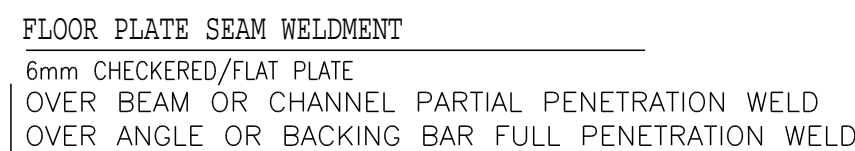
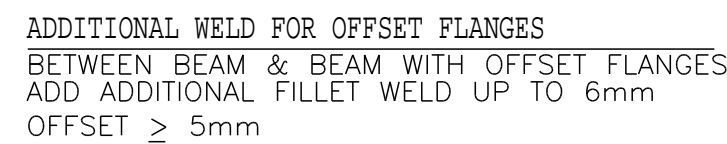
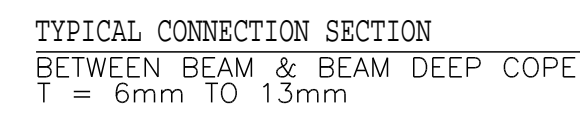
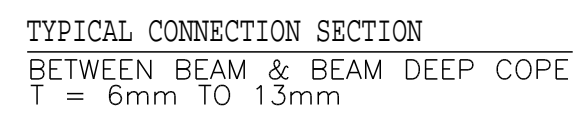
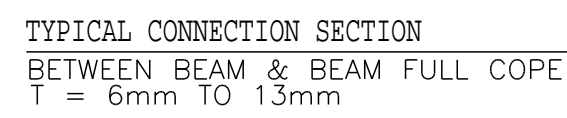
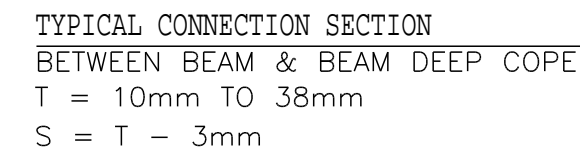
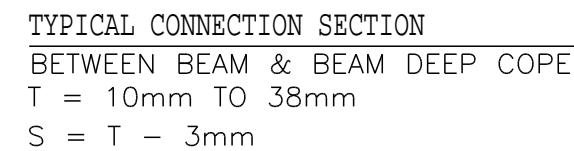
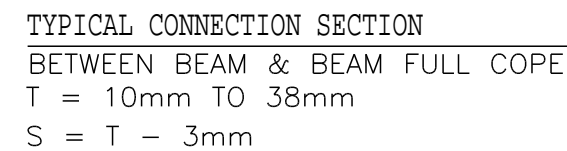
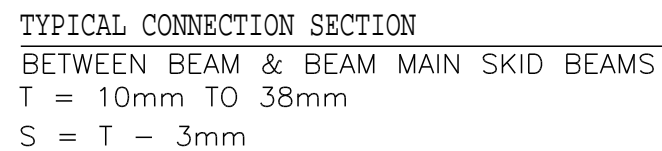
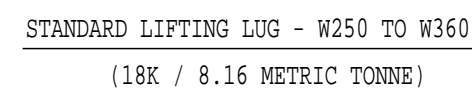
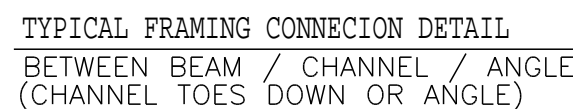


SEE DRAWING FOR (MC) WELD LOCATION



WPS-FC-1 R5 (ALL)



NO.	DATE	REVISION	DRWN	CHK	ENG	APR
A	2023/03/15	ISSUED FOR APPROVAL	DS	BK	KW	
B	2023/03/21	ISSUED FOR APPROVAL - REVISED PER COMMENTS CLOUDED AS SHOWN	MM	TT	KW	

[illegible]

CLIENT/VENDOR	GENERAL NOTES
	<p>1. "POST CONSTRUCTION DRAWINGS" ARE GENERATED FROM CONSTRUCTION CHANGE INFORMATION FORWARDED TO PTW ENERGY SERVICES LTD. BY THE OWNER'S FIELD SUPERVISORS AND/OR OTHER REPRESENTATIVES. ANY CHANGES TO THE DRAWINGS DOCUMENTED WILL NOT APPEAR ON THE DRAWINGS AND THEREFORE THIS DRAWING MAY NOT BE AN ACCURATE REPRESENTATION OF THE CONSTRUCTED FACILITY.</p> <p>2. PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION AND/OR INSTALLATION (I.E. WORK), BE THE RESPONSIBILITY OF THE OWNER REPRESENTATIVE TO VERIFY THE LOCATION, DEPTH AND STATUS OF ANY PIPING, ELECTRICAL, EQUIPMENT OR BUILDINGS.</p> <p>3. ANY REVISIONS MADE TO EXISTING EQUIPMENT, ELECTRICAL OR INSTRUMENTATION ON A FACILITY, PRIOR TO THE PTW ENERGY SERVICES LTD. IS ONLY VALID AS A REPRESENTATION OF WHAT EXISTS AND MUST BE VERIFIED BY THE OWNER.</p>

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ENGINEERING RECORD			CNRL BUILDING		
	BY	DATE			
DRAWN	DS	MAR 14/23			
CHECKED	BHA		SMITH OIL VRU BUILDING		
DESIGNED	KW	MAR 13/23			
REVIEWED			STANDARD WELDING DETAILS		
			SCALE	DRAWING NUMBER	REV
CONTRACT No.			NONE	SO01B	B
PROJECT No.	W44129				

MINIMUM GROOVE DEPTH FOR PARTIAL JOINT PENETRATION GROOVE WELDS							
REF: CSA W59 (TABLE 4.3)							
THICKNESS, t OF THICKER PART JOINED		MINIMUM GROOVE DEPTH					
		V-, BEVEL-GROOVES				J-, U-GROOVES	
		GROOVE ANGLE > 45° AND <60°		GROOVE ANGLE ≥60°		PRQUALIFIED GROOVE GEOMETRY	
mm	in	mm	in	mm	in	mm	in
t≤12	t≤1/2	8	5/16	5	3/16	5	3/16
12<t≤20	1/2<t≤3/4	10	3/8	6	1/4	6	1/4
20<t≤40	3/4<t≤1 1/2	11	7/16	8	5/16	8	5/16
40<t≤60	1 1/2<t≤2 1/4	12	1/2	10	3/8	10	3/8
60<t	2 1/4<t	16	5/8	12	1/2	12	1/2

NOTE: THE SIZE OF ANY SINGLE-PASS WELD OR THE SIZE OF THE FIRST PASS OF A MULTIPLE-PASS WELD SHALL BE AS SUCH AS TO MINIMIZE THE POSSIBILITY OF CRACKING.

