



## NOTES

### GENERAL:

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1.
- B. THIS DRAWING DEPICTS MINIMUM PROCEDURES APPLICABLE TO THE HANDLING, STOWAGE, AND BRACING ABOARD SHIPS OF THE GUIDED MISSILE SUB-SYSTEM INTERCEPT-AERIAL, CARRIER MOUNTED, M48, FOR THE CHAPARRAL MISSILE SYSTEM.
- C. THE CARRIER SHOWN HEREIN MAY BE STOWED IN THE SAME HOLD OR TWEEN DECK WITH OTHER TYPES OF CARGO. HOWEVER, IF THIS ITEM IS TO BE STOWED ADJACENT TO DANGEROUS ARTICLES, PERTINENT REQUIREMENTS OF COAST GUARD REGULATION NO. CG 108 MUST BE APPLIED.
- D. LADING DATA:  
  
DIMENSIONS ----- 19'-3-1/4" LONG X 8'-9-3/4" WIDE X 10'-1" HIGH. .  
GROSS WEIGHT ----- 25,578 LBS ( APPROX ).  
CUBE ----- 1,712 CU. FT.
- E. CONVERSION TO METRIC EQUIVALENTS: DIMENSIONS WITHIN THIS DOCUMENT ARE EXPRESSED IN INCHES AND WEIGHTS ARE EXPRESSED IN POUNDS. WHEN NECESSARY, THE METRIC EQUIVALENTS MAY BE COMPUTED ON THE BASIS OF ONE INCH EQUALS 25.4MM, AND ONE POUND EQUALS 0.454KG.

### HANDLING:

- A. PERTINENT PROVISIONS OF TITLE 46 CODE OF FEDERAL REGULATIONS APPLY.
- B. HANDLING OF THE CARRIER SHOULD BE ACCOMPLISHED BY USING THE "SPECIAL LIFTING DEVICE" ( APN 5952332 ) AND THE LIFT POINTS DESIGNATED HEREIN.
- C. THE HANDLING SLING SHALL BE OF A DESIGN AND CONFIGURATION TO LIFT THE ITEM IN SUCH A MANNER THAT THE CABLE LEGS DO NOT COME IN CONTACT WITH OR APPLY PRESSURE AGAINST THE FRAMING, SUPERSTRUCTURE OR OTHER MEMBERS OF THE ITEM WHEN BEING LIFTED.
- D. EACH LEG OF THE HANDLING SLING MUST BE SECURELY ATTACHED TO A LIFT POINT PRIOR TO LIFTING.
- E. A LEVEL LIFT OR FORWARD END HIGH LIFT IS MANDATORY. THE CENTER OF GRAVITY OF THIS ITEM IS SHOWN TO ASSIST IN DETERMINING CABLE LENGTHS TO ASSURE A SAFE LIFT.

### STOWAGE AND BRACING:

- A. WHEN STOWING THE CARRIER WITHIN THE HOLD OR TWEEN DECK, BRACING BETWEEN CARRIERS OR BETWEEN A CARRIER AND OTHER CARGO SHALL ONLY BE APPLIED AGAINST THE TRACK WHEELS AND/OR TRACKS OF THE VEHICLE. ALSO, OTHER CARGO ITEMS MUST NOT BE STACKED ON TOP OR BE BRACED AGAINST ANY OTHER PART OF THE CARRIER THAN AS IDENTIFIED IMMEDIATELY ABOVE.
- B. SPECIES, GRADE AND SIZE OF LUMBER TO BE USED WILL COMPLY WITH REQUIREMENTS OF CURRENT SHIPWRIGHT-CARPENTRY AND RELATED SERVICES CONTRACTS. BRACING METHODS AND LUMBER SIZES DEPICTED IN THIS DRAWING ARE CONSIDERED MINIMUM AND ARE NOT INTENDED TO CONFLICT WITH CONTRACT REQUIREMENTS.
- C. THE CARRIER IS EQUIPPED WITH TIE DOWN DEVICES AS SHOWN HEREIN WHICH ARE SYMMETRICAL ABOUT THE LONGITUDINAL LINE OF CENTER. THE CARRIER SHOULD BE SECURED FORE AND AFT TO SHIP TIE DOWN POINTS USING A MINIMUM OF TWO SYMMETRICALLY LOCATED TIE DOWN DEVICES IN EACH DIRECTION AS TYPICALLY SHOWN WITHIN THIS DOCUMENT.
- D. A TYPICAL TIE DOWN PROCEDURE IS SHOWN AND DEPICTS THE PREFERRED METHOD OF USING CABLES AND TURNBUCKLES. IF USED, A TURNBUCKLE MUST BE OF A SIZE EQUAL IN STRENGTH TO THE MINIMUM SIZE CABLE REQUIRED TO SECURE THE ITEM. IN LIEU OF CABLES AND TURNBUCKLES, SECUREMENT MAY BE ACCOMPLISHED BY OTHER ACCEPTED METHODS.

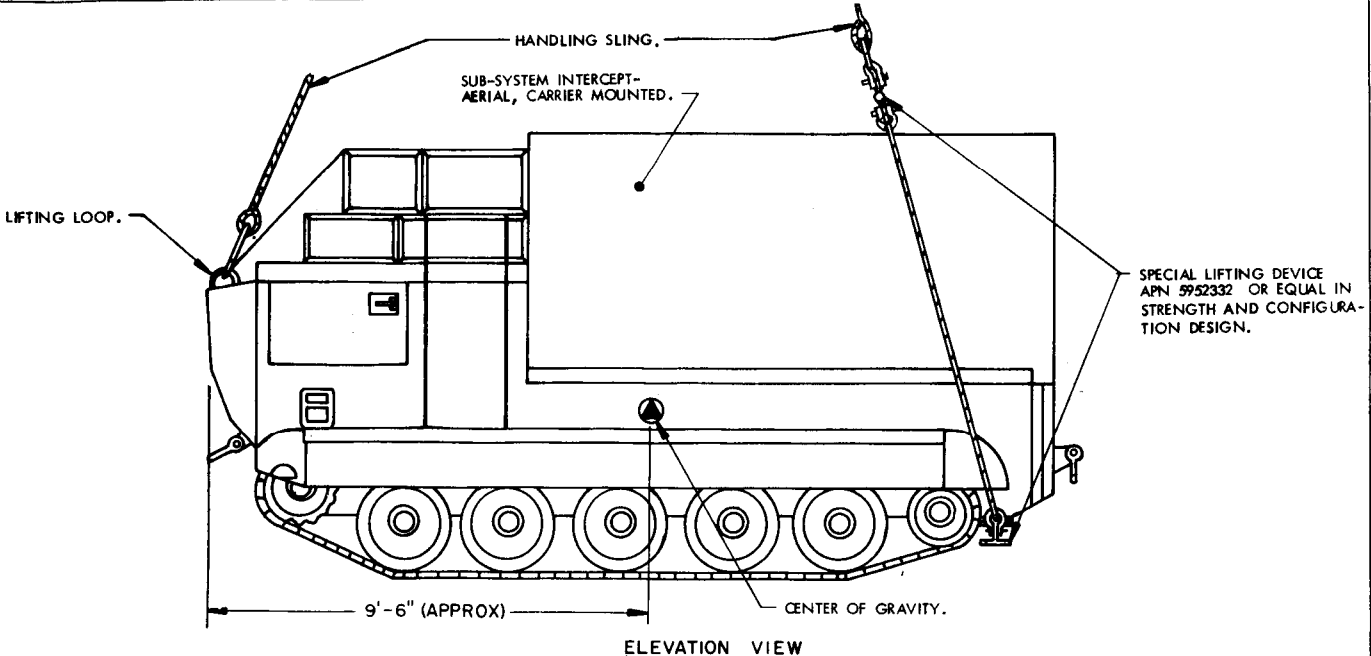
## REVISIONS

REVISION NO. 1, DATED JULY 1979, CONSISTS OF:

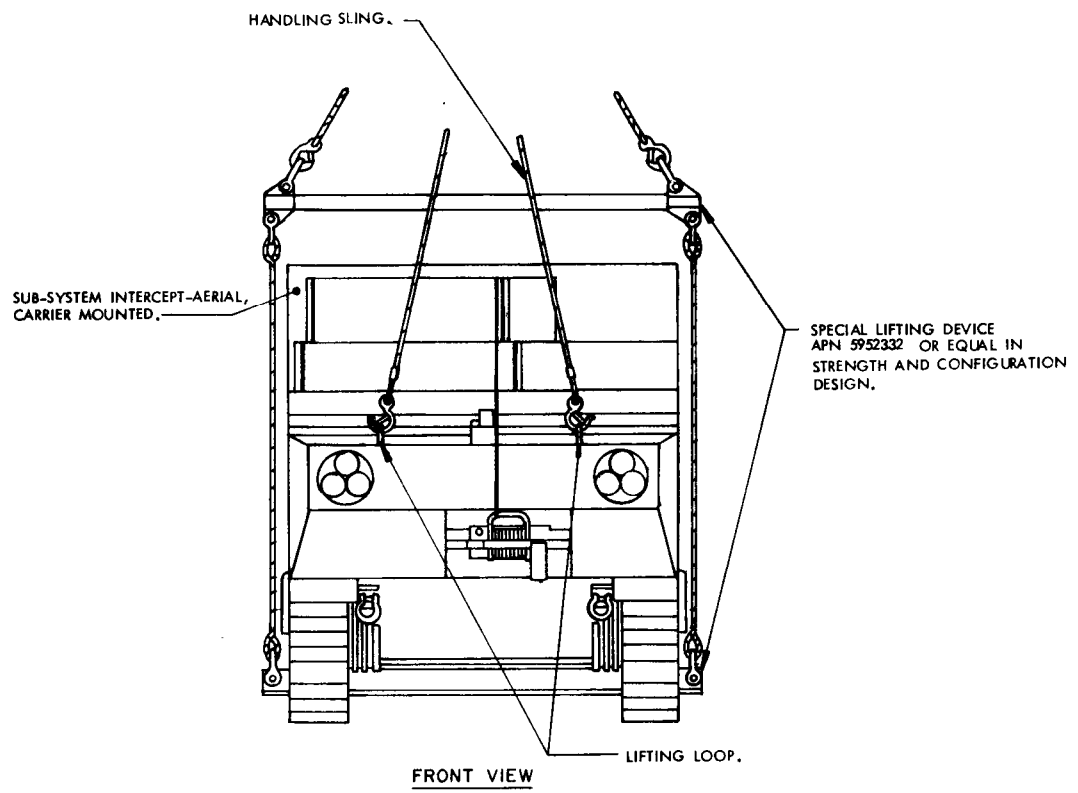
1. DELETING BOWS FROM FRONT OF VEHICLE.
2. SHOWING BOXED ITEMS OVER ENGINE/CAB COMPARTMENT.
3. SHOWING LIFT PROCEDURES USING SPECIAL LIFTING DEVICE.
4. CHANGING LADING DATA.
5. DELETING X FROM XM48.
6. CHANGING PROCEDURES TO CONFORM TO CURRENT STANDARDS.

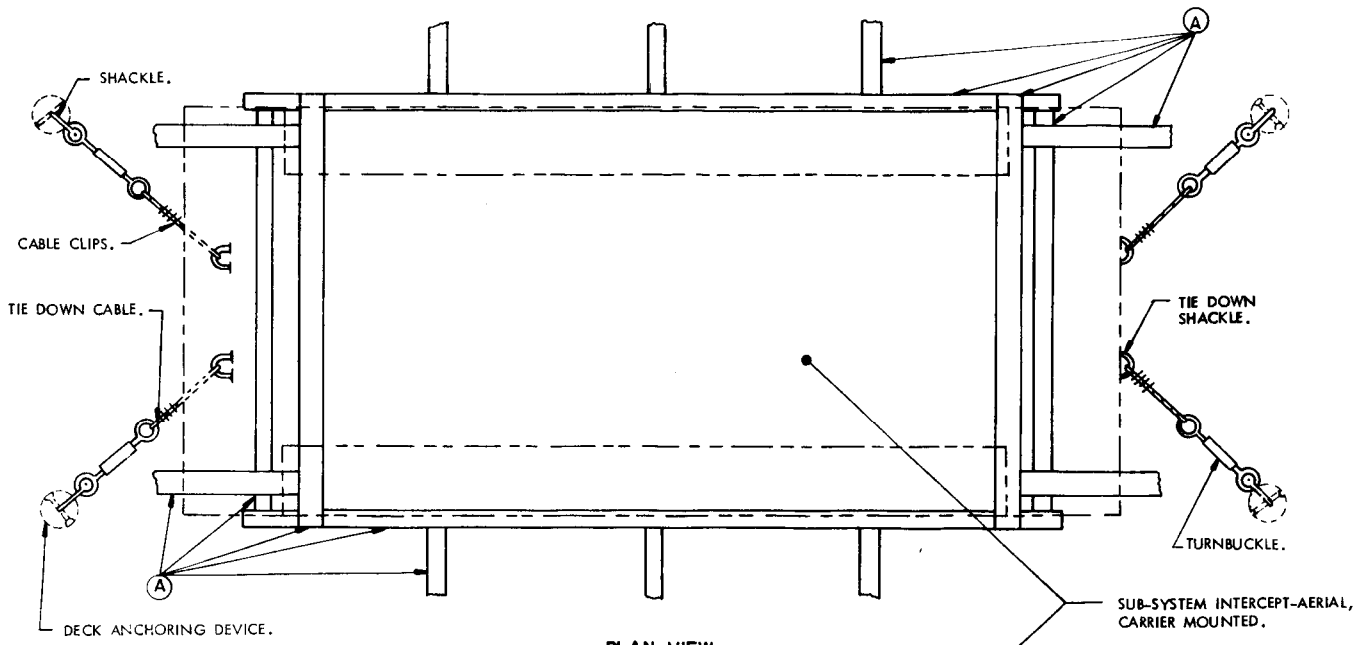
REVISION NO. 2, DATED JUNE 1985, CONSISTS OF:

1. INCREASING HEIGHT OF CARRIER.
2. UPDATING GENERAL NOTES.



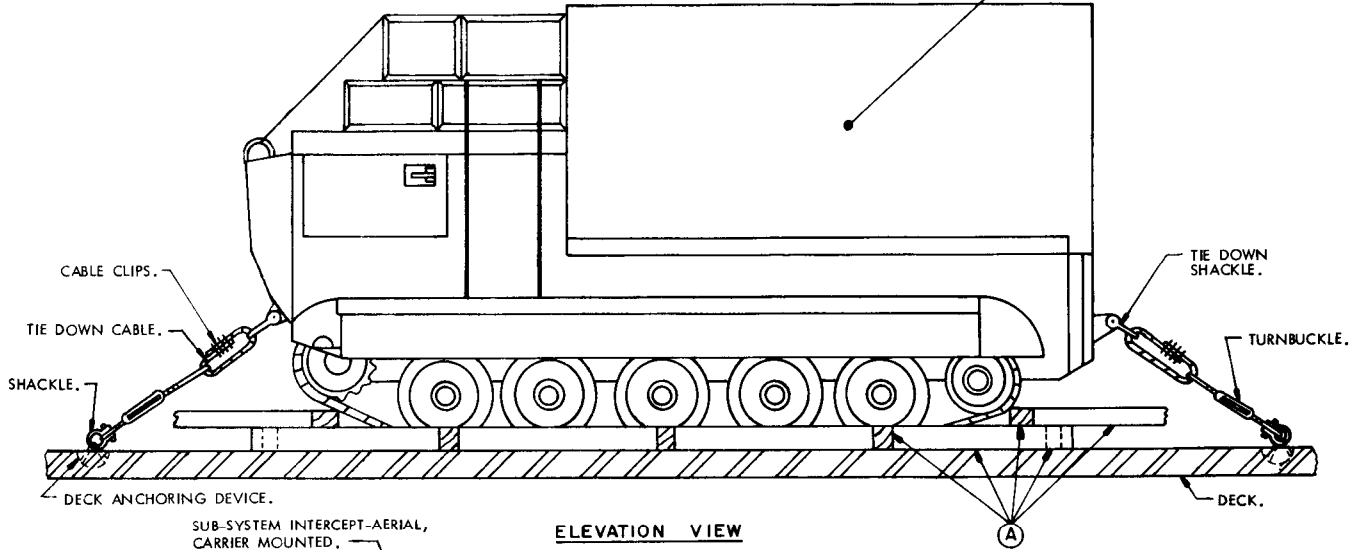
PRECAUTIONARY PROVISIONS FOR HANDLING, STORAGE AND BRACING AS SPECIFIED IN THE NOTES ON PAGE 2 MUST BE OBSERVED.



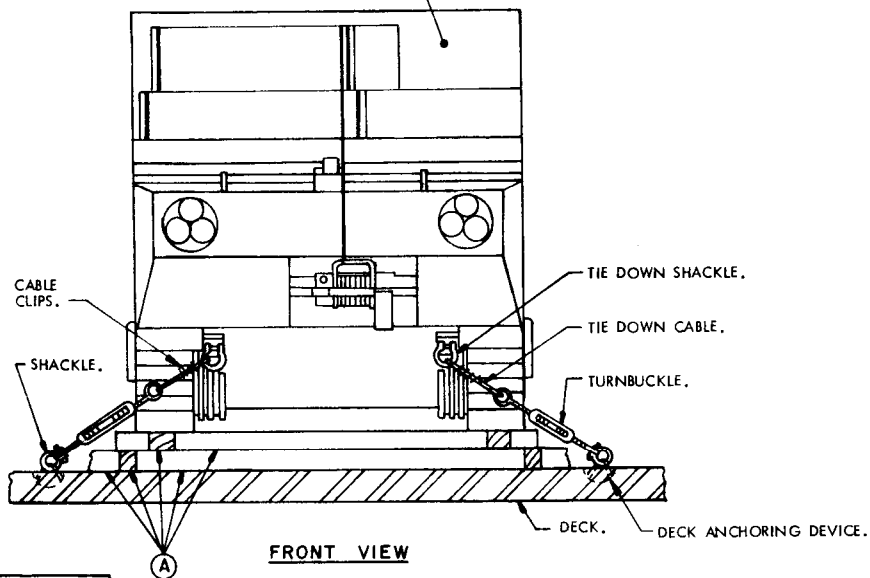


**PLAN VIEW**

PHANTOM LINES INDICATE VEHICLE AND TRACK.



**ELEVATION VIEW**



**FRONT VIEW**

MINIMUM LUMBER SIZES	
(A)	4" X 6"

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