Permission to Start Sir.

Good afternoon everybody

I will be be presenting, on options available for undertaking MSL mock up

I will be covering the presentation under the following heads

First the outcome of WLM held on 21 of this moth

Followed by various options available for undertaking MSL mock up

During WLM, all issues pertaining to comments received from HQATVP, DND and DMDE, on MSL mock up procedure were resolved except for the following

Decision on inclusion of GB and MT, which I will be covering in my next slide

Revised installation drawings are to be given by DND(SDG) in consultation with DMDE. These amended drawings are required prior to onboard installation. The values mentioned in the mock up procedure has been agreed upon by both Designer and DMDE during WLM.

We understand that there is a likely delay in receipt of MSL components. These are likely to be available only by Sep of this year. As per the OBP of S3 the onboard installation of MSL components will commence on 22 Aug 12. So the impact of delayed supply of MSL components on project schedule is also to be considered for finalizing the mock up. It was decided during WLM that mock up is essential irrespective of the delay in project schedule as the indigenised components are to be checked for their compatibility prior to fitment onboard.

Receipt of Block III of S4 also plays a key role, as this is directly linked to the availability of PDA where the mock up is planned. The turning of block III requires PDA area where the mock up is planned to be undertaken. EDS of Block III is End march. Any further delay in receipt of Block III may cause delay in undertaking mock up at the presently decided position.

Now the Options available for undertaking MSL mock up

**There are three options proposed for undertaking mockup**

First option is to undertake Mock up with inclusion of GB and MT, which will simulate same sequence as onboard installation and train personnel executing the work. Also this will help in determining shim thickness, which can be used with minor modification onboard for both GB and MT.

Determining load on bearings requires installation of SAC between GB and MTB in aligned condition. Perfect alignment cannot be achieved without keeping GB in place.

**The second option is to include GB alone.**

As GB is the first equipment for undertaking work on TSL, inclusion of GB alone will help in simulating the sequence of activities except final alignment between GB and MT which will be carried out finally prior to fitment of ZED coupling. Also this activity will help in determining the shim thickness requirement for GB .

**The final option** is to not include GB and MT which will reduce the risk of handling critical equipment.