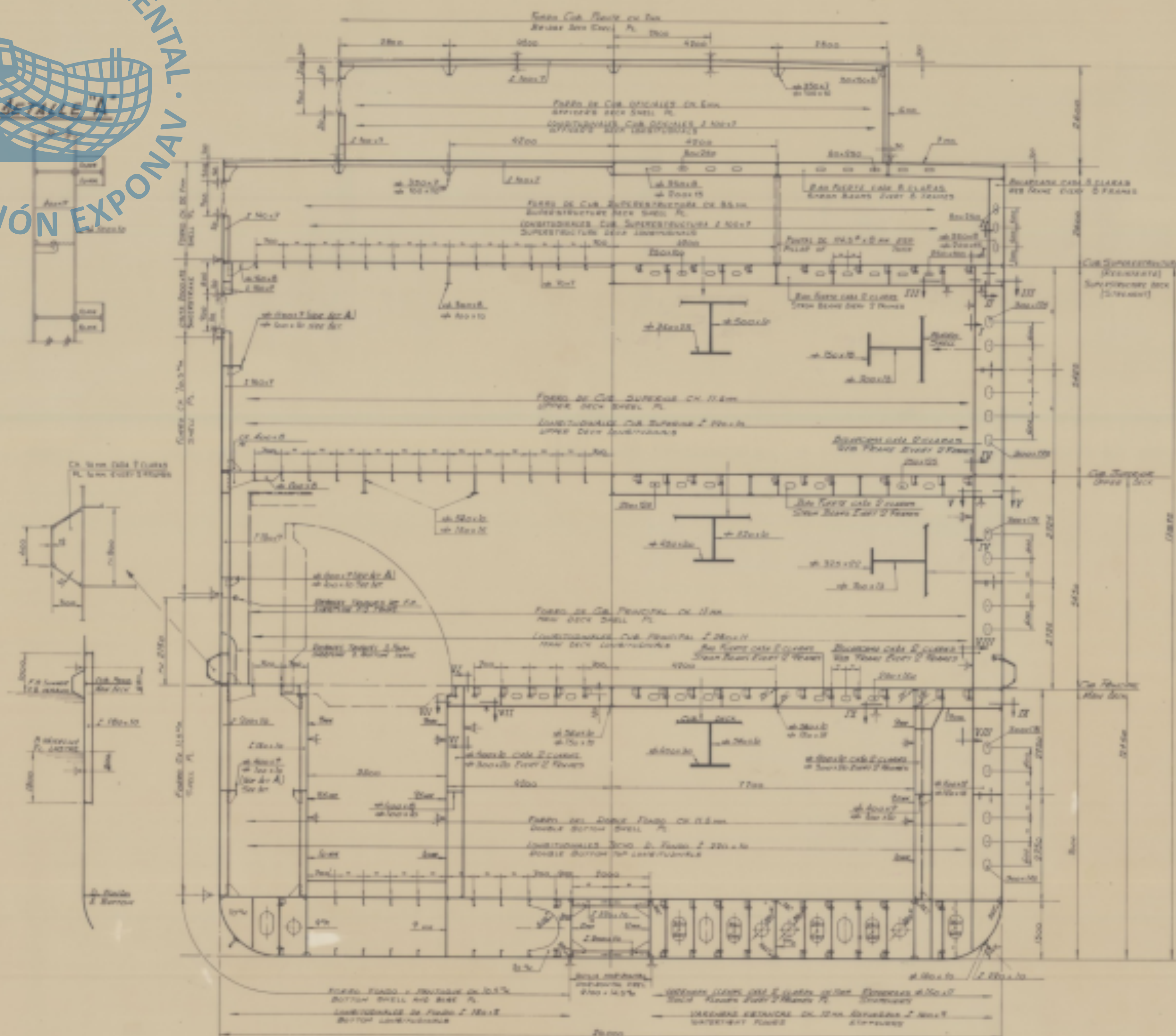




CLASSIFICATION

METS REGISTER OF SAILING

Class: See at Roll-in/Roll-out Categories, see class to

CARGO FORESEEN

DOUBLE BOTTOM

- METALLURGY SERVICES WITH A 30T DENSITY WEIGHT, AND A MAX. LOAD PER SHAFT OF 15T AND 20T TENSION SHAFTS WITH A SEPARATION OF 4.20 MTS. BETWEEN THE FIRST SHAFT OF THE TENSION AND THE LAST SHAFT IN THE TENSION.

MAIN DECK

- ATTACHED VEHICLES WITH A 300 HORSE POWER, AND A MAXIMUM LOAD PER AXLE OF 10,000 LBS. (20,000 LBS.), AND A COMBINATION OF 40,000 LBS. BETWEEN THE FRONT AXLES OF THE TRUCK AND THE BACK AXLES OF THE TRAILER.
- FIVE LOTS BEARING THE FOLLOWING, WHICH ARE THE HEAVY LOADS OF 30,000 BEARING WEIGHT AND A TRAILER BEARING 30,000 LBS.
- 20 TONS, WHICH ARE HEAVY TRANSPORTED, FORWARD OF FRAME OF (20 TONS) BEARING OF 10,000 LBS AND 20 TONS, WHICH ARE HEAVY WEIGHT (20,000 LBS), APPROX.
- THEIR ARE APPROX. 100 TONS EACH, IT WILL BE CAPABLE OF SUPPORTING THE WEIGHT AND STABILITY OF VEHICLES, WITH HEAVY LOADS, OF 20 T. PER CHASSIS AND A LOAD OF 10 TONS, WHICH ARE TRANSPORTED.
- THE LOADS OF 20 TONS, THE COMBINATION WITH HEAVY WEIGHT, OF 20 T.
- THE LOADS OF 40 TONS, THE COMBINATION WITH HEAVY WEIGHT, OF 20 T.

UPPER DECK

- Articulated vehicles with a 3rd. primary segment, and a maximum load per shaft of 18 T (1st. traction shaft) and a separation of 4.20 mtr. between the front shaft of the middle and the back shaft of the structure.
- The 1st and 2nd shafts separated (18 T)/eq. axes of load to drive and 0.10 T/eq. axes of the back with (2nd. axle).

SUPERSTRUCTURE DECK

= 0.68 T/kg. After load water removed (0.43 T/kg, at 43.5°C) capacity left of the 2nd tube was sufficient to hold 400 g, 0.26 T/kg. After 2 car drums were load, 0.43 T/kg.

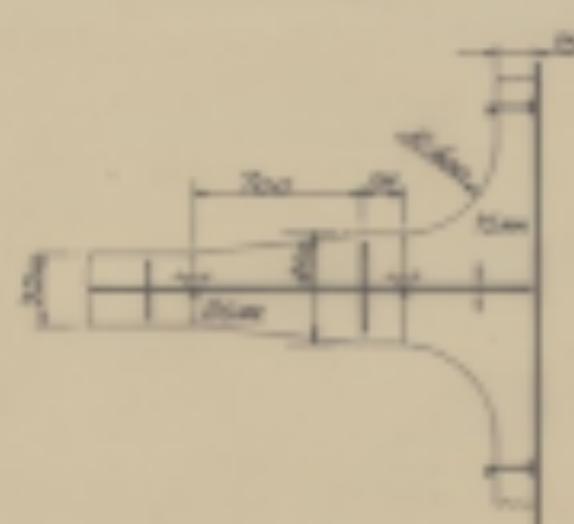
EQUIPMENT

- 3" DIA. TYPE 1 STEELIZED BARRIER ANCHORS OF 4350MS. EACH ONE.
- 550 MTS. OF 100 LBS. COILS OF 304 SS BARRIER ANCHORS TO 4350MS. EACH ONE.
- 200 MTS. OF 100 LBS. COILS OF 304 SS BARRIER ANCHORS TO 4350MS. EACH ONE.
- 4 POLYPROPYLENE BARRIER TUBES OF 100 MTS. EACH ONE. AND ITS TUBES.

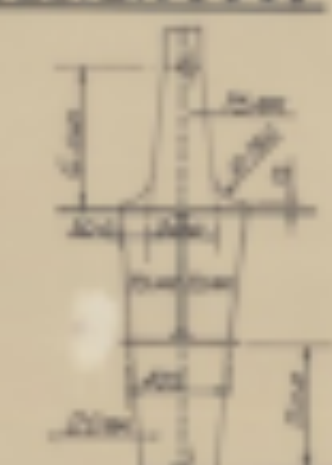
SECTION II-II

SECTION III-III

SECCION I-I



SECTION IV-IV



SECTION Y-Y



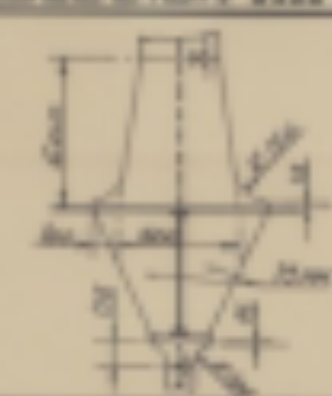
Section V-VI



SECTION VII-VII



SECTION VIII-VIII



SECTION IX-IX



CLASIFICACION

DOBLE FONSO

-DENSIDAD APLICADA DE UN PESO TOTAL DE 80 TONEL. Y UNA CARGA ALICIA DE 20 TONEL. REPARTIDA DE 10 TONEL. EN CADA UNO DE LOS DOS LADOS, CON UNA SEPARACIÓN ENTRE EL CENTRO DE LOS TUBOS DE 10,00 METROS DEL CENTRO DEL TUBO, DE 4,00 MET.

CUB. PRINCIPAL

[illegible]

CUB. SUPERIOR

[illegible]

CUB. SUPERESTRUCTURA

- Cabos intermedios demarcados de 0,48 r/m² (0,48 r/m² cabos de 10 m de diámetro) 2^{da} fila: 0,96 r/m² de 1 cable de 10 m de diámetro.

EQUIPO

$$NC = \triangle^{2.5} + 2.84 + \frac{4}{15} (10900^{2.5} + 2.84 \times 10.8 + \frac{1295}{15}) = 14178$$

- Замечает в лесу человека, чуждого и не знакомого с ним.
 - Замечает в кустах две женщины и слышит, что одна из них говорит, что она пришла из Москвы.
 - Замечает в кустах человека, который идет к ней.
 - Замечает в кустах человека, который идет к ней.

CARACTERÍSTICAS PRINCIPALES
MAIN CHARACTERISTICS

ESCALA TOTAL TOTAL SCORE	00-30 mfs
ESCALA DE REGISTRO REGISTER LENGTH	00-30
ESCALA DE ENTRENAMIENTO PERSONALIZADA LEARNING PERSONALIZED SCALE	00-30
ESCALA DE FRAZADO SCALES OF PHRASING	00-30
PUNTAJE A LA CUE SUPERIOR SCORE TO UPPER CUE	0-100
PUNTAJE A LA CUE INFERIOR SCORE TO LOWER CUE	0-100
ESCALA DE ESCANTILLONADO SCALES OF PATTERNING	0-100
DELTA DE ESCANTILLONADO DELTA OF PATTERNING	0-100

TECNOR OFICINA TECNICA INDUSTRIAL Y NAVAL (CONSEJO REGULATORIO DE LA INDUSTRIA)				
MODELO DE: 11/1088 PLAZADO AT: 01/008 PERIODO:	ROLL-ON/ROLL-OFF T-128			DESTINO
CUADERNA MAESTRA MIDSHIP SECTION				
AT DE: MONTO 1 MONTO AT: 1	DESCRIPCION: PROYECTADO DISEÑADO CONSTRUIDO (CONSTRUENDO)	MONEDA: MONTO MONEDA: MONTO MONEDA:	EL MONTO DE: MONTO MONEDA: MONTO MONEDA:	FECHA: LA OBRERA JULIO 1988