



CB AMC-160

Dimensions: 160' x 51' x 13'
Winches: 50,000# Line pull BU-140 winches central air control
Machinery: 60 KW Generator ships air below deck
Mooring Array: 1-1/4" Wire Rope, Fixed Turning Blocks and Berger Fairleads, 6-Ton Anchors
Crane: 4500 Manitowoc, Rated 100 Tons Over Stern, Boom Length 127'
Gross Tons: 925 Tons
Net Tons: 925 Tons
Official Number: 1211112
Area of Operations: Coastwise Registry

For further information please contact the American Marine Corporation office nearest you:

1500 S. Barracuda St.
 Berth 270/271
 Terminal Island, CA 90731
 Phone (310) 547-0919
 Fax (310) 547-0031

65 N. Nimitz Hwy.
 Pier 14
 Honolulu, HI 96817
 Phone (808) 545-5190
 Fax (808) 538-1703

6000 "A" Street
 Anchorage, AK 99518
 Phone (907) 562-5420
 Fax (907) 562-5426

Additional barge specifics;

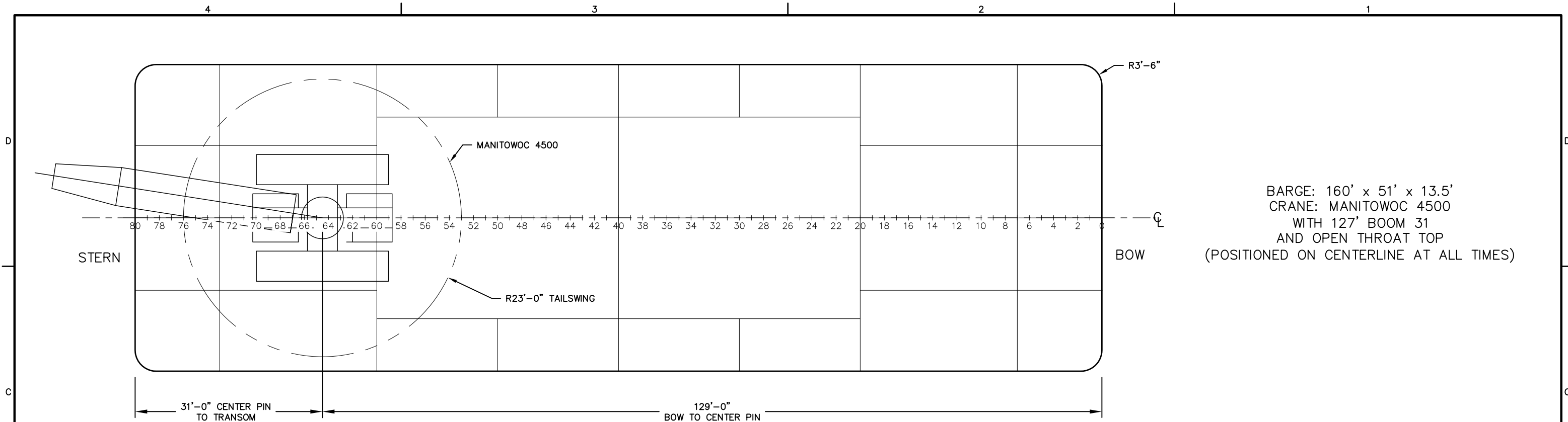
- 30 kw generator below decks
- 100 gal day tank.
- 7200 gallon below deck fuel tank.
- Electric pump system with deck fueling station.
- 2 ea. BU-140 waterfall winches, central Air Control station.
- Drums 1800 ft. 1.25 wire, 6 bergers for dredge set up flexibility.
- Engineered crane tie down system.
- \$400k investment during 2012 dry-docking.

Regarding additional Crane specifics;

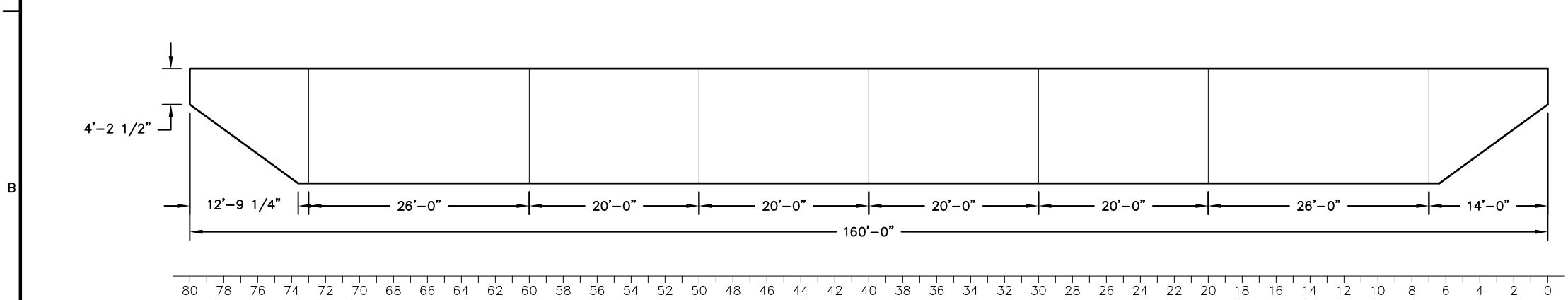
- Crane substantially rebuilt over two years ending 2015; \$541,000.00
- 4500 digging machine with factory installed third drum.
- Independent boom hoist, new engine and hydraulics 2014.
- Boom renewal of lacings, complete sandblast/paint.
- Rebuilt house rollers
- Raised cab 5 feet.

Additional Equipment Available:

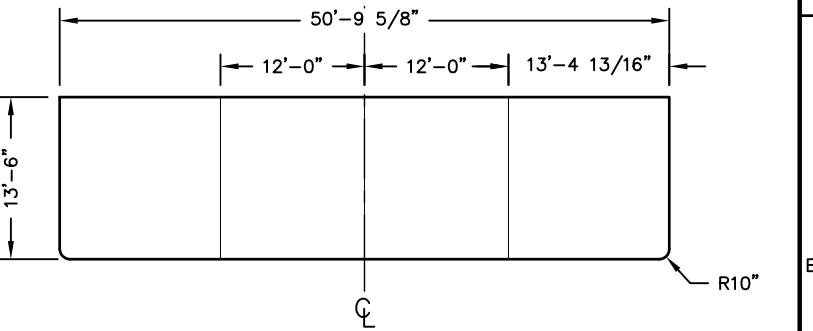
- 10 yard environmental material bucket
- 7 yard Hawco modified heavy material bucket (26,000 lb)
- 3.5 yard heavy digging bucket (small for the 4500)
- 42 x 10 Payco pile leads 100 ft long
- APE D 36 -42 , Hydraulic trip (rebuilt fuel system)
- Hydraulic Spotter capable of 3 to 1 batter piles
- Various sized anchors (4 x 6 ton, 6 x 15 ton, and 1 x 8 ton)



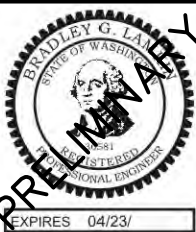

PLAN 3-C
DECK PLAN
1/16"=1'-0"

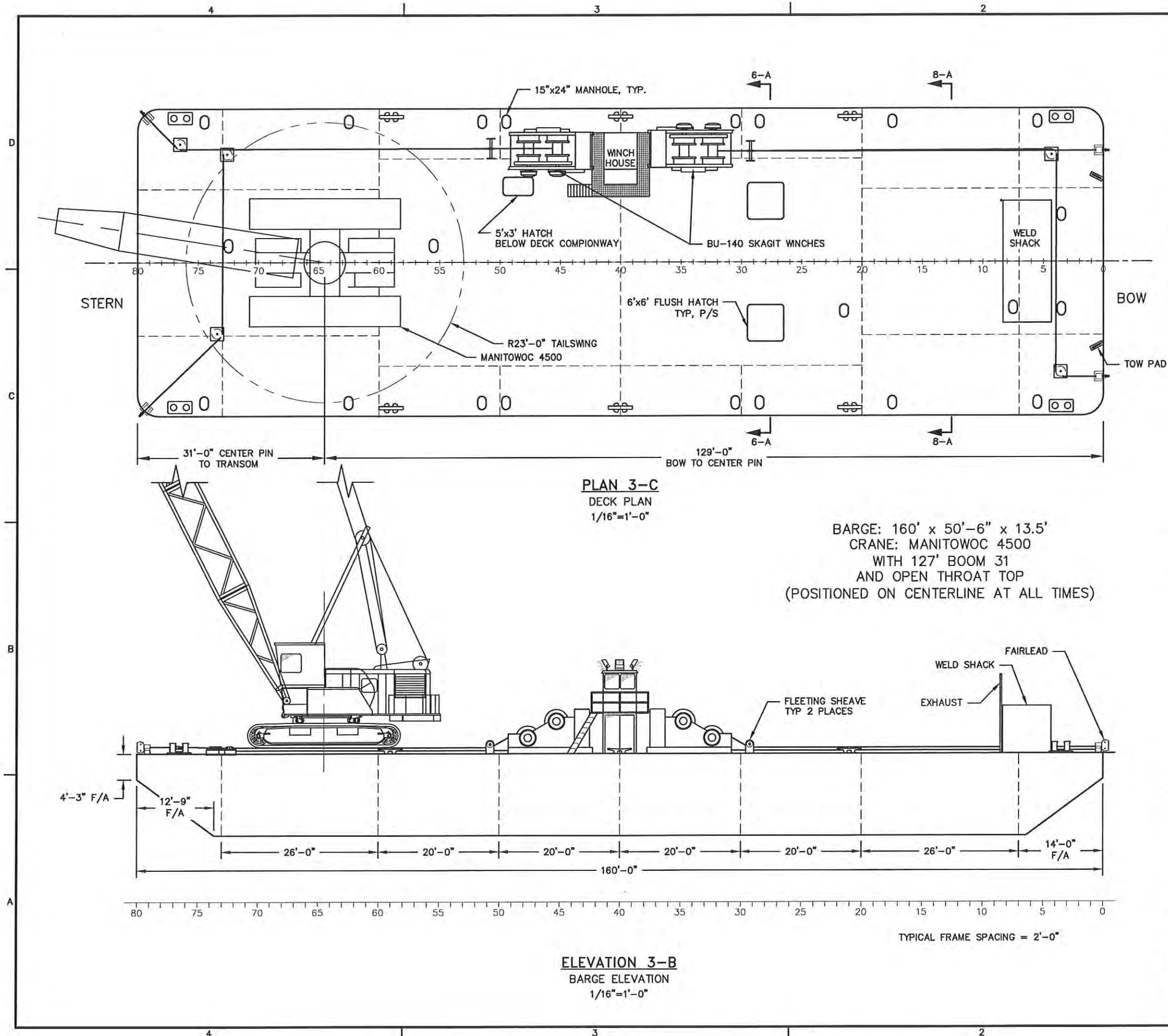


ELEVATION 3-B
BARGE ELEVATION
1/16"=1'-0"



SECTION 1-B
BARGE SECTION
1/16"=1'-0"

GENERAL NOTES		REFERENCES		REVISIONS						AMERICAN MARINE CORP. HONOLULU, HAWAII	
				ZONE	REV	DESCRIPTION	DATE	APPD		BARGE "AMC 160" MANITOWOC 4500 GENERAL ARRANGEMENT	
										 THE GLOSTEN ASSOCIATES Consulting Engineers Serving the Marine Community	
										1201 Western Avenue, Suite 200 Seattle, Washington 98101-2921 TEL 206.624.7850 FAX 206.682.9117 WEB www.glosten.com	
										Drawn by ISB	
										Date 12/19/08	
										Checked by BGL	
										Date 12/19/08	
										Approved by JAS	
										Date 12/19/08	
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										Rev -	



GENERAL NOTES

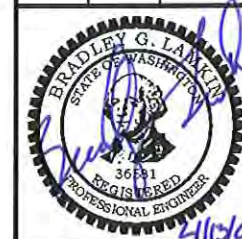
- THIS DRAWING IS INTENDED TO SHOW THE BARGE GEOMETRY, TANK ARRANGEMENTS AND CRANE LOCATION.
- BARGE HULLFORM IS SYMMETRICAL ABOUT THE LONGITUDINAL CENTERLINE AND AMIDSHIPS.

REFERENCES

- DRAWING IS BASED ON INFORMATION OBTAINED FROM A GLOSTEN SHIPCHECK.

REVISIONS

ZONE	REV	DESCRIPTION	DATE	APPD



AMERICAN MARINE CORP.
HONOLULU, HAWAII

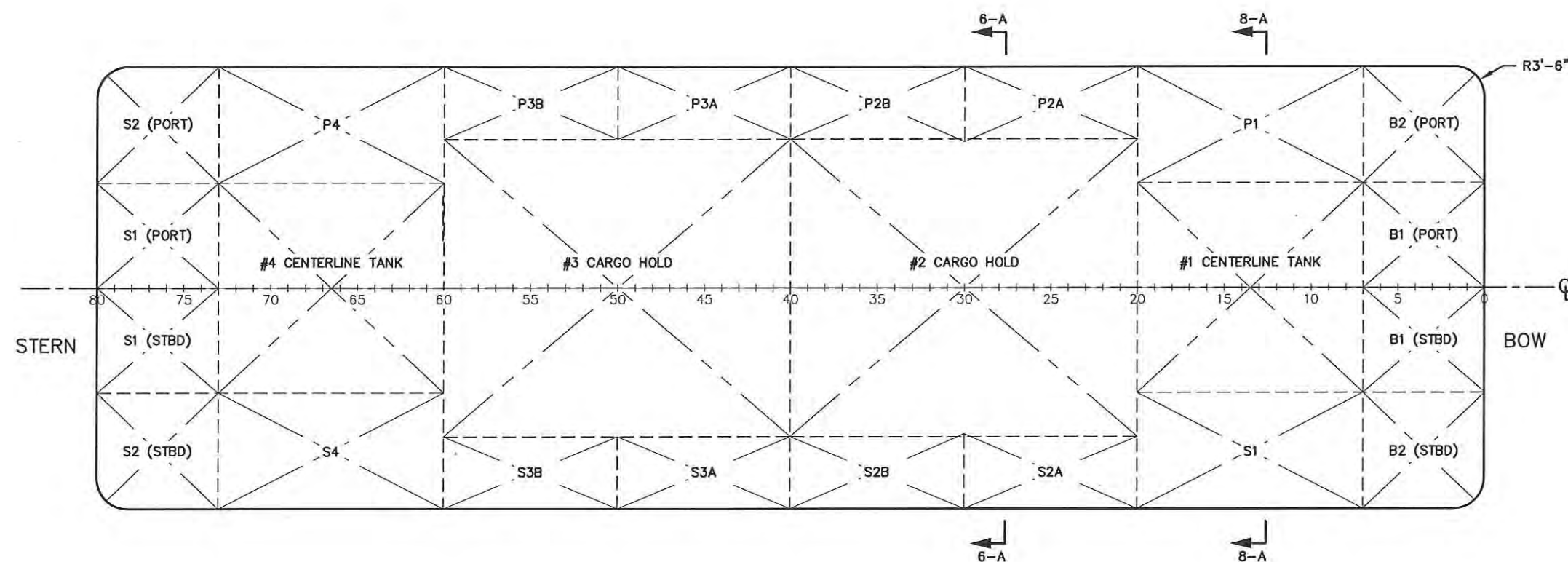
BARGE "AMC 160"
GENERAL ARRANGEMENT
DECK PLAN & OUTBOARD PROFILE



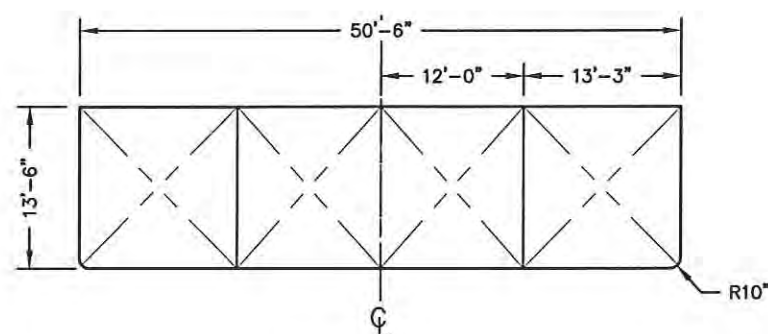
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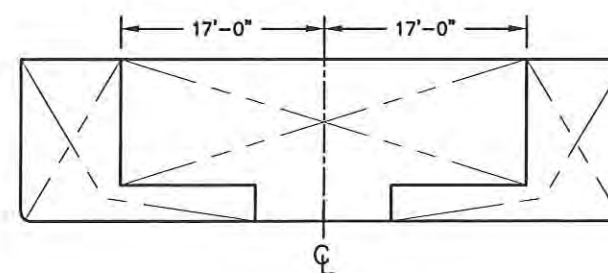
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PLAN 7-B
HOLDS AND TANKS LAYOUT
1/16"=1'-0"



SECTION 8-A
BARGE SECTION
1/16"=1'-0"



SECTION 6-A
BARGE SECTION
1/16"=1'-0"



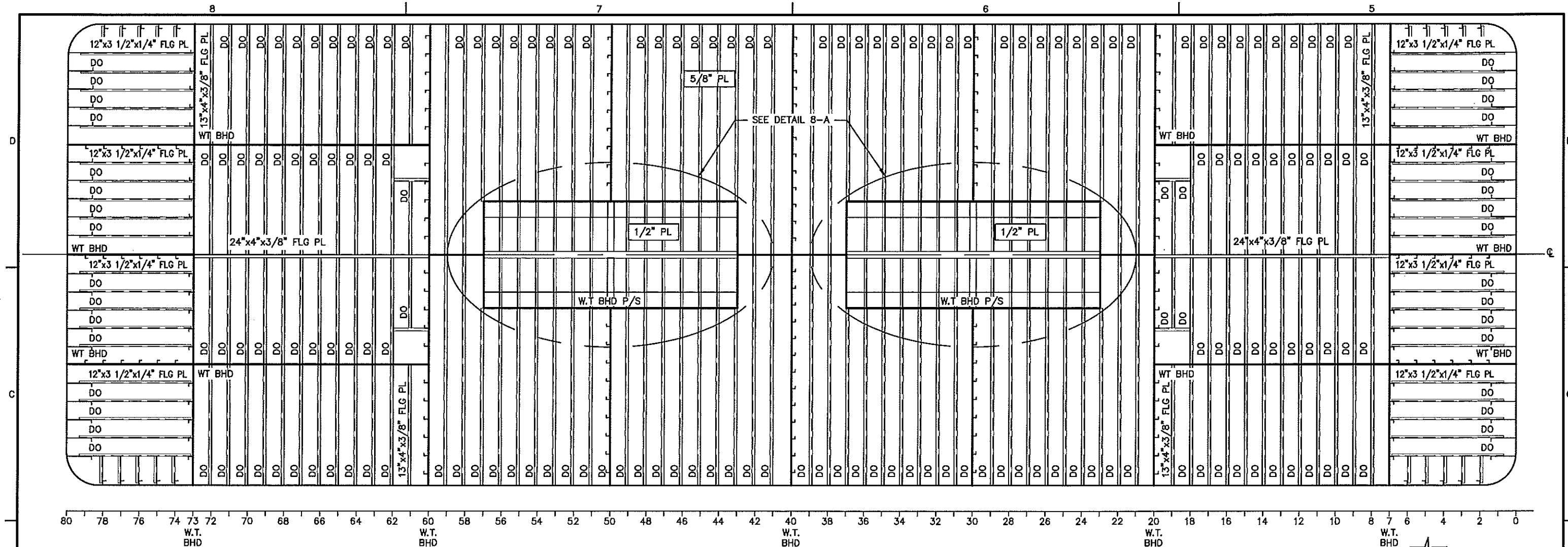
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HONOLULU, HAWAII

BARGE "AMC 160"
MANITOWOC 4500
GENERAL ARRANGEMENT

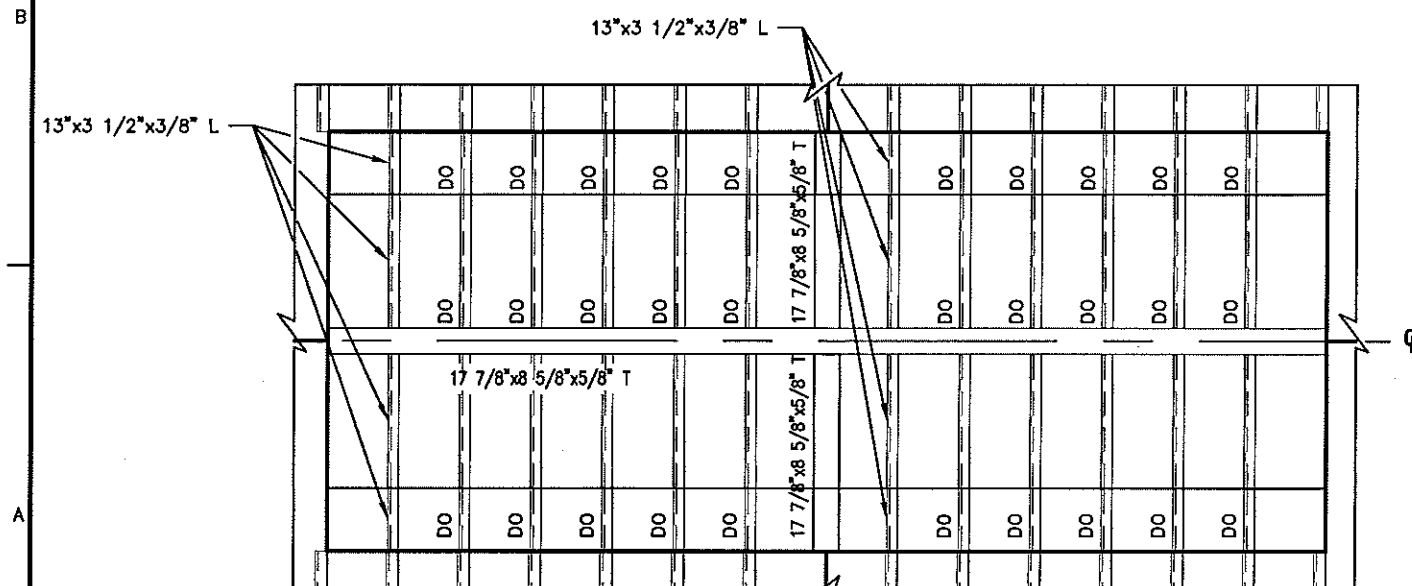
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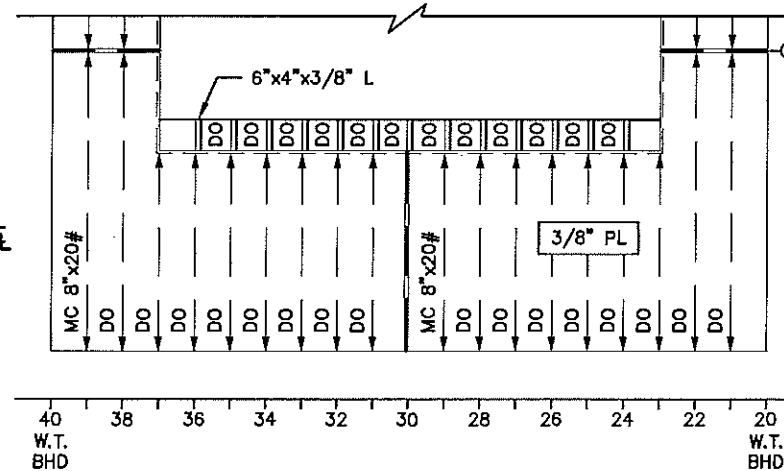
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Scale	Drawing Number		Rev		
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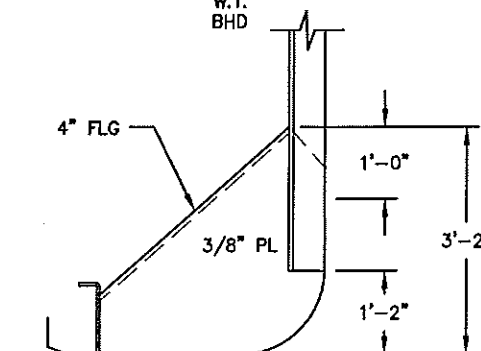
PLAN 7-C
BOTTOM STRUCTURE
SCALE: 3/32"=1'-0"



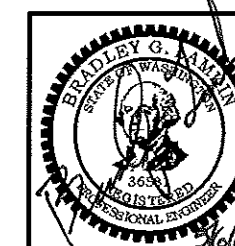
DETAIL 8-A
BOTTOM STRUCTURE IN CARGO HOLD RECESSES
SCALE: 3/16"=1'-0"



PLAN 6-A
CARGO DECK STRUCTURE 3'-0" ABL (STBD SHOWN, PORT SIM. OPP.)
FRAME 40 TO 60 IDENTICAL
SCALE: 3/32"=1'-0"



DETAIL 5-B
TYPICAL BILGE RADIUS BRACKET FOR BOW/STERN RAKE
(STBD SHOWN, PORT SIM. OPP.)
SCALE: 3/8"=1'-0"



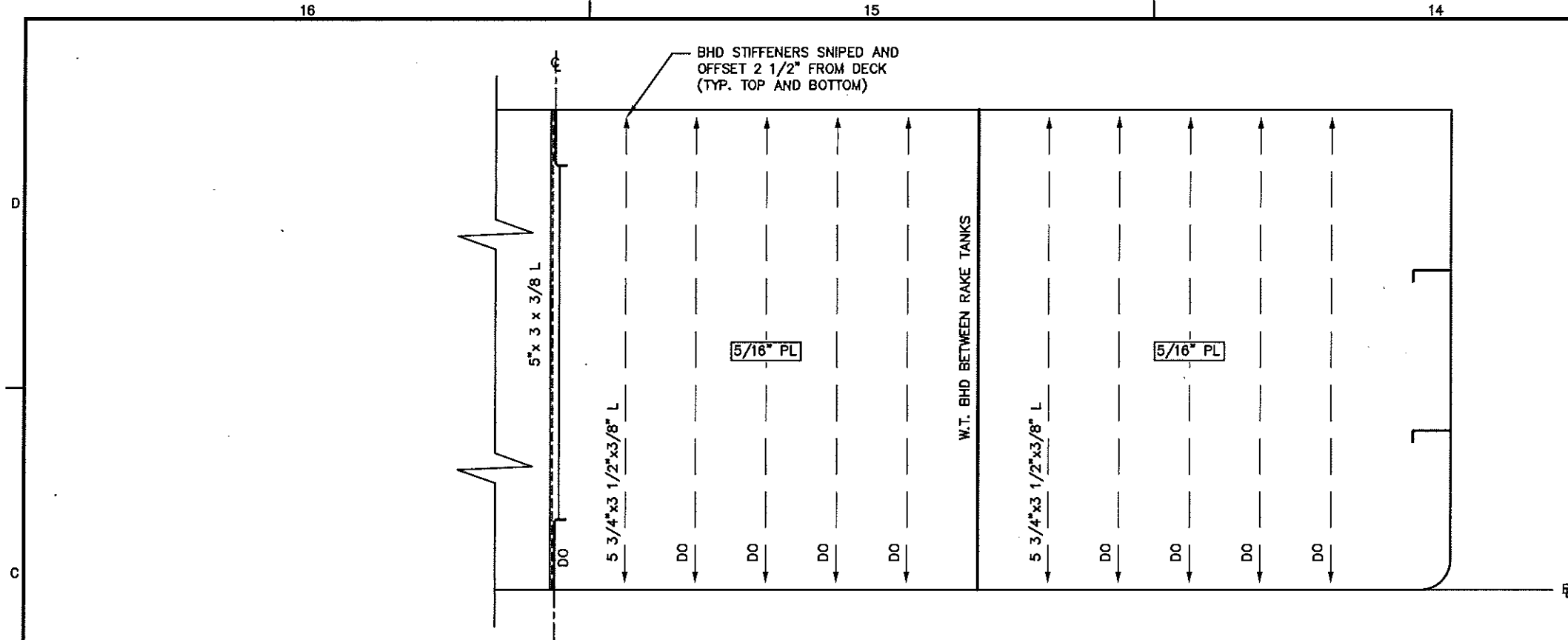
AMERICAN MARINE CORP.
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BARGE "AMC 160"
HULL STRUCTURE
BOTTOM AND CARGO DECK STRUCTURE

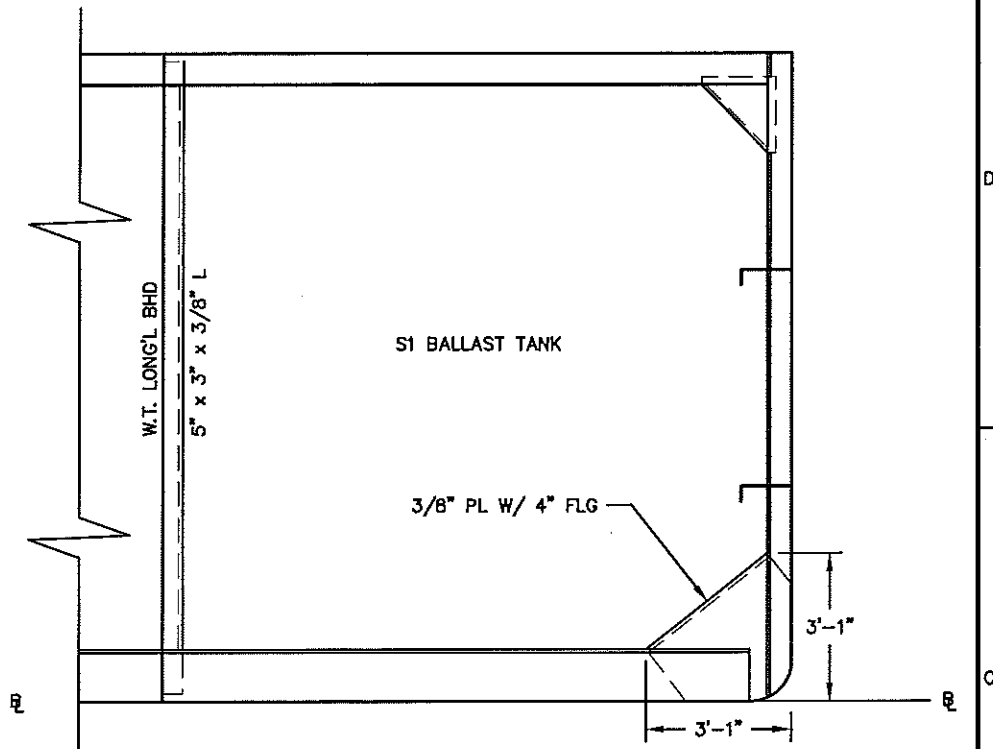
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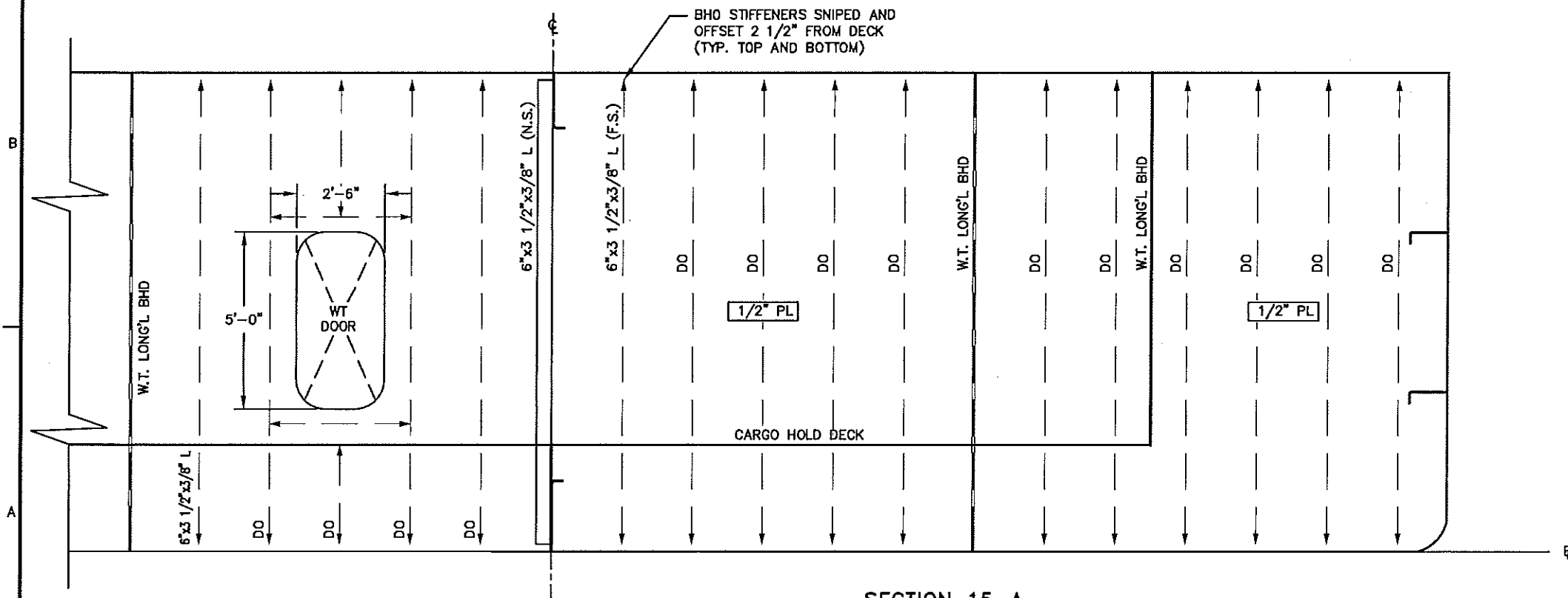
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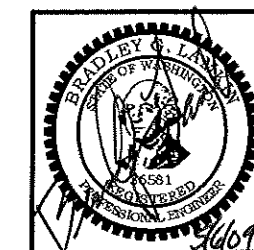
SECTION 15-C
SECTION AT FRAME 7 STBD, LKG FWD (PORT SIM, OPP)
SCALE: 1/4"=1'-0"



SECTION 13-C
TYPICAL FRAMES 8-19, 61-72
(PORT SIM, OPP)
SCALE: 1/4"=1'-0"



SECTION 15-A
SECTION AT FRAME 20 STBD, LKG FWD (PORT SIM, OPP)
SCALE: 1/4"=1'-0"



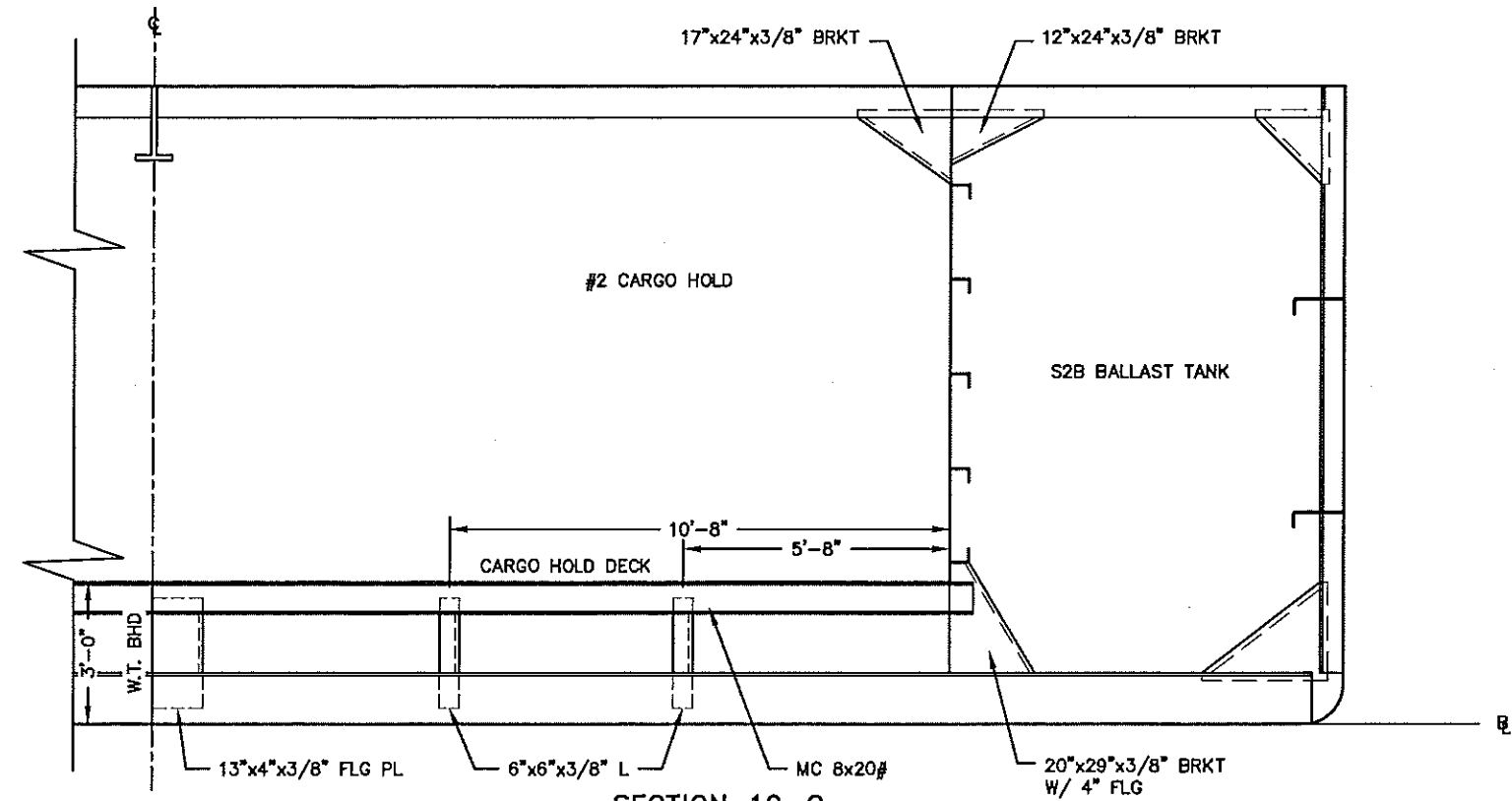
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HONOLULU, HAWAII

BARGE "AMC 160"
HULL STRUCTURE
STRUCTURAL SECTIONS

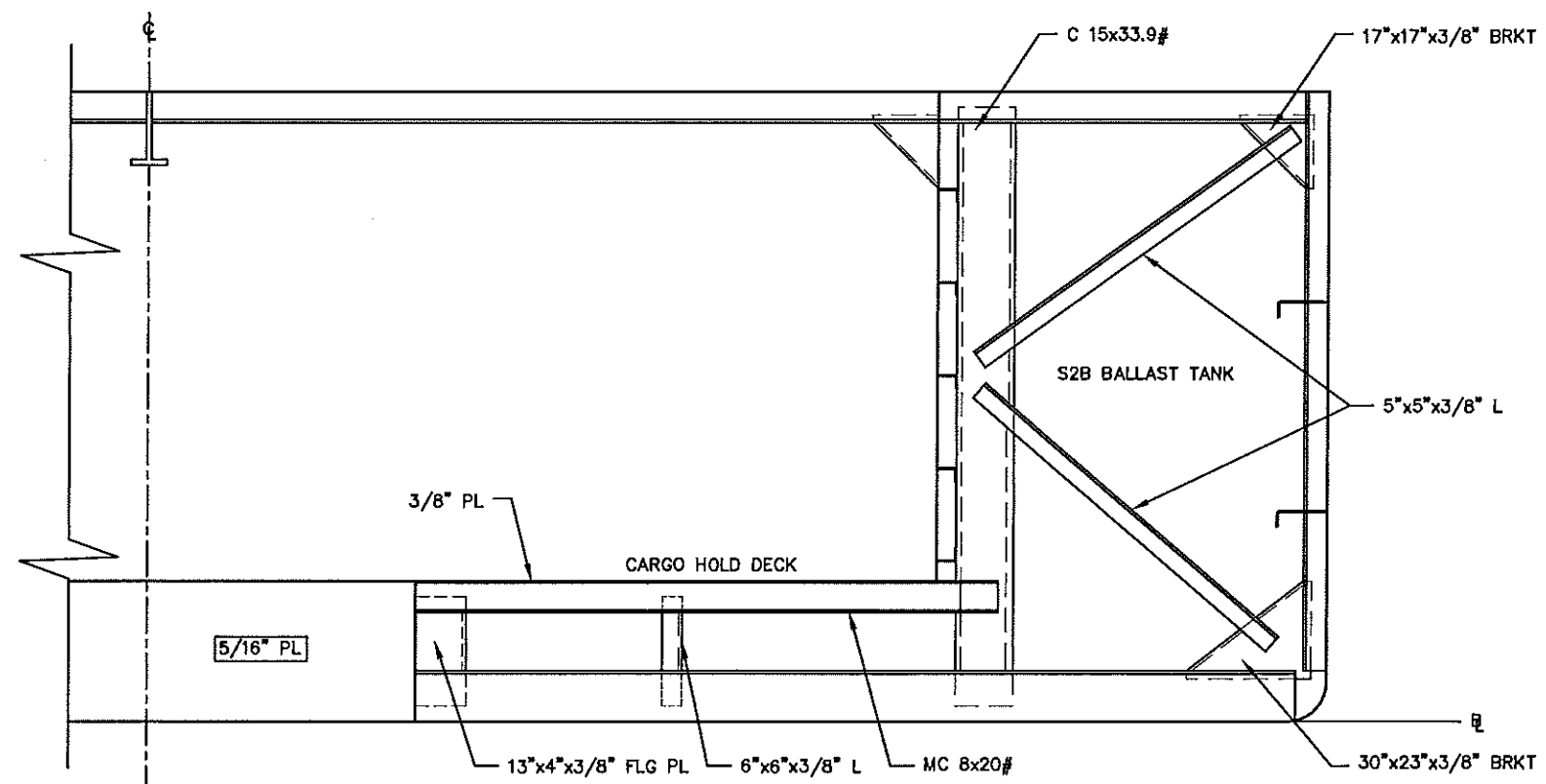
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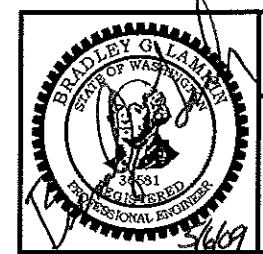
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SECTION 19-C
SECTION AT FRAME 21 STBD (PORT SIM, OPP)
(TYP AT FR 22, 38, & 39)
SCALE: 1/4"=1'-0"



SECTION 19-A
SECTION AT FRAME 23 STBD (PORT SIM, OPP)
(SIM AT FR 37)
SCALE: 1/4"=1'-0"



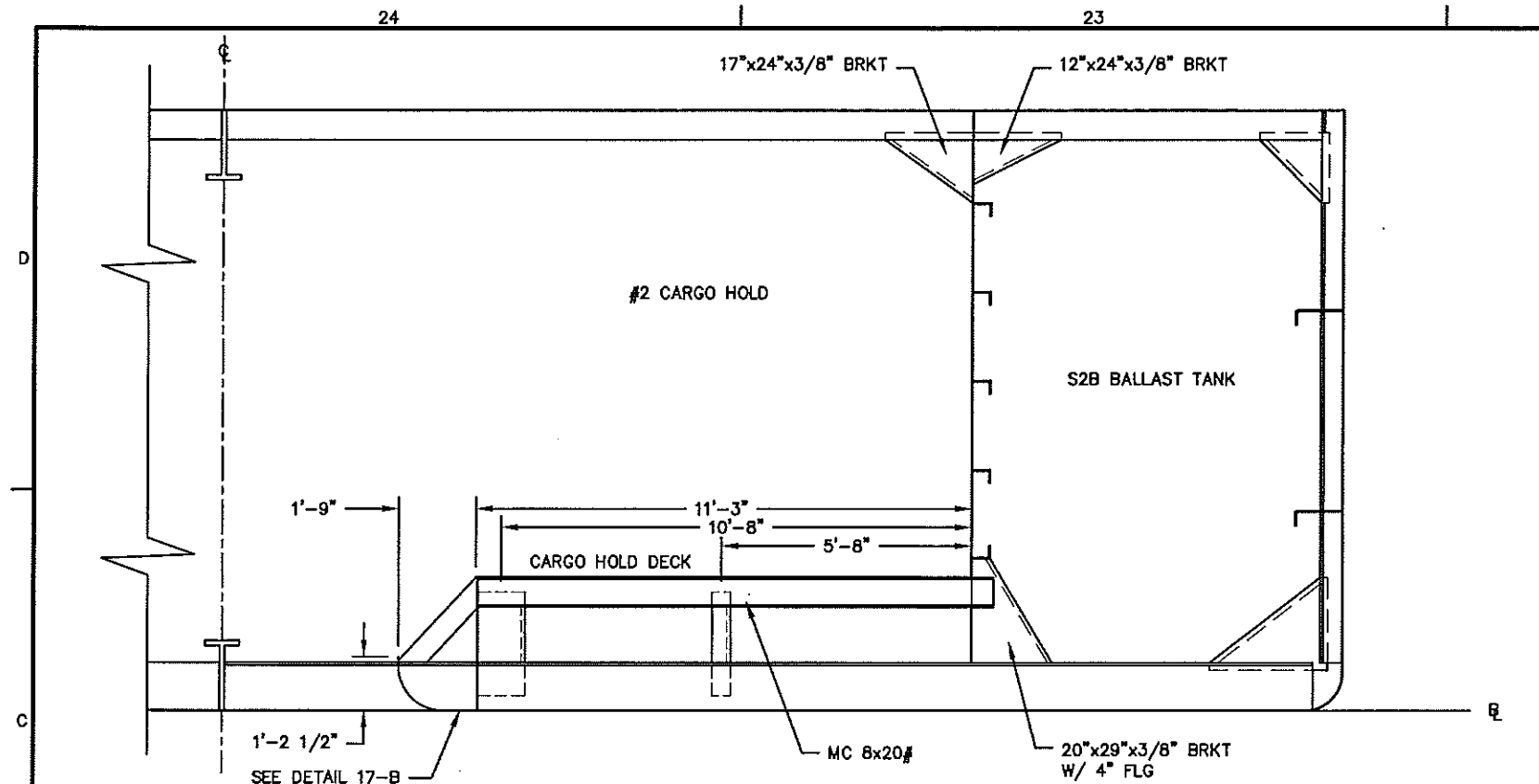
AMERICAN MARINE CORP.
HONOLULU, HAWAII

BARGE "AMC 160"
HULL STRUCTURE
STRUCTURAL SECTIONS

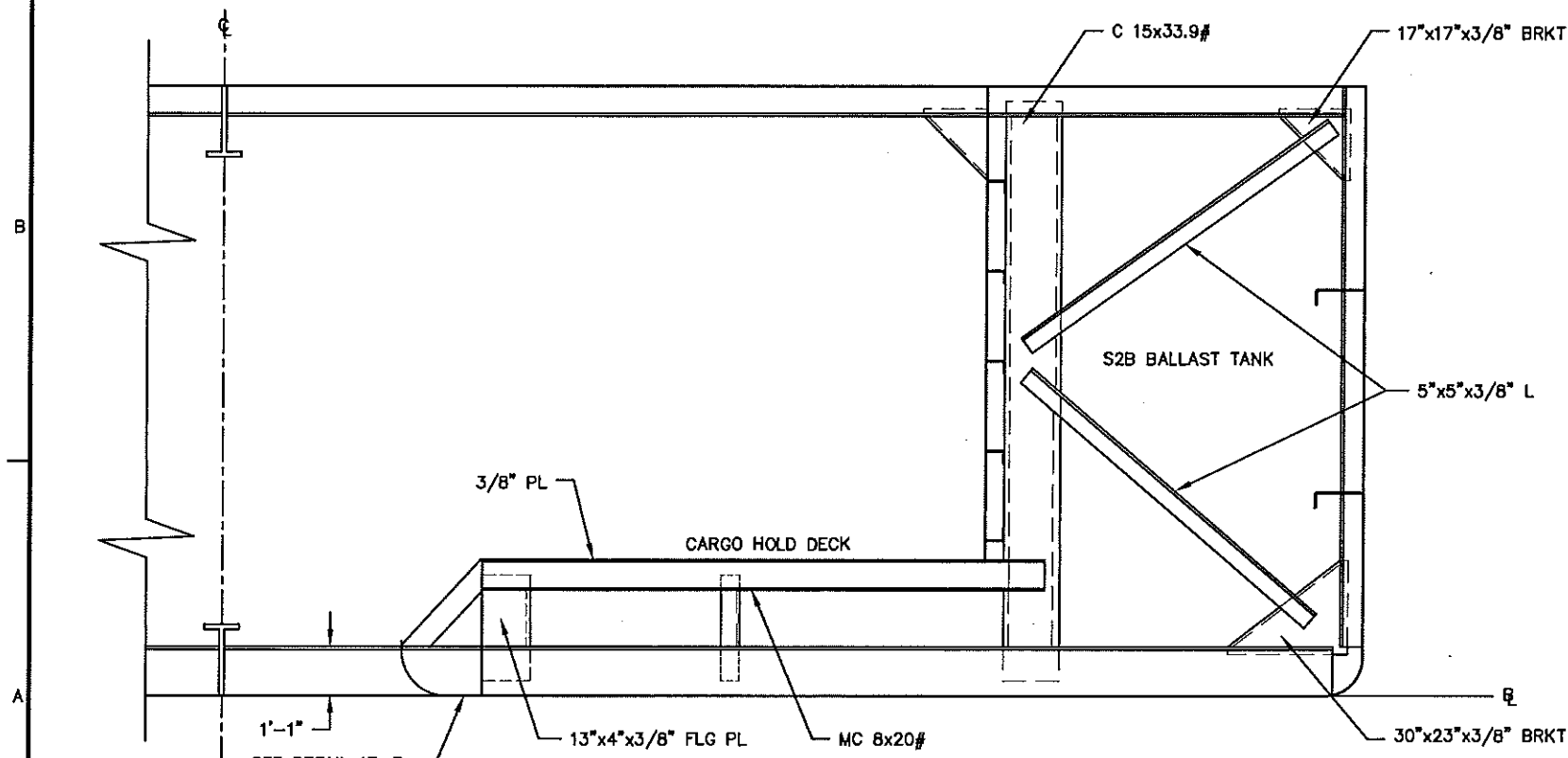
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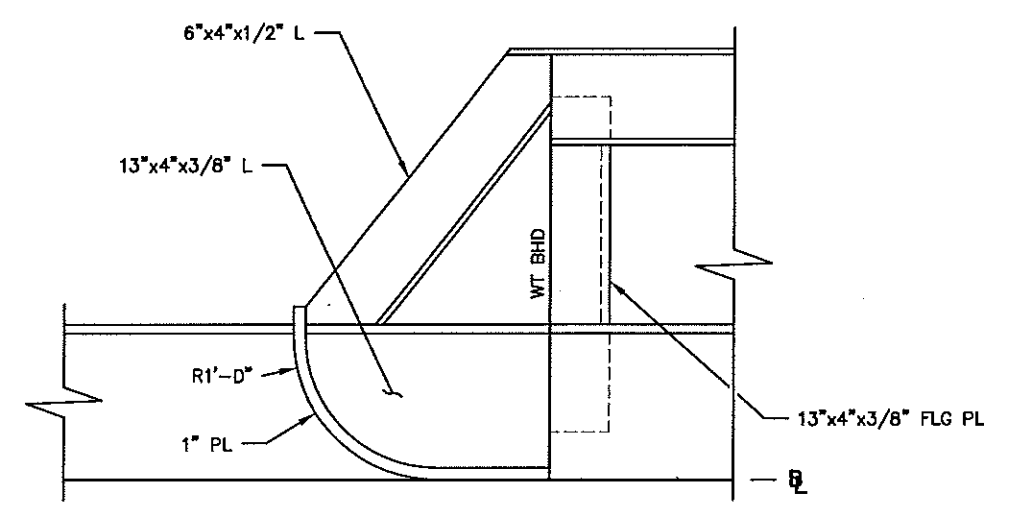
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SECTION 24-C
SECTION AT FRAME 24 STBD (PORT SIM, OPP)
(TYP AT FR 24, 26, 28, 29, 31, 32, 34, & 36)
SCALE: 1/4"=1'-0"

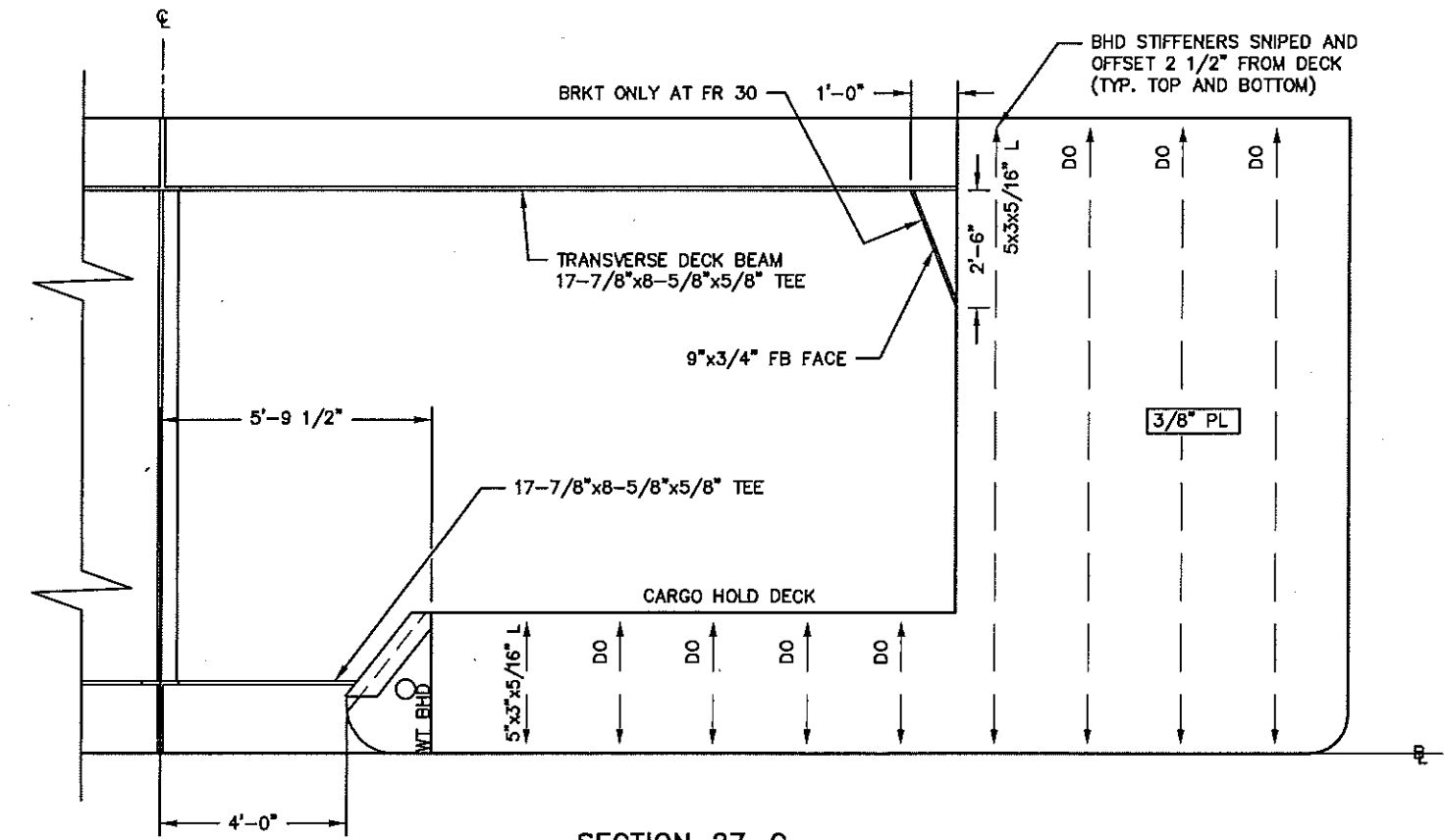


SECTION 24-A
SECTION AT FRAME 25 STBD (PORT SIM, OPP)
(TYP AT FR 25, 27, 33, & 35)
SCALE: 1/4"=1'-0"

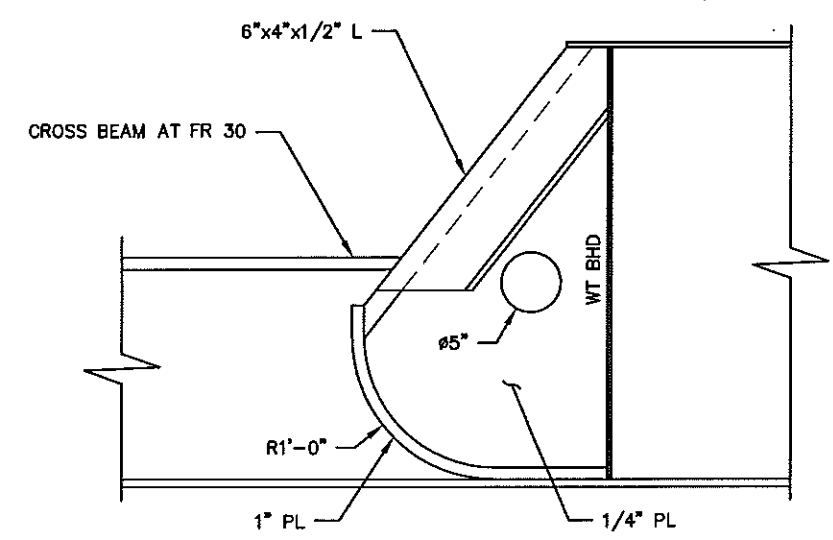


SECTION 21-B
TYPICAL CARGO RECESS HOLD STRUCTURE
SCALE: 3/4"=1'-0"

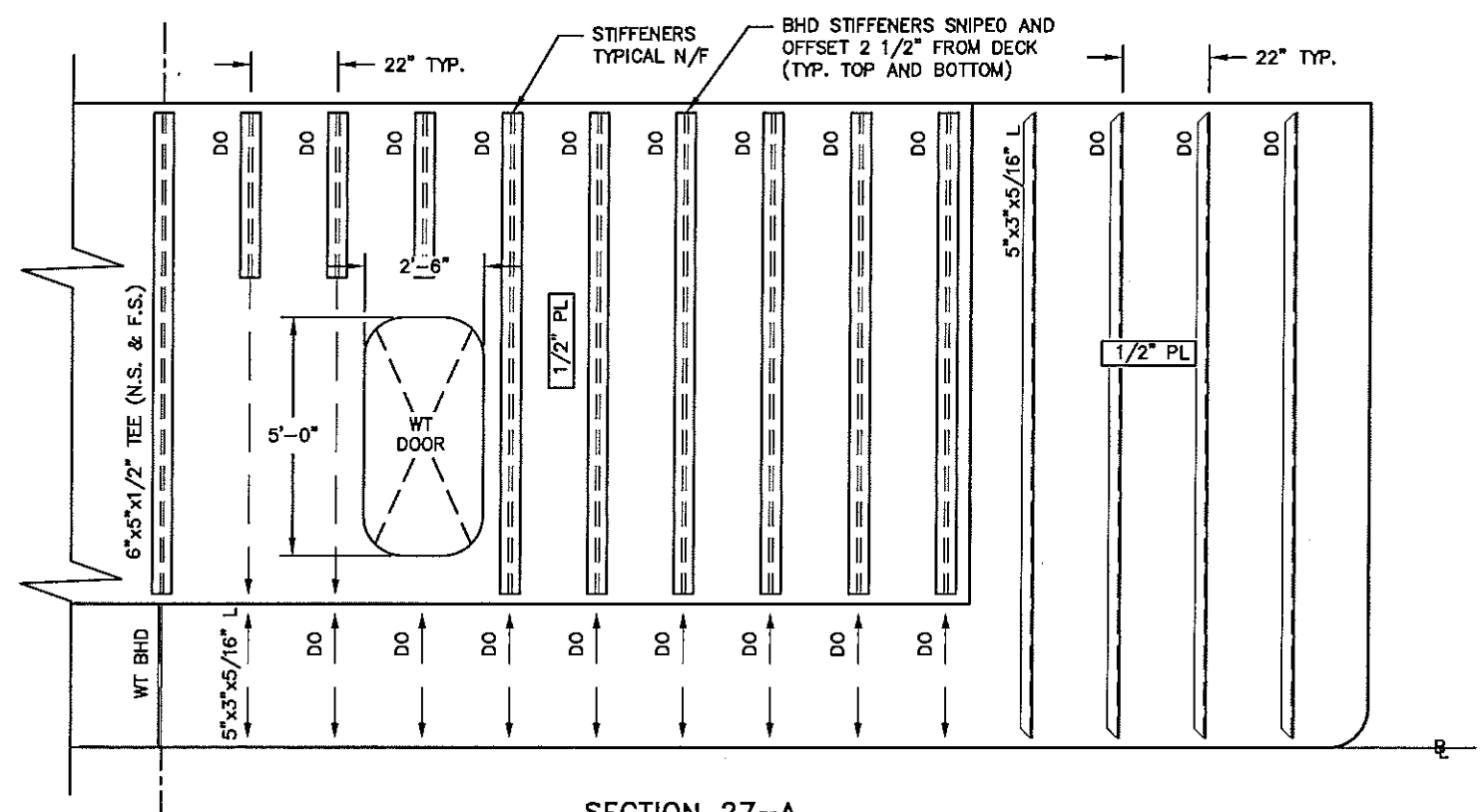
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	BARGE "AMC 160"				
	HULL STRUCTURE				
	STRUCTURAL SECTIONS				
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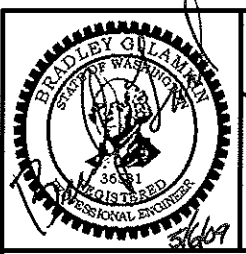

SECTION 27-C
SECTION AT FRAME 30 STBD (PORT SIM, OPP)
SCALE: 1/4"=1'-0"

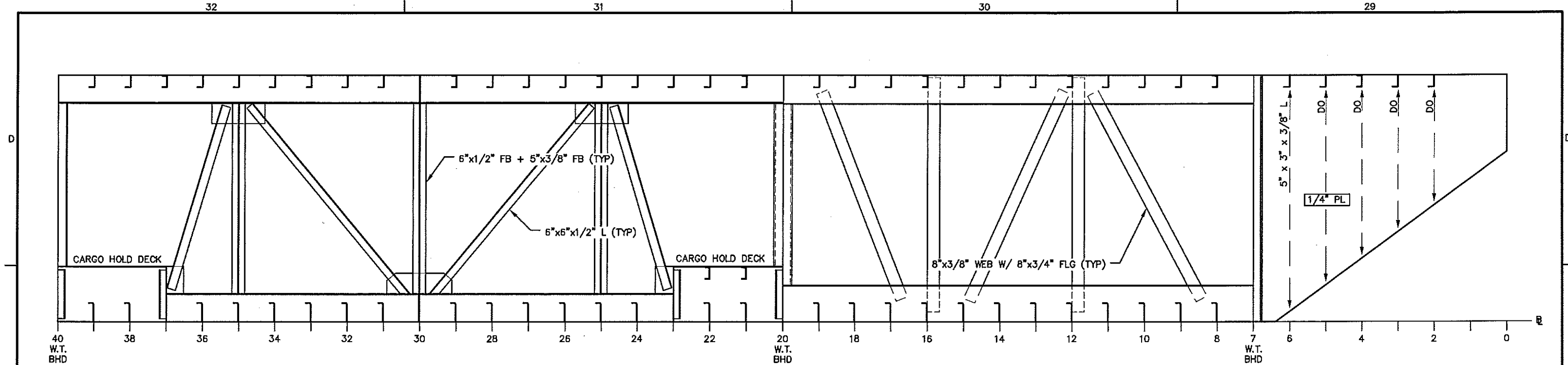


SECTION 25-C
CARGO RECESS HOLD STRUCTURE AT FRAME 30
SCALE: 3/4"=1'-0"

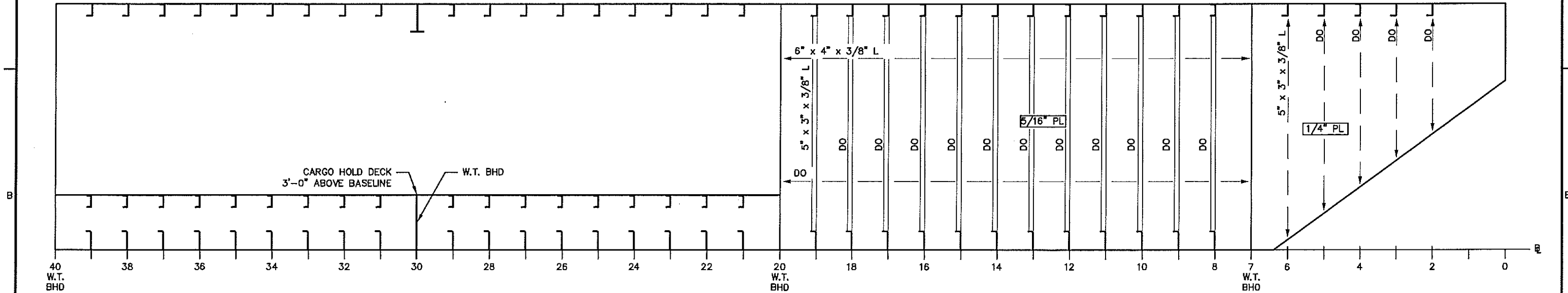


SECTION 27-A
SECTION AT FRAME 40 STBD (PORT SIM, OPP)
SCALE: 1/4"=1'-0"

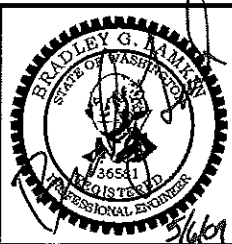
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ELEVATION 31-C
 ELEVATION AT CENTERLINE
 SCALE: 3/16"=1'-0"



ELEVATION 31-B
 ELEVATION 12' OFF CENTERLINE TO STBD, LOOKING PORT
 SCALE: 3/16"=1'-0"



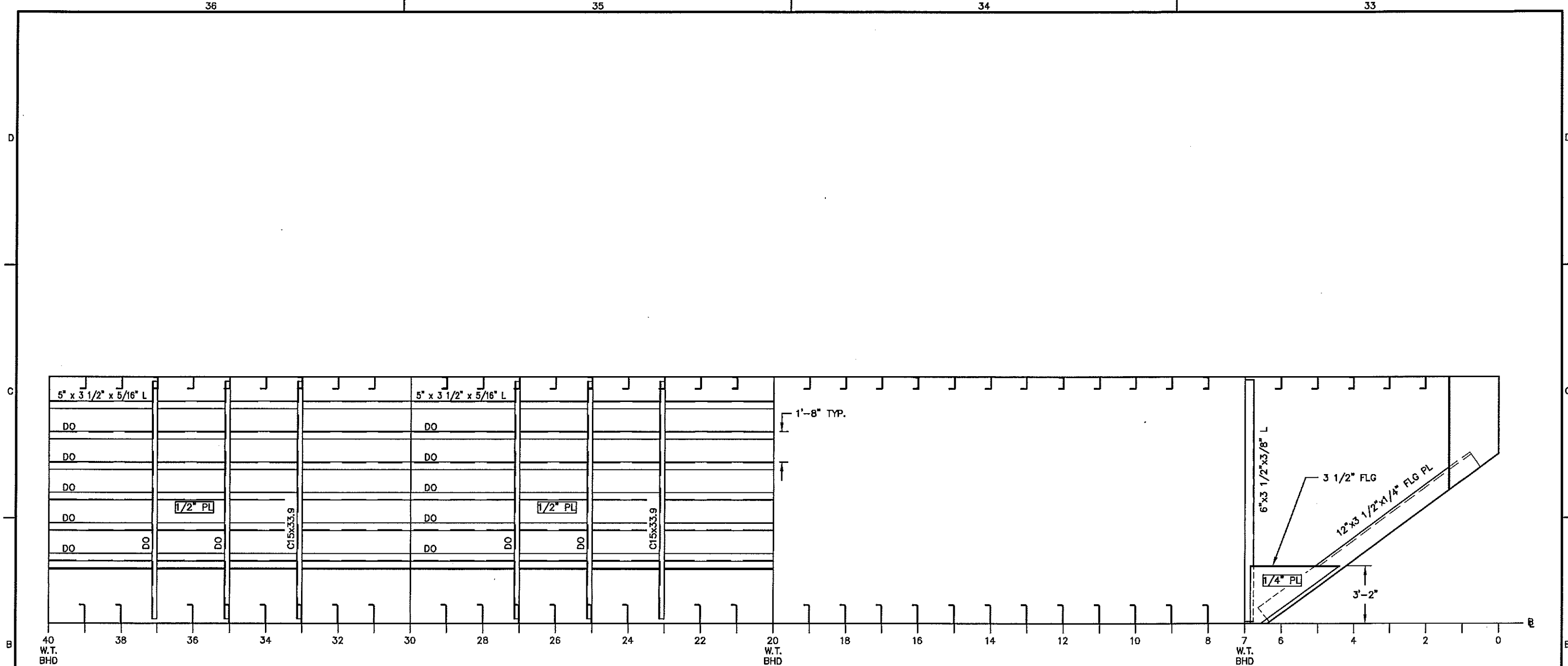
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 HONOLULU, HAWAII

BARGE "AMC 160"
 HULL STRUCTURE
 STRUCTURAL SECTIONS

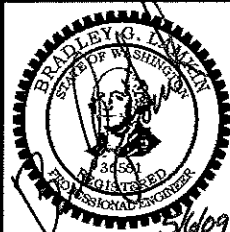

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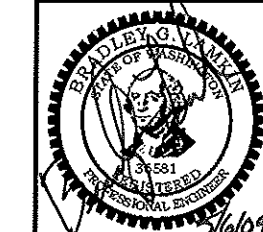
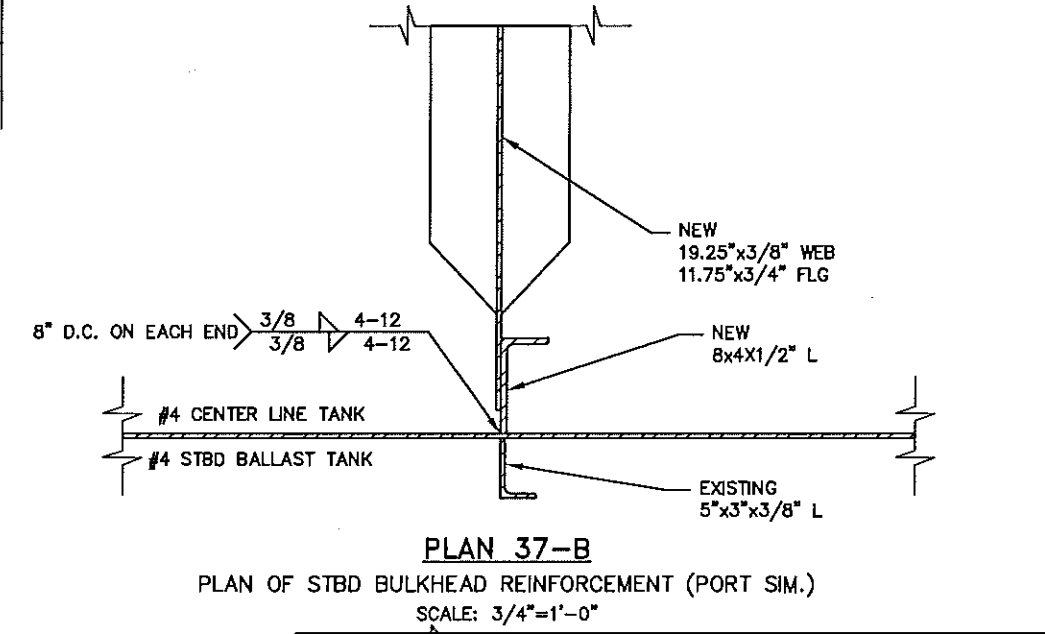
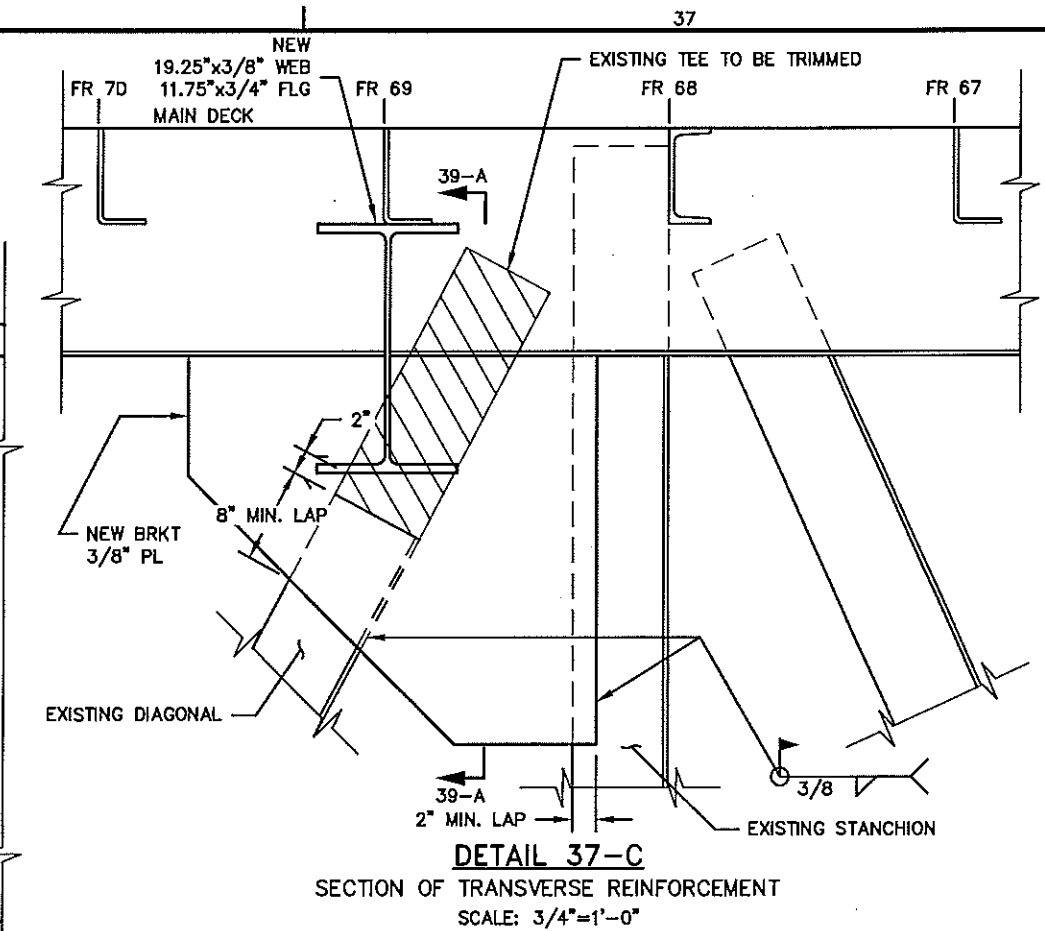
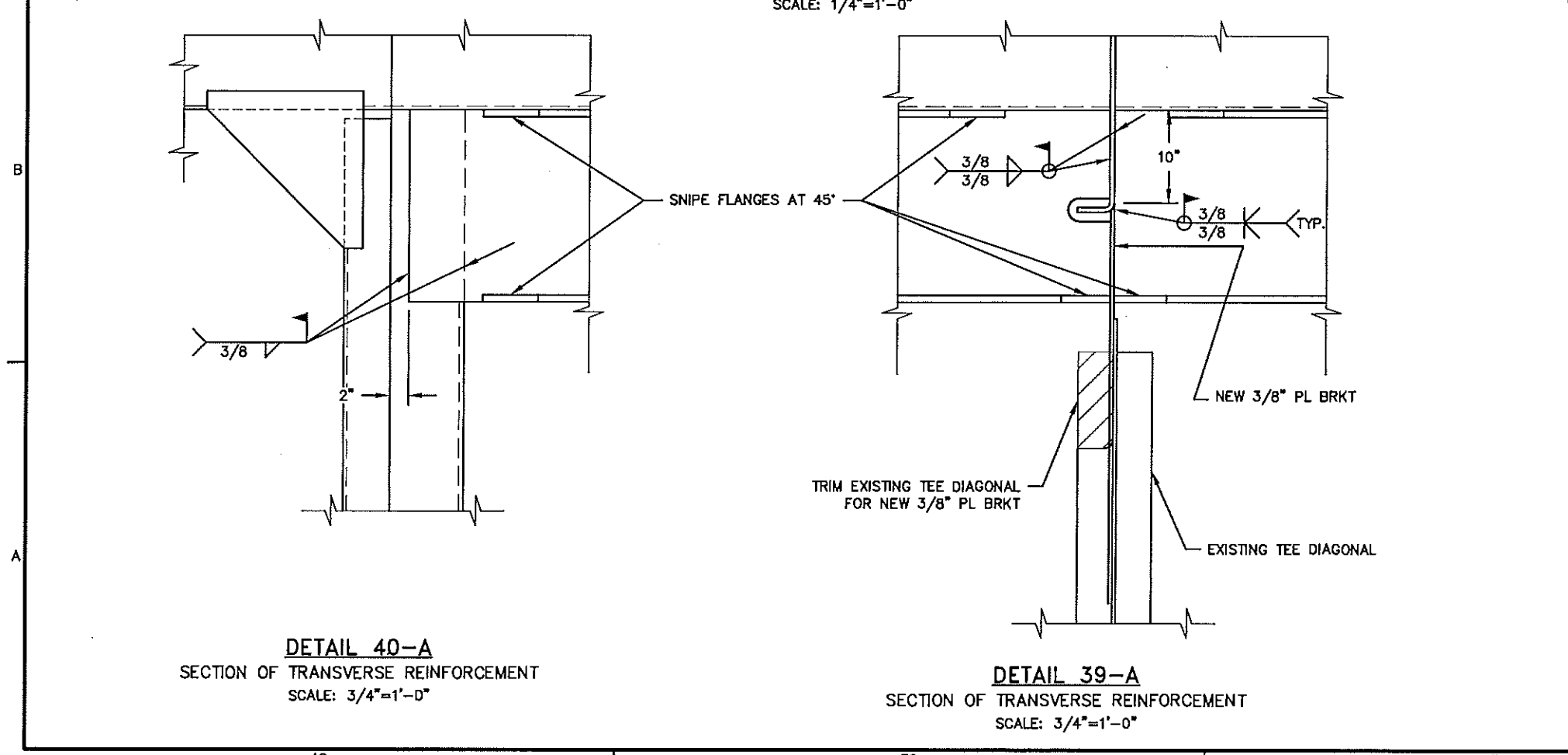
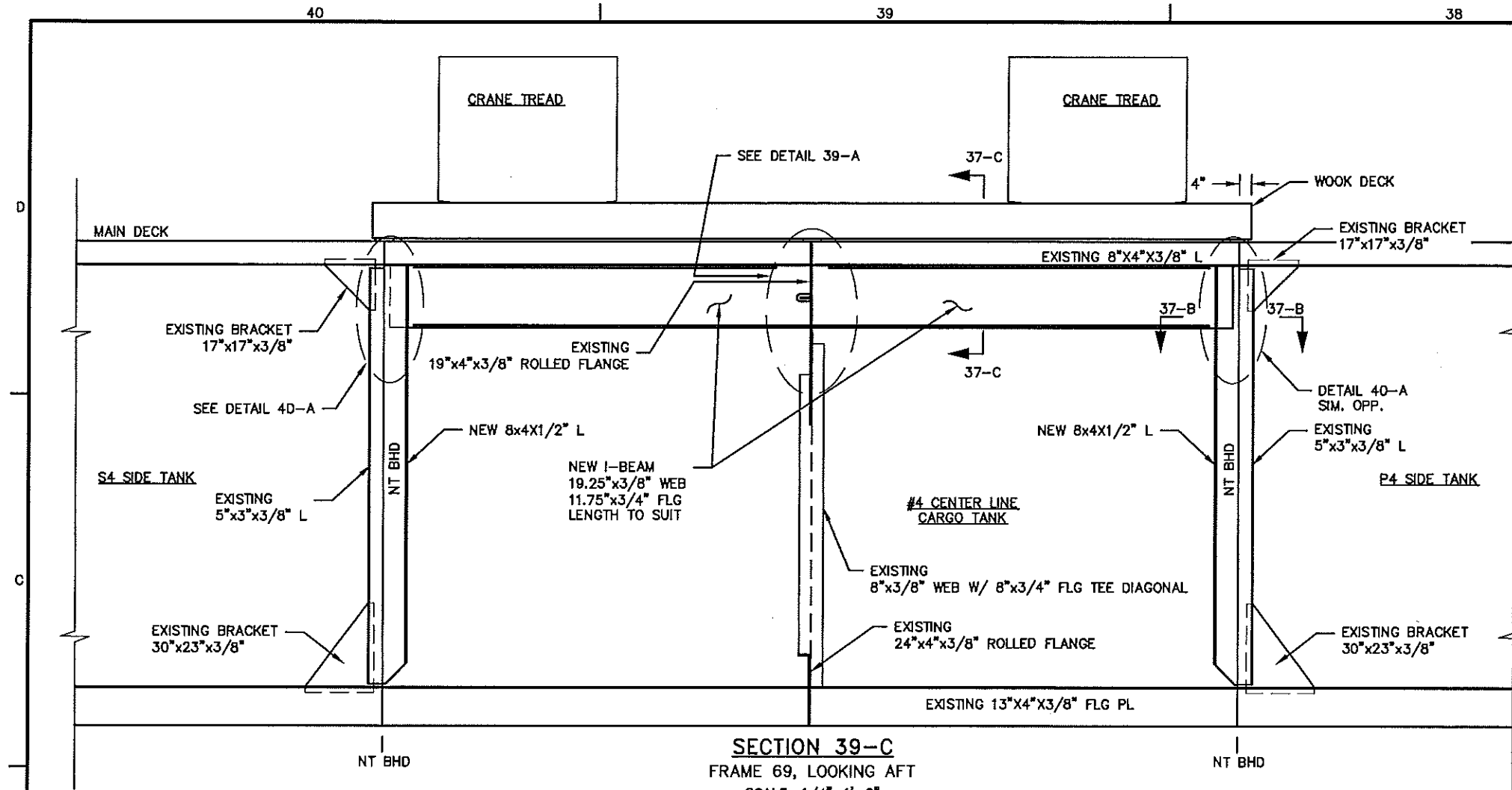
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ELEVATION 35-B
 ELEVATION 17' OFF CENTERLINE TO STBD, LOOKING PORT
 SCALE: 3/16"=1'-0"

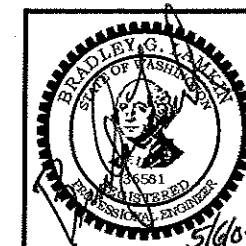
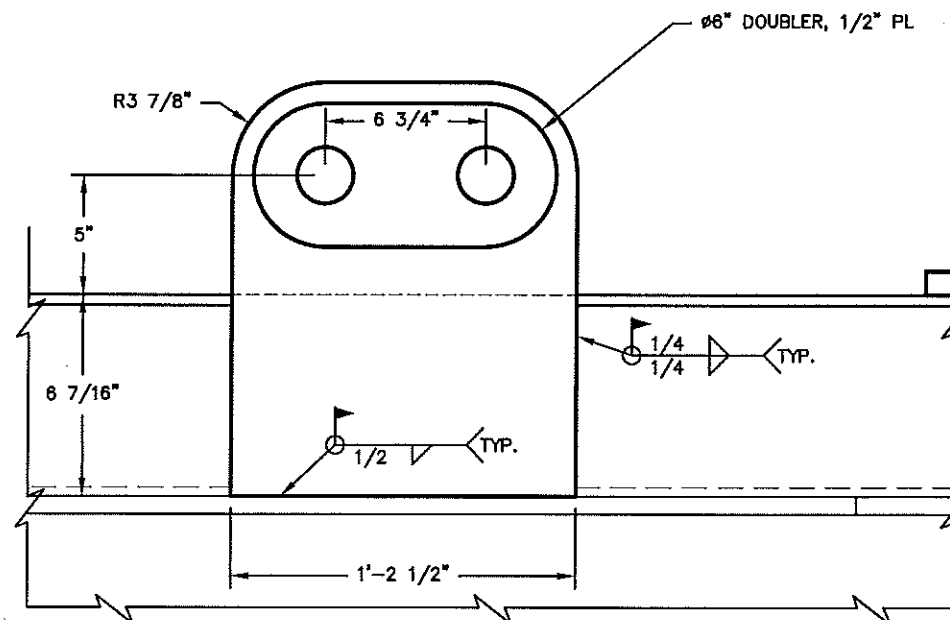
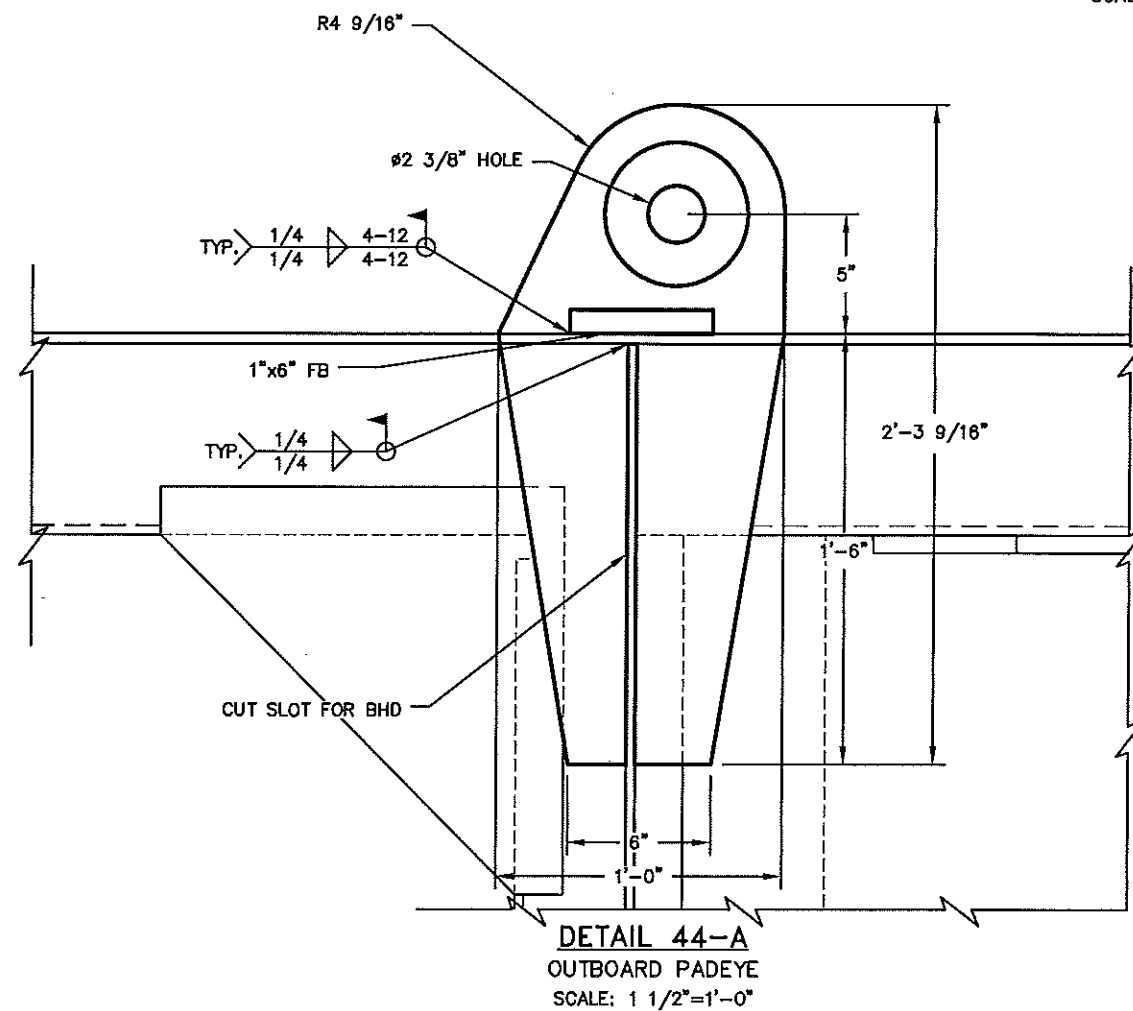
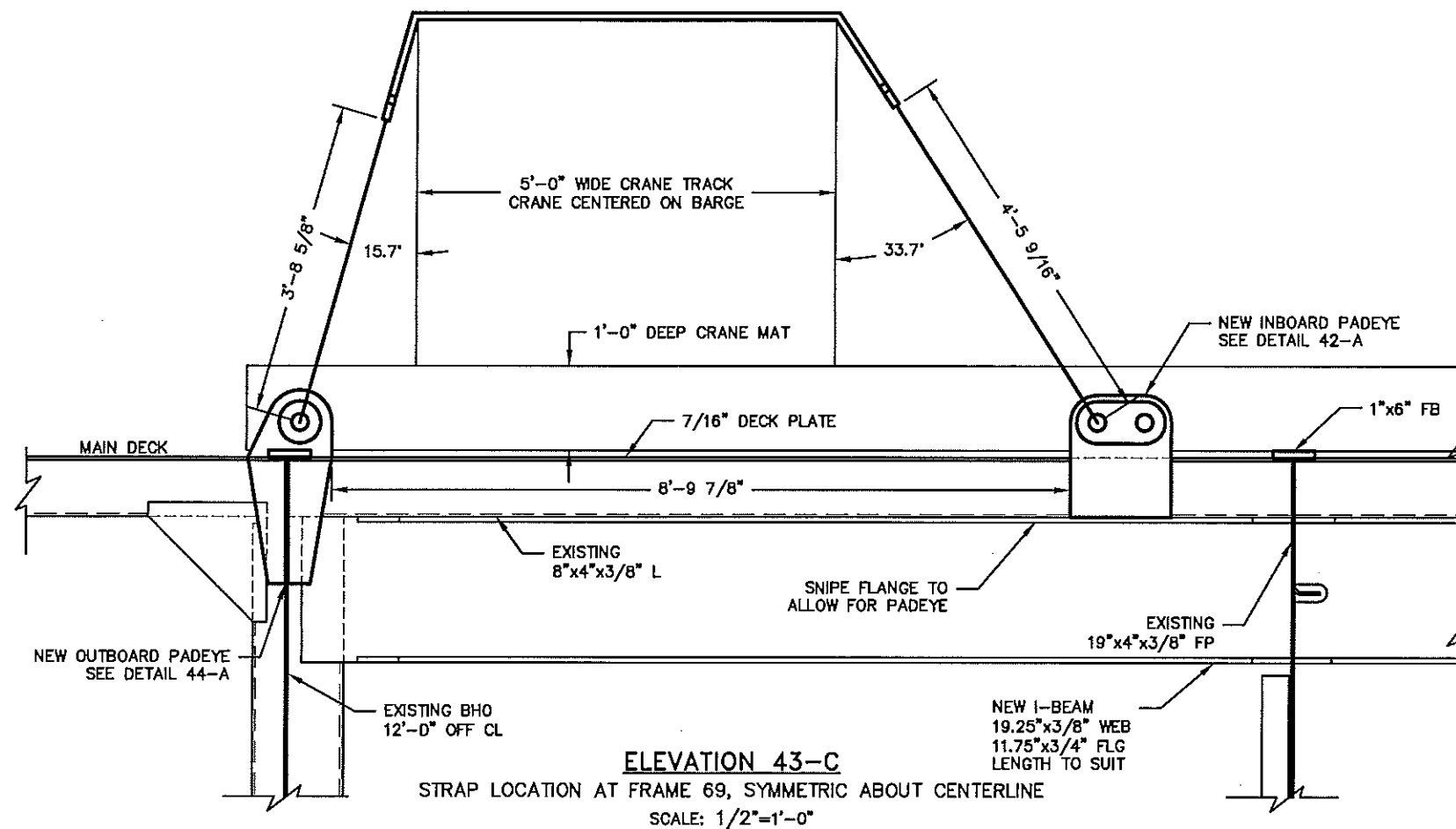
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AMERICAN MARINE CORP.
HONOLULU, HAWAII

BARGE "AMC 160"
HULL STRUCTURE
STRUCTURAL MODIFICATIONS AT FRAME 69

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AMERICAN MARINE CORP.
HONOLULU, HAWAII

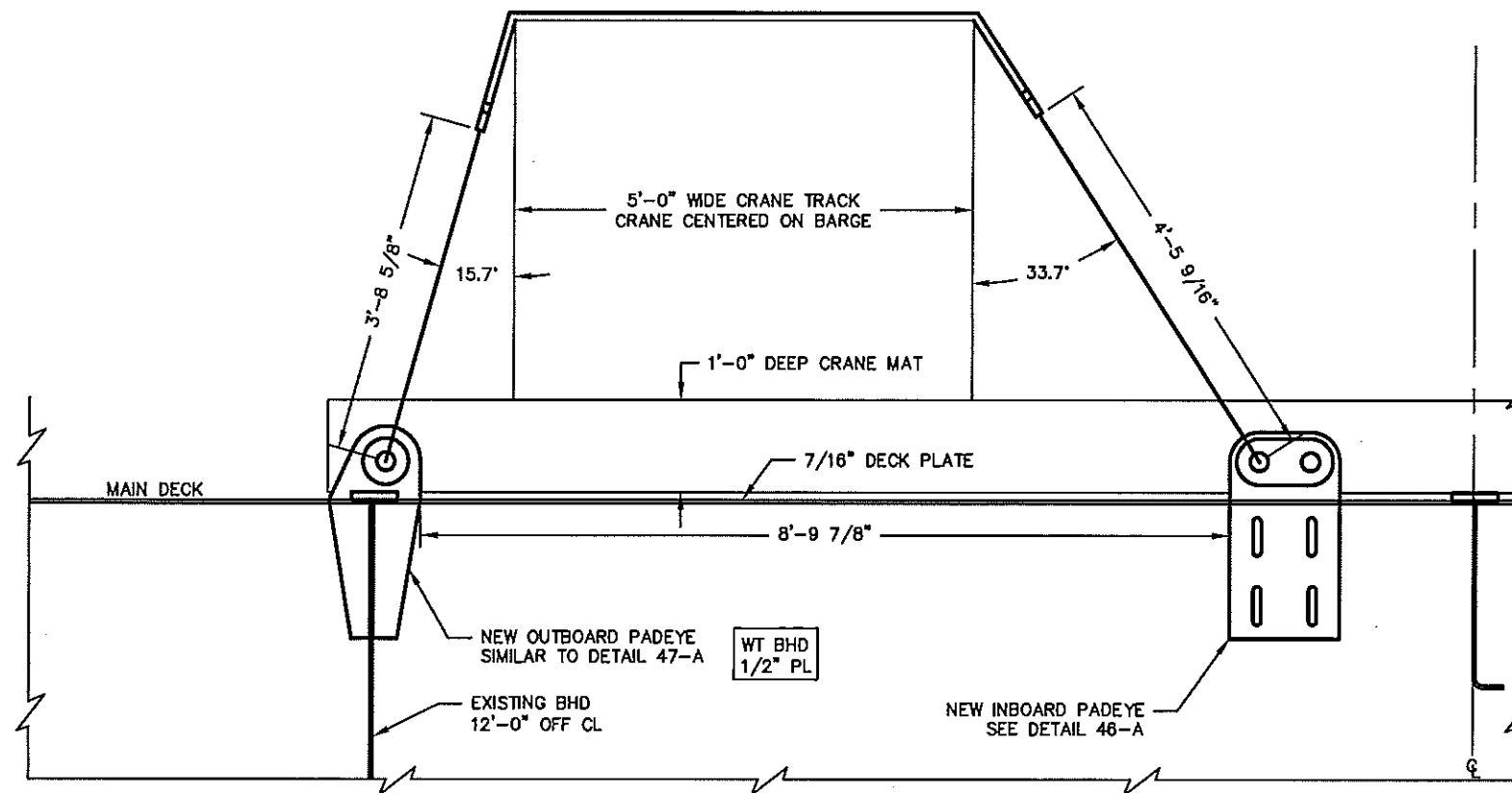
BARGE "AMC 160"
HULL STRUCTURE
PADEYES AT FRAME 69



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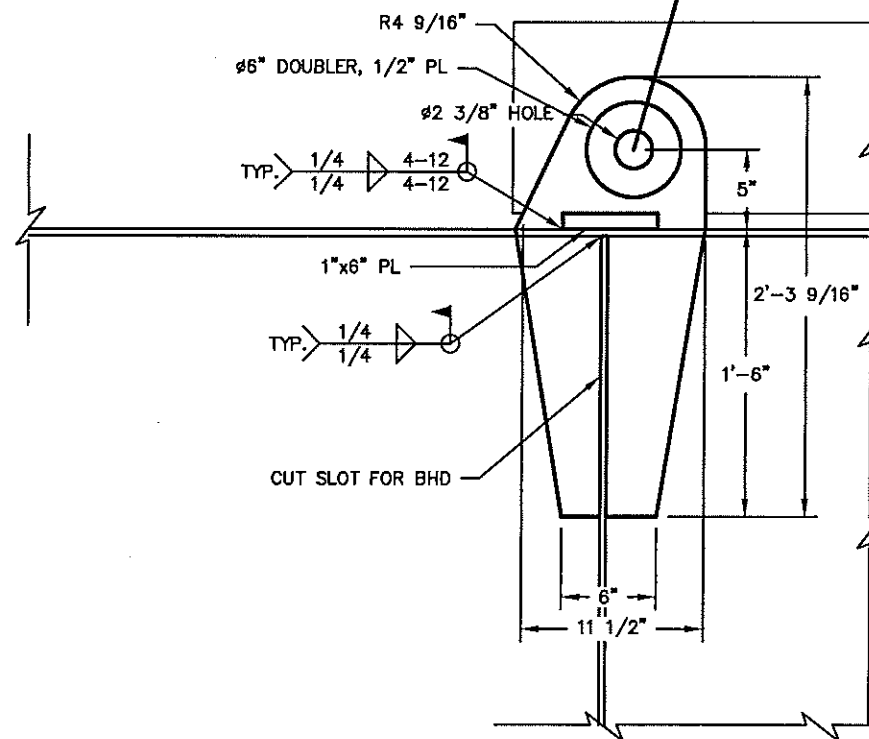
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Scale	Drawing Number		Rev		
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ELEVATION 47-C

STRAP LOCATION, SYMMETRIC ABOUT CENTERLINE

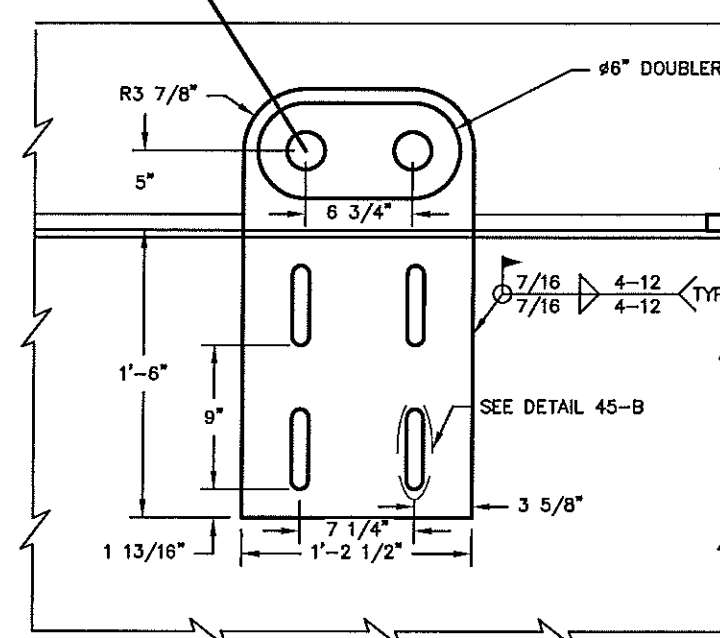
SCALE: 1/2"=1'-0"



DETAIL 47-A

OUTBOARD PADEYE

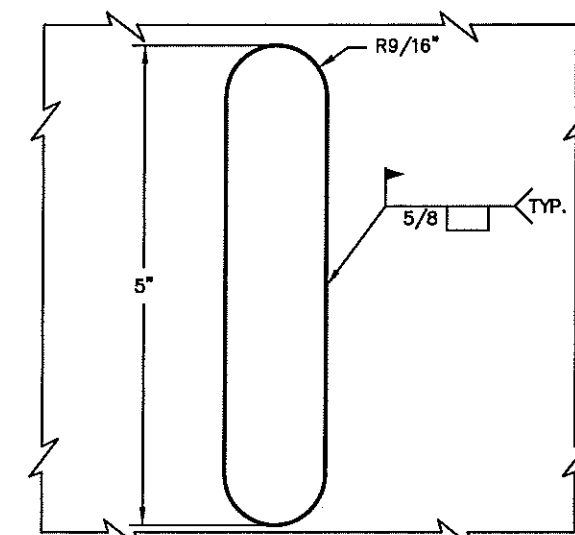
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DETAIL 46-A

INBOARD PADEYE

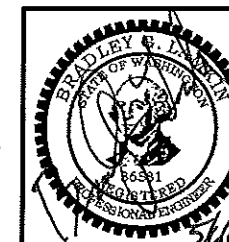
SCALE: 1"=1'-0"



DETAIL 45-B

INBOARD PADEYE PLUG WELD

SCALE: 6"=1'-0"

AMERICAN MARINE CORP.
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BARGE "AMC 160"

HULL STRUCTURE

PADEYE DETAIL AT FRAME 60

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North American Marine Consultants, LLC

GENERAL CONDITION SURVEY

CRANE BARGE “AMC 160”

OFFICIAL NUMBER: 1211112

GROSS/NET REGISTERED TONNAGE: 925 TONS

OWNED BY: AMERICAN MARINE CORPORATION

At the request of Mr. Robert Shanazarian and for the account of American Workboats, Inc., the undersigned independent marine surveyor inspected the subject vessel as it lay afloat and moored in the Marine Corps Base Hawaii in Kaneohe, Hawaii.

The purpose of the inspection was to determine to the extent possible the general condition of the vessel and to prepare a record of same.

Date of Survey:	January 31, 2017
Persons in Attendance:	Mr. Shane McShane American Workboats, Inc.
Independent Marine Surveyor:	Capt. Steven J. Bahnsen, NAMS-CMS

GENERAL DESCRIPTION

The vessel was found to be an all steel, welded deck barge, originally built in 1942 for the U.S. Army by American Bridge Company (Hull No. YC1389) in Ambridge, Pennsylvania. Its hull was divided by two longitudinal and five transverse, watertight bulkheads into a raked bow, square transom stern and 12 midbody compartments. The barge was outfitted with two double drum anchor winches and a Manitowoc 4500 crawler crane.

Registered hull dimensions were 160.0' x 51.0' x 13.5'.



CERTIFICATION AND DOCUMENTATION

The vessel maintained a current *U.S. Coast Guard Certificate of Documentation* issued March 30, 2016 and valid through April 30, 2017.

BOW COMPARTMENT

The port bow side plates contained scattered abrasions and indentations from 0-3/8" with no one area worthy of specific mention, except as follows:

The port bow side plating was generally lightly washboarded from 0-1/2" with internal vertical framing outlined in way.

The port bow corner plates contained scattered abrasions and indentations from 0-3/8" with no one area worthy of specific mention.

The port bow corner plating was fitted with a 10" half-pipe rub rail just below deck level, which made sighting the plate below difficult. The half-pipe rub rail was distorted from 0-1" over an area measuring 8" x 8" on the radius of the corner.

The headlog plates contained scattered abrasions and indentations from 0-3/8" with no one area worthy of specific mention.

The headlog plating was fitted with a 10" half-pipe rub rail just below deck level, which made sighting the plate below difficult. The half-pipe rub rail was distorted from 0-1" for a length of 10', extending inboard from the starboard bow corner.

The starboard bow corner plates contained scattered abrasions and indentations from 0-3/8" with no one area worthy of specific mention.

The starboard bow corner plating was fitted with a 10" half-pipe rub rail just below deck level, which made sighting the plate below difficult.

The starboard bow side plates contained scattered abrasions and indentations from 0-1/2" with no one area worthy of specific mention, except as follows:

The starboard bow side plating was distorted from 0-2", over an area measuring 2' x 2', centered 3' below deck and 4' aft the starboard bow corner.

The starboard bow side plating was equipped with a 72" heavy equipment tire fender, which was hung from chains shackled to padeyes welded on the side shell.



STARBOARD SIDE

The starboard side and gunwale plates in way of the midbody compartments contained scattered abrasions and indentations from 0-3/4" with no one area worthy of specific mention, except as follows:

The starboard side plating was distorted from 0-1" over an area measuring 2' x 4', centered 6' below deck and extending aft from the No. 1 midbody compartment forward bulkhead.

The starboard side plating was equipped with twenty two (22) 72" heavy equipment tire fenders, which were hung from chains shackled to padeyes welded to the side shell.

STERN COMPARTMENT

The starboard stern side plates contained scattered abrasions and indentations from 0-1" with no one area worthy of specific mention.

The starboard stern corner plates contained scattered abrasions and indentations from 0-3/8" with no one area worthy of specific mention.

The starboard stern corner plating was fitted with a 10" half-pipe rub rail just below deck level, which made sighting the plate below difficult.

The sternlog plates contained scattered abrasions and minor indentations from 0-1/2" with no one area worthy of specific mention.

The sternlog plating was fitted with a 10" half-pipe rub rail just below deck level, which made sighting the plate below difficult.

The port stern corner plates contained scattered abrasions and indentations from 0-1/2" with no one area worthy of specific mention.

The port stern rake knuckle plates contained scattered abrasions and indentations from 0-1/2" with no one area worthy of specific mention.

The port stern corner plating was fitted with a 10" half-pipe rub rail just below deck level, which made sighting the plate below difficult.



The port stern side plates contained scattered abrasions and indentations from 0-1/2" with no one area worthy of specific mention, except as follows:

The port stern side plating was distorted from 0-3/4" over an area measuring 2' x 3', centered 6' below deck and 6' forward the port stern corner.

PORT SIDE

The port side and gunwale plates in way of the midbody compartments contained scattered abrasions and indentations from 0-3/4" with no one area worthy of specific mention.

The port side plating was equipped with an 18" diameter, cylindrical rubber fender, which was hung longitudinally along the side shell by way of chains shackled to padeyes welded to the hull.

DECK

Deck Fittings:

Deck fittings appeared to be in good order unless otherwise noted and consisted of the following:

Bow:

- 10" double bitts to port and starboard
- Baier, flush mounted access hatch to port and starboard
- Anchor fairlead to port and starboard
- Tow bridle padeye to port and starboard equipped with 2.5" studded link tow bridle

Port and Starboard Midbody Compartments:

- (6) Baier, flush mounted access hatches to port and starboard
- (3) 48" cleats to port and starboard

Stern:

- 10" double bitt to port and starboard
- Anchor fairlead to port and starboard

Anchor Winches:



Fore and aft facing, double-drum anchor winches were welded to the port side of the barge at amidships. Each winch was powered by a Detroit Diesel, 6-71, marine diesel engine through a Twin Disc torque converter and chain drive. The winch drums were each spooled with approximately 1,500' of 1.25" steel anchor wire, which extended to their respective anchor fairleads and anchors.

A steel anchor winch control tower with an aft stairway was located above the winches. The control tower was painted blue and had windows in every bulkhead for visibility of the winch drums and all four anchors.

A steel control panel was located along the starboard bulkhead in the tower below the windows. The control panel was outfitted with the following:

- Fore and aft winch motor throttle actuators
- Fore and aft winch motor transmission selector
- No. 1 – No. 4 drum friction actuators
- No. 1 – No. 4 drum brake actuators
- No. 1 – No. 4 drum dog actuators
- Uniden, VHF marine radio

Crane:

A Manitowoc 4500 crawler crane, built in 1959 (serial no. 4762), was secured by large turnbuckles and shackles to a 12" x 12" hardwood timber mat on the stern portion of the deck. The crane had a 127' boom and was painted blue on its exterior.

The crane was powered by a Cummins, VT 600, diesel engine rated at 550 horsepower. A Dyna-Gem, 20kW generator powered by a Perkins, four-cylinder, radiator cooled generator motor was also housed in the crane body.

Safe working loads of the crane at 127' of boom were as follows:

<u>Boom Angle</u>	<u>Radius</u>	<u>Safe Working Load</u>
76°	35'	170,000 lbs
70°	50'	104,000 lbs.
62°	65'	74,000 lbs.
45°	95'	44,000 lbs
35°	110'	36,000 lbs
27°	120'	31,000 lbs.

COATINGS



The black, exterior hull coatings appeared to be in good condition and approximately 98% intact.

The gray, non-skid deck coatings were in good condition and appeared to be approximately 90% intact.

INTERIOR COMPARTMENTS

A steel access trunk with a six-dog watertight door provided access to a steel stairway with non-skid treads that led down to the below deck machinery and storage spaces.

Generator Compartment:

The generator room was located at the forward extreme of the hull compartments. The exposed steel overhead and bulkheads were painted white, and a combination of plywood panels and fiberglass reinforced grating covered the bottom framing. The compartment was dry and clean and internal coatings were in very good condition.

The generator room was generally utilized for storage, but did contain a Marathon Electric, Magnaplus, 40 kW generator powered by a John Deere, four-cylinder, generator motor.

Rigging Room:

A six-dog watertight door in the aft bulkhead of the generator room opened to the rigging room. The overhead and bulkheads in the rigging room were painted white and the steel deck plating was painted gray. The compartment was dry and clean and internal coatings were in very good condition.

The compartment was utilized for stowing miscellaneous pieces of rigging such as wire, synthetic slings, turnbuckles, mooring line, spare anchor wires and spare parts for the crane and anchor winches.

The rigging room was also equipped with a Quincy, QT-10, air compressor mounted atop a 150 gallon air receiver and powered by a 10 horsepower electric motor.



Barge Office:

A six-dog watertight door in the aft bulkhead of the rigging room opened to the barge office. The steel overhead and bulkhead plating in the office were painted white and the deck was painted gray. The compartment was clean and dry, and internal coatings were in very good condition.

The barge office was mostly open space, but it did contain a steel desk and an engineer's table for the crew to maintain logs and store plans and drawings. The barge's 14,000 gallon diesel oil tank was situated along the aft bulkhead.

SURVEYOR'S COMMENTS

The crane barge "AMC 160" is utilized for pile driving and dredging operations throughout the Hawaiian Islands. In the opinion of the undersigned, the barge appeared to be in good condition and was suitable for its current utilization.

Only the void spaces noted above were entered. Internal framing in the compartments that were not entered was expected to be distorted to conform to external hull conditions and the compartments were expected to be in a condition generally similar to those that were entered.

No ultra-sonic gauging or other accurate measurements of hull plate thickness were made by the undersigned.

The undersigned independent marine surveyor submits the above survey report without prejudice to the rights of all parties concerned.

NORTH AMERICAN MARINE CONSULTANTS, LLC

Capt. Steven J. Bahnsen, NAMS-CMS
Independent Marine Surveyor



Anchor winches and control tower



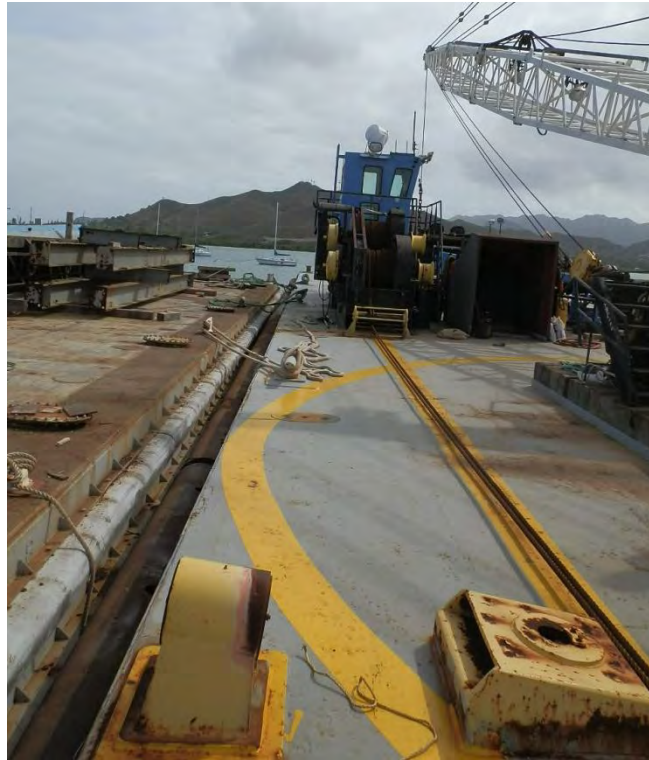
Port bow deck



Port bow deck



Port deck looking aft



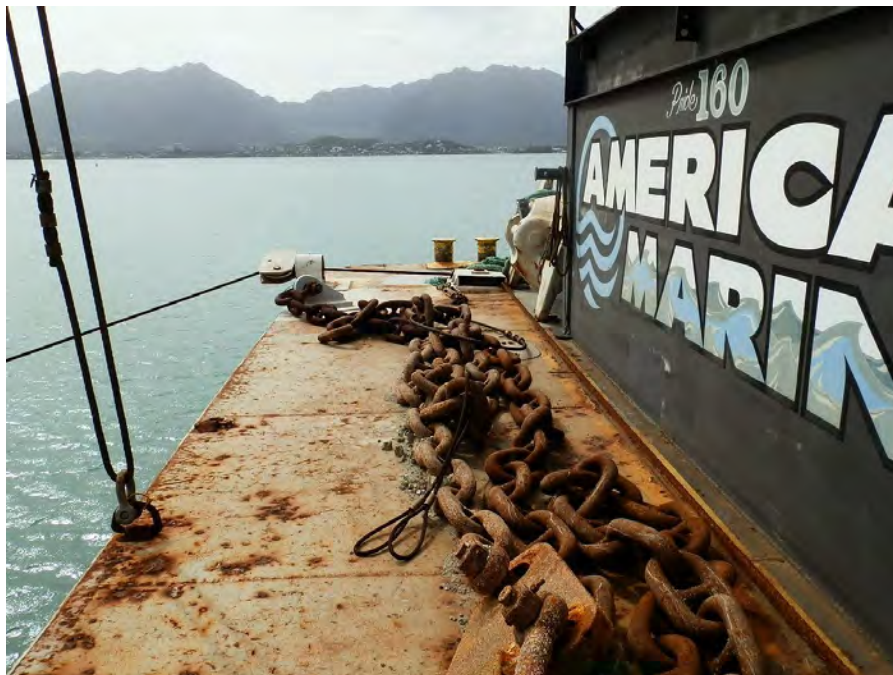
Port deck looking forward



Port stern deck



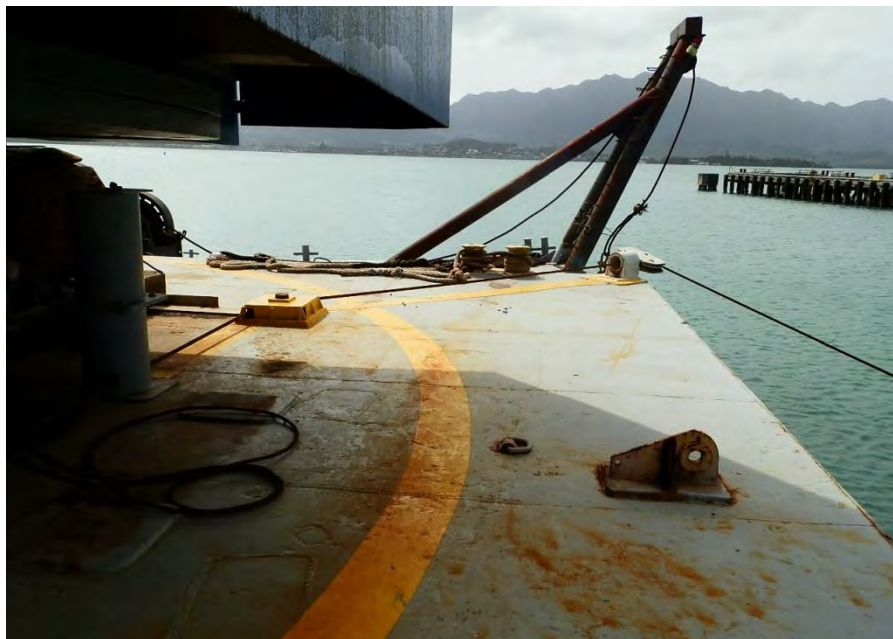
Port deck looking forward



Starboard bow deck



Starboard deck looking aft



Starboard stern



Starboard deck looking forward



Bow



Port bow corner



Port bow



Starboard bow corner



Starboard bow



Starboard side



Starboard stern



Generator room



Office / storeroom



Rigging room



Rigging room



Crane



Crane cab



Crane generator



Crane engine



Crane



AMC 160 moored in Kaneohe Harbor



Anchor winch control tower

BARGE YC-1389 ULTRASONIC THICKNESS INSPECTION
January 17, 2008

LOCATION

RESULTS

1) BOW RAKE

A)PORT 1

HEAD LOG	.460, .500
BOTTOM PLATE	.505, .495
SIDE SHELL	.485, .445
CORNER (RAKE SIDE SHELL TRANSITION)	.740, .640
AFT BULKHEAD	.300

B)PORT 2

HEAD LOG	.490
BOTTOM PLATE	.500
PORT BULKHEAD	.240, .235
AFT BULKHEAD	.300

C)STARBOARD 2

HEAD LOG	.500
BOTTOM PLATE	.495
PORT BULKHEAD	.285
AFT BULKHEAD	.300

D)STARBOARD 1

HEAD LOG	.340, .435
BOTTOM PLATE	.485, .500
SIDE SHELL	.500
CORNER (RAKE SIDE SHELL TRANSITION)	.765, .755
PORT BULKHEAD	.240, .285
AFT BULKHEAD	.320

2) PORT #1 VOID

FORWARD BULKHEAD	.310, .375
SIDE SHELL	.505, .435
STARBOARD BULKHEAD	.310, .315
AFT BULKHEAD	.535

BOTTOM PLATE	.515, .490
3) CENTER #1 VOID	
FORWARD BULKHEAD	.225, .350
PORT BULKHEAD	.300
AFT BULKHEAD	.500
BOTTOM PLATE	.505, .480
4) STARBOARD #1 VOID	
FORWARD BULKHEAD	.265
PORT BULKHEAD	.295, .315
AFT BULKHEAD	.490
SIDE SHELL	.470
BOTTOM PLATE	.470, .435, .395
5) PORT BALLAST TANK #2A	
FORWARD BULKHEAD	.525
SIDE SHELL	.480
AFT BULKHEAD	.355
INBOARD BULKHEAD	.495
BOTTOM PLATE	.380, .460
6) PORT BALLAST TANK #2B	
FORWARD BULKHEAD	.350
SIDE SHELL	.430
AFT BULKHEAD	.495
INBOARD BULKHEAD	.480
BOTTOM PLATE	.450
7) #2 CENTER CARGO TANK	
FORWARD BULKHEAD	.430
PORT BULKHEAD	.345
AFT BULKHEAD	.475
STARBOARD BULKHEAD	.465
BOTTOM PLATE	.605
STEEL FLOOR UNDER CONCRETE	.480, .455
8) STARBOARD BALLAST TANK #2A	
FORWARD BULKHEAD	.485
SIDE SHELL	.435

AFT BULKHEAD	.310
INBOARD BULKHEAD	.500
BOTTOM PLATE	.435, .485

9) STARBOARD BALLAST TANK #2B

FORWARD BULKHEAD	.355
SIDE SHELL	.385, .415
AFT BULKHEAD	.520
INBOARD BULKHEAD	.485
BOTTOM PLATE	.440, .500

10) PORT BALLAST TANK #3A

FORWARD BULKHEAD	.500
SIDE SHELL	.435
AFT BULKHEAD	.300
INBOARD BULKHEAD	.465
BOTTOM PLATE	.440

11) PORT BALLAST TANK #3B

FORWARD BULKHEAD	.300
SIDE SHELL	.500
AFT BULKHEAD	.500
INBOARD BULKHEAD	.495
BOTTOM PLATE	.423

12) #3 CENTER CARGO TANK

FORWARD BULKHEAD	.480, .405
PORT BULKHEAD	.420, .485
AFT BULKHEAD	.450, .475
STARBOARD BULKHEAD	.410, .485
BOTTOM PLATE	.630
STEEL FLOOR UNDER CONCRETE	.480, .490

13) STARBOARD BALLAST TANK #3A

FORWARD BULKHEAD	.500
SIDE SHELL	.405
AFT BULKHEAD	.370
INBOARD BULKHEAD	.485
BOTTOM PLATE	.485

14) STARBOARD BALLAST TANK #3B

FORWARD BULKHEAD	.325, .335
SIDE SHELL	.415, .430
AFT BULKHEAD	.480, .500
INBOARD BULKHEAD	.450, .495
BOTTOM PLATE	.495

15) PORT #4 VOID

FORWARD BULKHEAD	.495
SIDE SHELL	.495
AFT BULKHEAD	.305, .280
STARBOARD BULKHEAD	.340, .355
BOTTOM PLATE	.415, .490

16) CENTER #4 VOID

FORWARD BULKHEAD	.500
PORT BULKHEAD	.323
AFT BULKHEAD	.305
STARBOARD BULKHEAD	.300
BOTTOM PLATE	.465

17) STARBOARD #4 VOID

FORWARD BULKHEAD	.465
SIDE SHELL	.365, <u>.315</u>
AFT BULKHEAD	.315
PORT BULKHEAD	.310
BOTTOM PLATE	.445

18) STERN RAKE

A) PORT #1

HEAD LOG	.555
BOTTOM PLATE	.495
SIDE SHELL	.495
INBOARD BULKHEAD	.300
CORNER (RAKE SIDE SHELL TRANSITION)	.630, .745

B) PORT #2

HEAD LOG	.555
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B) PORT #2 CONT.

BOTTOM PLATE	.495
FORWARD BULKHEAD	.300, .310
STARBOARD BULKHEAD	.220

C) STARBOARD #2

HEAD LOG	.500, .545
BOTTOM PLATE	.500
PORT BULKHEAD	.225, .240
FORWARD BULKHEAD	.360, .265
STARBOARD BULKHEAD	.220

D) STARBOARD #1

HEAD LOG	.500
BOTTOM PLATE	.360, .490
SIDE SHELL	.465, .340
PORT BULKHEAD	.240
CORNER (RAKE SIDE SHELL TRANSITION)	.740

