**Queen Mary 2**

In 1967 when the old Queen Mary (1936) and Queen Elizabeth (1940) crossed in mid Atlantic for the last time everybody expected that it would be the last time that there would be two Cunard Queens on the "western ocean". Similarly, when the Queen Elizabeth 2 entered service in 1969 everybody said that she would be the last Atlantic liner...

At 150,000 gross tons, the Cunard liner Queen Mary 2 is the largest, longest, widest, tallest passenger ship ever built. She is also the first ship of her type built since Queen Elizabeth 2, being a true liner rather than a cruise ship. With her long, slender and exceptionally strong hull, deep draught and powerful engines, Queen Mary 2 has been designed to cross the North Atlantic between Europe (Southampton, England) and North America (New York) in six days. The ship's unique liner characteristics enable her to maintain an arduous schedule in most weather conditions that would not be possible with a cruise ship.

Queen Mary 2 is propelled by four 21.5MW Rolls-Royce/Alstom Mermaid electric podded propulsors, each weighing nearly 300 tonnes. These are electric motors, hung from the stern of the ship below the waterline with a forward facing stainless steel propeller. The forward two pods are fixed but the aft pair can be laterally rotated to provide accurate steering negating the need for rudders. Electricity for the pods and hotel services is supplied by four medium speed diesel engines and two gas turbines collectively producing 120MW; sufficient electrical power for a city the size of the ship's home port of Southampton. With 86MW propulsion power the ship can travel at over 29 knots making her one of the fastest passenger ships ever commissioned.

The concept for Queen Mary 2 was born from the purchase of the legendary Cunard Line by Carnival Corporation in May 1998. Carnival's Chairman Micky Arison initiated a new ship study that was codenamed Project Queen Mary. Carnival's Chief Naval Architect Stephen Payne and Cunard Line's Director of Newbuildings Gerry Ellis developed the design of the

Queen Mary 2

ship with their respective Carnival and Cunard colleagues. After a two year design period contract negotiations were conducted with five European shipyards before the contract was placed on 6 November 2000 with Chantiers De L'Atlantique, St. Nazaire France, builders of many famous former French transatlantic liners such as Normandie (1935) and France (1962).

Queen Mary 2 recreates the aura of the golden age of travel of the 1930's when travel by ocean liner was the vogue. Her grand and stylish interiors echo the floating palaces of the past such as the fabled Queen Mary and Normandie. However, whereas only the relatively few First Class passengers on those ships could experience the grandest of surroundings and highest levels of service, all the passengers on Queen Mary 2 can luxuriate in her opulent and commodious interiors. The main dining room, the Britannia Restaurant, spanning two decks and the full width of the ship, is one of the grandest public rooms ever built on board a ship. Many other public rooms similarly span two decks creating an ambience of space and luxury. In addition, all Queen Mary 2's passenger cabins from standard insides to the five ultra luxury duplex apartments are outfitted with en-suite bathrooms, interactive television with email connection, refrigerator mini bars as well as a host of other features and amenities.

Queen Mary 2 was delivered by the shipyard to Cunard Line on 22 December 2003. After a short shakedown delivery voyage the ship arrived in her homeport of Southampton for the first time on 26 December. Following numerous travel trade functions and her naming by Her Majesty Queen Elizabeth II on 8 January 2004, the ship departed on her maiden voyage to Fort Lauderdale on 12 January. After wintering in the Caribbean the ship commenced her transatlantic service in April 2004, one celebrated crossing being in tandem with her older sister Queen Elizabeth 2. Queen Mary 2 continues the tradition of grand North Atlantic travel and is set to maintain the era of ocean travel that many thought would finish forever for many years to come.

Vor dem Zusammensetzen gut durchlesen!

Read before you start!

De: Achtung: Jedes Teil ist nummeriert (1). ... Vor dem Zusammenbau ...

RU: Внимание: Перед сборкой хорошо прочитайте руководство по монтажу. ...

NL: OPLETTE: Voor de montage eerst goed de handleiding lezen. ...

PL: UWAGA: Przed składaniem przeczytaj dokładnie instrukcję montażu. ...

GR: ATTENTION: Read the instructions thoroughly prior to assembly. ...

TR: DİKKAT: Modeli yapımına başlamadan önce eşyalarınızı dikkatlice okuyunuz. ...

E: ATTENTION: Lisez bien la notice de montage avant de commencer. ...

CZ: POZOR: Před sestavením montážního návodu důkladně pročíst. ...

I: ATTENZIONE! È PERMESSO L'USO AI BAMBINI SOPRA GLI 8 ANNI! ...

H: FIGYELEM: Az összeállítás előtt az építési útmutatót alaposan át kell olvasni. ...

S: OBS: Läs instruktionserna noggrant innan du sätter modellen samman. ...

SK: POZOR: Pred začatím stavby si pozorne prečítajte stavebný návod. ...

DK: DÅKAT: Læs sammensætningsvejledningen, skil byggevejledningen læs og glem ikke. ...

RO: ATENTIECIPI TI INSTRUCIUNILE CU ATENTIE INAINTE DE ASAMBLARE. ...

GB: PROXOHO: Πριν τη συναρμολόγηση, διαβάστε καλά τις οδηγίες. ...

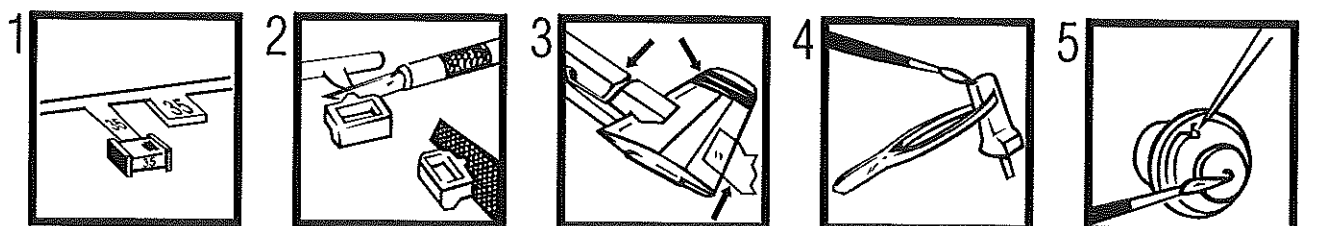
BG: ВНИМАНИЕ! Съберете указанията схема. Всяка част е номерирана. ...

FR: ATTENTION: Avant de monter le modèle, lisez attentivement le manuel de construction. ...

FIN: HUOMIO: Lue rakennusohjeet huolellisesti ennen kokonnan. ...

PL: UWAGA: Przed składaniem przeczytaj dokładnie instrukcję montażu. ...

RU: Внимание: Перед сборкой хорошо прочитайте руководство по монтажу. ...



Verwendete Symbole/Used Symbols

Bitte beachten Sie folgende Symbole, die in den nachfolgenden Bauetappen verwendet werden.
 Veuillez noter les symboles indiqués ci-dessous, qui sont utilisés dans les étapes suivantes de montage.
 Si prega il fare attenzione ai seguenti simboli che vengono usati nei successivi stadi di costruzione.
 Leza marka ili simbolera sam koristite u nastupajućim etapama montažnih.
 Proszę zwrócić uwagę na następujące symbole, które są użyte w ponizszych etapach montażowych.
 Daha sonra ki montaj basamaklarında kullanilacak olan, eşyađıklari sembollere lütfen dikkat edin.
 Kéjük, hogy a következő szimbólumokat, melyek az alábbi építési fázisokban alkalmazásra kerülnek, vegyék figyelembe.

Please note the following symbols, which are used in the following construction stages.
 Neem a.u.b. de volgende symbolen in acht, die in de oederstaande bouwfasa worden gebruikt.
 Por favor, preste atención a los símbolos que se usan en las próximas etapas de montaje.
 Observeira: Use as seguintes piblogramas durante a de flligande arbeitsmomenten.
 Lay varniga marka ili simbolera sam koristite u nastupajućim etapama montažnih.
 Proszę zwrócić uwagę na następujące symbole, które są użyte w ponizszych etapach montażowych.
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 Kéjük, hogy a következő szimbólumokat, melyek az alábbi építési fázisokban alkalmazásra kerülnek, vegyék figyelembe.



Kleben
 Glue
 Coller
 Lijmen
 Ergomar
 Colar
 Incollare
 Lijmas
 Lijmas
 Klebning
 Lim
 Kleben
 Przykleić
 κόλλημα
 Yapıştırma
 Lepeni
 ragasztani
 Lepiti



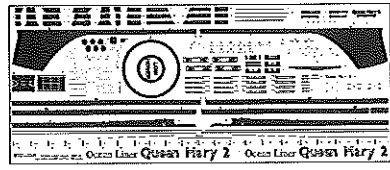
Nicht kleben
 Don't glue
 Ne pas coller
 Niet lijmen
 No engomar
 Não colar
 Non incollare
 Lijmas ej
 Älä liimaa
 Mä ikke klebas
 Iđe lim
 He kleben
 Nie przyklejać
 μη κολλάτε
 Yapıştırmayın
 Nelepiti
 nem szabad ragasztani
 Ne lepiti



Klarsichtteile
 Clear parts
 Pièces transparentes
 Transparente onderdelen
 Limpier las piezas
 Peça transparente
 Parte transparente
 Genomsiktliga delar
 Läpirtähty osat
 Genomsiktige delar
 Прозрачные детали
 Elementy przezroczyste
 Διαφανή εξαρτήματα
 Seffaf parçalar
 Průhledné díly
 áttetsző alkatrészek
 De ki se jasno vide



Abzehlbid in Wasser einweichen und anbringen
 Soak and apply decals
 Moutler et appliquer les décalcomanias
 Transfer in water even latex waken en aanbrengen
 Remojar y aplicar las calcomanías
 Pör de metho em água ed aplicar o decalque
 Immergere in acqua ed applicare decalcomania
 Blöt och läst dekalerne
 Kostuta siirtokuvaa vedessä ja aseta paikalleen
 Överfärgsöpladet lagges i bild og anbringes
 Dypp bildet i vann og sett det på
 Перенести картинку наклейки в ванну
 Zmęczyć kalkomanię w wodzie a następnie nakleić
 βουτήξτε τη χαλκομανία στο νερό και τοποθετήστε την
 Çikartmayı suda yumuşatın ve koyun
 Ötsök namocit ve vodě a umístěť
 matricát vizben beázatni és felhelyezni
 Preslikać potpis w vodo in zatem nanašati



Bauteile trocknen lassen
 Laisser sécher les pièces
 Dejar secar las piezas
 Debar secar os componentes
 La delene teike
 Allow the parts to dry
 Oderdelen laten drogen
 Par asokugarsi i component
 Anna osien kuivua
 Lät byggdelarna torka
 Lad komponenterna tørre
 Cześci pozostawć do wyschnięcia
 Yapı parçalarını kurumaya bırakınız
 Jednotlivé díly nechte zaschnout
 Αφαιρέστε τα μέρη να στεγνώσουν
 Alkatrészeket hagyja száradni
 Pustita da sestavni deli posušijo
 Да не деталите высохнуть



Klebeband
 Adhesiva tape
 Dévidoir de ruben adhésif
 Plakband
 Cinta adhesiva
 Fita adesiva
 Nastro adeseivo
 Tejp
 Tejpil
 Tape
 Tape
 Клейкая лента
 Tásma Klejaca
 κόλλητική ταινία
 Yapıştırma bandı
 Lepící páska
 ragasztószalag
 Traka z lepilom



Wahlweise
 Optional
 Facultatif
 Naar keuze
 No engomar
 Alternado
 Facultativo
 Valittii
 Valttoehtoisesti
 Efter eget valg
 Valgfritt
 Na izbor
 Do wyboru
 envalkuktakú
 Segmeli
 Voľiteľná
 tetszés szerinti
 način izbire



Anzahl der Arbeitsgänge
 Number of working steps
 Nombre d'étapes de travail
 Het aantal bouwstappen
 Número de operaciones de trabajo
 Número de etapas de trabalho
 Numero di passaggi
 Antal arbetsmoment
 Työvaihdien lukumäärä
 Antal arbejdsforløb
 Antall arbeidstrinn
 Količestvo operacija
 Liozba operacji
 αριθμός των εργασιών
 Is sahalinnain sayisi
 Počet pracovních operací
 munkafolyamatok száma
 Števika koraka montaže



Bemalen
 Peindre
 Beschchildern
 Pintar
 Dipingere
 Pintar
 Måla
 Male
 Male
 Maalaa
 Polakować
 раскрасить
 Pomalovat
 Boyamak
 Posikati
 Χρωματισμα



Loch bohren
 Make a hole
 Faire un trou
 Maak een gat
 Practicar un taladro
 Perforar
 Fara un foro
 Bora hål
 Poista
 Forar reika
 Der borer et hul
 Bor hull
 Fjern
 Просверлить отверстие
 wywiercić otwór
 ανοίξτε τρύπα
 Delik açın
 Odstranit
 eltávolítani
 Ostraniti



Entemen
 Remove
 Détaacher
 Verwijderen
 Sacar
 Retirar
 Eliminare
 Tag loss
 Fjerne
 Fjern
 Udalnit
 Usunąć
 απομακρύνετε
 Temizleyin
 Odstranit
 eltávolítani
 Ostraniti



Mit einem Messer abtrennen
 Detach with knife
 Détacher eu couteau
 Met een mesje afsnijden
 Separarlo con un cuchillo
 Separar utilizando uma faca
 Skär loss med kniv
 Irrotta veitsellä
 Adskilles med en kniv
 Skjær av med en kniv
 Отрежьте ножом
 Odciąć nożem
 διαχωρίστε με ένα μαχαίρι
 Bir bıyık ile kesin
 Oddéit pomocí nože
 kés segítségével leválasztani
 Oddeleti z nožem



Gleichen Vorgang auf der gegenüberliegenden Seite wiederholen
 Repeat same procedure on opposite side
 Opérer de la même façon sur l'autre face
 Dezelidde handeling herhalen aan de tegenoverliggende kant
 Repetir el mismo procedimiento en el lado oposto
 Repetir o mesmo procedimento utilizado no lado oposto
 Stessa procedura sul lato opposto
 Upprepa proceduren på motsatta sidan
 Toista sama toimintatapa kuitenkin vastakkaisella sivulla
 Det samme arbejdsforløbet gentages på den modsatte side
 Gjenta prosedyren på siden iverts ovenfor
 Повторить такую же операцию на противоположной стороне
 Takl sam praeblod czynności powtórzyć na stronie przeciwniej
 επαναλάβετε την ίδια διαδικασία στην αντίθετη πλευρά
 Aynı işlemi karşı tarafta tekrarlayın
 Stejný postup zopakovat na protiešné straně
 ugyanazt a folyamatot a szemben található oldalon megismételni
 Isti postopek ponoviti in na suprotni strani



Schwarzen Faden benutzen
 Use black thread
 Employer le fil noir
 Gebuik zwarte draad
 Używaj hilo color negro
 Używaj fio preto
 Usare filo nero
 Använd svart tråd
 Käytä mustaa lankaa
 Benyt en sort
 Bruk svart
 Исползовать черные нитки
 Użyć czarnej nici
 χρησιμοποιήστε την καφέ μάτρου
 Kahverengi siyah iplik kullanın
 Použit černé vlákno
 bama fekete fonalat kell használni
 Uporabljati črni nit



Nicht enthalten
 Not included
 Non fourni
 Niet tot de levering
 No incluido
 Non compresi
 Não incluído
 Ikke medsendt
 Ingår ej
 Ikke inkluderet
 Eivät sisälly
 Δεν συμπεριλαμβάνεται
 Не содержится
 Nem tartalmazza
 Nie zawiera
 Nii vsebovano
 Iparisinde bu'urumametakidr
 Neni obsaženo



schwarz, seidenmatt
 black, silk-mat
 noir, satiné mat
 zwart, zijden
 negro, mate sedá
 preto, kesa sedosa
 nera, opaca seta
 svart, sidenmatt
 mata, säidenmatt
 svart, silken
 sort, silken
 μαύρο, σεμιματωμένο-ματ
 czarny, jedwabisto-matowy
 πούρο, με σατέν
 siyah, ipek mat
 černa, hečvrbnó matná
 fekete, selyemmatt
 črna, svila mat



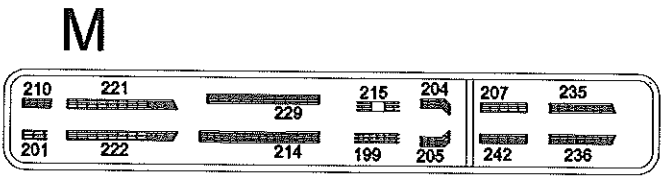
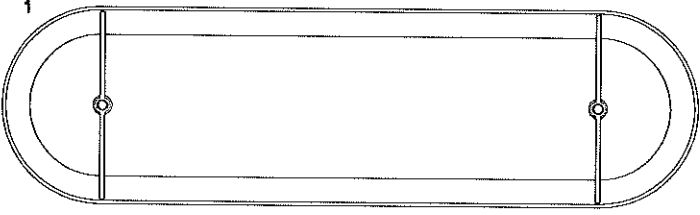
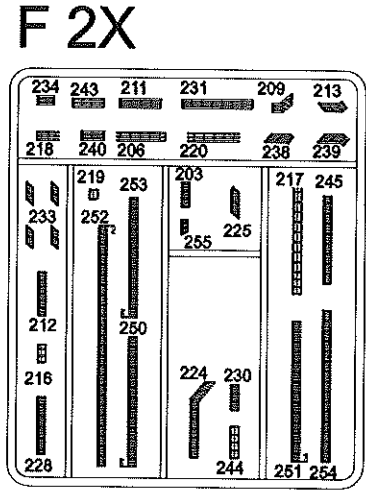
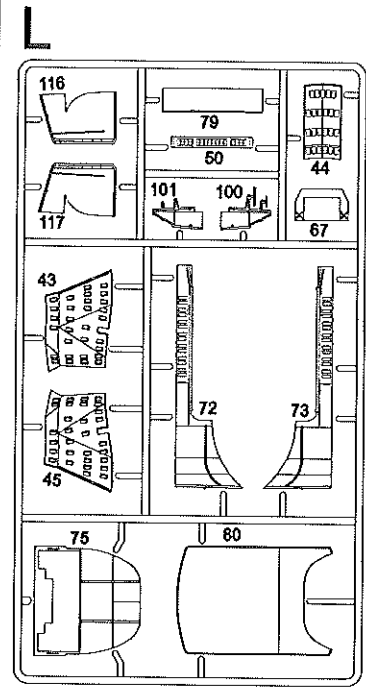
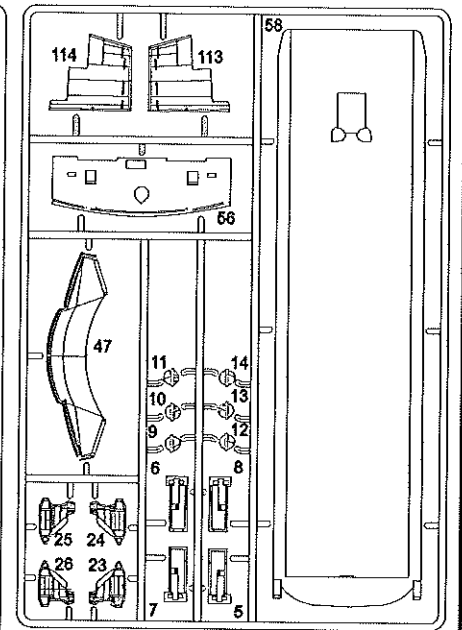
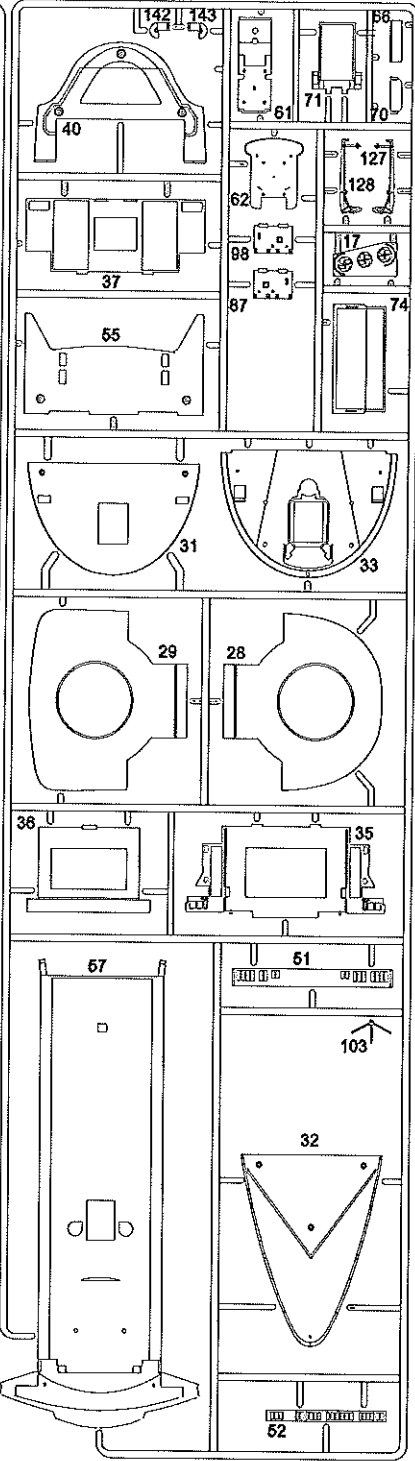
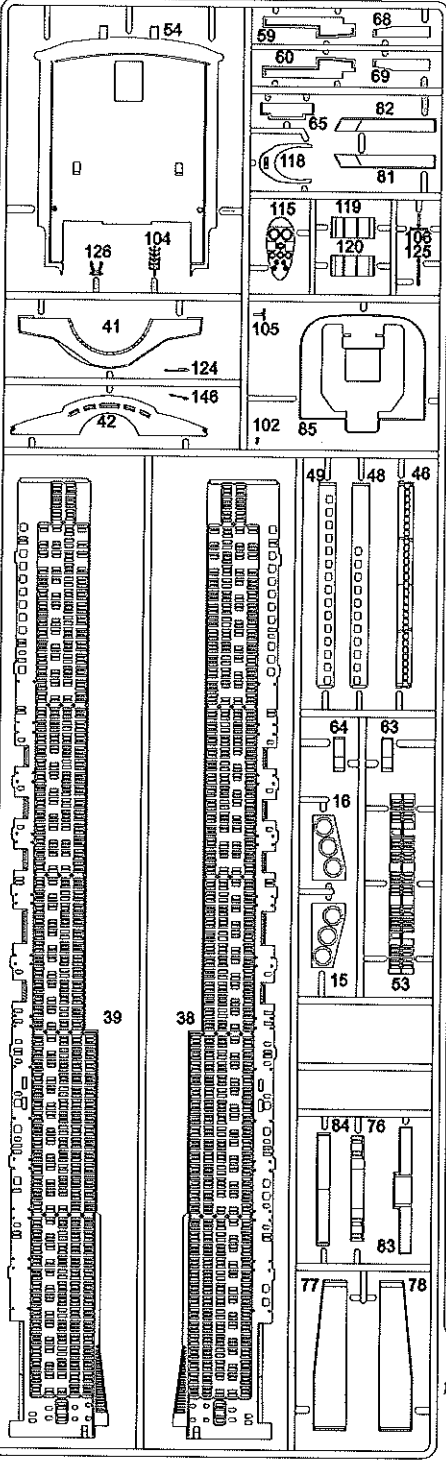
silber, metallic
 silver, metallic
 argent, métallique
 zilver, metaal
 plata, metalizo
 prata, metalizo
 argenteo, metalico
 silver, metallic
 lysa, metallisk
 sølv, metallisk
 sølv, metallisk
 sølv, metallisk
 sølv, metallisk
 sølv, metallisk
 ορειματικό, μεταλλικό
 srebrny, metaliczny
 ορειματικό
 gümüş, metalik
 ezüst, metaliz
 srebrny, metalik

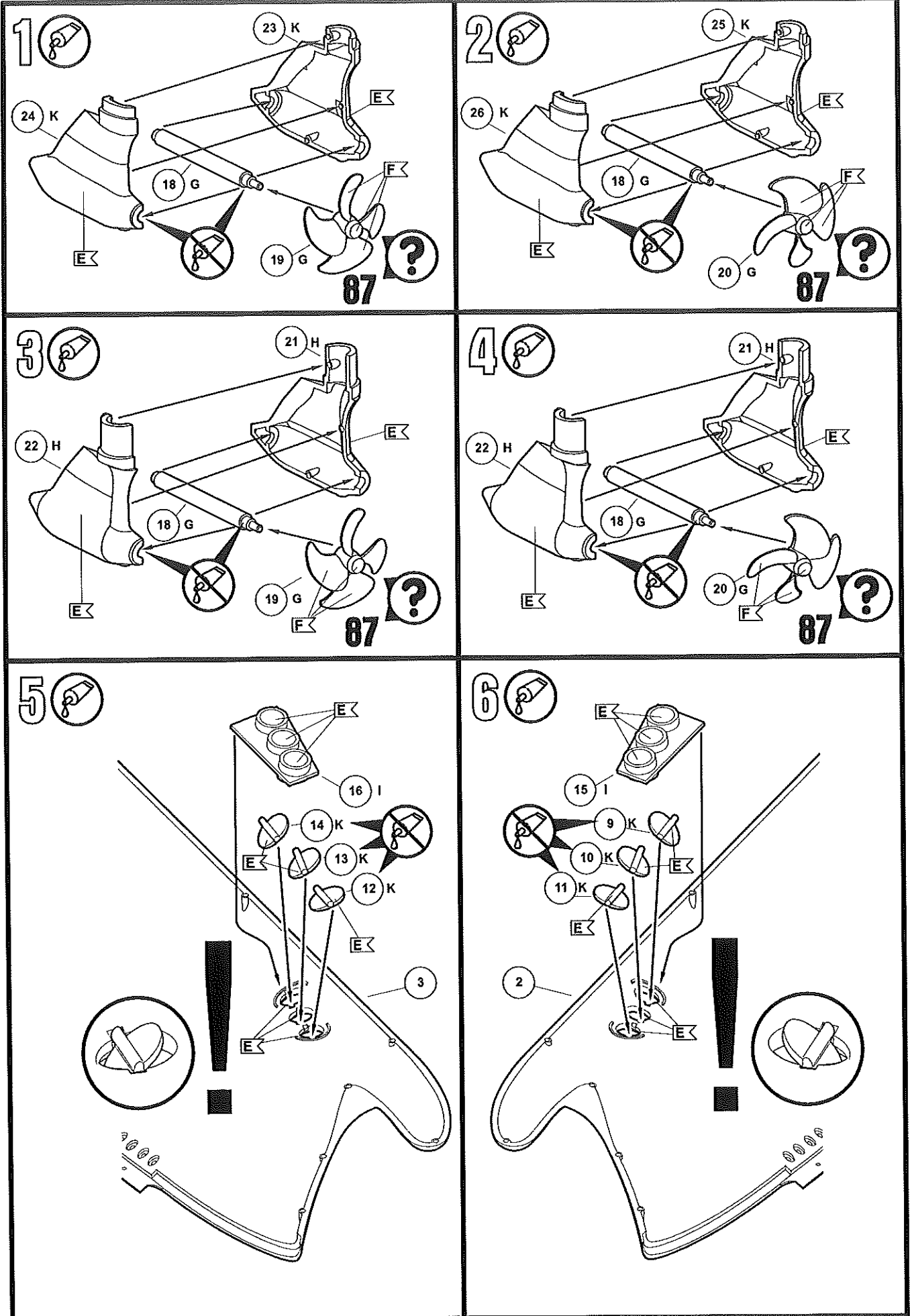
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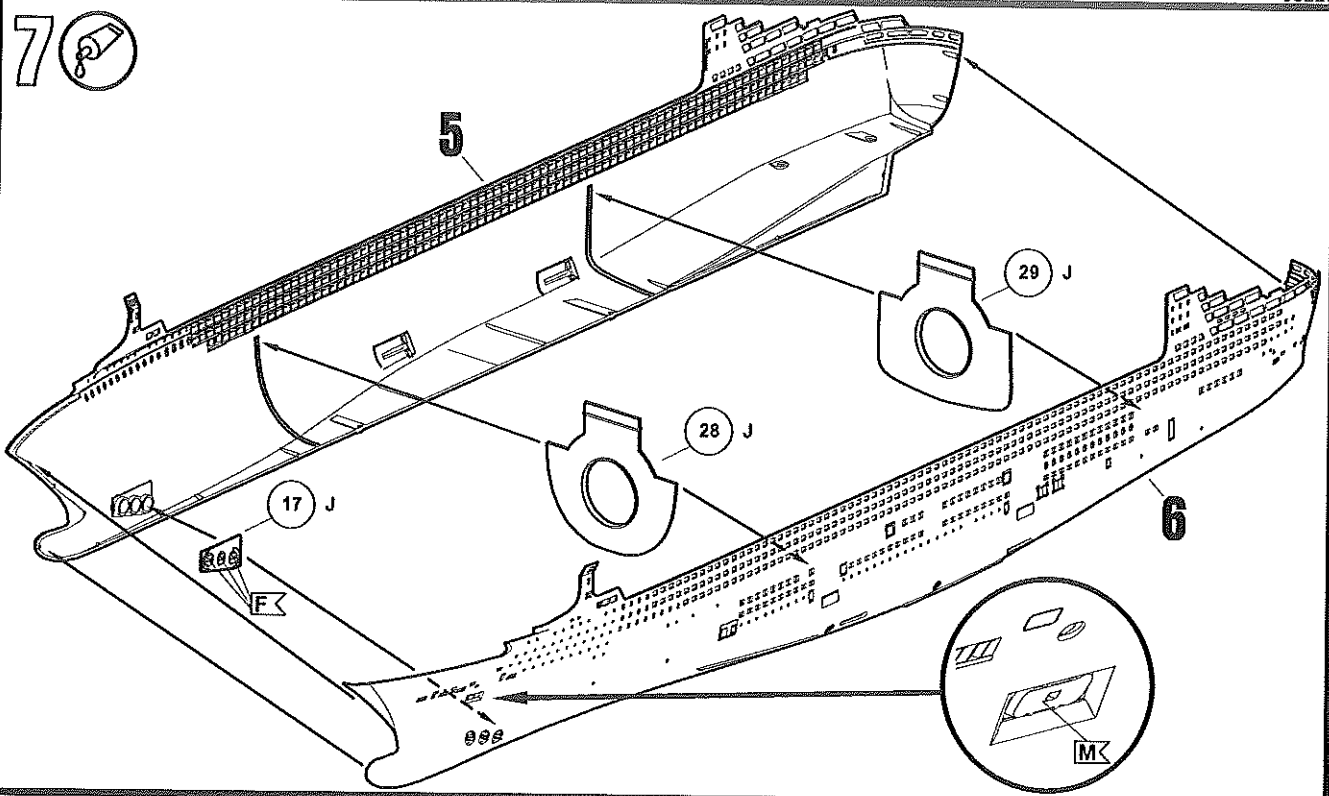
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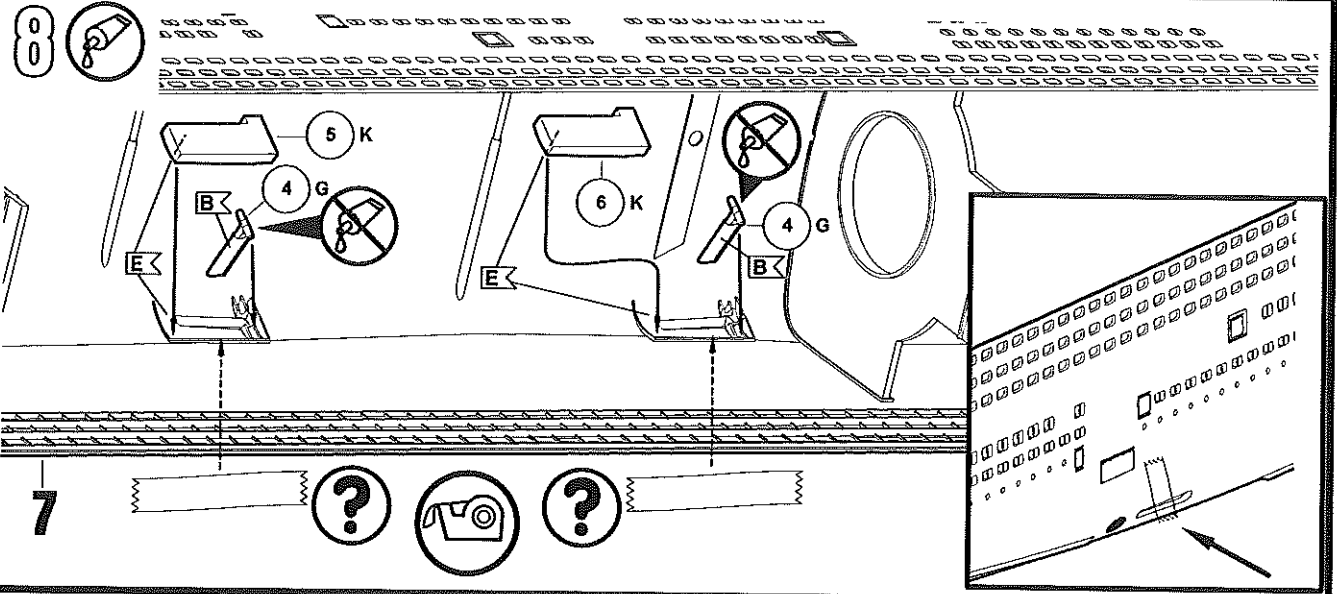




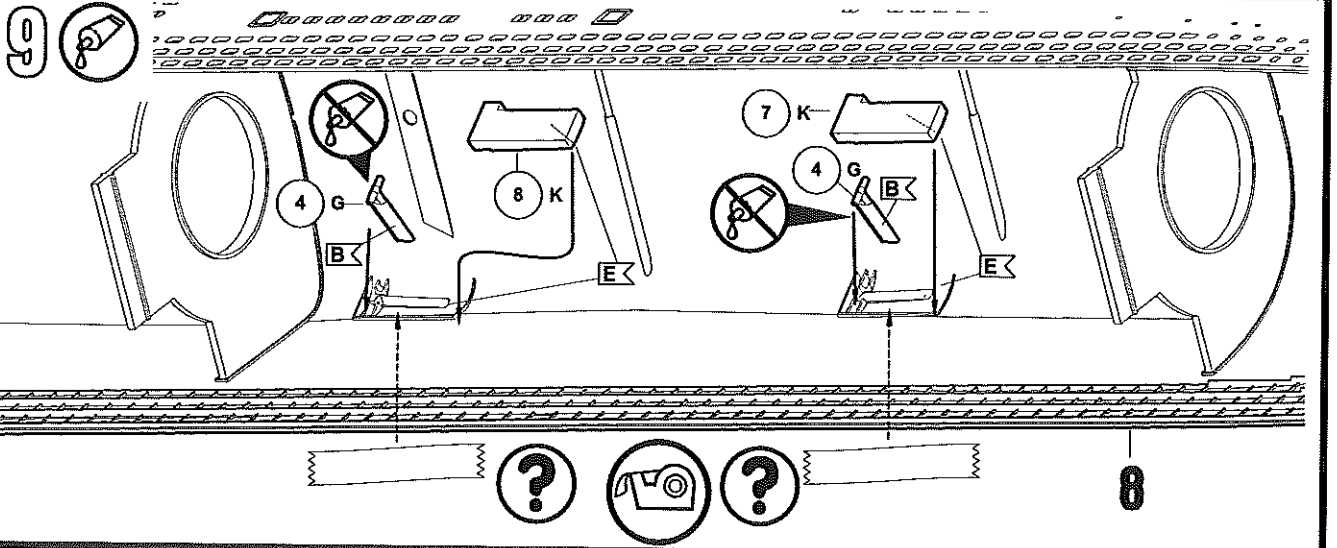
7 



8 



9 



10



LOW HOVER

Ocean Liner Queen Mary 2 · Ocean Liner Queen Mary 2

12 THE VENDOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE LOW HOVER AND SHALL BE RESPONSIBLE FOR THE INTEGRATION OF THE LOW HOVER WITH THE SHIP'S ELECTRICAL AND MECHANICAL SYSTEMS.

13 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A SPEED OF 10 KNOTS AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING SPEED.

14 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A DRAFT OF 10 FEET AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING DRAFT.

15 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A DISCHARGE OF 1000 TONS PER HOUR AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING DISCHARGE.

16 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A PRESSURE OF 10 PSI AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING PRESSURE.

17 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A TEMPERATURE OF 10 DEGREES CELSIUS AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING TEMPERATURE.

18 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A HUMIDITY OF 10 PERCENT AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING HUMIDITY.

19 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A SALINITY OF 10 PER MIL AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING SALINITY.

20 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A pH OF 10 AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING pH.

21 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A DENSITY OF 10 KG/M3 AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING DENSITY.

22 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A VISCOSITY OF 10 CEN AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING VISCOSITY.

23 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A SURFACE TENSION OF 10 DYNES/CM AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING SURFACE TENSION.

24 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A CAPILLARITY OF 10 CM AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING CAPILLARITY.

25 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A CONTACT ANGLE OF 10 DEGREES AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING CONTACT ANGLE.

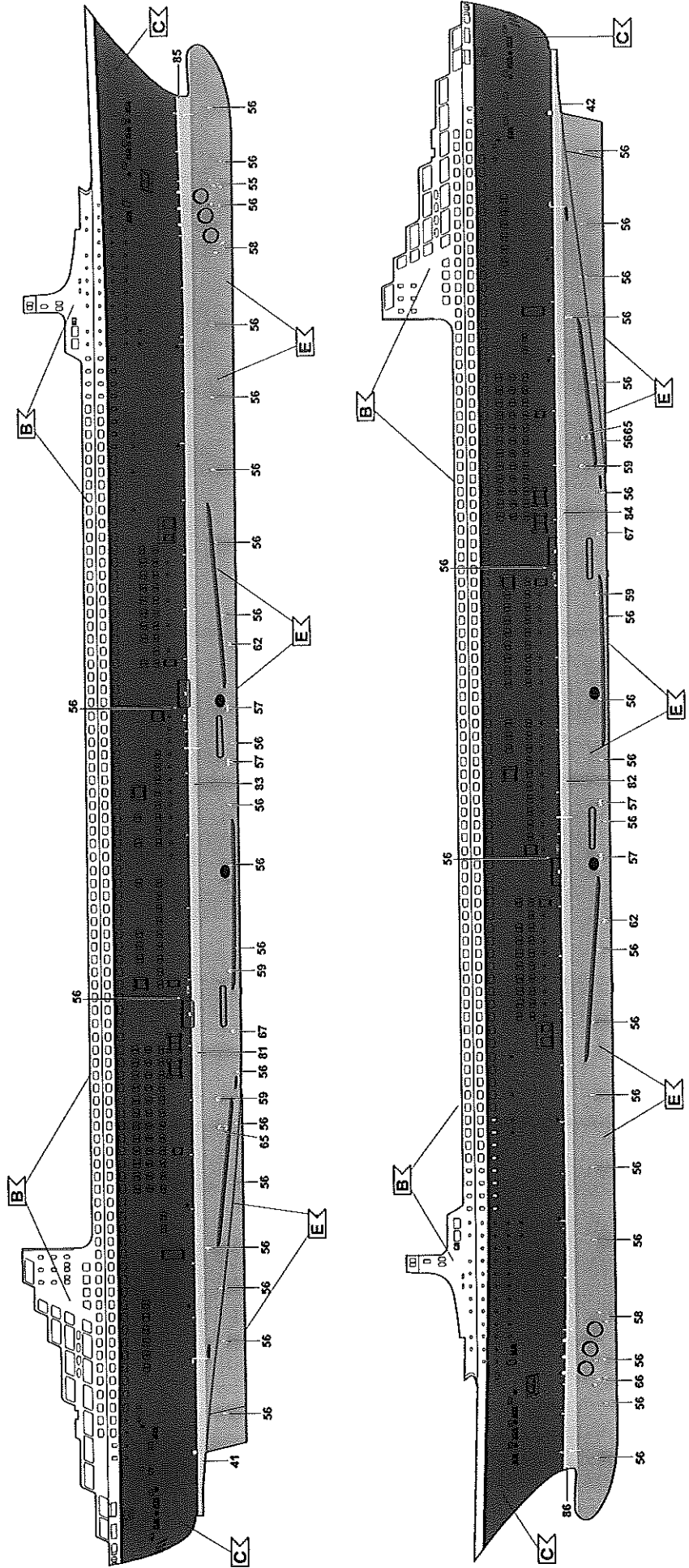
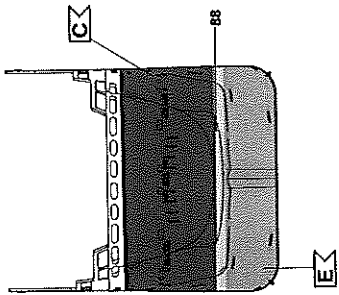
26 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A WETTING SPREAD OF 10 CM AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING WETTING SPREAD.

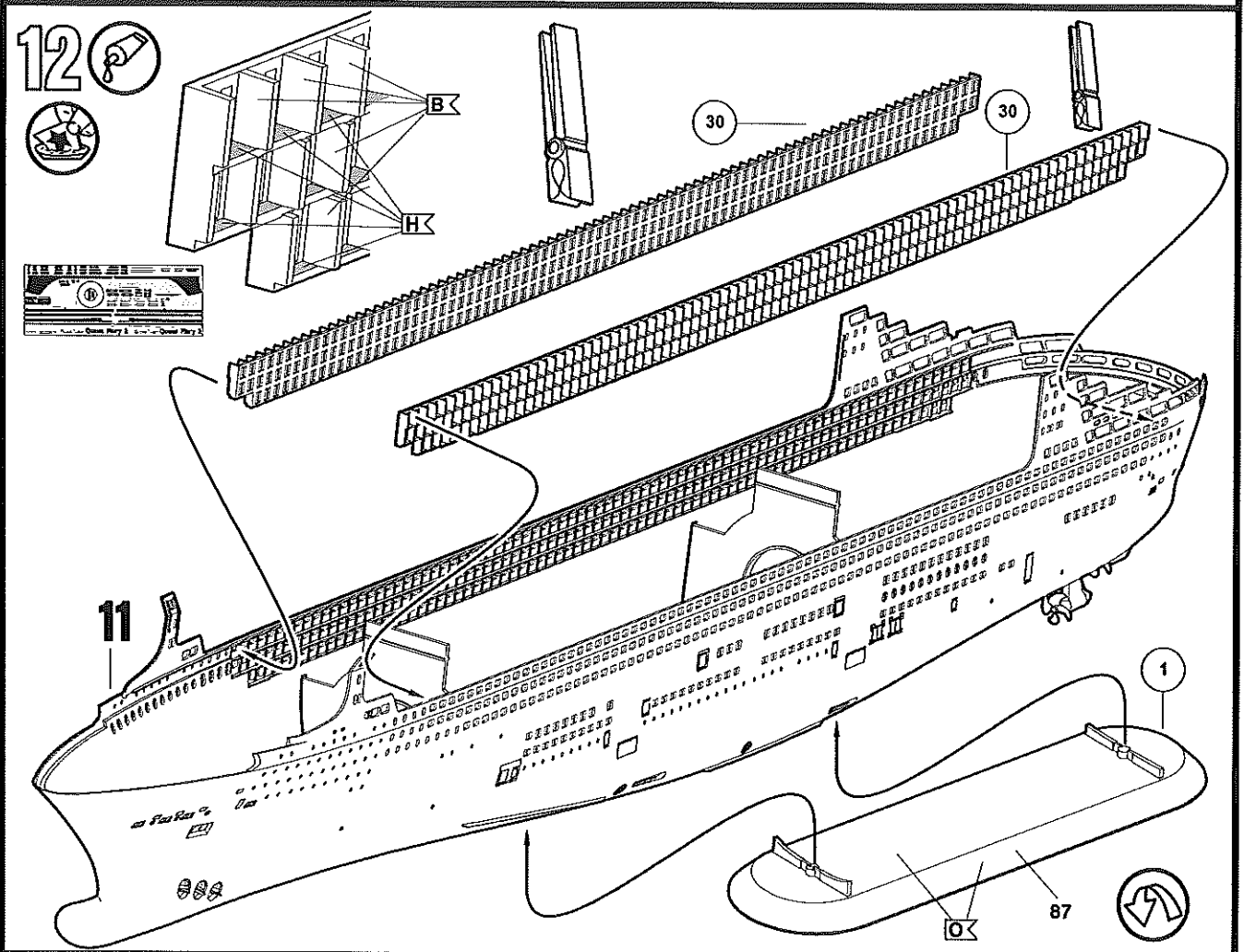
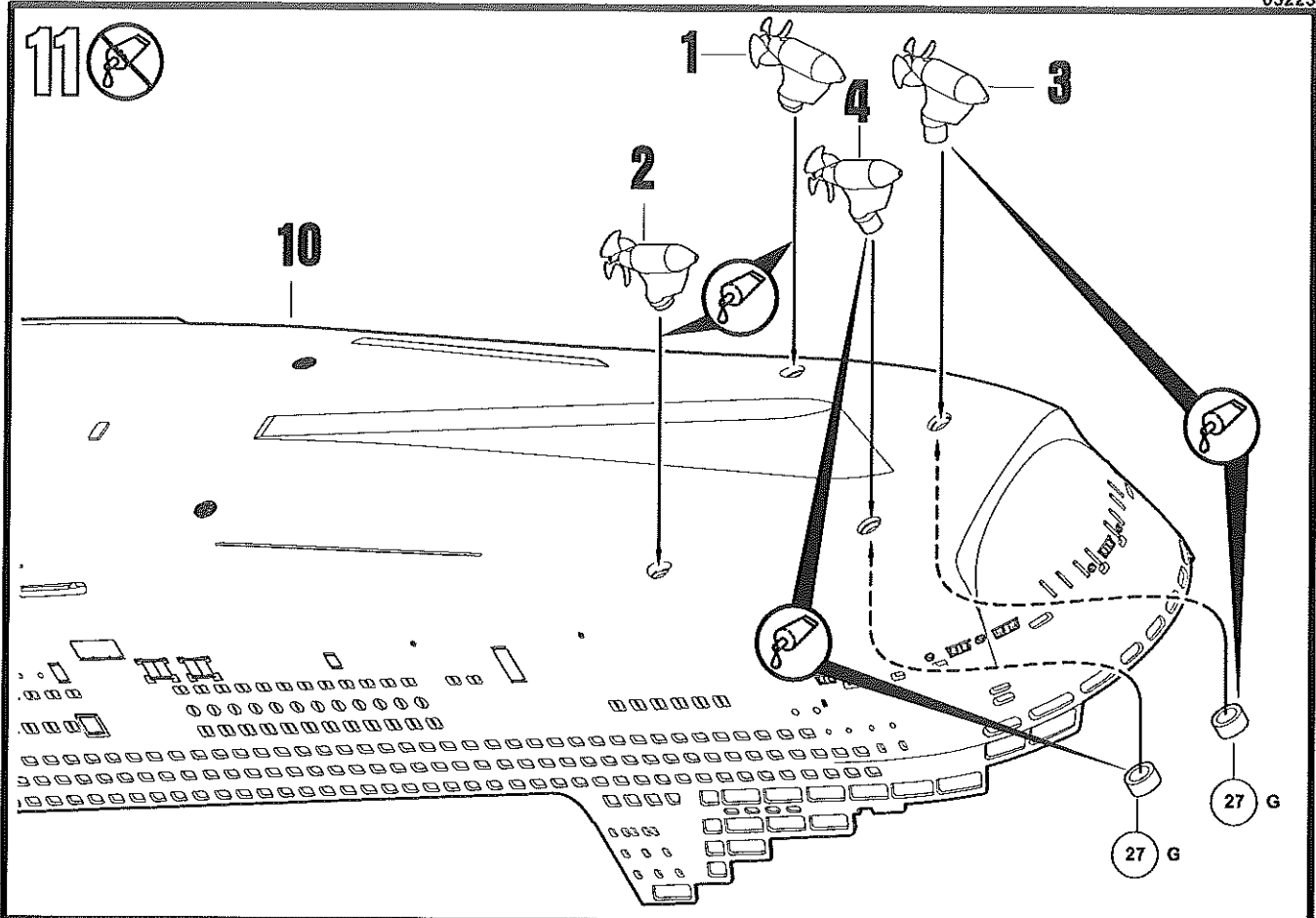
27 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A SPREADING COEFFICIENT OF 10 CM AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING SPREADING COEFFICIENT.

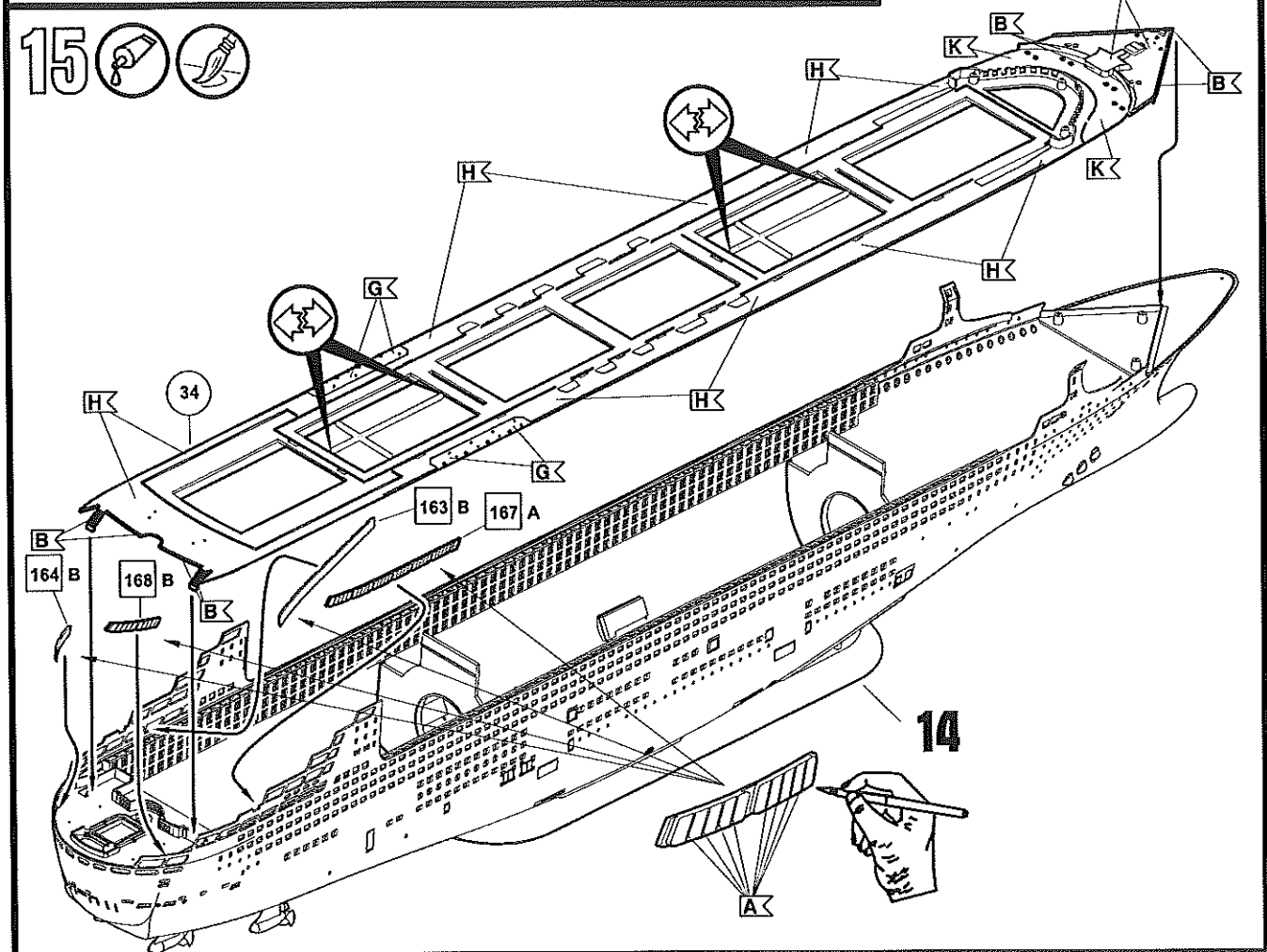
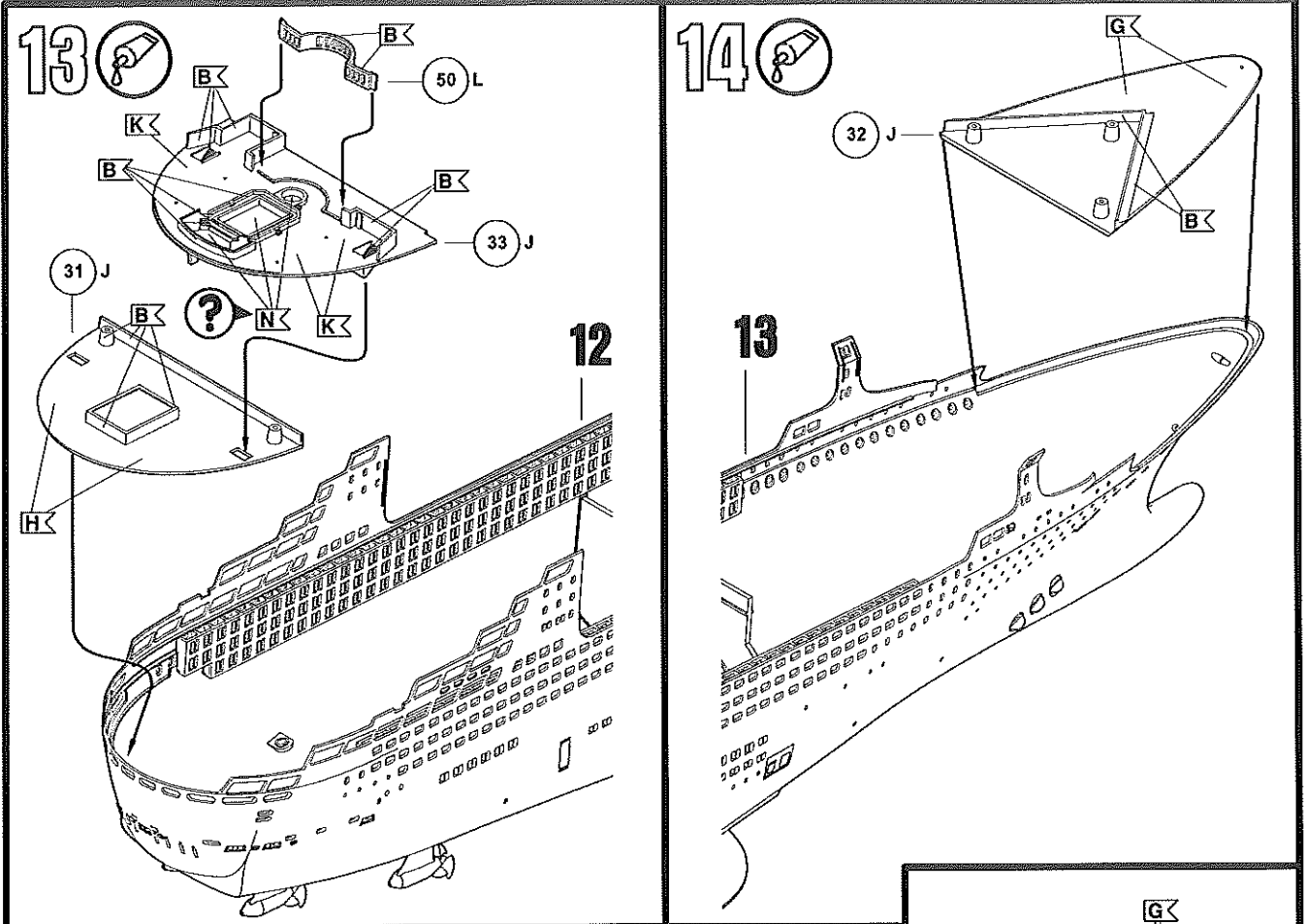
28 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A SPREADING RATIO OF 10 CM AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING SPREADING RATIO.

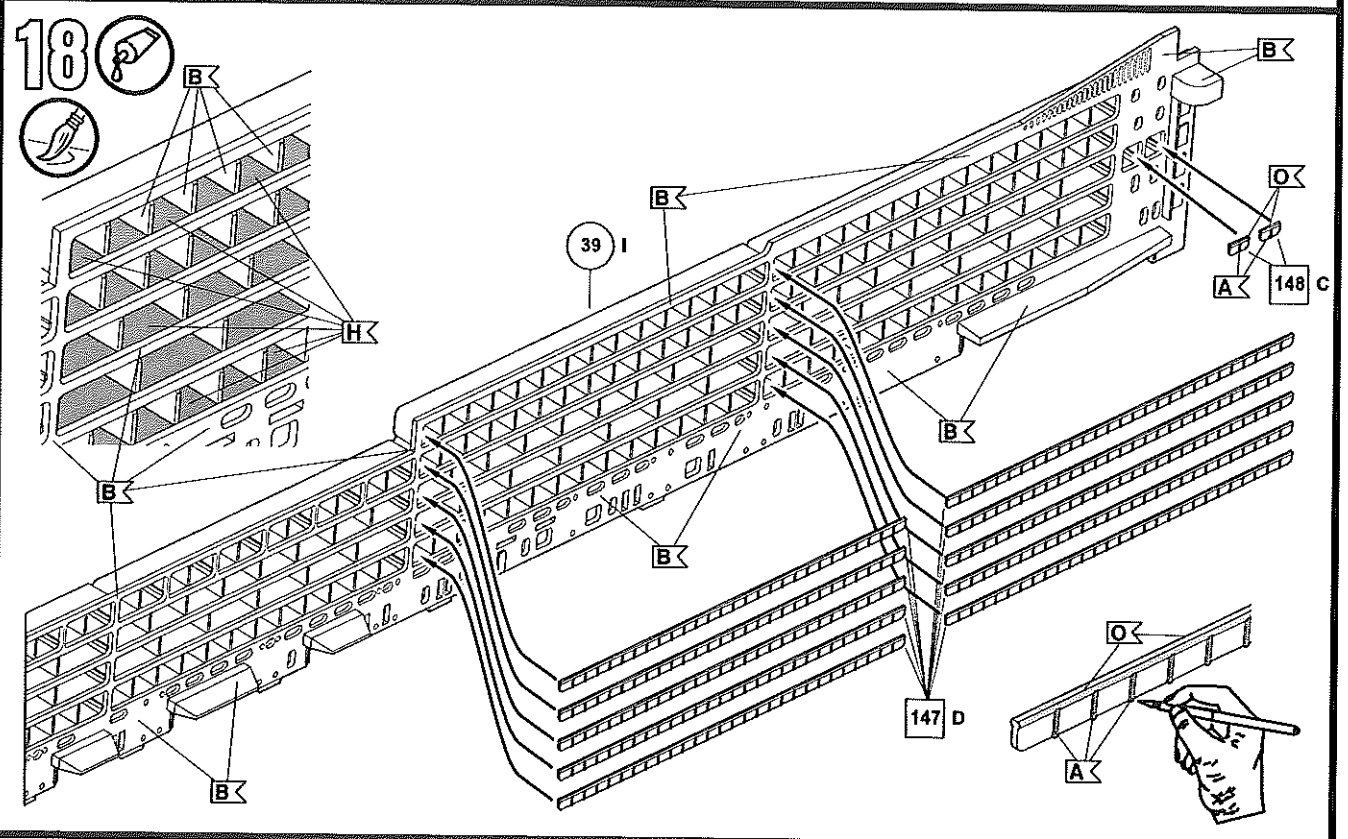
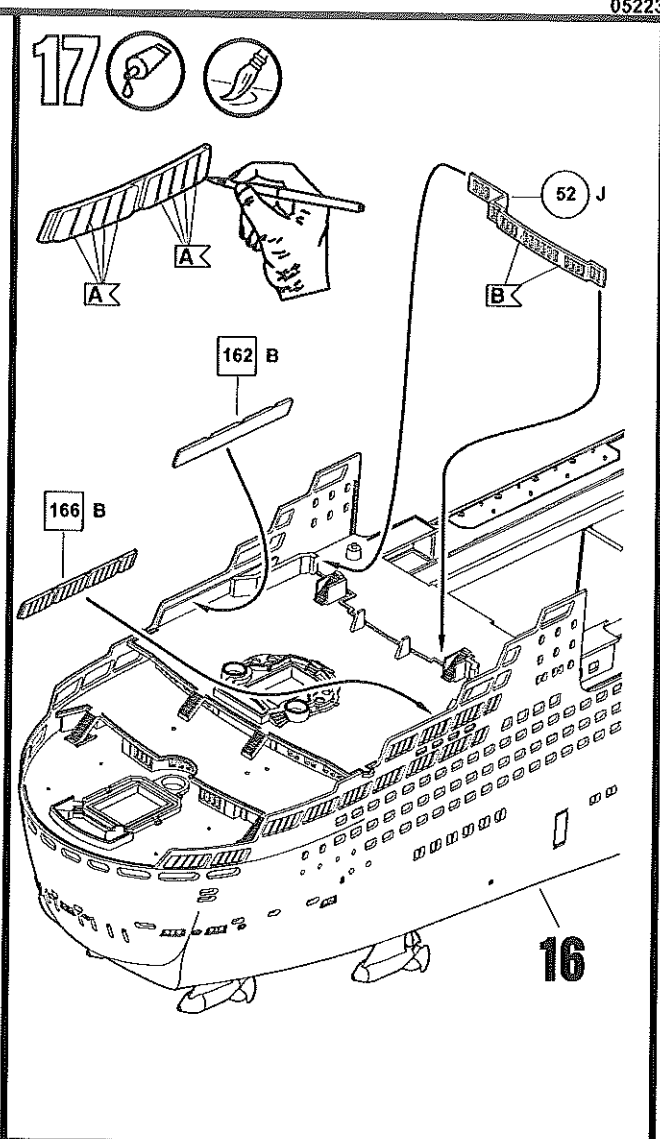
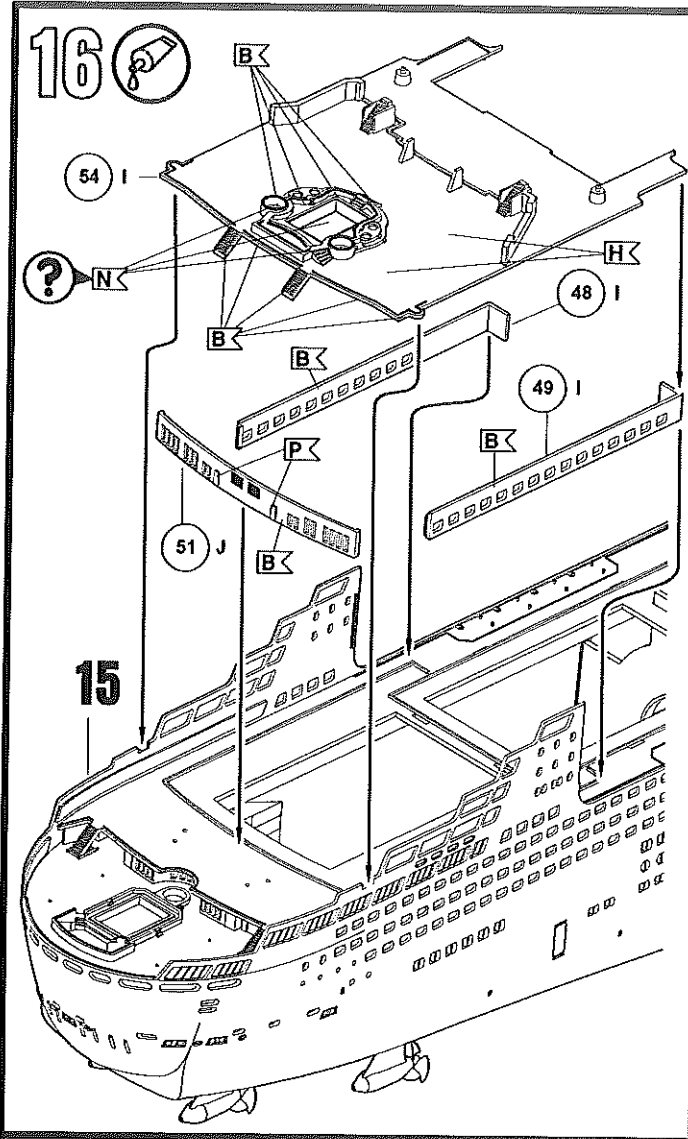
29 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A SPREADING VELOCITY OF 10 CM/S AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING SPREADING VELOCITY.

30 THE LOW HOVER SHALL BE DESIGNED TO OPERATE AT A SPREADING ACCCELERATION OF 10 CM/S2 AND SHALL BE CAPABLE OF WITHSTANDING THE SHIP'S MAXIMUM OPERATING SPREADING ACCCELERATION.

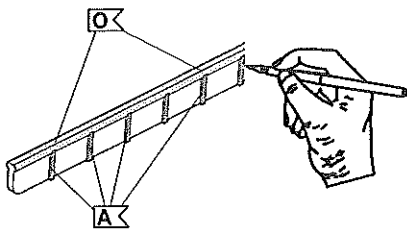




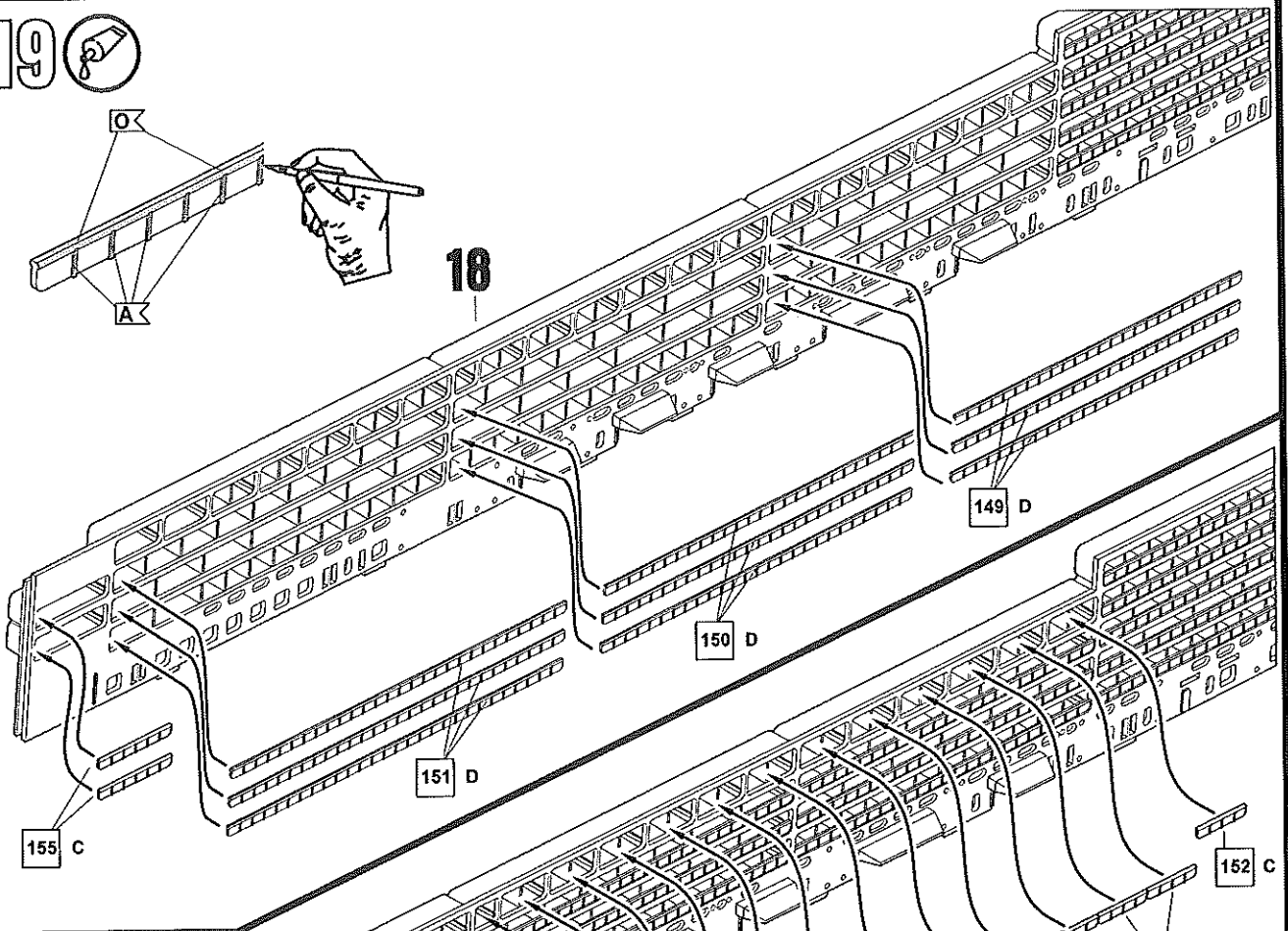




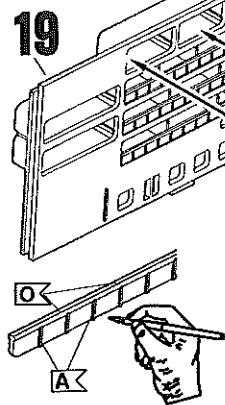
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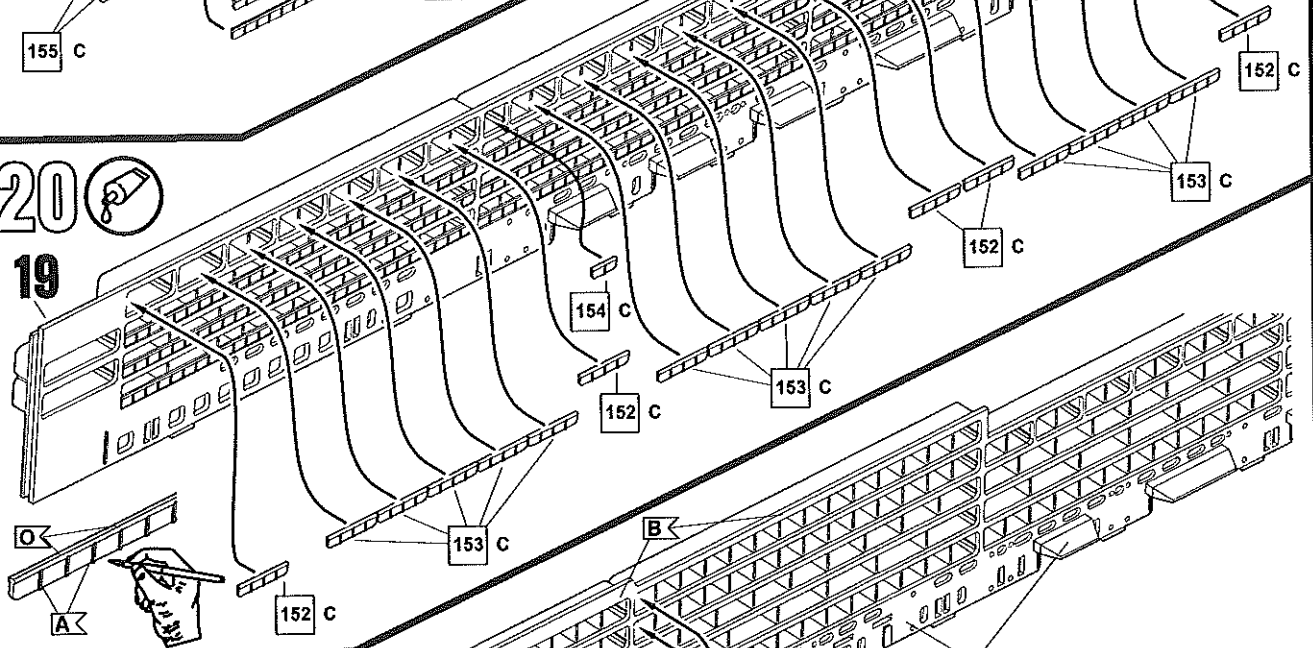
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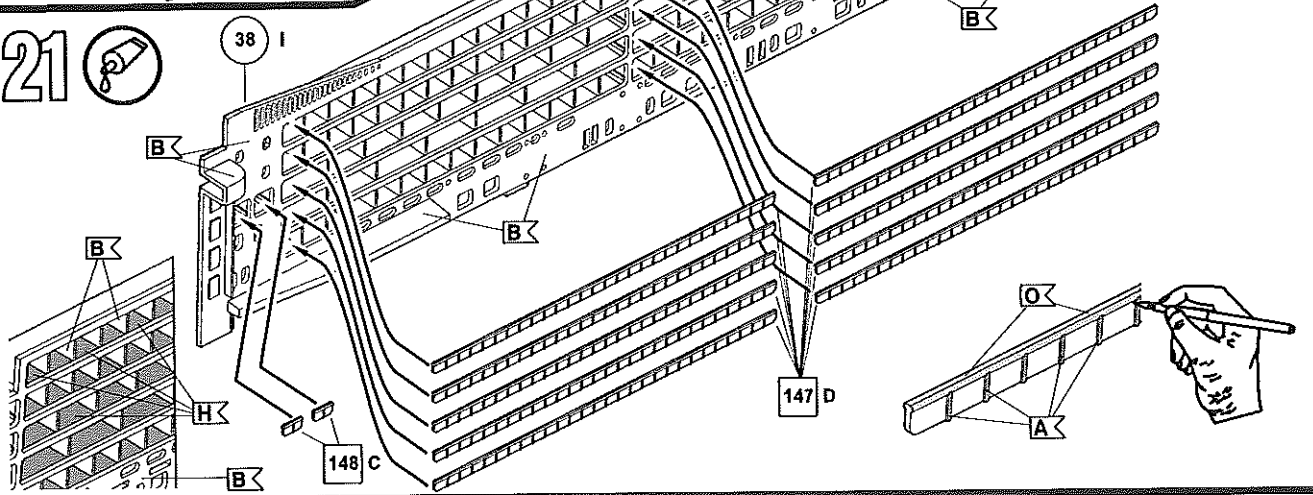


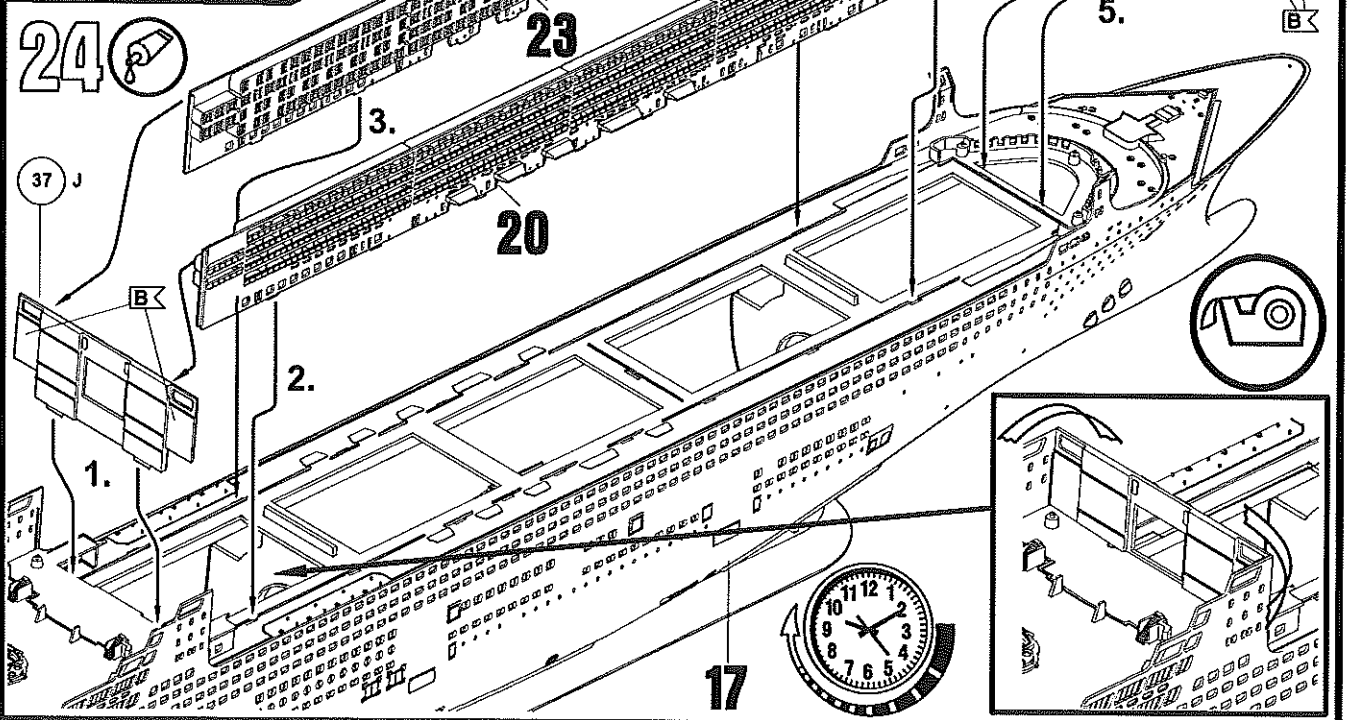
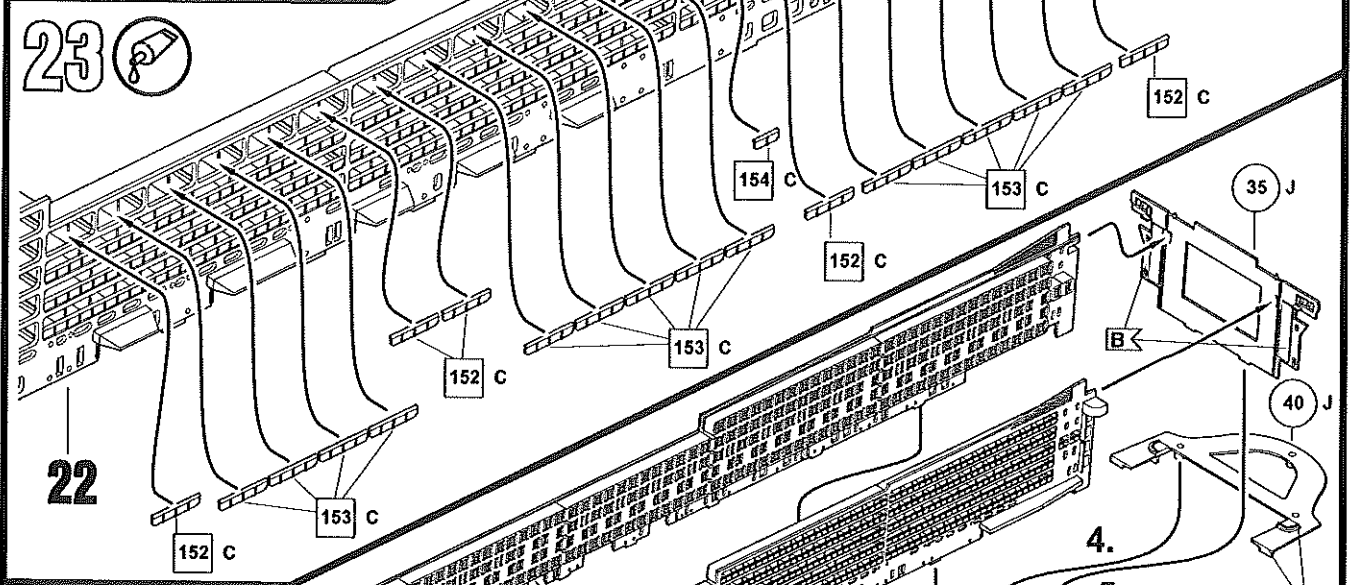
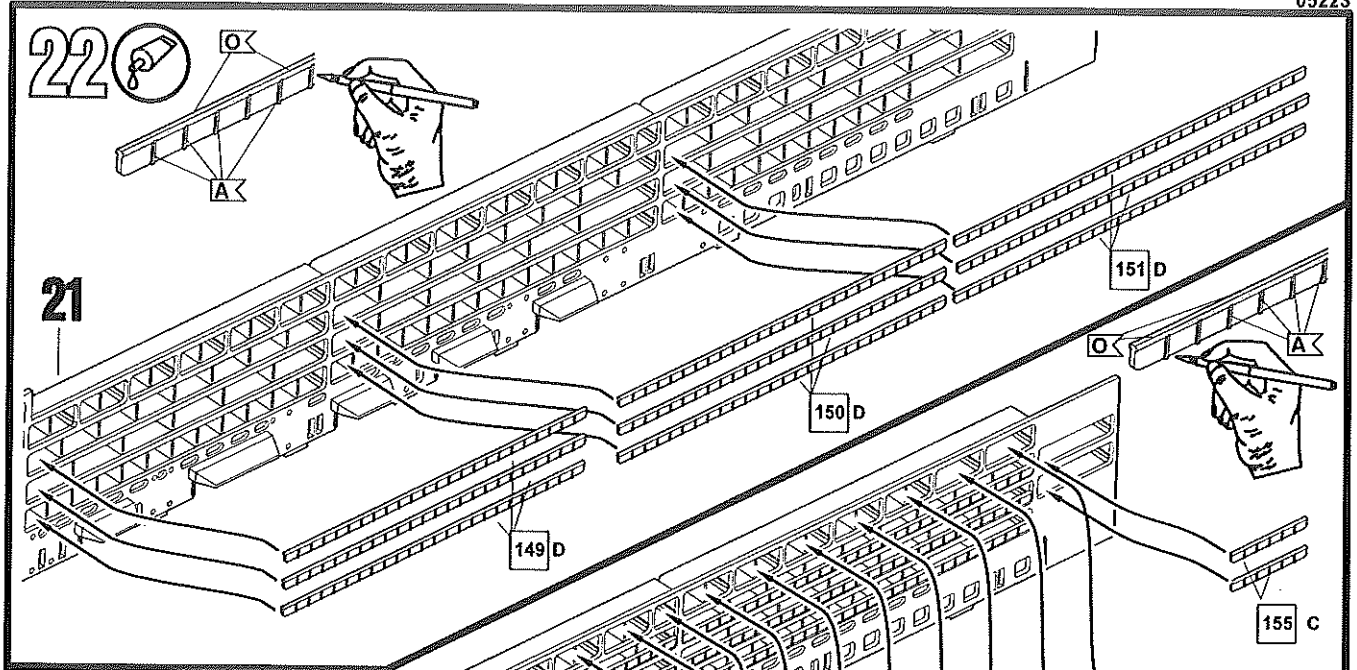
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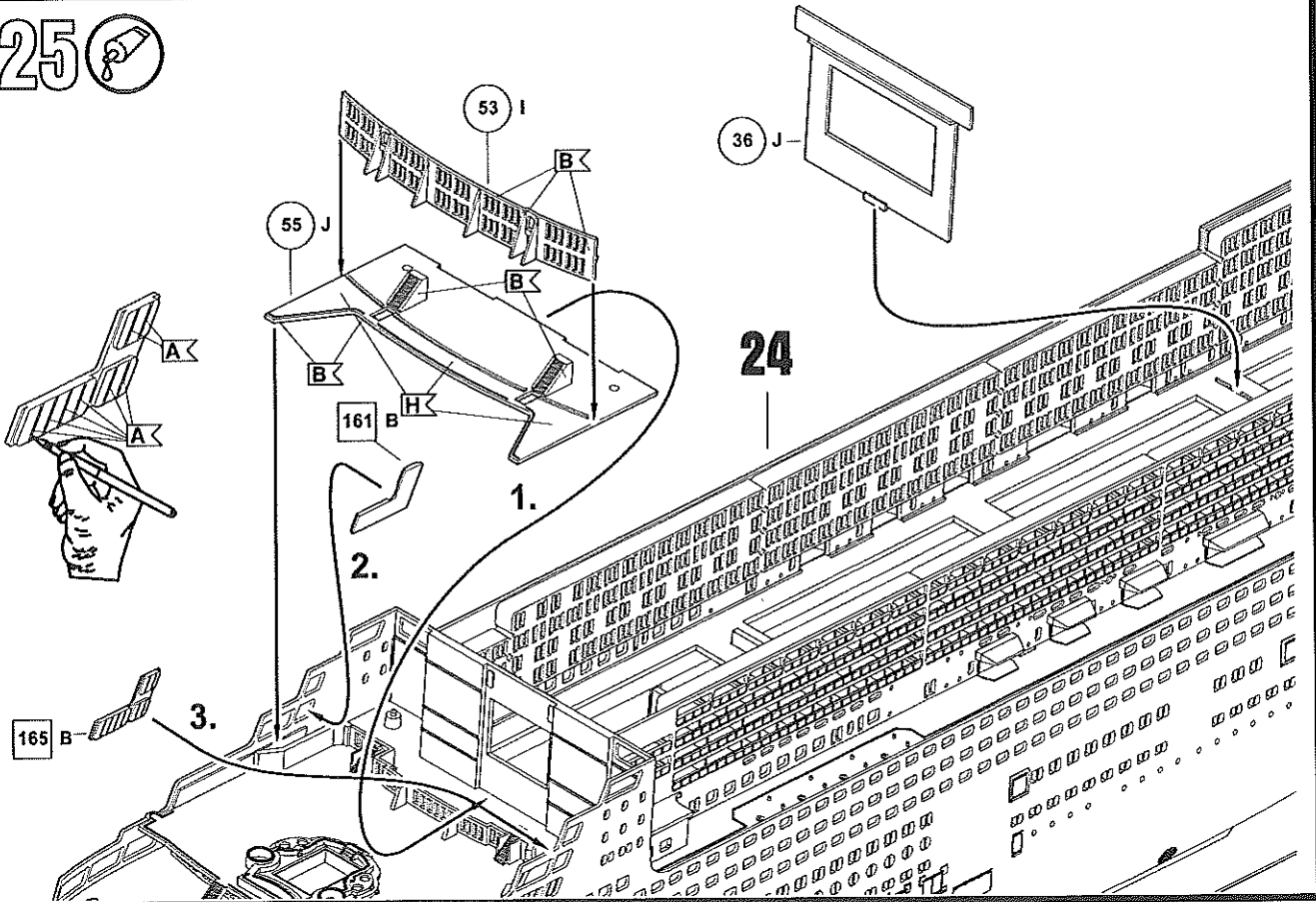
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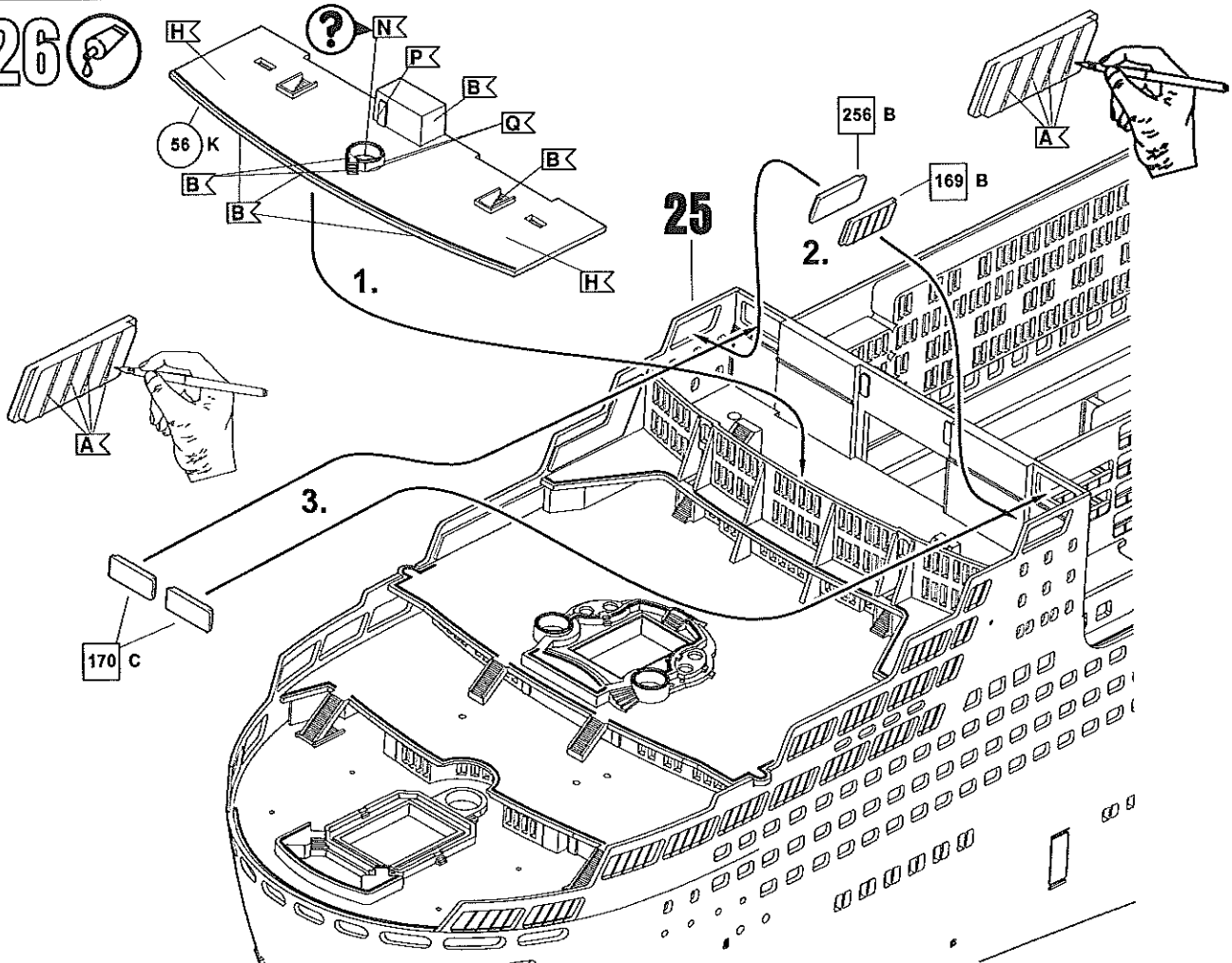




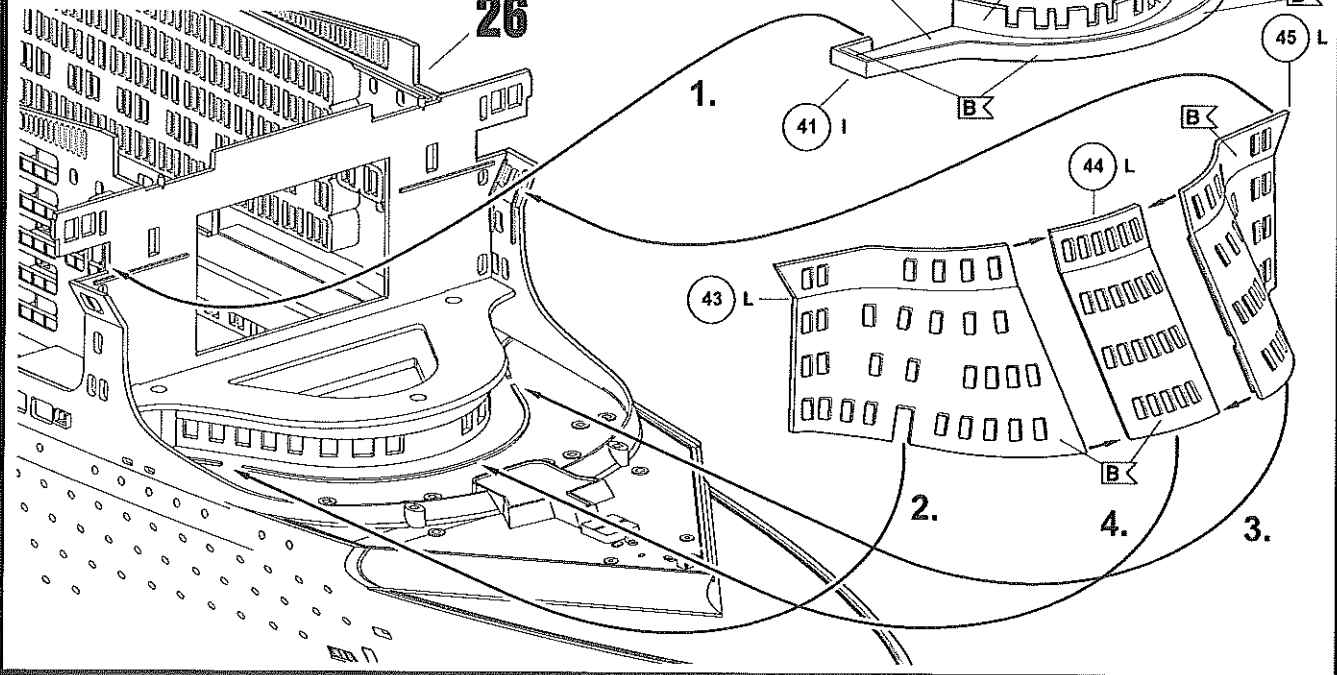
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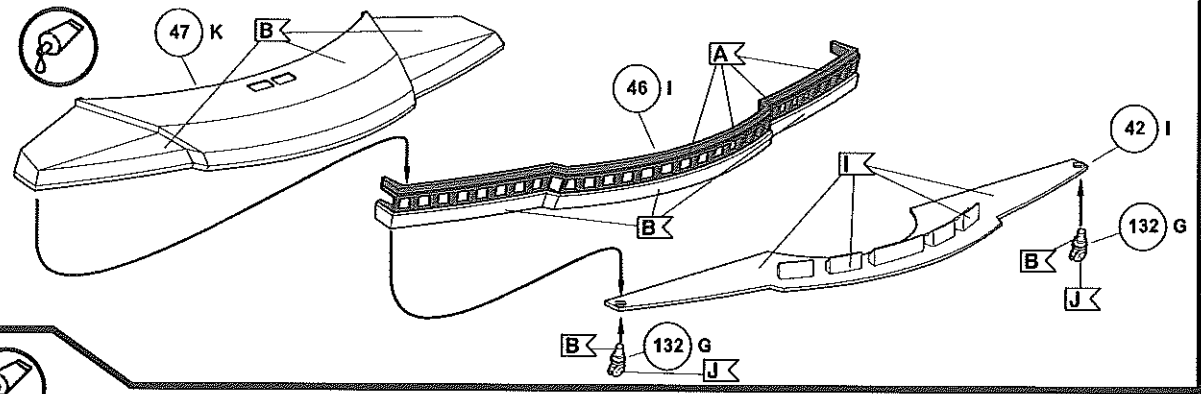
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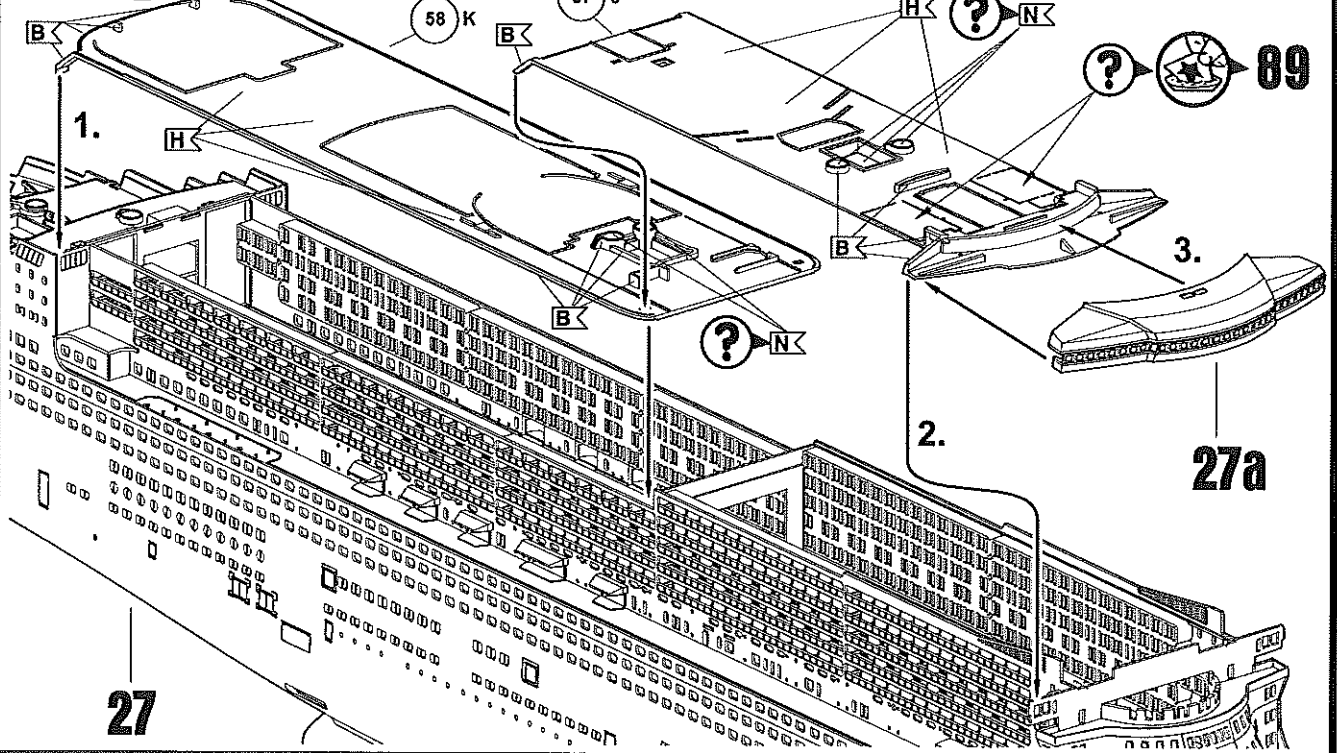
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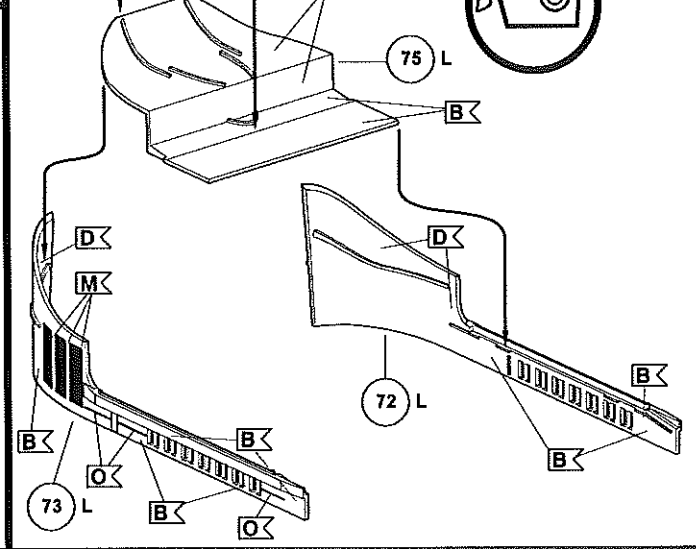
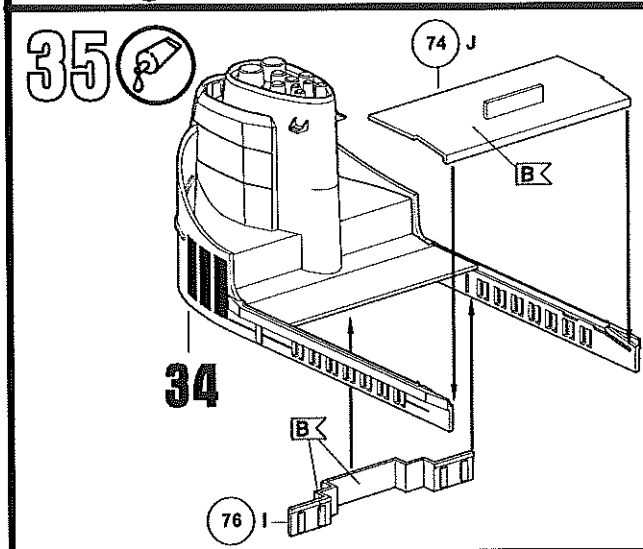
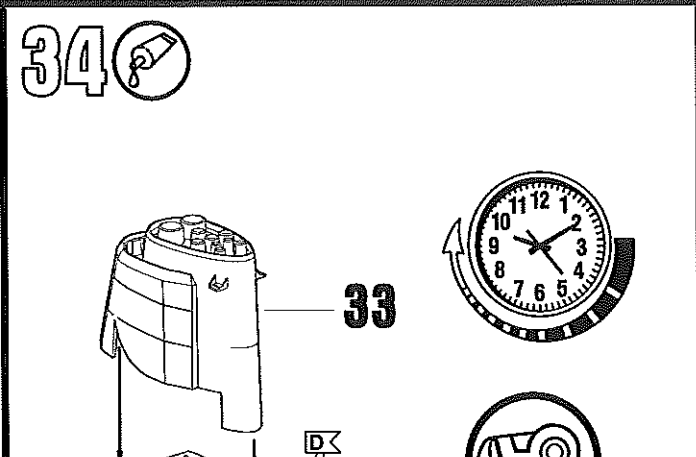
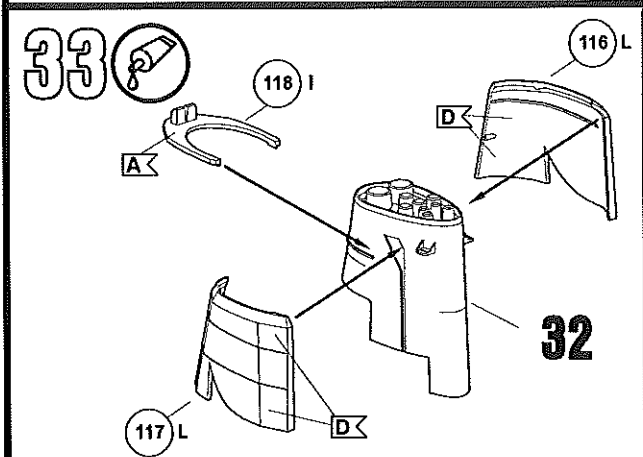
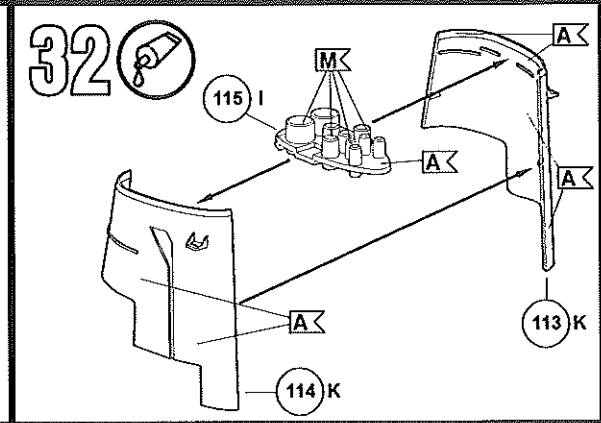
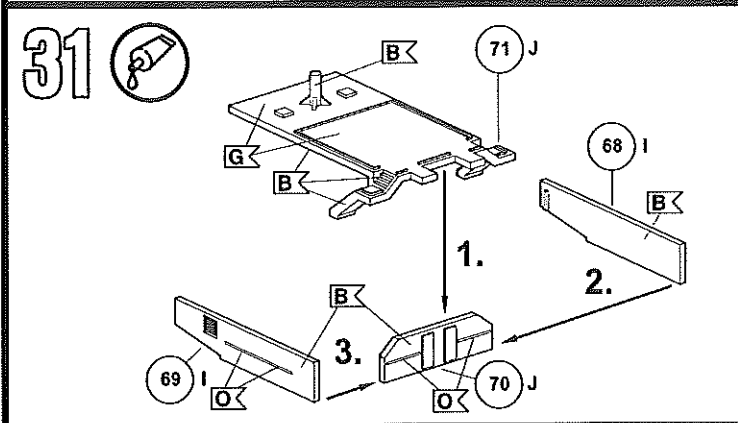
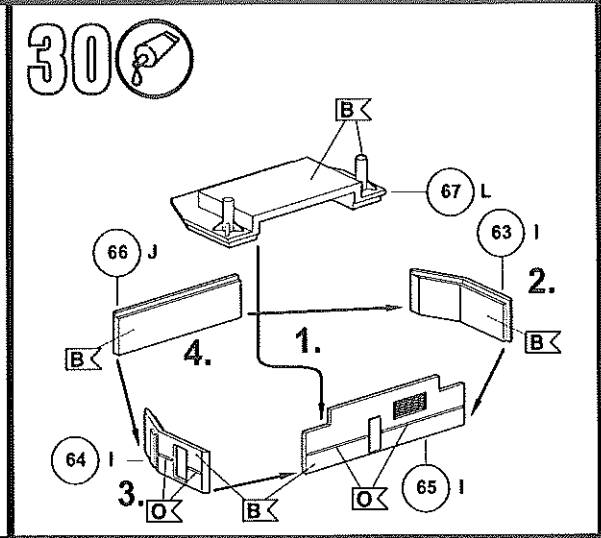
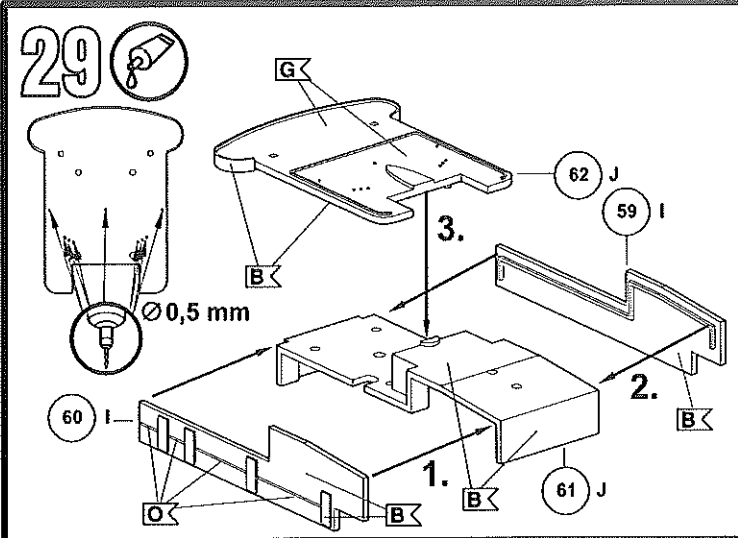


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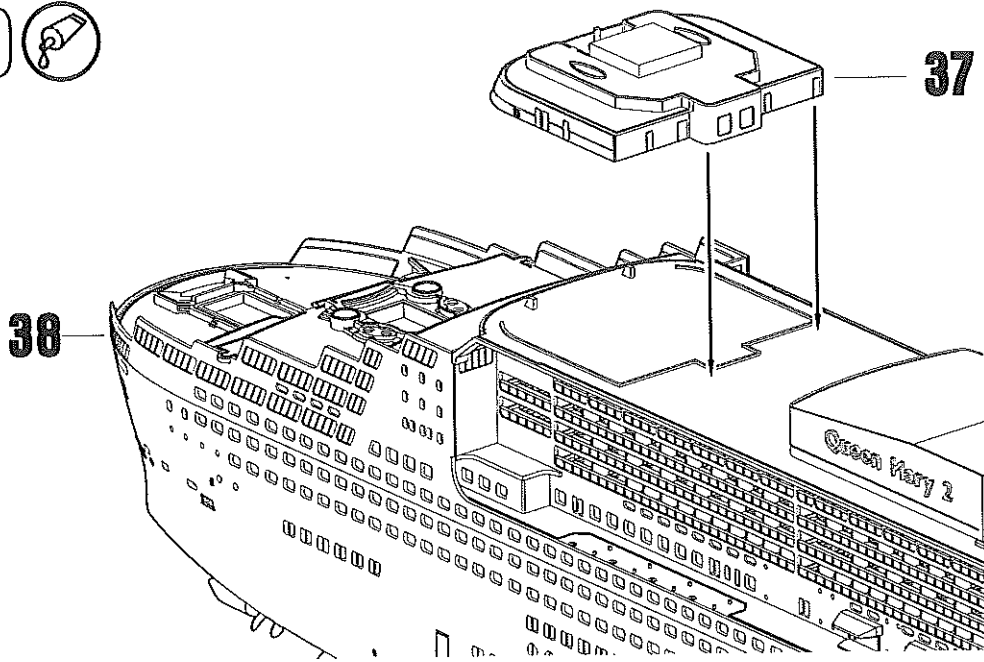


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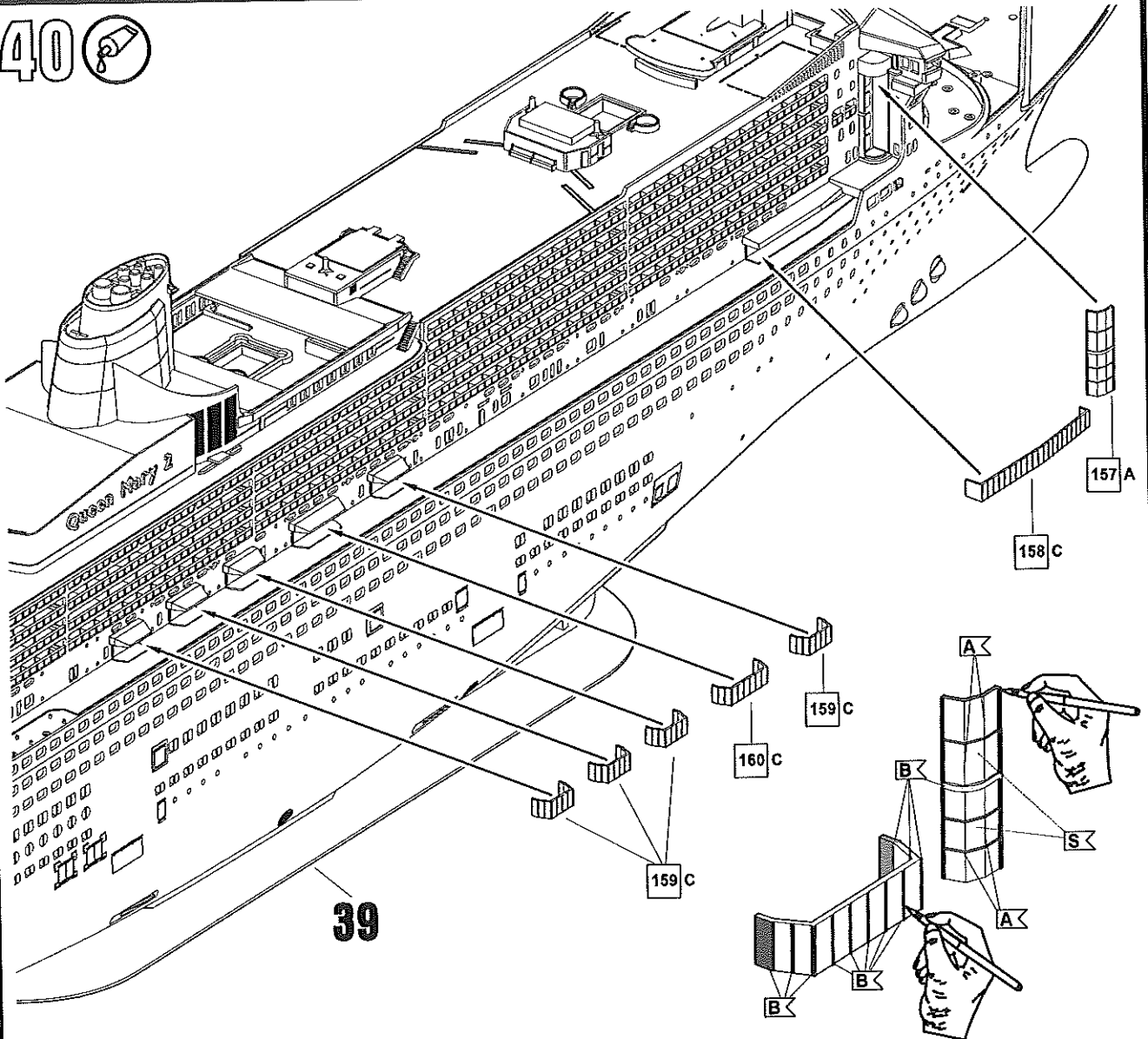


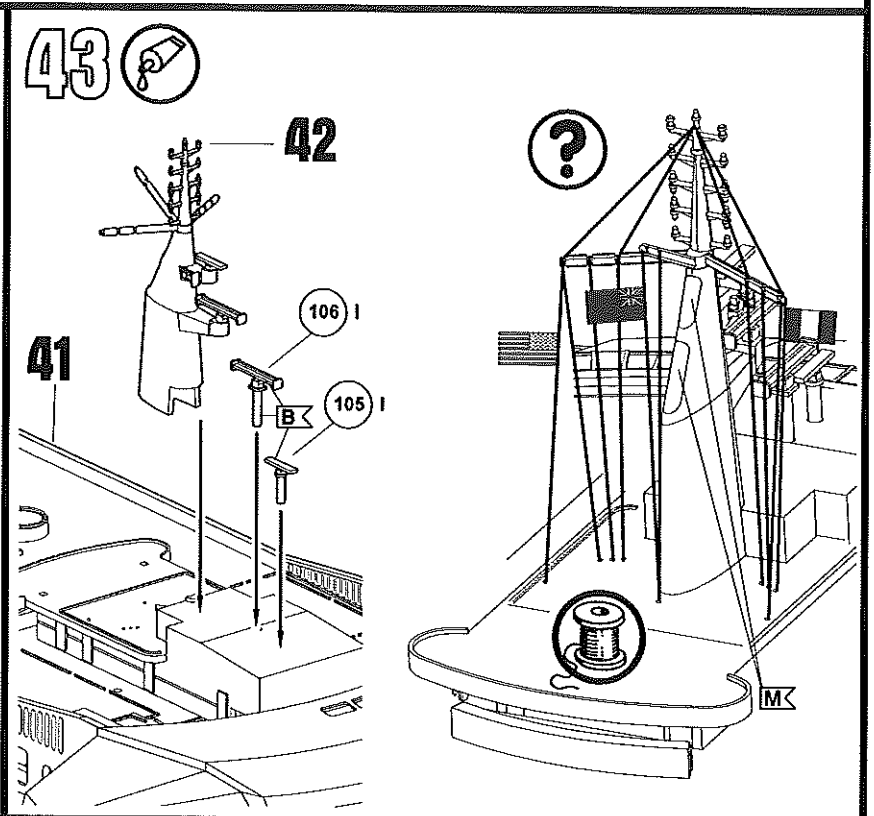
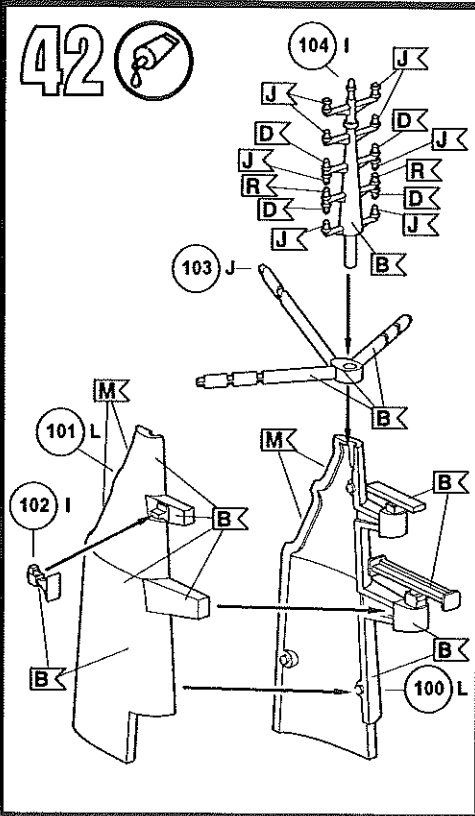
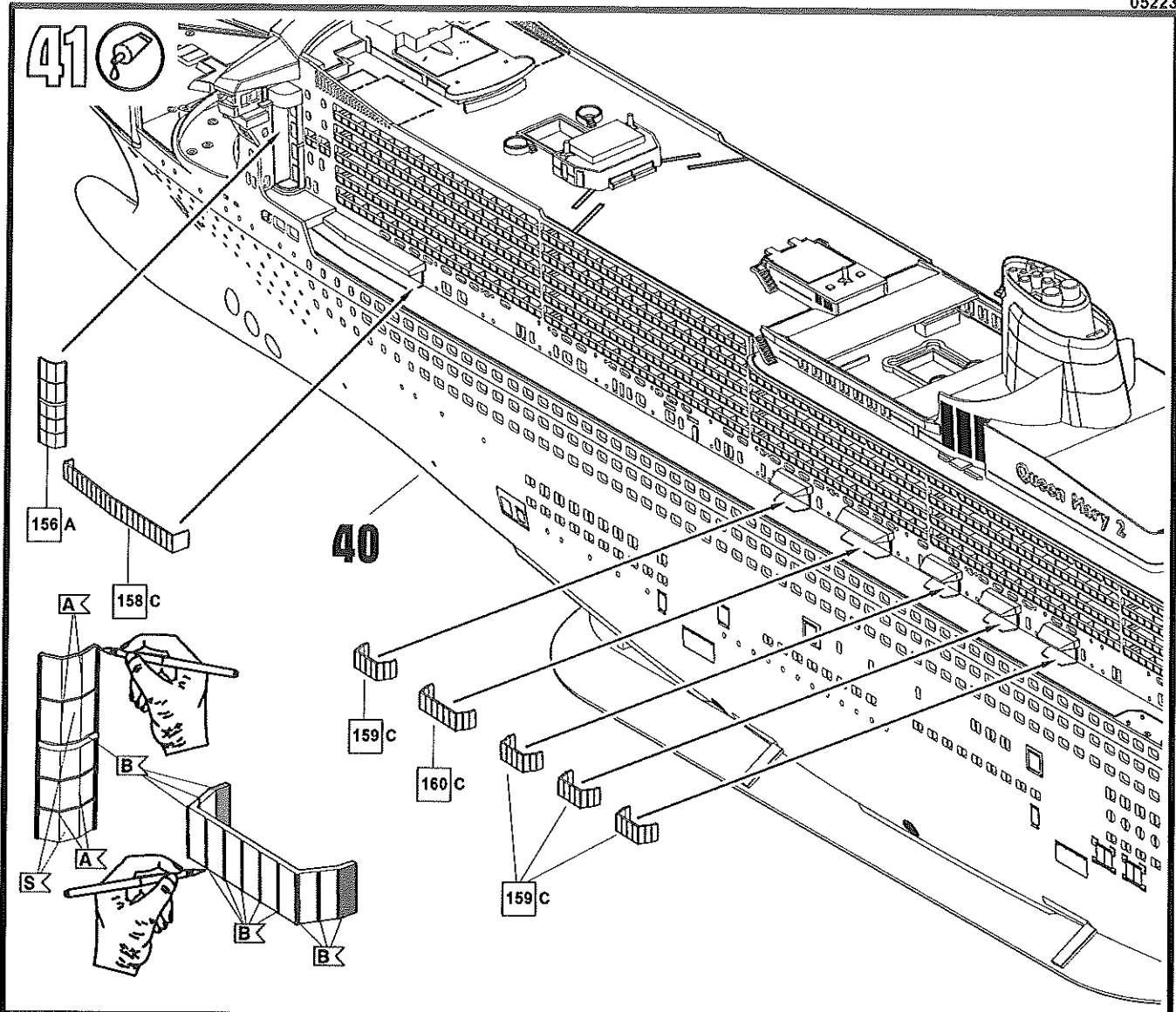


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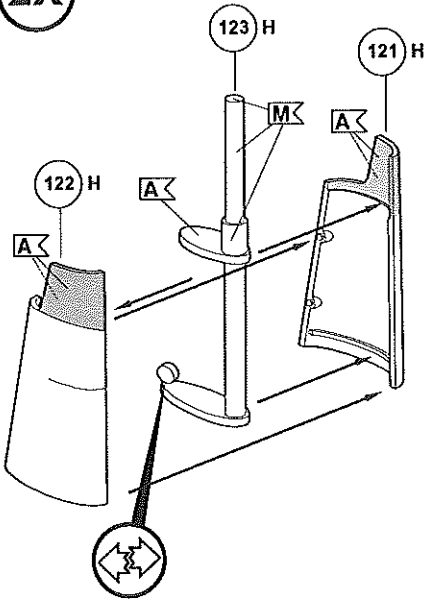
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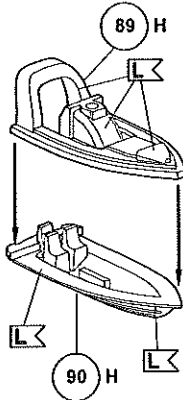
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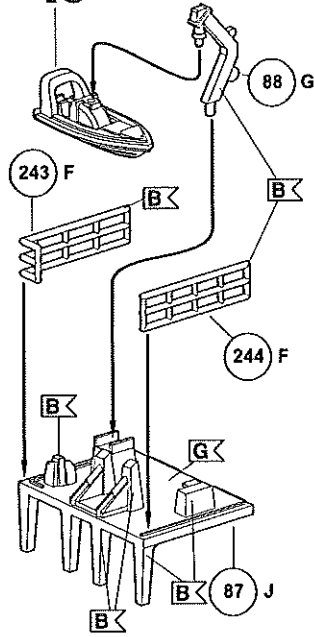
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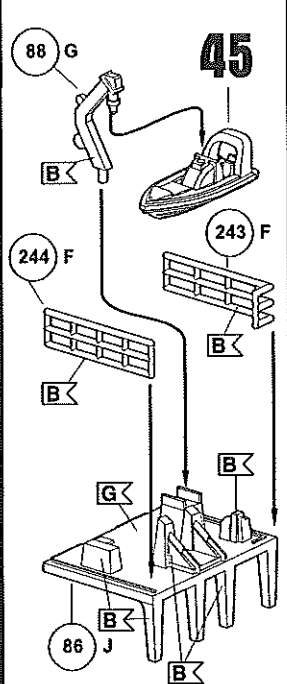


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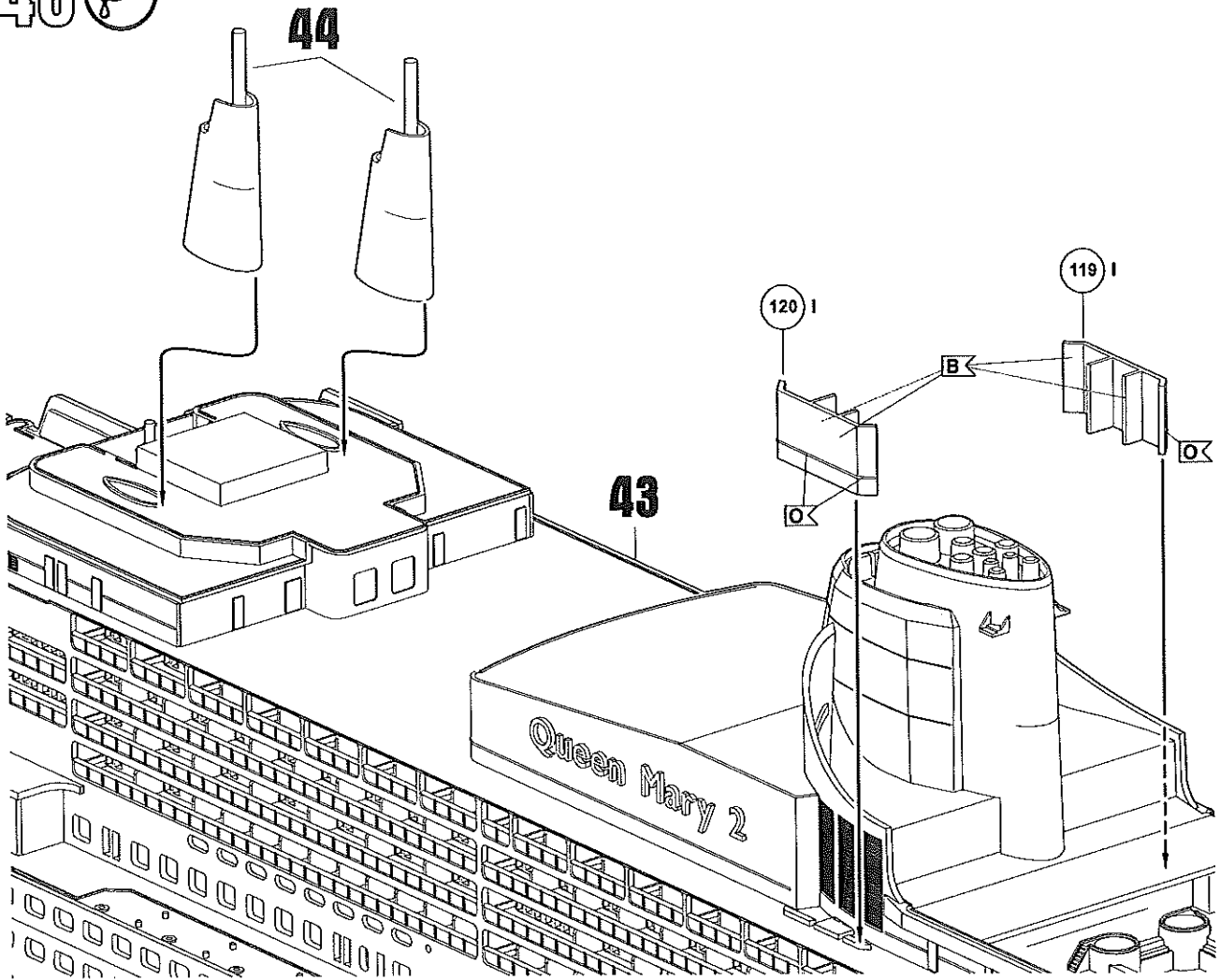
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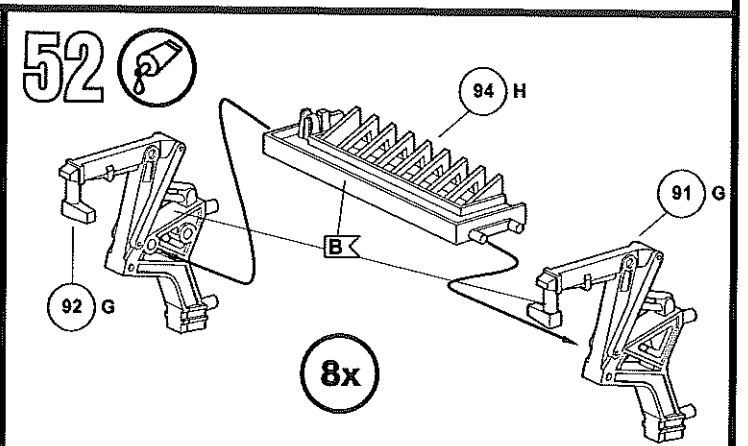
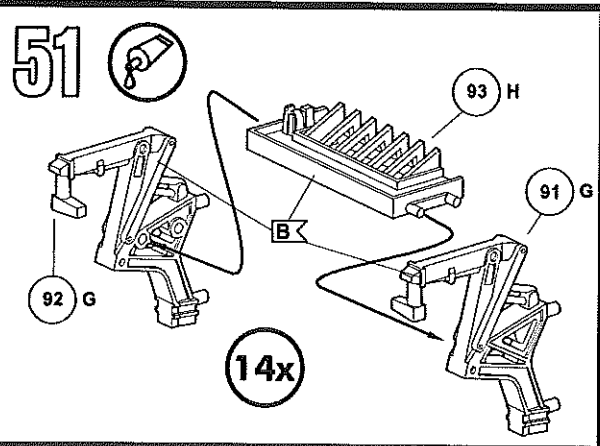
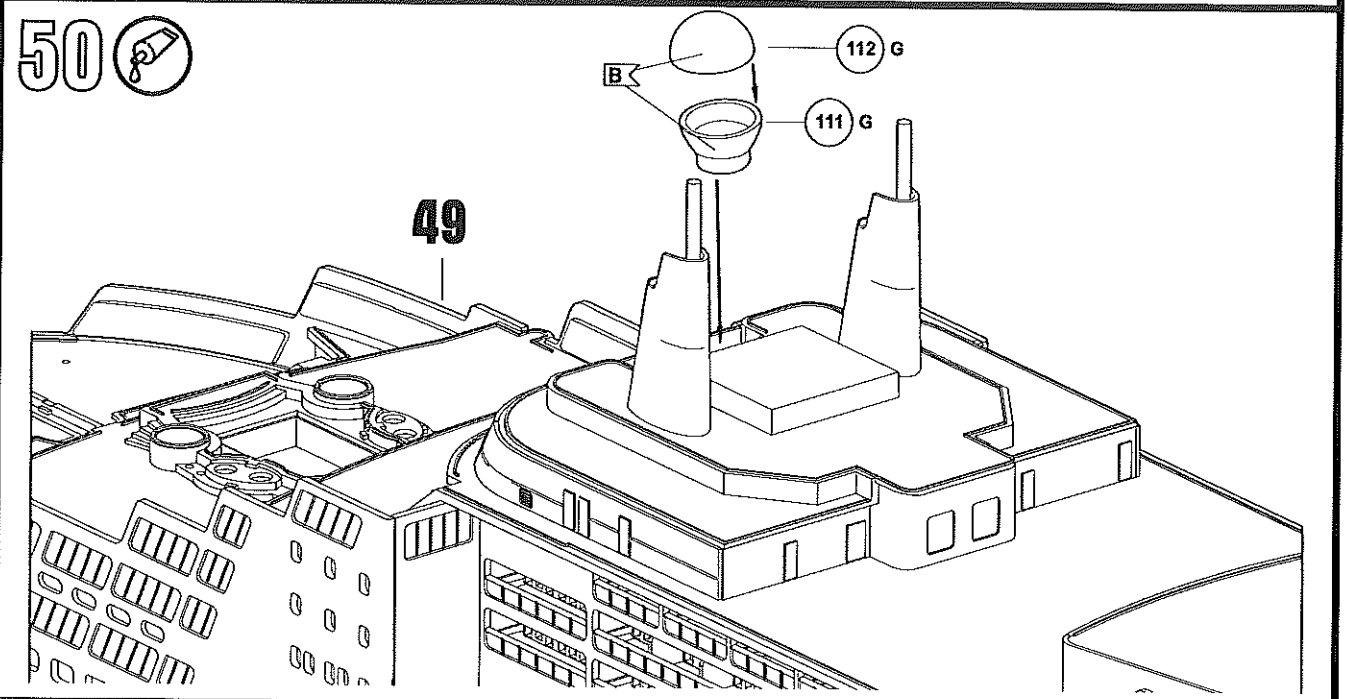
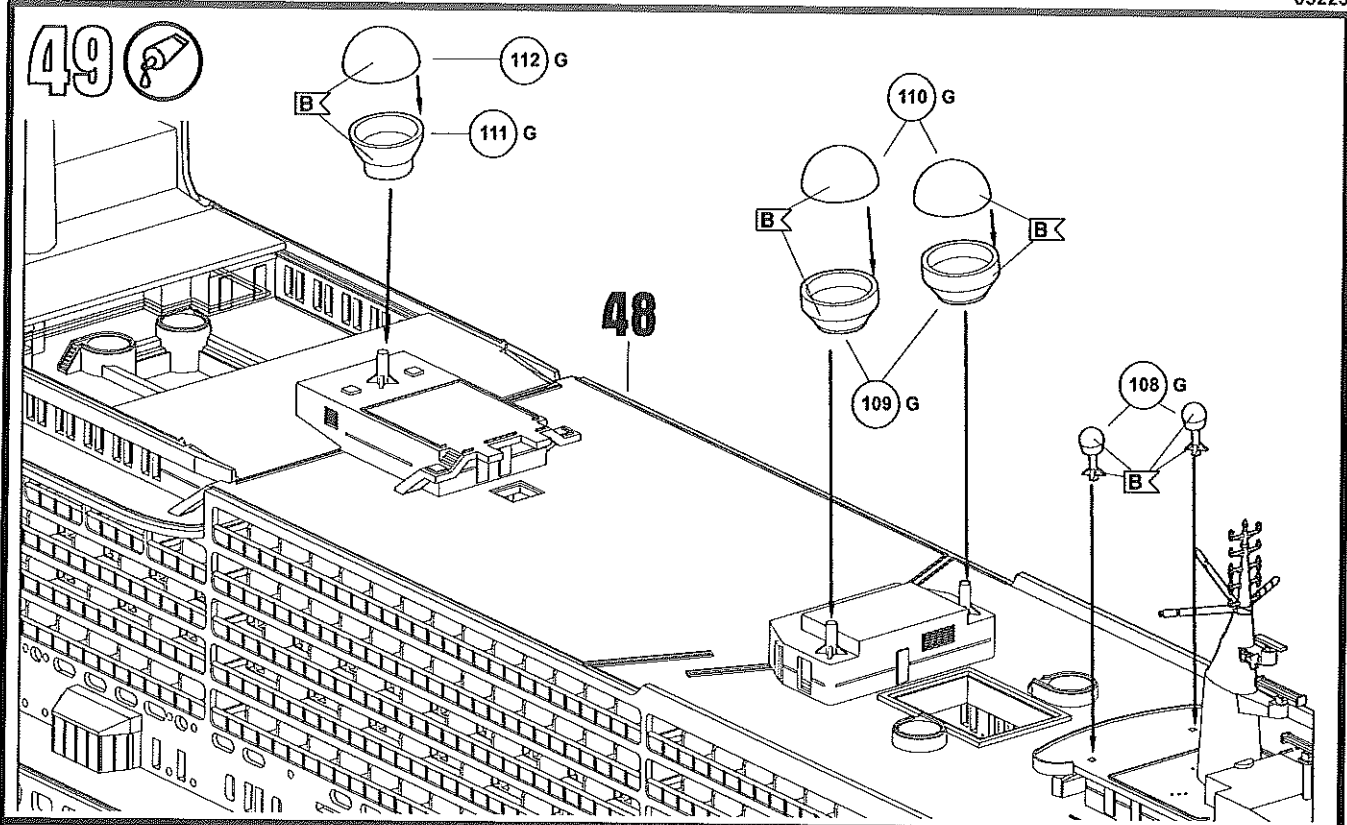


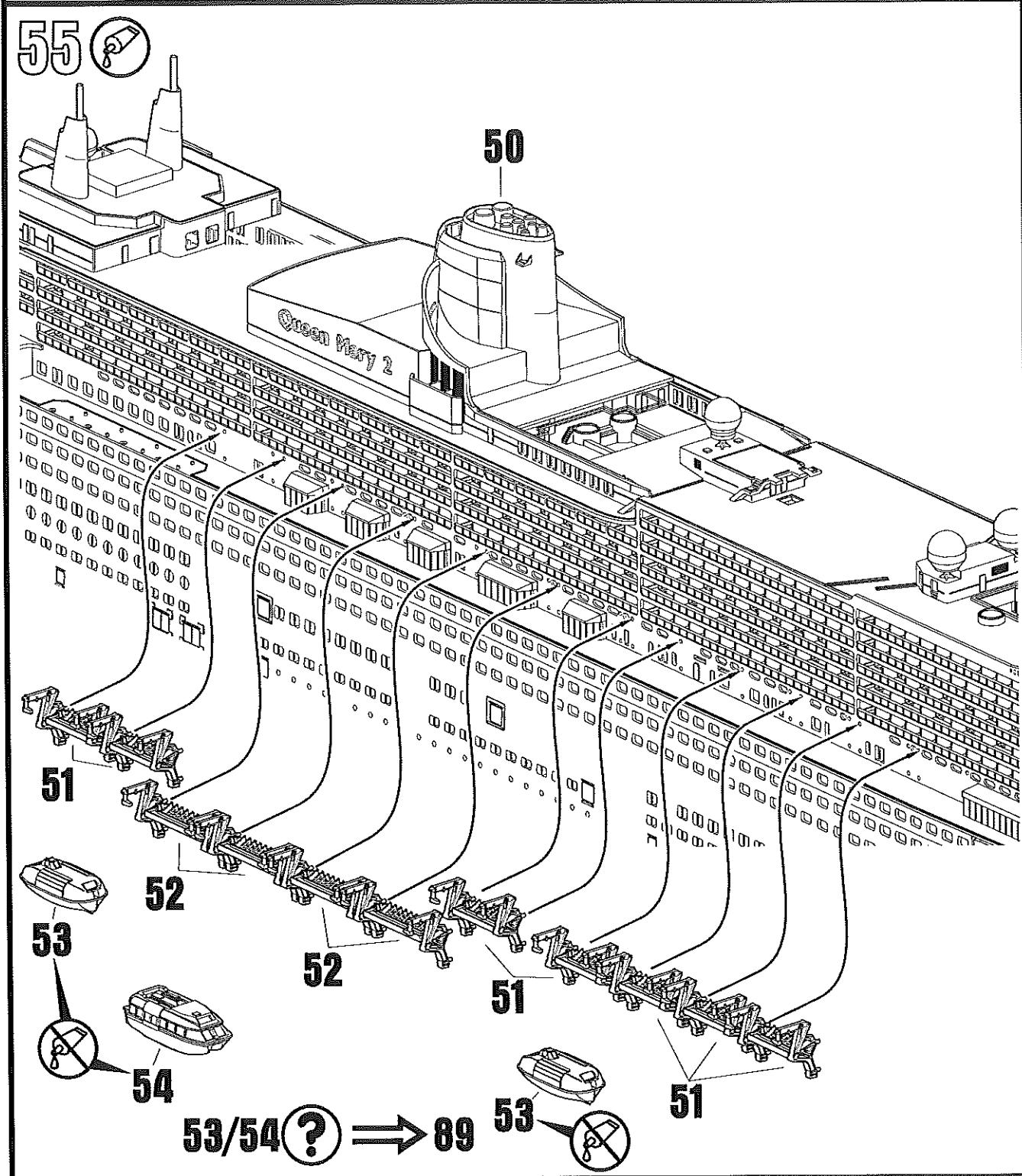
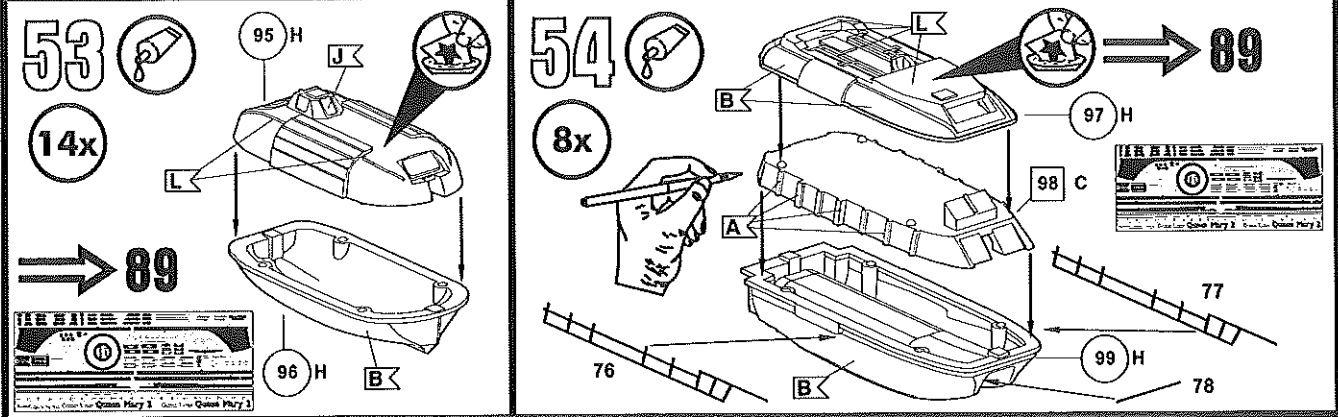
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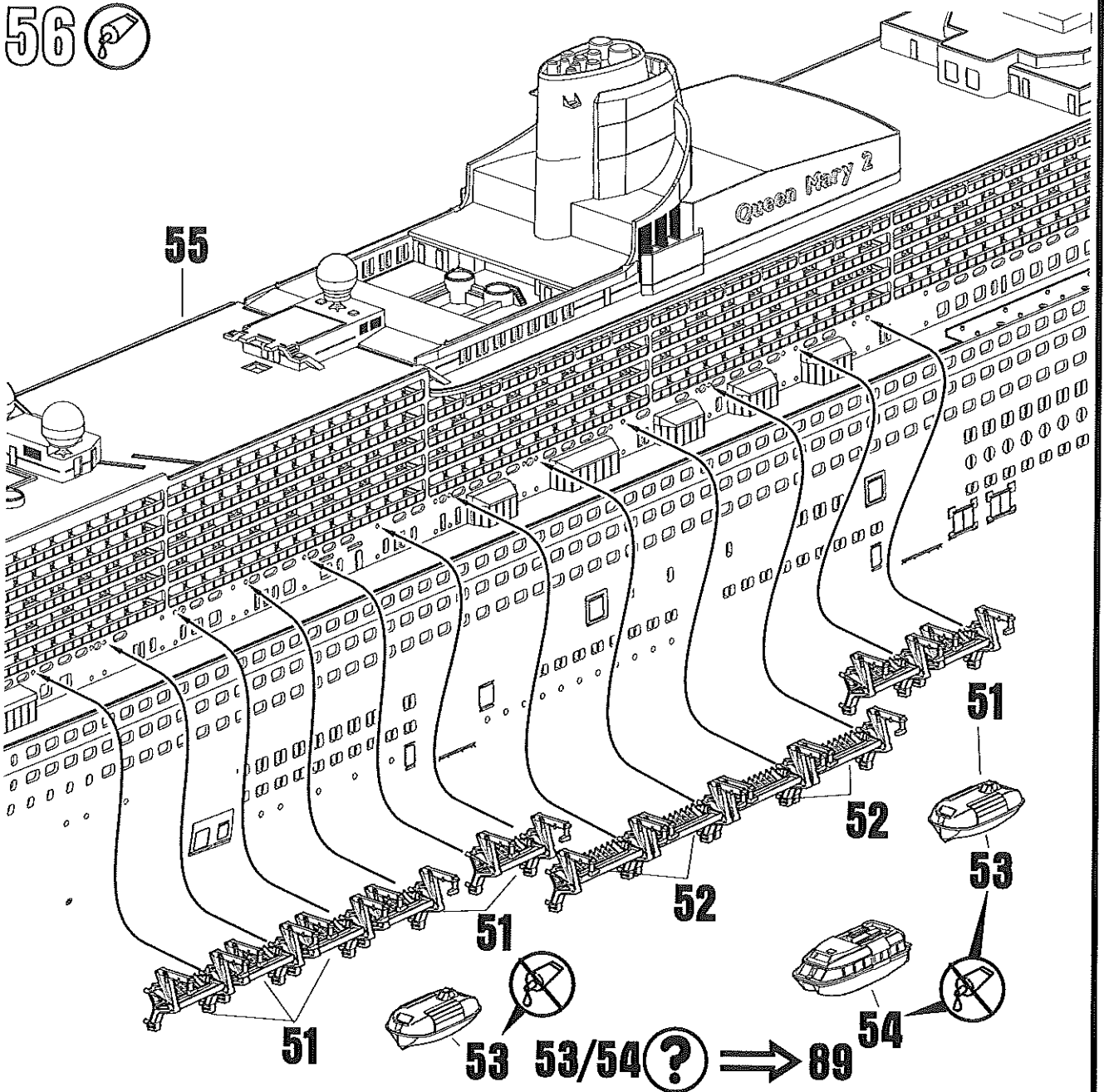
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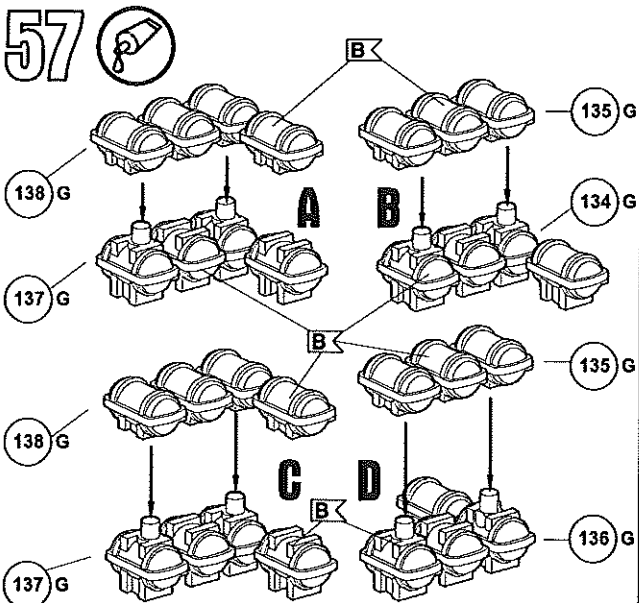




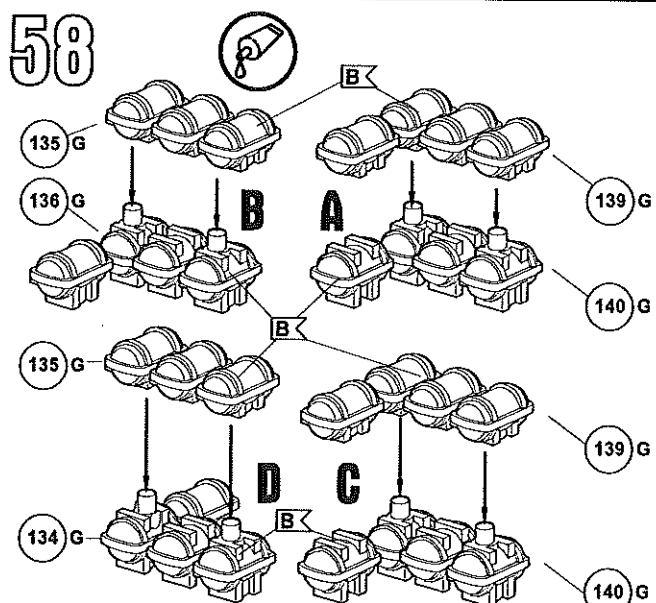
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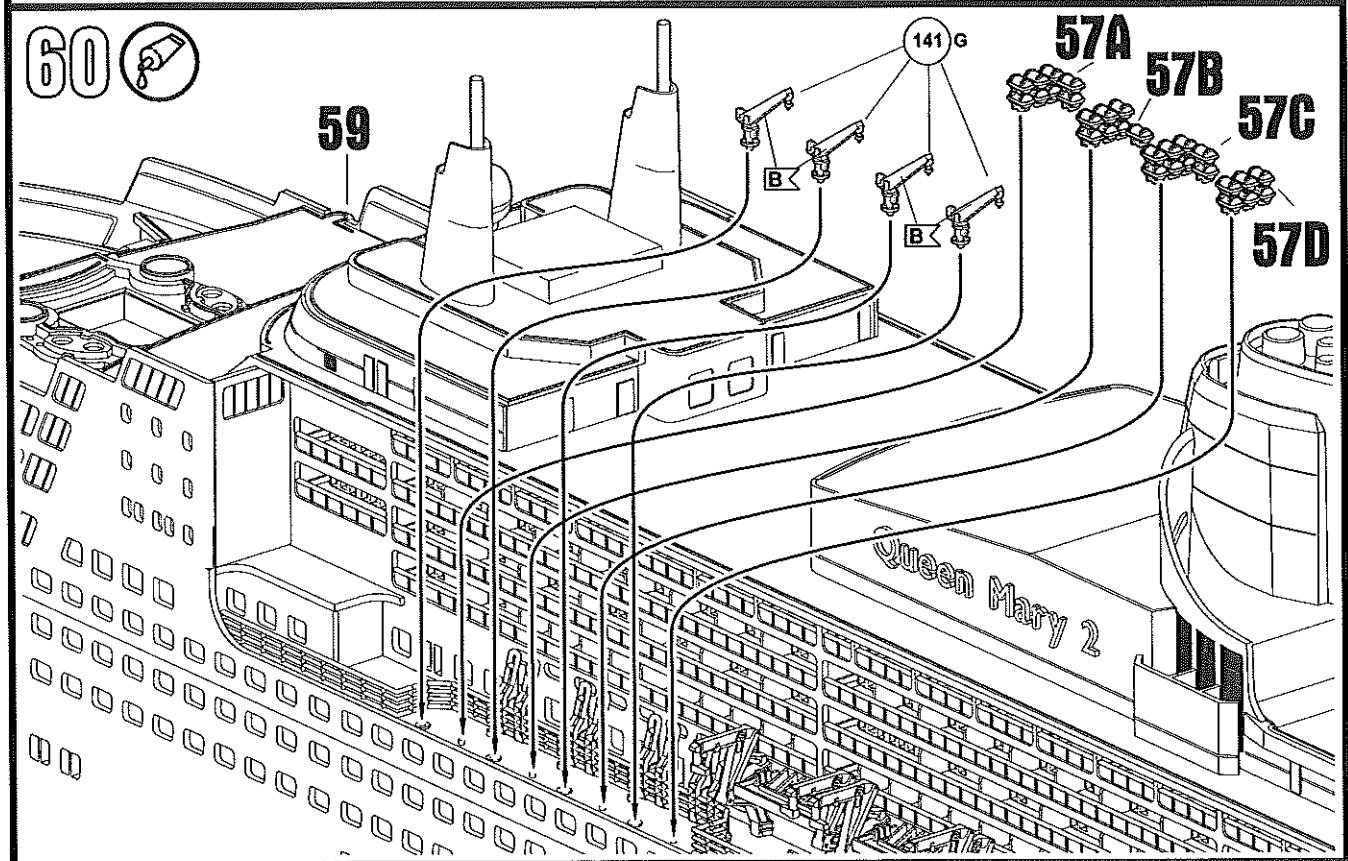
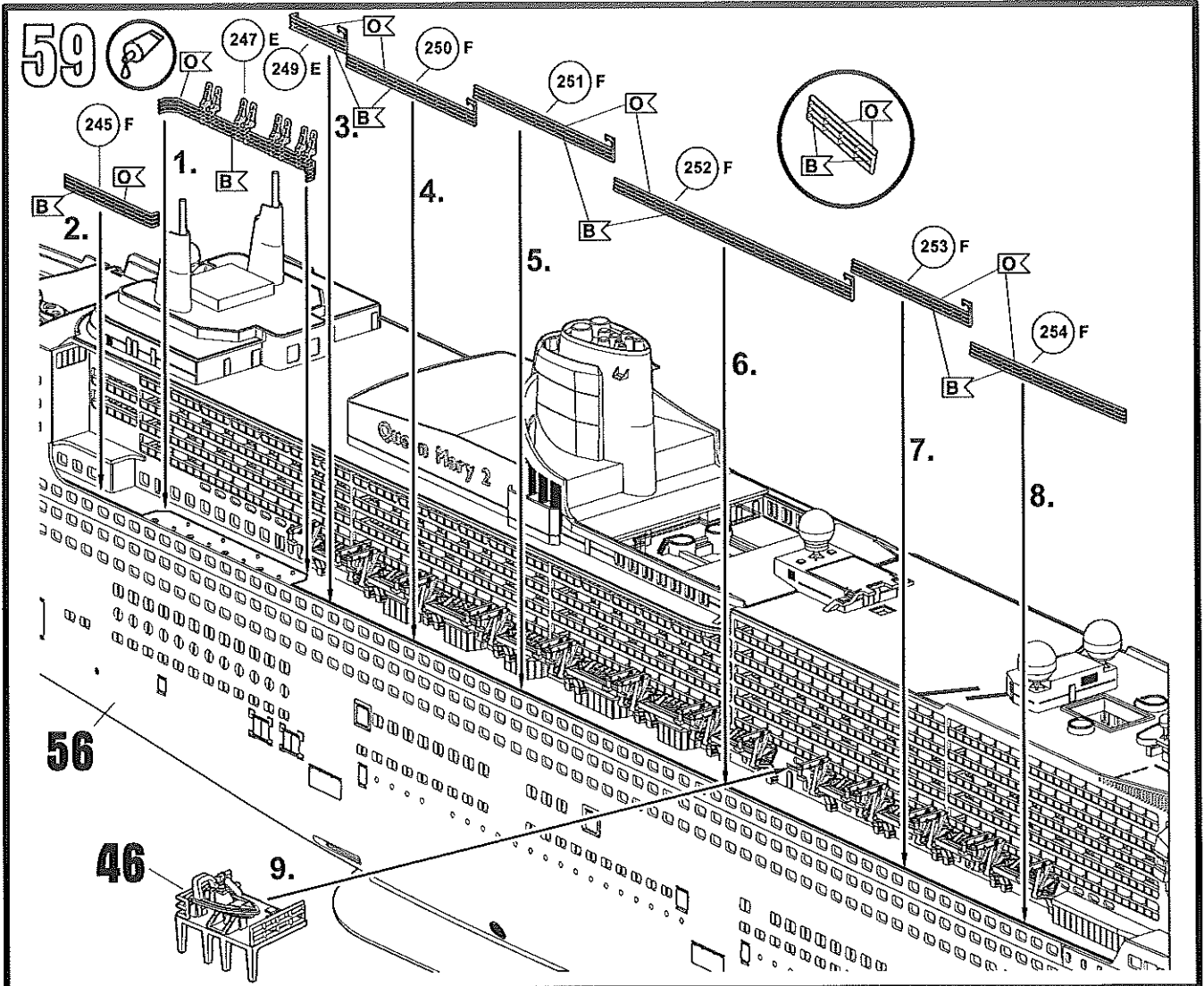


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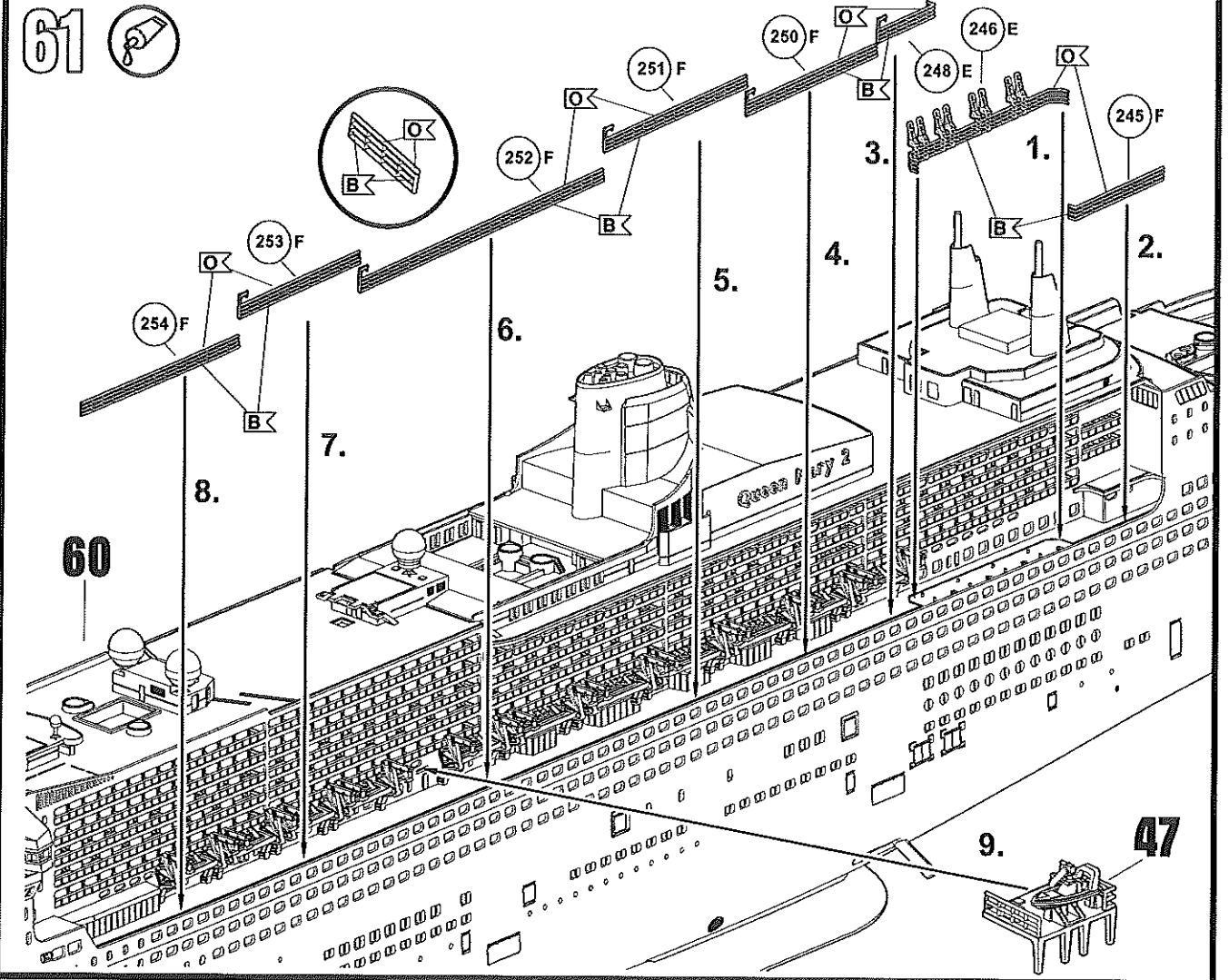


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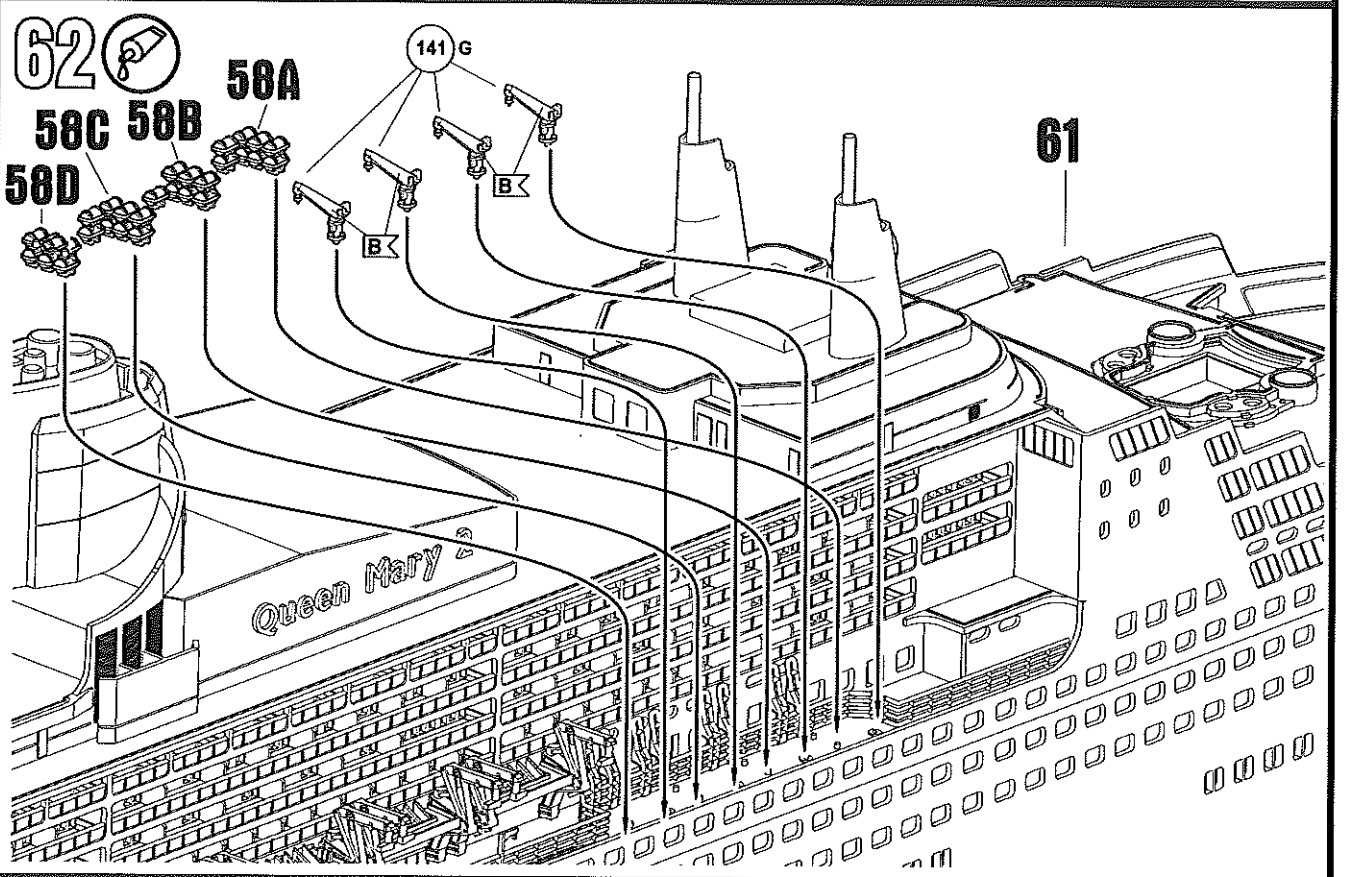




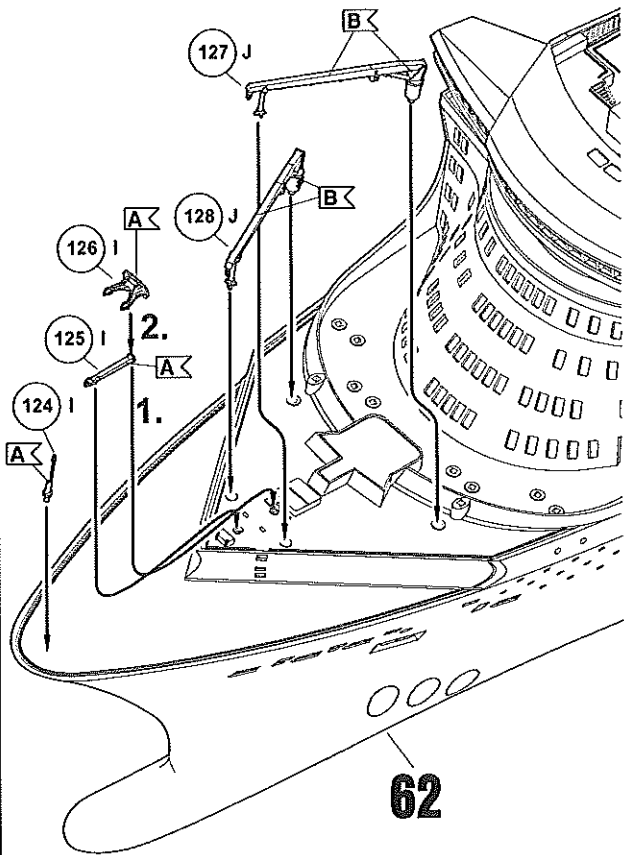
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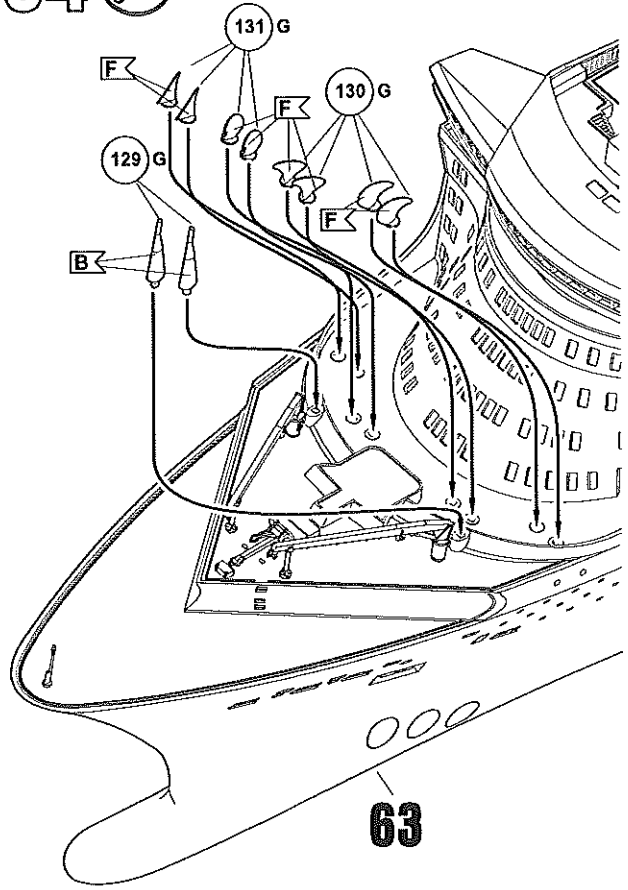
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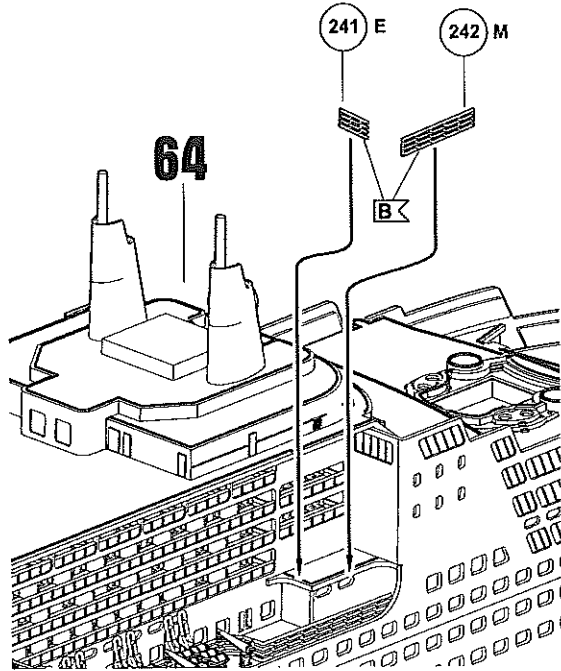
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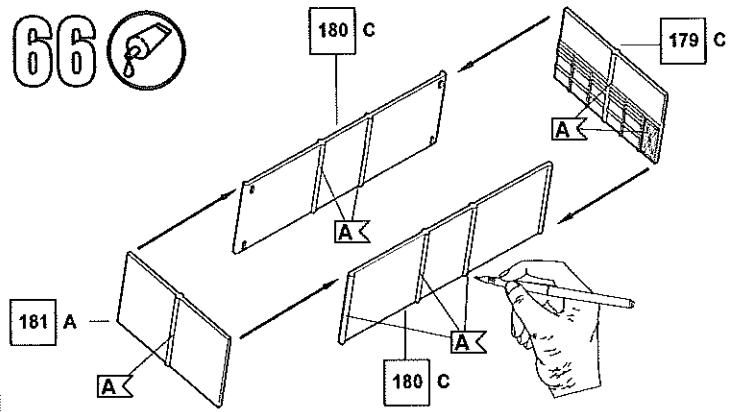
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