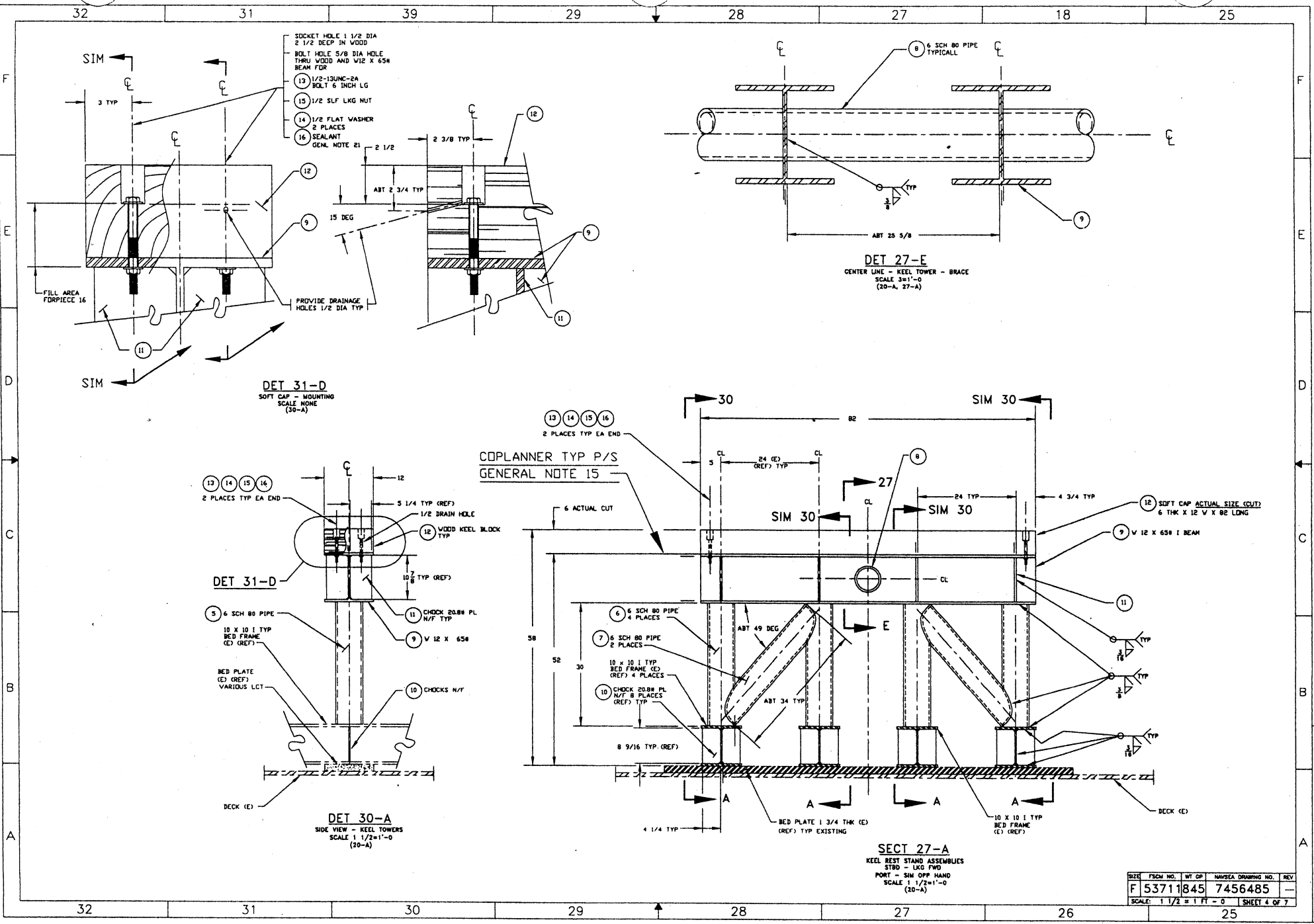


HWB1\842-1428482



- SOCKET HOLE 1 1/2 DIA  
2 1/2 DEEP IN WOOD
- BOLT HOLE 5/8 DIA HOLE  
THRU WOOD AND W12 X 65H  
BEAM FOR
- 13 1/2-13UNC-2A  
BOLT 6 INCH LG
- 15 1/2 SLF LKG NUT
- 14 1/2 FLAT WASHER  
2 PLACES
- 16 SEALANT  
GEN. NOTE 21

13 14 15 16  
2 PLACES TYP EA END  
COPLANNER TYP P/S  
GENERAL NOTE 15

SIZE	FSCH NO.	WT GP	NAVSEA DRAWING NO.	REV
F	53711845		7456485	
SCALE: 1 1/2" = 1 FT - 0"				SHEET 4 OF 7

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HB1 842-14288

**GENERAL NOTES**

25. THIS PORTION OF THE DRAWING PROVIDES GUIDANCE FOR DOCKING THE US NAVY CRAFT SEA SHADOW (X 528) ABOARD THE HM81 BARGE FOR COMPLETE PAINTING OF THE HULL. THIS EVOLUTION REQUIRES A "BOUNCE" IN LOCATION. A "BOUNCE" IN LOCATION IS THE PROCESS OF BALLASTING THE BARGE DOWN, FLOATING THE CRAFT TO A DIFFERENT LOCATION AND THEN DEBALLASTING THE BARGE SO THAT THE CRAFT RESTS IN A LOCATION FORWARD OR AFT.
  26. DOCKING THE CRAFT IN THE BARGE AND "BOUNCING" THE LOCATION SHALL BE IN GENERAL ACCORDANCE WITH 50088-70-STM-010/CH-987 TO SUIT THE CRAFT AND BARGES TYPICAL DOCKING EVOLUTION. KEEL RESTS WITHIN THE BARGE USED FOR DOCKING FACILITIES, AS REPLACED BY THIS DRAWING, ARE IN ACCORDANCE WITH MIL-STD-1625.
- KEEL RESTS**
27. KEEL RESTS SHOWN WERE ARE LAW CONSTRUCTION DETAILS PROVIDED ON THIS DRAWING. USE OF KEEL RESTS OF DIFFERENT DESIGN OR MATERIALS REQUIRES THE REVIEW AND APPROVAL OF THE COGNIZANT NAVSEA PROJECT OFFICE.
  28. PORT AND STARBOARD ROWS OF KEEL RESTS ARE SET PARALLEL TO CENTERLINE OF PONTONS OF THE CRAFT AND NOT THE CRAFT CENTERLINE. THE CRAFT MUST LAND FULLY ON ALL KEEL REST STANS DURING ANY EVOLUTION.

**WOOD CAPS**

29. WOOD CAPS MAY BLOCK ACCESS TO SEA CHESTS DURING FULL PAINTING OR MAINTENANCE DOCKING OR "BOUNCE" EVOLUTIONS. SEE PLAN 52-A. IN THIS INSTANCE THE WOOD CAPS MAY BE CUT AWAY AS REQUIRED TO ACCESS THE SEA CHESTS. UPON THE COMPLETION OF THAT PART OF THE DOCKING EVOLUTION THE WOOD CAPS MUST BE REPLACED IN ACCORDANCE WITH THIS DRAWING PRIOR TO ANOTHER DOCKING EVOLUTION.
30. WOOD CAPS MAY BE REPLACED WITH HARDER NOT SOFTER GRADES OF TIMBERS AS CALLED OUT IN GENERAL NOTE 22.

**DOCKING EVOLUTIONS**

31. **POSITION NO 1:**  
CRAFT FORCE MAY MAKE MINOR FORWARD ADJUSTMENTS TO POSITION TO SUIT THEIR POSITIONING REQUIREMENTS DURING TYPICAL DOCKING OF THE CRAFT IN THE BARGE.
- POSITION NO 2:**  
REFLOAT AND LAND THE CRAFT 13 INCHES AFT OF POSITION NO 1 USING ALIGNMENT SIGHTINGS AS CALLED OUT IN GENERAL NOTE 33 B AND SHOWN IN ELEVATION 44-A.

**STRUCTURAL REINFORCEMENT TO SEA SHADOW (X 528)**

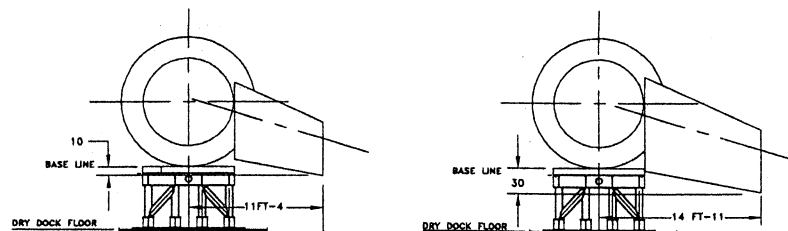
32. INSTALL A NEW STRUCTURAL STANCHION AT FRAME 54, PORT AND STBD, ON TOP OF THE CYL. SEE SECTION 47-E. THE INSTALLATION ACTIVITY SHALL PAINT AND RESTORE INSULATION LAW NSTM CHAPTERS 631 & 634 AT INSTALLATION. THE INSTALLATION ACTIVITY SHALL TEMPORARILY REMOVE SUFFICIENT LEAD PGS AND REINSTALL THEM UPON THE COMPLETION OF THE INSTALLATION. THE REMAINING DISPLACED PGS SHALL BE UNIFORMLY SPREAD AROUND THE IMMEDIATE BILGE AREA. ACCORDINGLY THE PLATFORM SHALL BE MODIFIED TO SUIT P/S BY THE INSTALLATION ACTIVITY. ALL WELDS SHALL BE 100 PERCENT WELD JOINT EFFICIENT.

**SEA SHADOW (X 528) (CRAFT) HULL STRUCTURES, APPENDAGES AND MARKINGS**

33. HULL STRUCTURES, APPENDAGES AND MARKINGS.
  - A. THE CRAFT FRAME SPACING IS 15 INCHES PER FRAME IN THE LANDING AREA.
  - B. THE CRAFT SHALL PROVIDE ASSISTANCE AND/OR MARK FRAME 60 OR ELSEWHERE AS REQUIRED FOR SIGHTING MARKINGS FOR LANDING THE CRAFT ON THE KEEL RESTS FOR THE DOCKING AND "BOUNCE" EVOLUTIONS AS REQUIRED.
  - C. THE CRAFT SHALL INSTALL THE PORTABLE MOORING BITTS AT THE FORWARD AND AFT HATCHES AS REQUIRED.
  - D. SHOULD THERE BE A NEED FOR A TOWING CONNECTION, THE CRAFT SHALL REMOVE THE FORWARD CAMERA AND RIG THE PORT FOR TOWING.
  - E. **NOTE:** THE PROPELLERS CAN NOT BE LOCKED AND MAY BE IN ANY ROTATIONAL POSITION WHEN POWER IS CEASED.
  - F. **NOTE:** THE CANARDS CAN NOT BE LOCKED IN POSITION AND WILL ROTATE TO THE CLEARANCES SHOWN IN SECT 37-E AND SECT 38-E WHEN POWER IS CEASED.

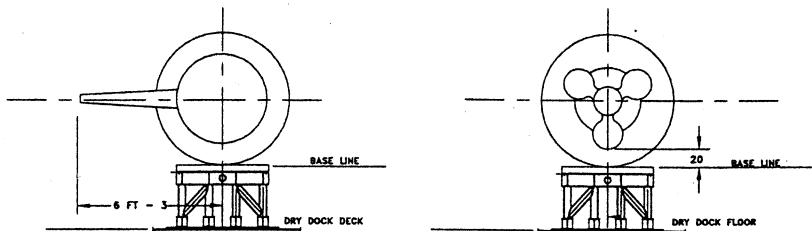
**ABOUT THIS DRAWING**

34. THE ACCURACY OF THIS DRAWING IS AS FOLLOWS:
  - A. ALL STRUCTURES SHOW FORWARD, AFT AND ABOVE THE LOWER HULL PONTONS LANDING AREAS ARE REPRESENTATIONAL ONLY. THEY ARE NOT PROP. OR PROPORTIONAL TO SCALE. DIMENSIONS GIVEN ARE MINIMUM CLEARANCES OR POSITIONS.
  - B. THE CANARDS AND PROPELLERS ARE REPRESENTATIONAL AND NOT TO SCALE OR PROPORTIONAL. DIMENSIONS GIVEN FOR CLEARANCES ARE MINIMUM CLEARANCES.



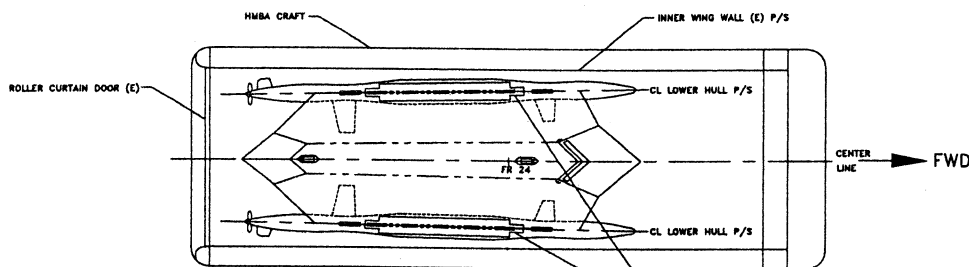
**SECTION 39-E**  
CONARD FR 11 FWD  
PORT LKG FWD  
SCALE: NONE  
(52-A)

**SECTION 37-E**  
CONARD FR 77 AFT  
PORT LKG FWD  
SCALE: NONE  
(52-A)



**SECTION 39-C**  
FIXED FIN FR 99 AFT  
PORT LKG FWD  
STBD OPPOSITE HAND  
SCALE: NONE  
(52-A)

**SECTION 37-C**  
PROPELLERS  
PORT LKG FWD  
SCALE: NONE  
(52-A)



**KEY PLAN 4-B**  
HM81 PLAN VIEW  
KEEL REST - DOCKING - BOUNCE  
LOCATION 1 SHOWN  
SCALE: NONE

**KEEL RESTS  
PLAN 12-A**

SIZE	FIG. NO.	WT. OF	NAVSEA DRAWING NO.	REV.
F	53711845	7456485	-	-
SCALE: AS NOTED				SHEET 5 OF 7

HM81 842-14288

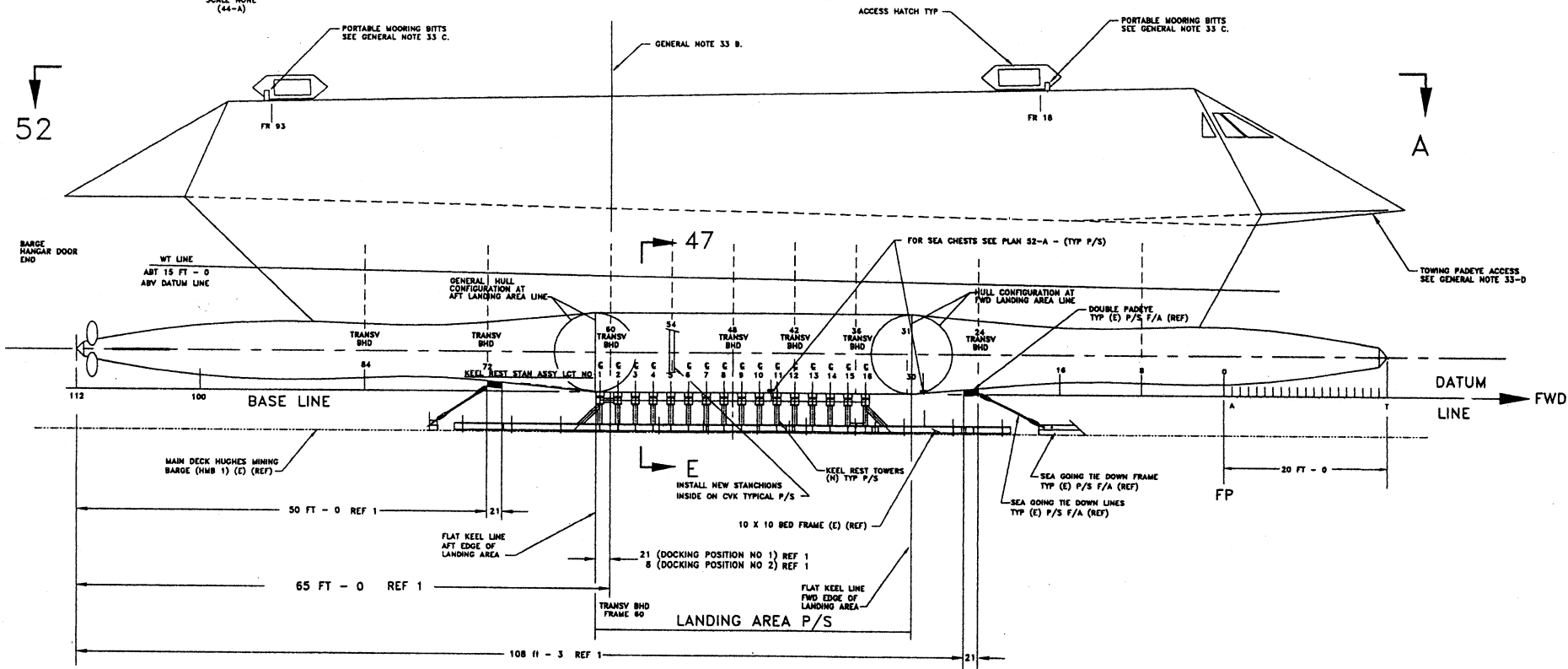
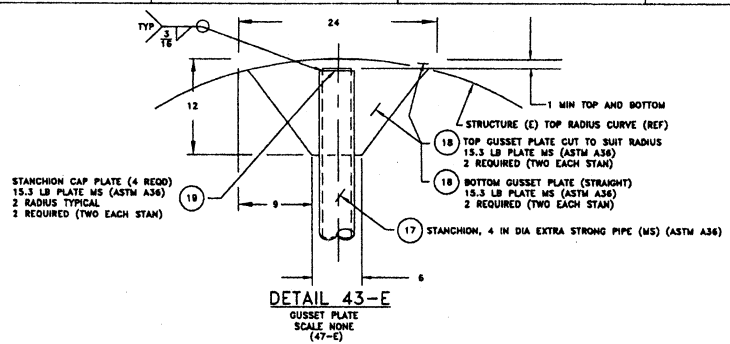
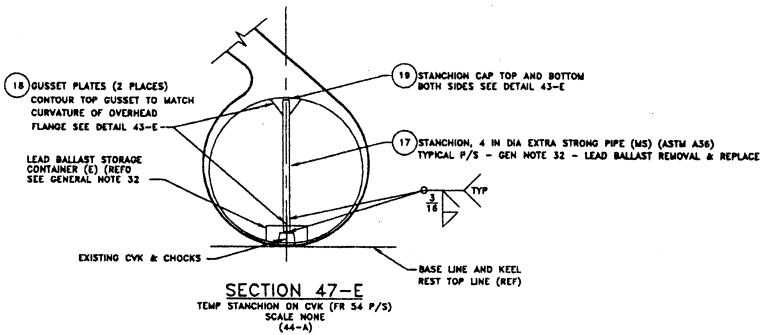
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48 47 46 45 44 43 42 41

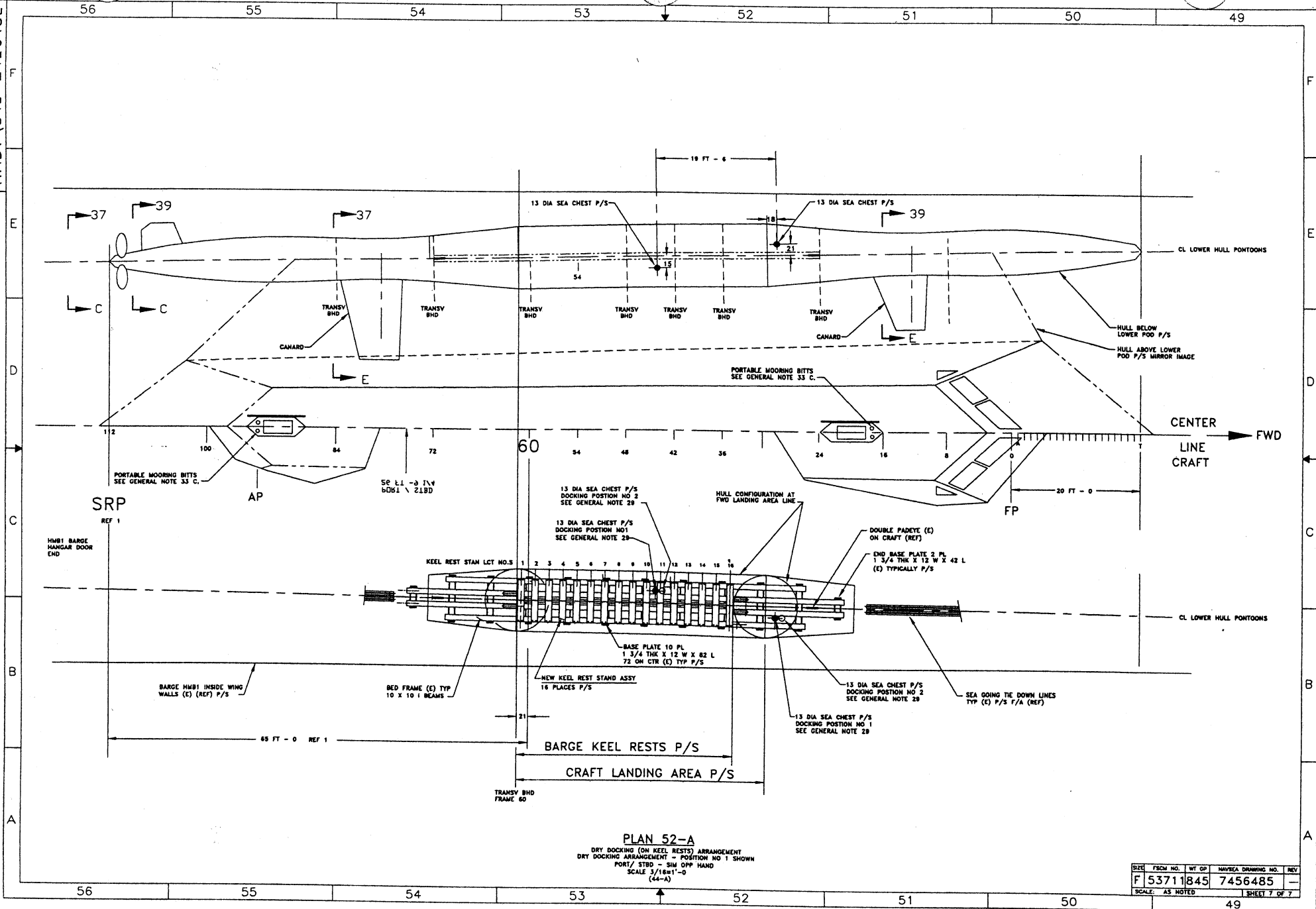
F  
E  
D  
C  
B  
A

F  
E  
D  
C  
B  
A



SIZE	PSCH NO.	WT OF	NAVSEA DRAWING NO.	REV
F	5371	1845	7456485	
SCALE: AS NOTED				SHEET 6 OF 7

48 47 46 45 44 43 42 41



**PLAN 52-A**  
 DRY DOCKING (ON KEEL RESTS) ARRANGEMENT  
 DRY DOCKING ARRANGEMENT - POSITION NO 1 SHOWN  
 PORT/ STBD - SHI OPP HAND  
 SCALE: 3/16"=1'-0"  
 (44-A)

SIZE	FORM NO.	WT GP	NAVEEA DRAWING NO.	REV
F	53711845		7456485	
SCALE: AS NOTED				SHEET 7 OF 7

HMB1 842-1420482