

Packing Statement

SFC valve interlocks are packed in timber cases of sound construction in accordance with the requirements of BS 1133 (1991) and ISPM15.

These wooden cases shall be of timber construction made principally of pine and fully lined with bitumen impregnated barrier sheeting. The underside of these wooden cases will be fitted appropriately with timber blocks to facilitate mechanical handling (i.e. fork-lift truck). Internally, the interlocks will be individually packed and positioned such that they are cushioned from contact and shock impact from other packed interlocks by use of conventional filler/packing materials.

Generally, these wooden cases shall be wholly fit for purpose in respect of normal transport/handling (i.e. road/sea/air freight) and storage practice at construction yard locations. Mechanical handling at the ex-works/F.O.T. point will be forklift truck: similar facilities should exist for unloading at the delivery site.

The interlocks have been designed and manufactured for use in hostile offshore environments and can, therefore, be stored under cover or outside. If outside storage is necessitated we suggest that the crates are raised off the ground. It is recommended that the interlocks remain packed inside their crates during shore base storage and are shipped offshore in the same crates.

We advise that no periodical inspection is required other than external checking to ensure no damage has been caused to the cases which could render damage to the contents and therefore, no remedial action need be taken.

