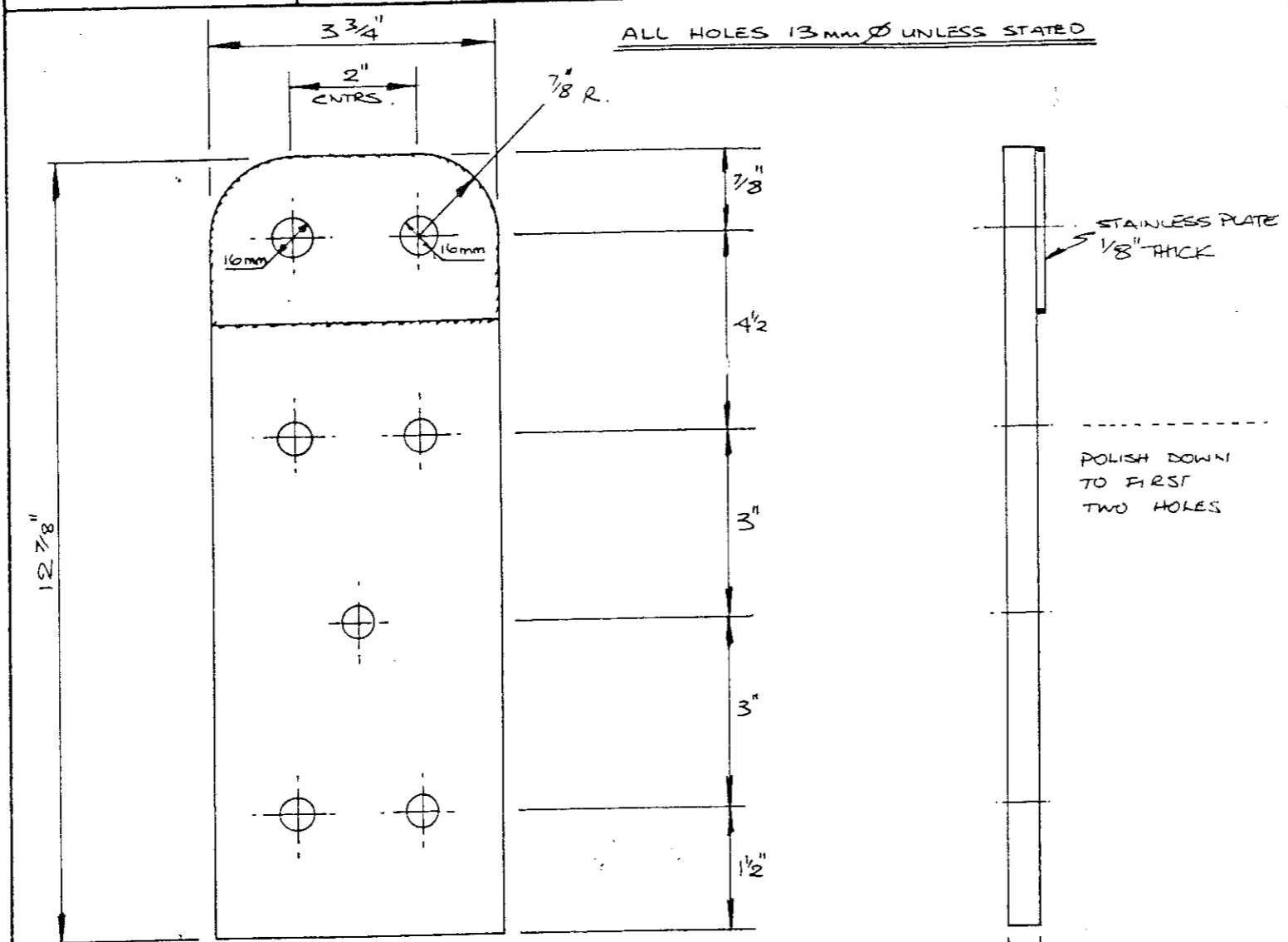
2 SETS
REQ.



MOODY 41 CAP SHROUD & INTERMED. BACKING PLATE

Material S/S. Drawn by ECT. Date 25.2.82 Scale Drwg. NO M41-012

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771



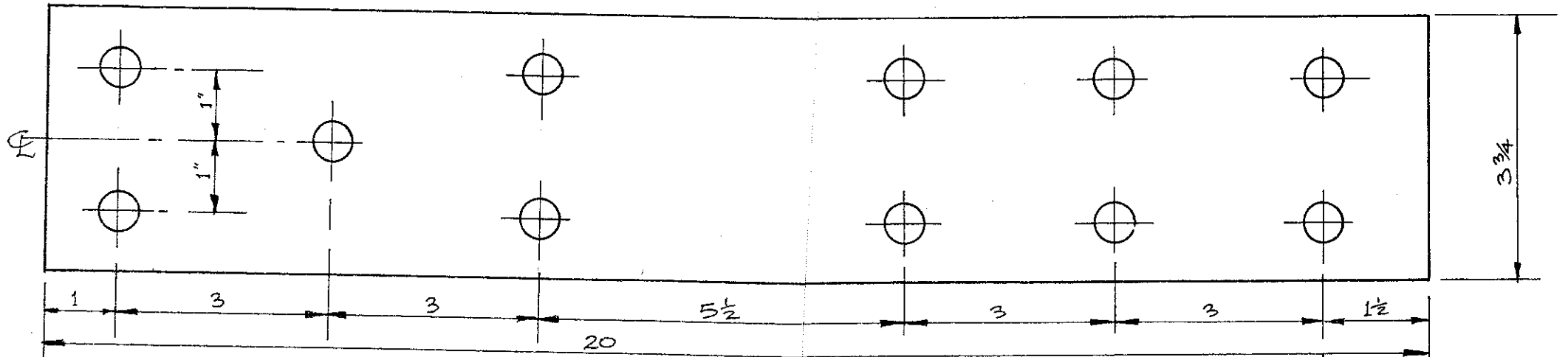
29.84	DOUBLER CHANGED TO 1/8" SINGLE PLATE ONLY	ECT
2.8.85	CONTINUOUS DOUBLE PLATE. HOLE ENL. TO 10mm	ECT
DATE	MODIFICATION	INT.

Title M41 CAPSHROUD CHAINPLATE EXTENDED BACKING PLES

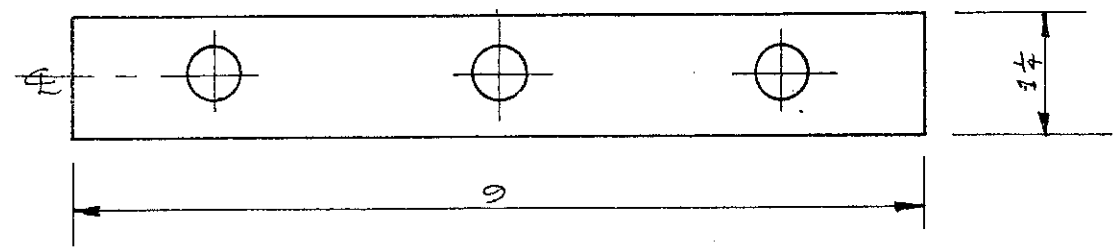
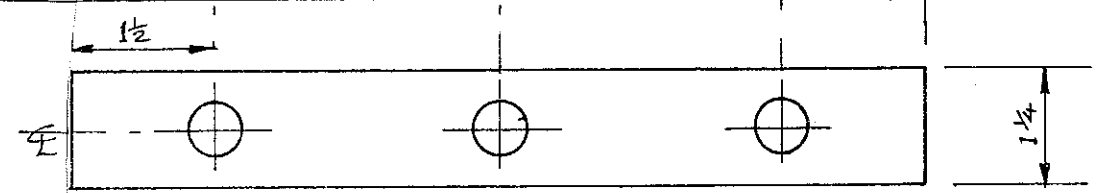
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Newport Street, Plymouth. Telephone 27771

Material S. STEEL **Drawn by** JWDW **Date** 23-1-87 **Scale** 1/2 **Drwg. No** M41070

Always work to figured dimensions in preference to scaled dimensions. Refer significant discrepancies to chargehand/ore putting work in hand.
ALL LINEAR DIMENSIONS IN INCHES.

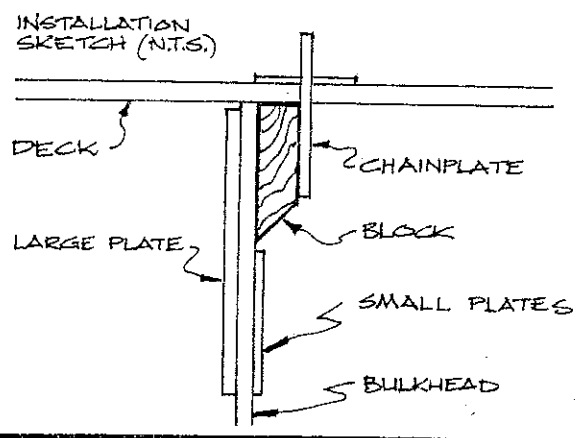


LARGE BACKING PLATE 10 mm S. STEEL PLATE.
THIS END IS TOP END; AFFIXED OPPOSITE
CHAIN PLATE.



SMALL BACKING PLATES 6 mm S. STEEL PLATE
AFFIXED OPPOSITE LOWER END OF LARGE PLATE.

ALL HOLES 13.5 mm ϕ



FITTING INSTRUCTIONS FOR EXTENSION CHAINPLATES ON MOODY 419

1. Slacken rigging, make fast to toe rails port and starboard using length of chain and shackles.
2. Remove both backing plates from toilet and double berth cabin.
3. Shroud plates are fixed with five 12mm stud bar, threaded at both ends. Nuts must be removed from stud bar in toilet and double berth cabin.
4. Having removed the nuts the bar must be tapped back into the main saloon.
5. The new long backing plates can now be fitted, having cut a longer slot in the top toilet locker unit to facilitate fitting of longer backplate.
6. Having fitted backplates the studded bar can now be tapped from the saloon back into the extended backing plates.
7. If possible the wedges must be placed between the top of Iroka block and underside of deck if movement has taken place.
8. This is done before tightening nuts in backing plate. One must ensure that all shroud plate nuts are fixed with Loctite or nylock nuts (one or the other).
9. Having tightened up the five bolts in each chainplate you can now proceed with boring the extra six bolt holes through the long backing plate into main saloon.
10. On main saloon bulkhead two smaller backing plates can now be fixed, one inside the locker and one outside of the locker port and starboard.
11. When these have been bolted off with 12mm hexagon headed bolts it will now be necessary to cover the two small backing plates which are outside of the lockers with a small box cover and re-varnish.
12. Whilst rigging is slack if there is any indentation on mast base it is possible to jack the deck with an extended bar and small bottle jack, to wedge between the underside of top plate and the GRP deck with quarter mild steel plate. Once again this may not be necessary. Having checked that everything is now 'A-Okay' one can now proceed to remove chainplate covers and re-seal with mastic.
13. Having completed this task the rigging can once again be attached to chainplates and then tightened down as necessary. This should lead to a satisfactory conclusion of chainplate installation.