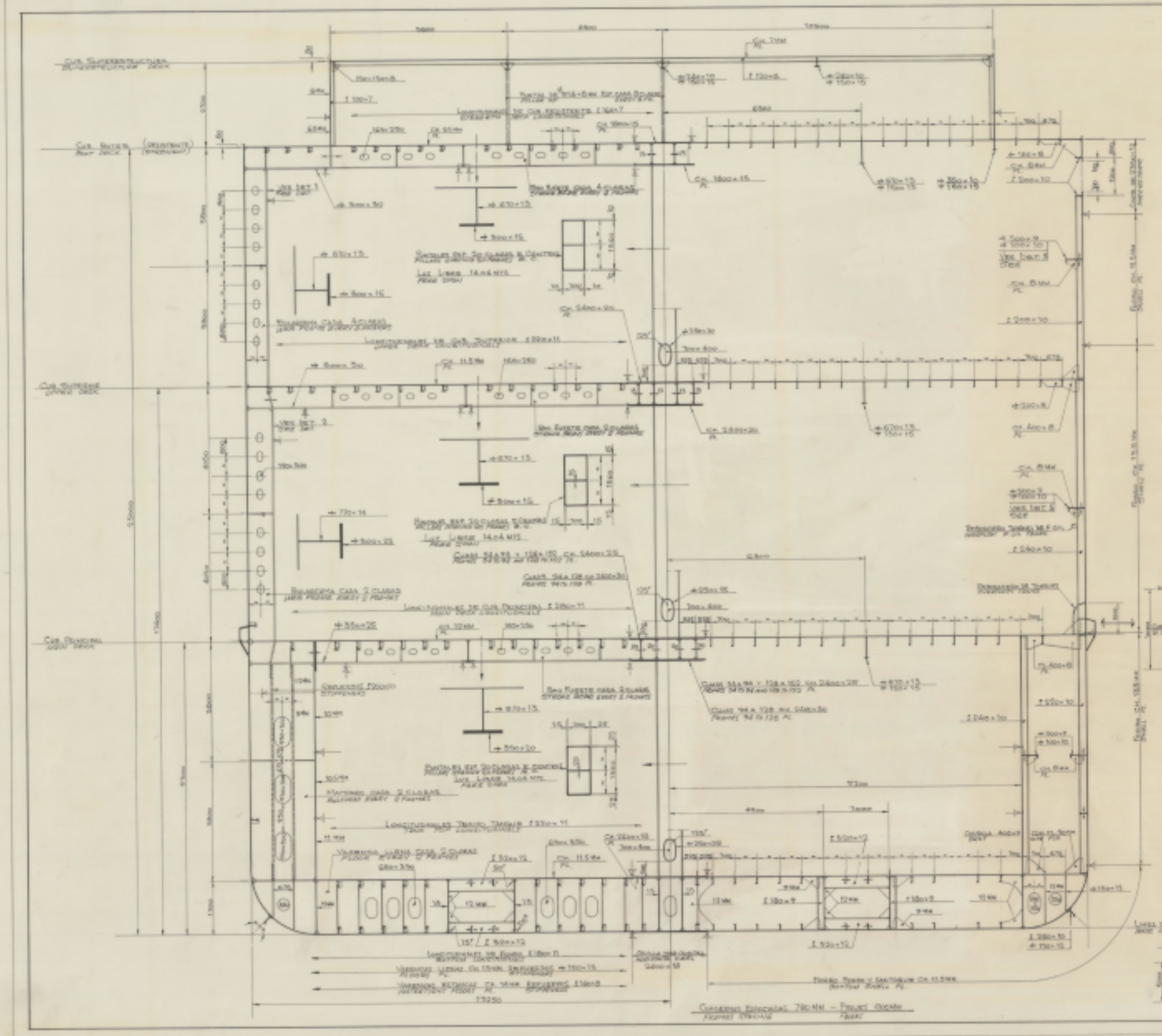
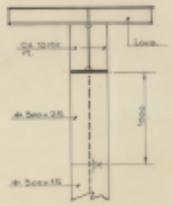


DETALLE 1
DETAIL



DETALLE 2
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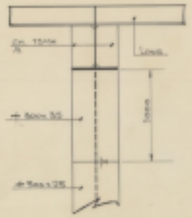
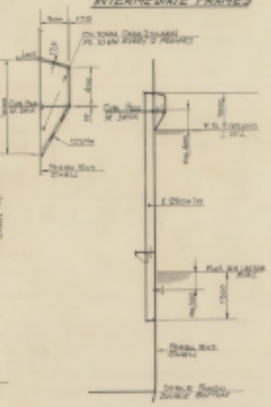
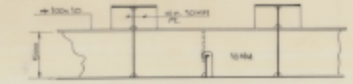


CUADS. INTERMEDIAS
INTERMEDIATE FRAMES



DETALLE 3
DETAIL



CLASSIFICATION CLASIFICACION

LLOYDS REGISTER OF SHIPPING

✚ 100 A 1, ROLL-ON/ROLL-OFF, PORTACONTAINERS, ✚ LMC, UMS, ICE CLASS 1C

CARGO FORESEEN

DOUBLE BOTTOM

- ARTICULATED VEHICLES WITH A 38T UNITARY WEIGHT AND A MAX. LOAD PER SHAFT OF 19T (20T TANDEM SHAFT) AND A SEPARATION OF 0.25 MTS. BETWEEN THE FRONT SHAFT OF THE TANDEM AND THE BACK SHAFT OF THE TRACTOR.
- LOAD OF 8 T/ML MTS. EVENLY DISTRIBUTED.

MAIN DECK

- ARTICULATED VEHICLES WITH A 38T UNITARY WEIGHT AND A MAX. LOAD PER SHAFT OF 19T (20T TANDEM SHAFT) AND A SEPARATION OF 0.25 MTS. BETWEEN THE FRONT SHAFT OF THE TANDEM AND THE BACK SHAFT OF THE TRACTOR.
- FOUR-LIFT TRUCKS WITH TWO TWIN WHEELS ON THE FRONT SHAFT 45TON AM BETWEEN SHAFTS AND A TOTAL WEIGHT OF 80T INCLUDING THE LOAD.
- 8.75 T/ML MTS. LOAD EVENLY DISTRIBUTED FOLDERS OF FRAME 56 (8.25 T/ML MTS. OF LOAD ON DECK AND 0.50 T/ML MTS. OF 2 CADDECKS WITH LOAD, HOLDS).
- ON THE AFT SIDE, UP TO THE FRAME 56, IT WILL BE CAPABLE OF SUPPORTING THE PASSING AND STOWAGE OF VEHICLES, WITH HEAVY LOADS, OF 80T PER SHAFT, AND A LOAD OF 12 T/ML MTS. EVENLY DISTRIBUTED.
- TWO TIERS OF 20'×8×9' PO CONTAINERS WITH A UNITARY WEIGHT OF 20T.
- TWO TIERS OF 40'×8'×9' OD CONTAINERS WITH A UNITARY WEIGHT OF 30T.

UPPER DECK

- ARTICULATED VEHICLES WITH A 38T UNITARY WEIGHT AND A MAX. LOAD PER SHAFT OF 19T (20T TANDEM SHAFT) AND A SEPARATION OF 0.25 MTS. BETWEEN THE FRONT SHAFT OF THE TANDEM AND THE BACK SHAFT OF THE TRACTOR.
- 2 T/ML MTS. LOAD EVENLY DISTRIBUTED (1.5 T/ML MTS. OF LOAD ON DECK AND 0.5 T/ML MTS. OF 2 CADDECKS WITH LOAD, HOLDS).

BOAT DECK

- 0.937/ML MTS. LOAD EVENLY DISTRIBUTED (0.687 T/ML MTS. CORRESPONDING LOAD OF THE 2ND TIER ON SUPERSTRUCTURE AND 0.50 T/ML MTS. OF 2 CADDECKS WITH LOAD, HOLDS).

EQUIPMENT

- 3 "SPEAR" TYPE STAINLESS MOORING ANCHORS OF 6.700 KGS EACH ONE.
- 605 MTS. OF STUD LINK CHAIN FOR MOORING ANCHORS 1ST FLOOR FRAME 61, 4TH FRAME DIGGER 62, 2ND FRAME DIGGER 63.
- 220 MTS. TOW-LINE CABLE OF 90T. BREAKING LOAD.
- 4 POLYPROPYLENE MOORING ROPES OF 170 MTS. EACH ONE, AND 30T WORK LOAD.

CARGAS PREVISTAS

DOBLE FONDO

- VEHICULOS ARTICULADOS DE UN PESO UNITARIO DE 38 TONS Y UNA CARGA MAXIMA POR EJE DE 19 TONS (EJE TANDEM 20 TONS) Y UNA SEPARACION ENTRE EJE DELANTERO DEL TANDEM Y EJE TRASERO DEL TRACTOR DE 0.25 MTS.
- CARGA UNIFORMEMENTE REPARTIDA DE 8 TONS/M²

CUB. PRINCIPAL

- VEHICULOS ARTICULADOS DE UN PESO UNITARIO DE 38 TONS Y UNA CARGA MAXIMA POR EJE DE 19 TONS (EJE TANDEM 20 TONS) Y UNA SEPARACION ENTRE EJE DELANTERO DEL TANDEM Y EJE TRASERO DEL TRACTOR DE 0.25 MTS.
- FOUR-LIFT TRUCKS DE DOS RUEDAS GEMELAS EN EL EJE DELANTERO, 45 TON AM ENTRE EJES Y UN PESO TOTAL INCLUYEN LA CARGA DE 80 TONS.
- CARGA UNIFORMEMENTE REPARTIDA DE 1.75 TONS/M² A FALTA DE LA CARGA (1.25 TONS/M² CARGA MOVIL LA MITAD Y MITAD TRAG/M² DE 2 CADDECKS CON CARGA, HOLGADOS).
- EN LA ZONA DE PUPA, HASTA LA CUAD. 54, POSIA SOPORTAR EL PASO Y LA ESTIBA DE VEHICULOS CON CARGAS PESADAS DE EJITORS, HASTA 80 TONS O UNA CARGA UNIFORMEMENTE REPARTIDA DE 12 TONS/M².
- 2 PILAS DE CONTENEDORES ISO 20'×8'×9' CON UN PESO UNITARIO DE 20 TONS.
- 2 PILAS DE CONTENEDORES ISO 40'×8'×9'CON UN PESO UNITARIO DE 30 TONS.

CUB. SUPERIOR

- VEHICULOS ARTICULADOS DE UN PESO UNITARIO DE 38 TONS Y UNA CARGA MAXIMA POR EJE DE 19 TONS (EJE TANDEM 20 TONS) Y UNA SEPARACION ENTRE EJE DELANTERO DEL TANDEM Y EJE TRASERO DEL TRACTOR DE 0.25 MTS.
- CARGA UNIFORMEMENTE REPARTIDA DE 2 TONS/M² (1.5 TONS/M² CARGA MOVIL LA MITAD Y 0.5 TONS/M² DE 2 CADDECKS CON CARGA HOLGADOS).

CUB. BOTES

- CARGA UNIFORMEMENTE REPARTIDA DE 0.375 TONS/M² (0.375 TONS/M² CARGA REGLAMENTARIA 2ª HILADA SUPERESTRUCTURA Y 0.75 TONS/M² DE 2 CADDECKS, HOLGADOS.

EQUIPO

$$NC = \Delta^{2/3} + 2B + \frac{A}{10} = 2100^{2/3} + 2 \times 26.5 \times 24.6 + \frac{280}{10} = 2587$$

Nc; DE 2250 A 2580

- 3 ANCLAS DE LEVA TIPO "SPEAR" DE 6.700 KGS CADA UNA.
- 605 MTS. DE CADENA CON CONTRETE DE 84MM GRADO U1, 77MM GRADO U2 Y 64 MM GRADO U3.
- 220 MTS. DE CABLE DE REMOLQUE DE 90 TONS DE C. DE ROTURA
- 4 AMARRAS DE POLIPROPILENO DE 170 MTS CADA UNA Y 30 TONS DE C. DE ROTURA.

CARACTERISTICAS PRINCIPALES
MAIN CHARACTERISTICS

ESLORA TOTAL / LENGTH OVERALL	142,00 MTS
ESLORA DE REGISTRO / REGISTER LENGTH	133,20 "
ESLORA ENTRE PERPENDICULARES / LENGTH BETWEEN PERPENDICULARS	120,00 "
MANGA DE TRAZADO / MOULDED BREADTH	21,50 "
PUNTAL A LA CUB. SUPERIOR / DEPTH TO UPPER DECK	11,60 "
PUNTAL A LA CUB. PRINCIPAL / DEPTH TO MAIN DECK	8,00 "
ESLORA DE ESCANTILLONADO / SCANTLING LENGTH	142,00 "
CALADO DE ESCANTILLONADO / SCANTLING DRAUGHT	6,80 "

TECNOR S.L. OFICINA TECNICA INDUSTRIAL Y NAVAL (INGENIEROS CONSULTORES)				DESTINO
PROYECTO Nº 1/1335	ROLL-ON / ROLL-OFF T-162			
PLANO Nº 0/305				
HOJA 6	CUADERNA MAESTRA MIDSHIP SECTION			
ESCALA 1:50				
Nº DE HOJAS	DIBUJADO	CONFORME	EL INGENIERO	FECHA
1	INGENIERO			LA CORUÑA FEB. 1985
HOJA Nº	DIBUJADO			
1	CALCULADO			
	COMPROBADO			

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