

## Section VIII

### RIGGING ZODIAC F470U BOAT IN A-22 CARGO BAG

#### 3-86. Description of Load

The description of the load rigged in this section is given below.

*a.* The Zodiac F470U Rubber Raiding Craft is described in Section VI. This boat is rigged in an adapted A-22 cargo bag on a 48- by 48-inch skid for low-velocity airdrop over water. The boat is rigged with the 35-horsepower submersible MARS engine installed on the boat transom. This load is designed for rapid inflation and deployment of the boat. The load shown weighs 600 pounds.

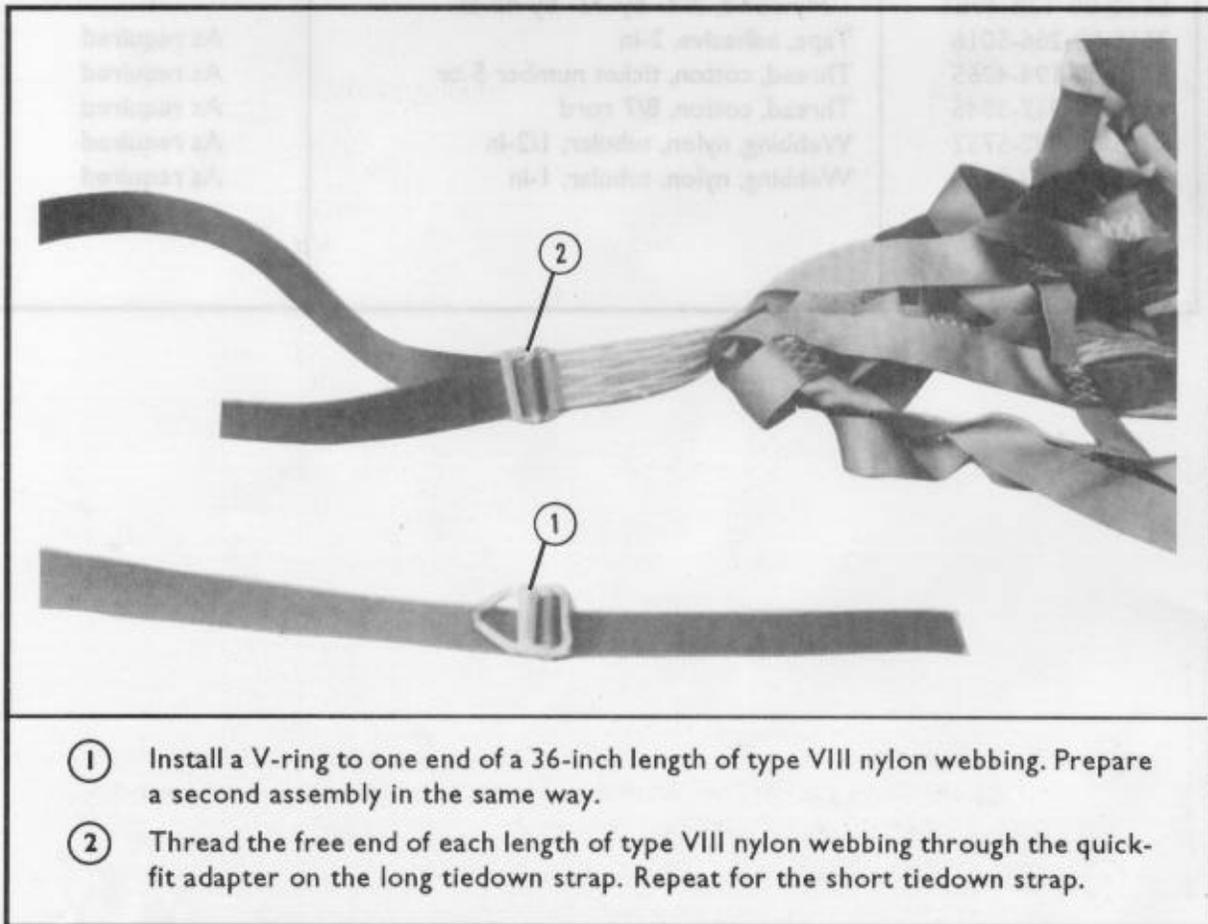
*b.* The accompanying load is limited to equipment that can be stowed on both sides of the

engine box and secured within the A-22 cargo bag. No accompanying load is shown.

**CAUTION: THIS LOAD DIFFERS FROM OTHER RUBBER BOAT LOADS. STRICT ADHERENCE TO RIGGING PROCEDURES IS CRITICAL.**

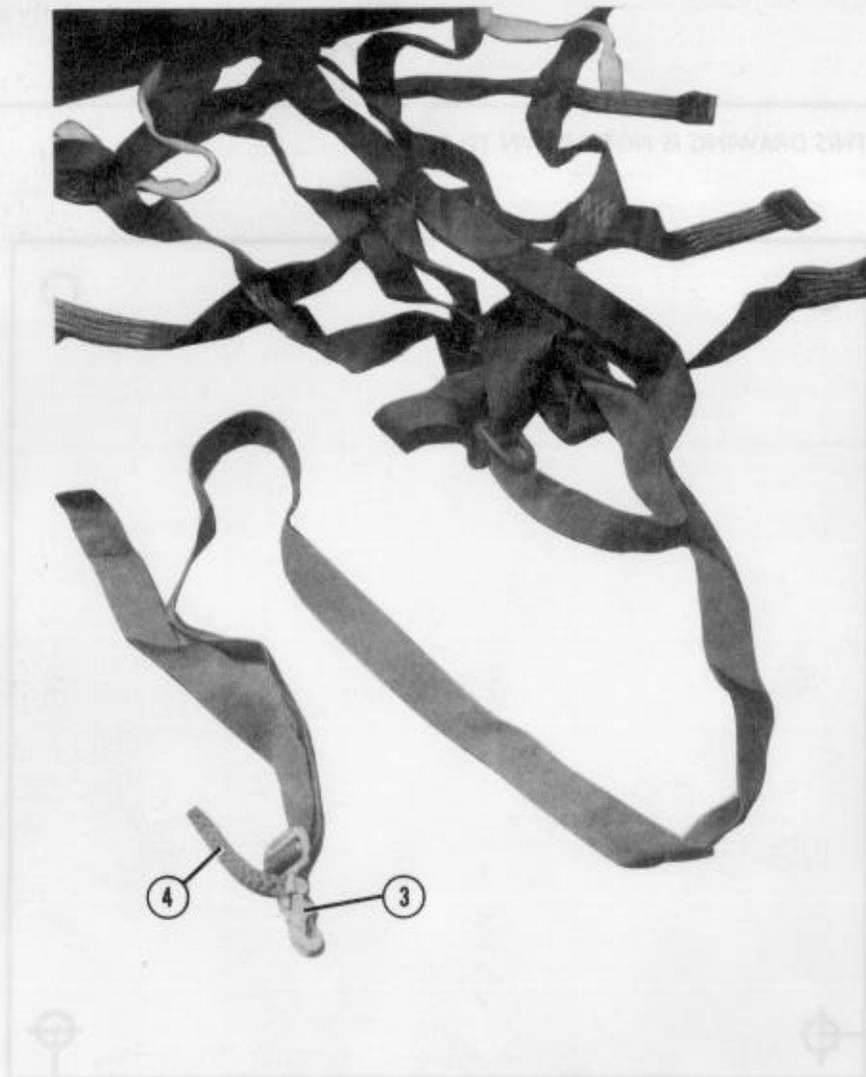
#### 3-87. Adapting A-22 Cargo Bag

Adapt the long and short tiedown straps on the sling assembly of the A-22 cargo bag as shown in Figure 3-75.



- ① Install a V-ring to one end of a 36-inch length of type VIII nylon webbing. Prepare a second assembly in the same way.
- ② Thread the free end of each length of type VIII nylon webbing through the quick-fit adapter on the long tiedown strap. Repeat for the short tiedown strap.

*Figure 3-75. A-22 sling assembly adapted*



- ③ Install a parachute harness snap to each of the remaining long and short tie-down straps on the sling assembly. Install the parachute harness snap so that it will open inward when the A-22 container is closed.
- ④ Make a pull handle for each parachute harness snap.

Figure 3-75. A-22 sling assembly adapted (continued)

### 3-88. Constructing Engine Protection Box

Construct the engine protection box as shown in Figure 3-76. If the engine protection box is to be recovered and reused, construct the box of oiled marine-grade plywood and aluminum braces. For one-time use, standard plywood and nails may be used.

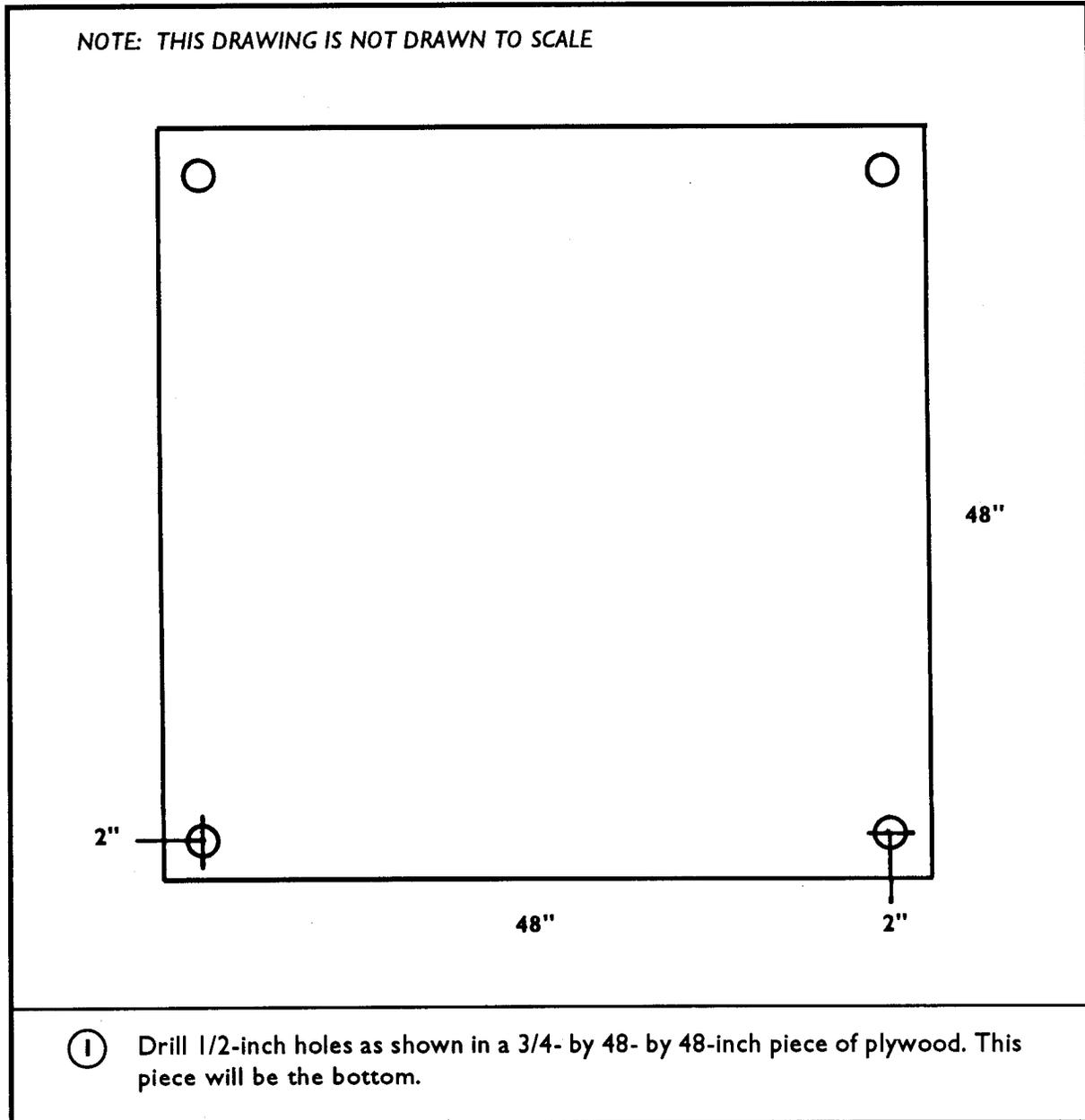
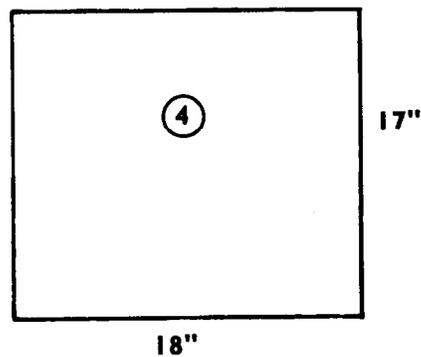
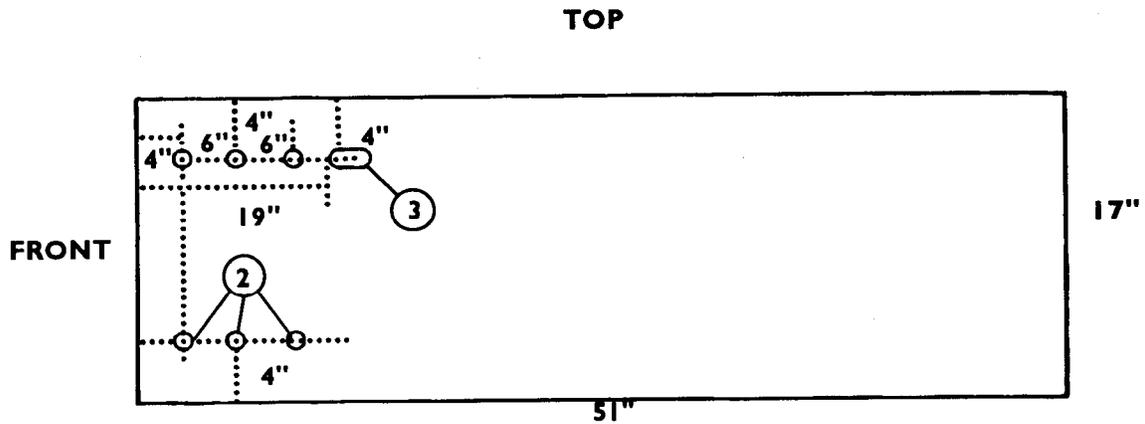


Figure 3-76. Engine protection box constructed

NOTE: THESE DRAWINGS ARE NOT DRAWN TO SCALE.



- ② Drill 1/2-inch holes as shown in two 3/4- by 17- by 51-inch pieces of plywood. These pieces will be the sides.

NOTE: ADDITIONAL HOLES MAY BE DRILLED IN THE SIDES TO SECURE EQUIPMENT.

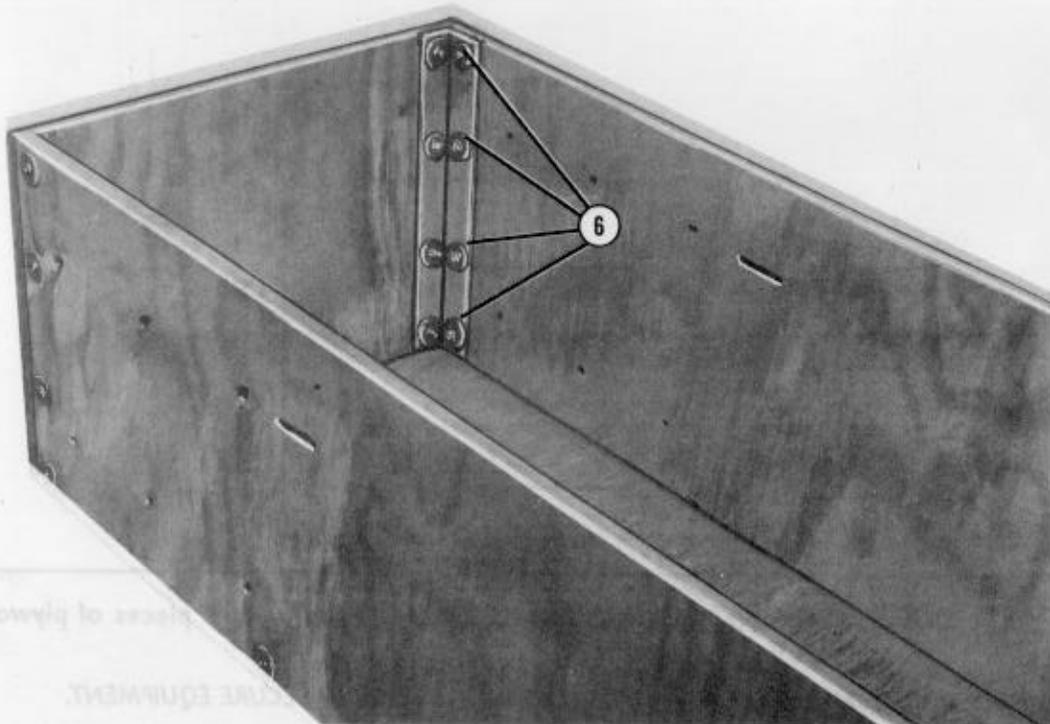
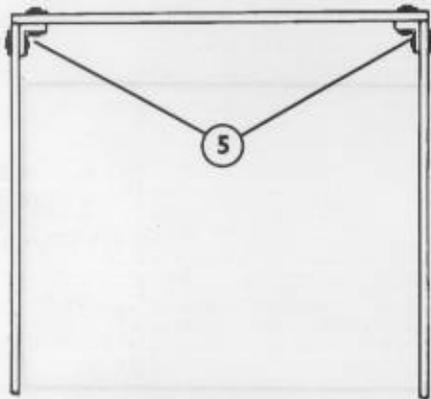
- ③ Cut a 2- by 1/2-inch slot in each side 19 inches from the front edge and 4 inches from the top.

NOTE: THE LENGTH OF THE BOX SIDES MAY BE 52 INCHES TO FACILITATE THE DERIGGING OF LONG-SHAFT ENGINES.

- ④ Cut two 3/4- by 17- by 18-inch pieces of honeycomb as the ends.

Figure 3-76. Engine protection box constructed (continued)

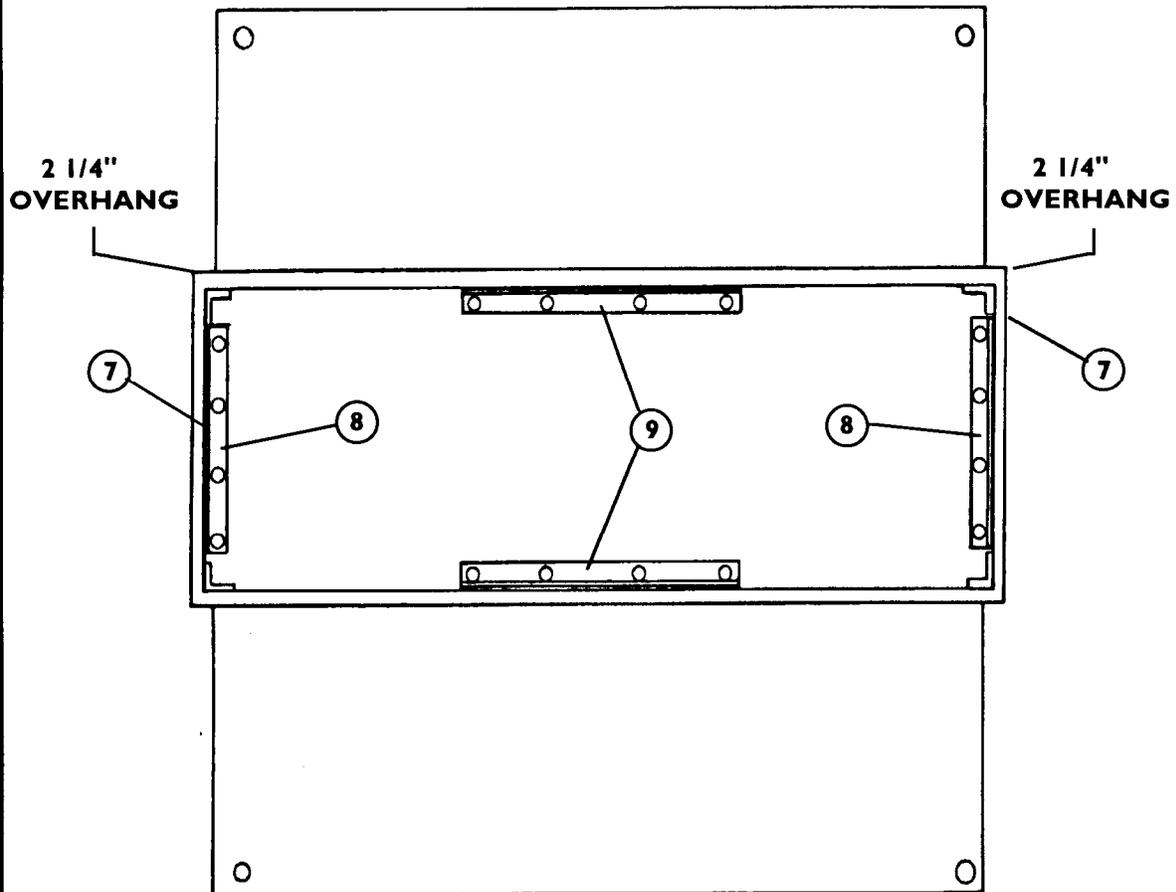
NOTE: THIS DRAWING IS NOT DRAWN TO SCALE.



- ⑤ Join the ends and sides of the box with 17-inch lengths of angled aluminum or Dexion braces. Fit the ends of the box to the outside edges of the sides.
- ⑥ Drill four holes (one at each end of the brace and two evenly spaced between the end holes). Install bolts and nuts using 1 1/2-inch-diameter fender washers under each bolt and each nut.

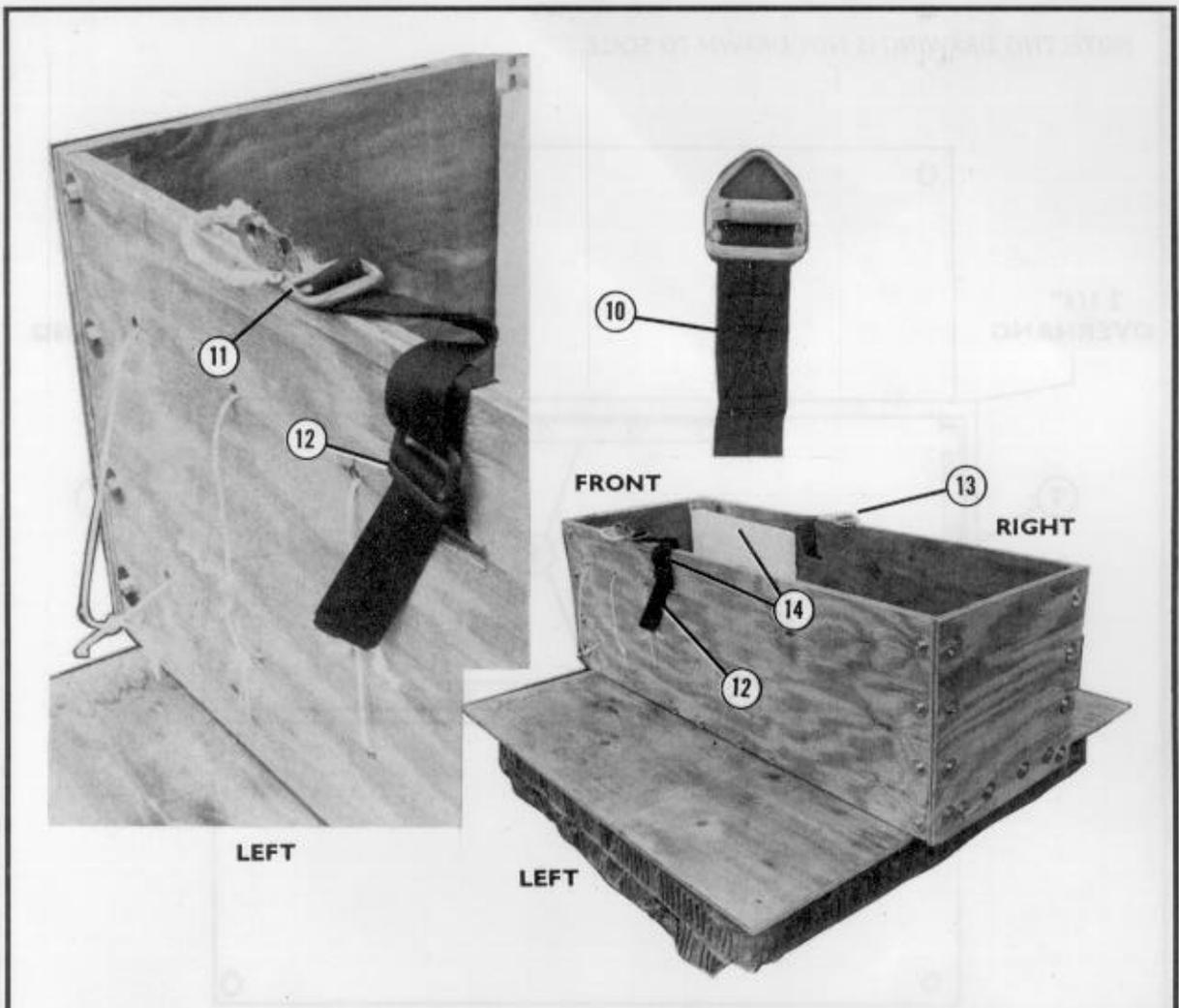
Figure 3-76. Engine protection box constructed (continued)

NOTE: THIS DRAWING IS NOT DRAWN TO SCALE.



- ⑦ Center the sides of the box over the bottom so that the ends overhang the bottom 1 1/2 inches at the front and rear.
- ⑧ Join each end of the box to the bottom with a 14-inch length of angled aluminum or Dexion. Drill holes and install fasteners and washers as in step 6. Note that the total overhang at each end for a 51-inch box is 2 1/4 inches.
- ⑨ Join each side of the box to the bottom with a 20-inch length of angled aluminum or Dexion centered along each side. Drill holes and install fasteners and washers as in step 6.

Figure 3-76. Engine protection box constructed (continued)



- ⑩ Sew a V-ring to a 30-inch length of type VIII nylon webbing.
- ⑪ Attach a parachute harness snap to another 30-inch length of type VIII nylon webbing using the friction adapter on the snap. Make a pull handle for the snap as in step 4 of Figure 3-75.
- ⑫ With the snap opening facing the inside of the box, attach the strap with the parachute harness snap to the slot on the left side of the box using a friction adapter.
- ⑬ Attach the strap with the V-ring to the slot on the right side of the box with a friction adapter.
- ⑭ Place one 13-by 17-inch piece of foam padding in each front side of the box. Secure them with type III nylon cord tied through the holes in the sides of the box.

Figure 3-76. Engine protection box constructed (continued)

**3-89 Modifying Type IV Link Assembly for Use With Hydraulic Release**

Modify the type IV link assembly as shown in Figures 3-77 through 3-80, if the hydraulic release is to be used on this load.

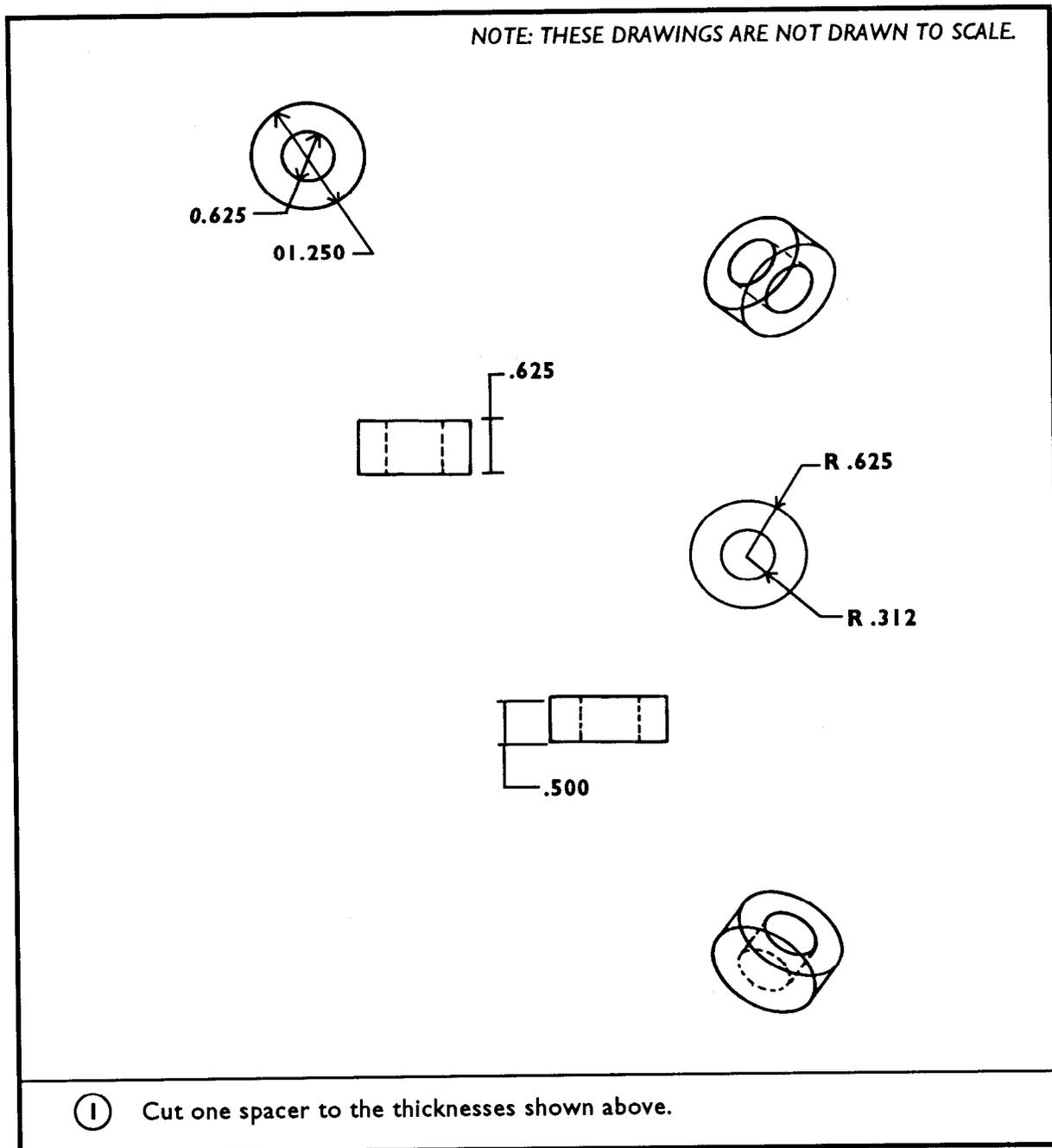
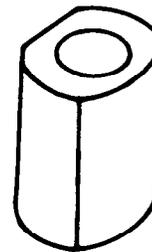
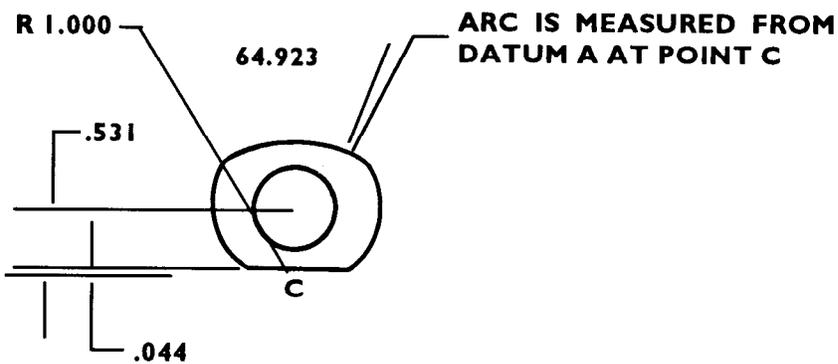


Figure 3-77. Spacer modified for release end of link

NOTE: THESE DRAWINGS ARE NOT DRAWN TO SCALE.

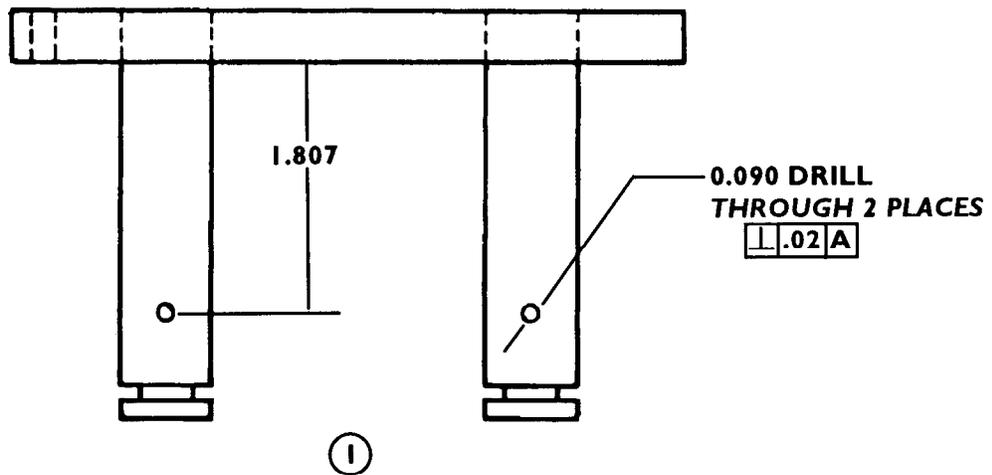
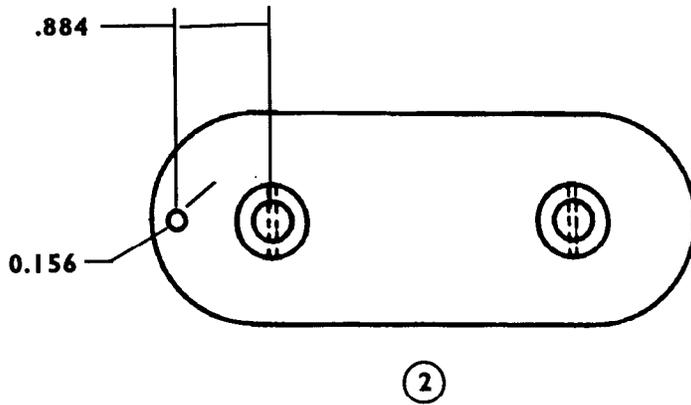


DATUM A IS PERPENDICULAR  
TO RADIUS OF SPACER AND  
AT POSITION INDICATED

- ① Mill the other spacer to the specifications shown so that the D-rings on the A-22 adapter webs fit over the spacer.

Figure 3-78. Spacer modified for load end of link

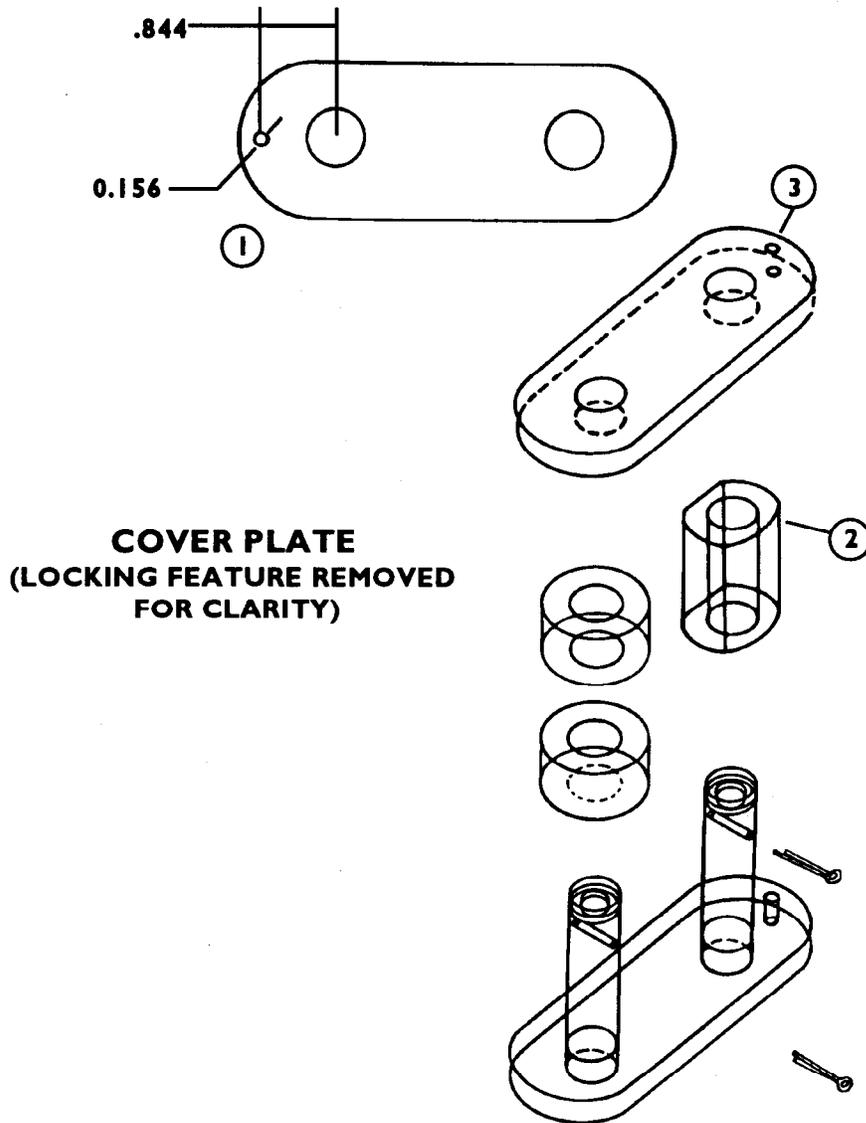
NOTE: THESE DRAWINGS ARE NOT DRAWN TO SCALE.



- ① Drill holes as shown in both sleeve pins of the link assembly.
- ② Drill a hole in one end of the link assembly body as shown.

Figure 3-79. Link assembly body modified

NOTE: THESE DRAWINGS ARE NOT DRAWN TO SCALE.



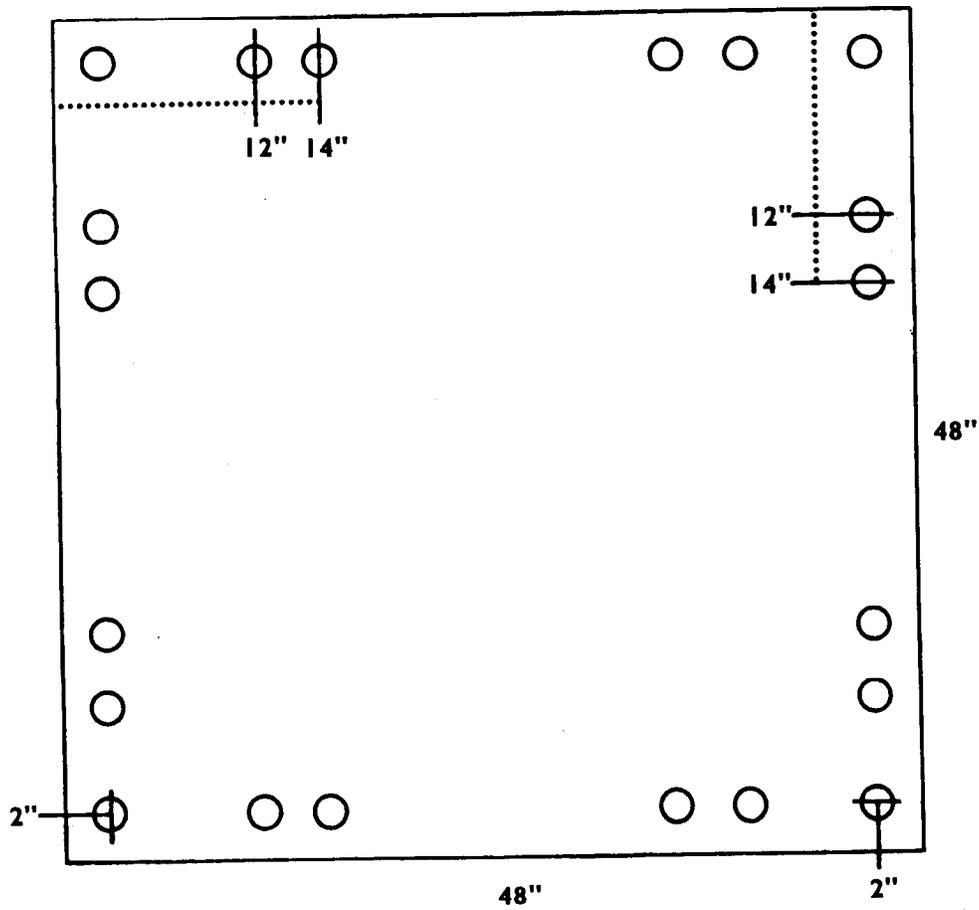
- ① Drill a hole as shown in the closure end of the side plate.
- ② Place the milled single spacer on the same end of the link assembly body as the drilled hole.
- ③ Assemble the link as shown. Place the side plate on the link assembly with the drilled hole at the same end as the milled spacer.

Figure 3-80. Side plate modified and link assembled

**3-90. Preparing Skid and A-22 Cargo Bag and Placing Engine Box**

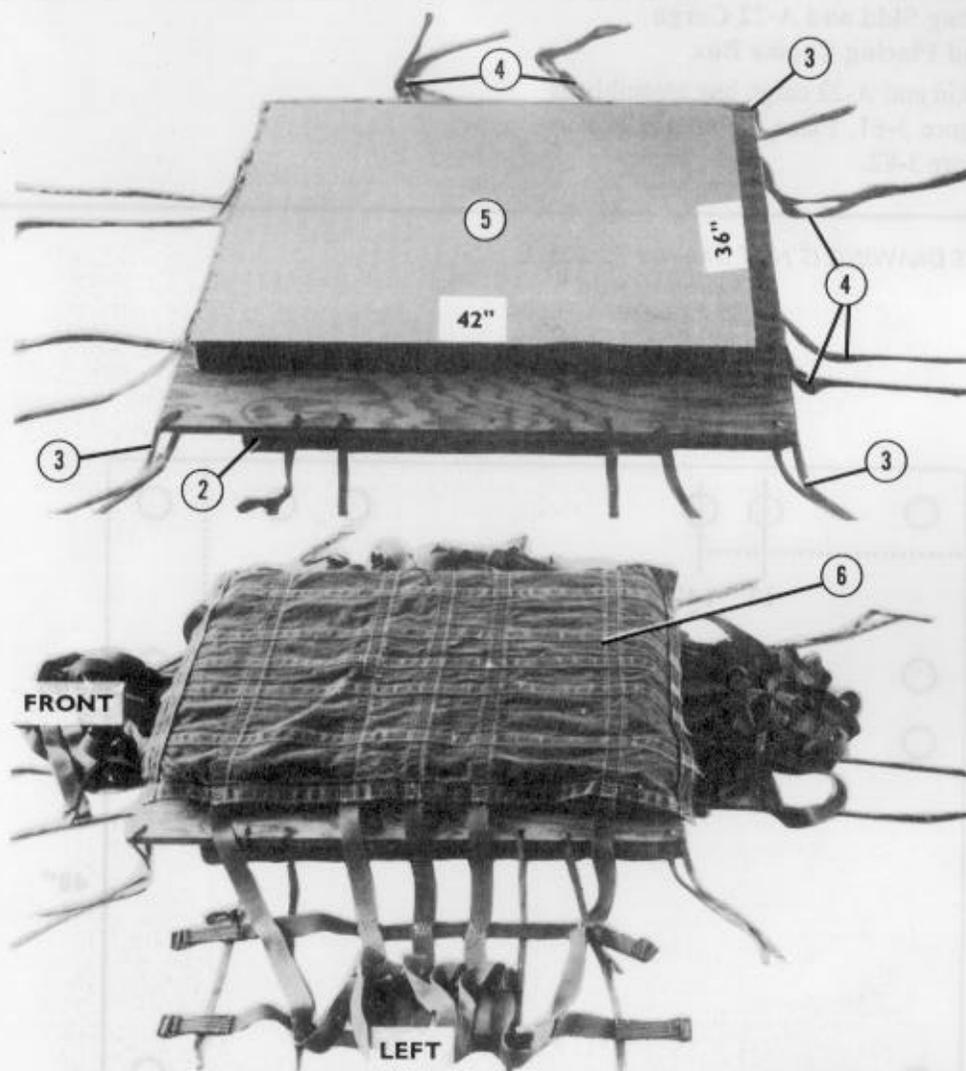
Prepare the skid and A-22 cargo bag assembly as shown in Figure 3-81. Place the engine box as shown in Figure 3-82.

NOTE: THIS DRAWING IS NOT DRAWN TO SCALE.



① Drill 1/2-inch holes as shown in a 3/4- by 48- by 48-inch piece of plywood.

Figure 3-81. Skid and A-22 cargo bag prepared



- ② Place the skid on dunnage to allow lifting by forklift.
- ③ Center a 24-inch length of 1/2-inch tubular nylon webbing through each corner hole.
- ④ Pass a length of 1/2-inch tubular nylon webbing through each pair of holes in the sides of the skid board.
- ⑤ Center a 36- by 42-inch piece of honeycomb on the skid as shown.
- ⑥ Center the scuff pad of the A-22 sling assembly over the honeycomb and skid. Be sure the parachute harness snaps installed in Figure 3-75 are on the front and left sides of the load.

Figure 3-81. Skid and A-22 cargo bag prepared (continued)



- ① Center the A-22 cover assembly over the scuff pad. Tuck the slings and cover flaps around the skid to allow working space.
- ② Center the base of the engine box over the skid and A-22 cargo bag.
- ③ Tie the corners of the skid to the corners of the engine box using the lengths of 1/2-inch tubular nylon webbing placed in step 3 of Figure 3-81.

Figure 3-82. Engine box placed

**3-91. Preparing Engine and Securing  
Engine in Box**

Prepare a 35-horsepower MARS submersible engine and secure it in the engine box as described below.

*a.* Prepare the engine with the assistance of a boat operator as described below.

(1) Place the shift lever in the NEUTRAL position

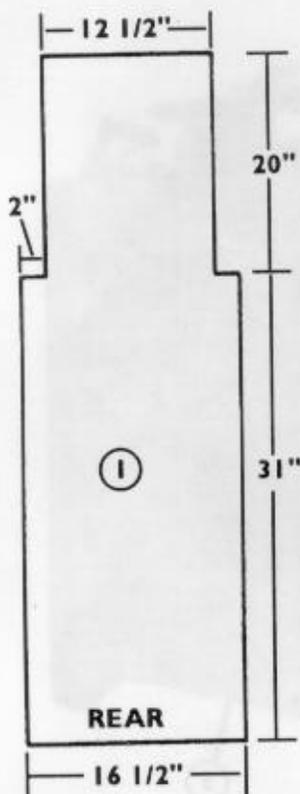
(2) Open the throttle fully.

(3) Place the dewatering valve in the OUT position.

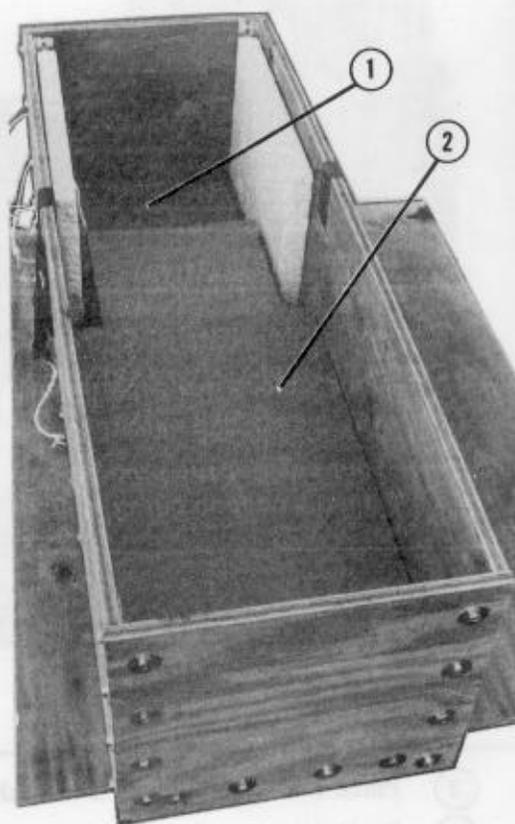
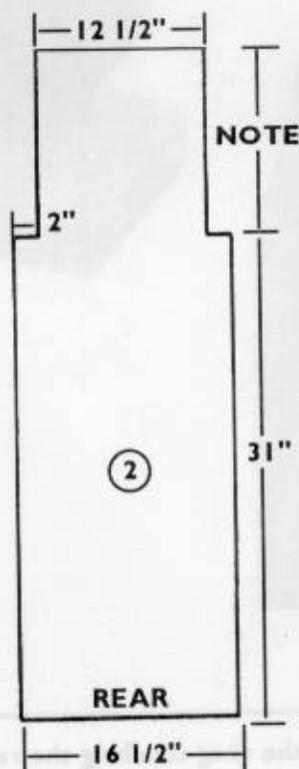
(4) Coat the ignition components with moisture-resistant sealer.

*b.* Place the engine in the engine box, pad it with honeycomb, and secure it as shown in Figure 3-83.

NOTE: THESE DRAWINGS ARE NOT DRAWN TO SCALE.

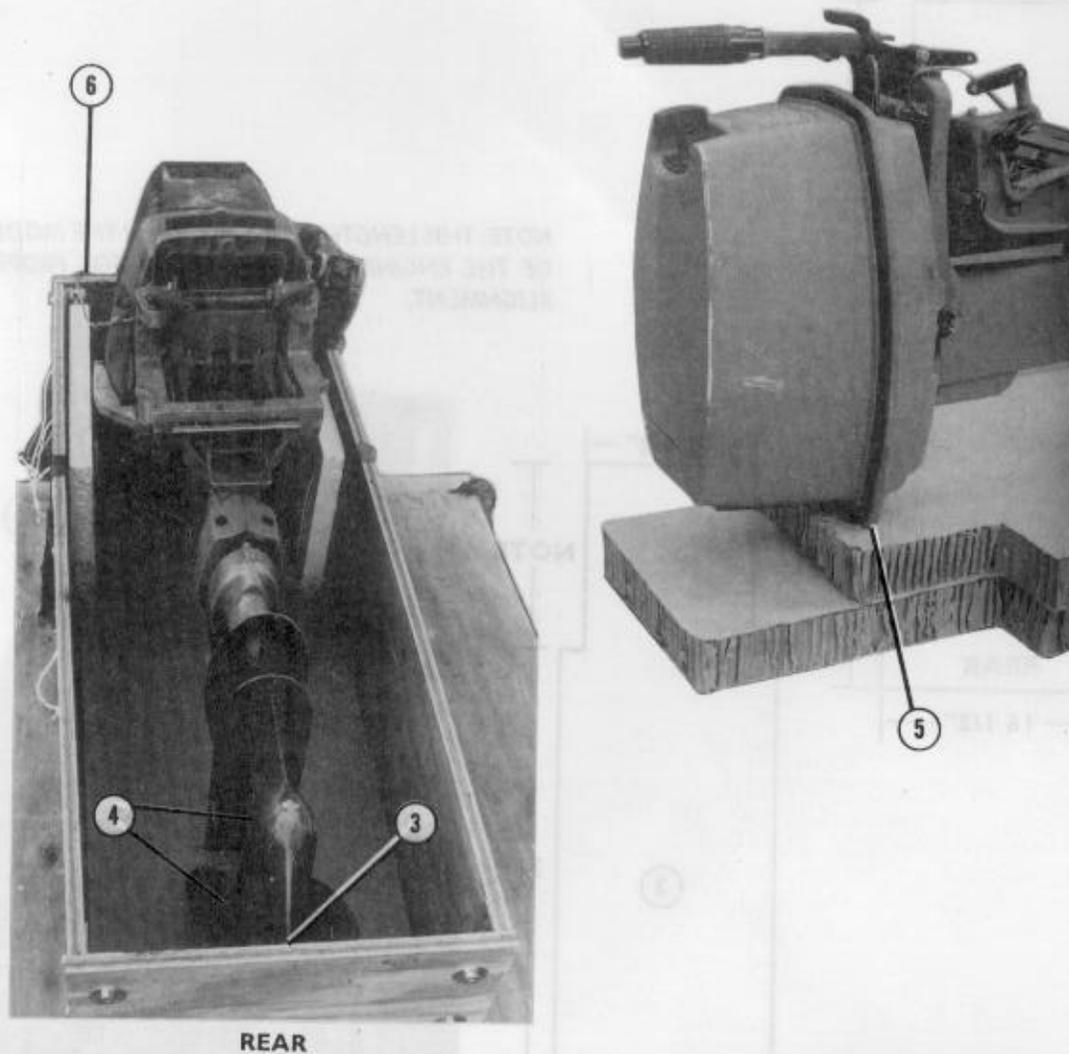


NOTE: THIS LENGTH WILL VARY WITH THE MODEL OF THE ENGINE USED. SEE STEP 5 FOR PROPER ALIGNMENT.



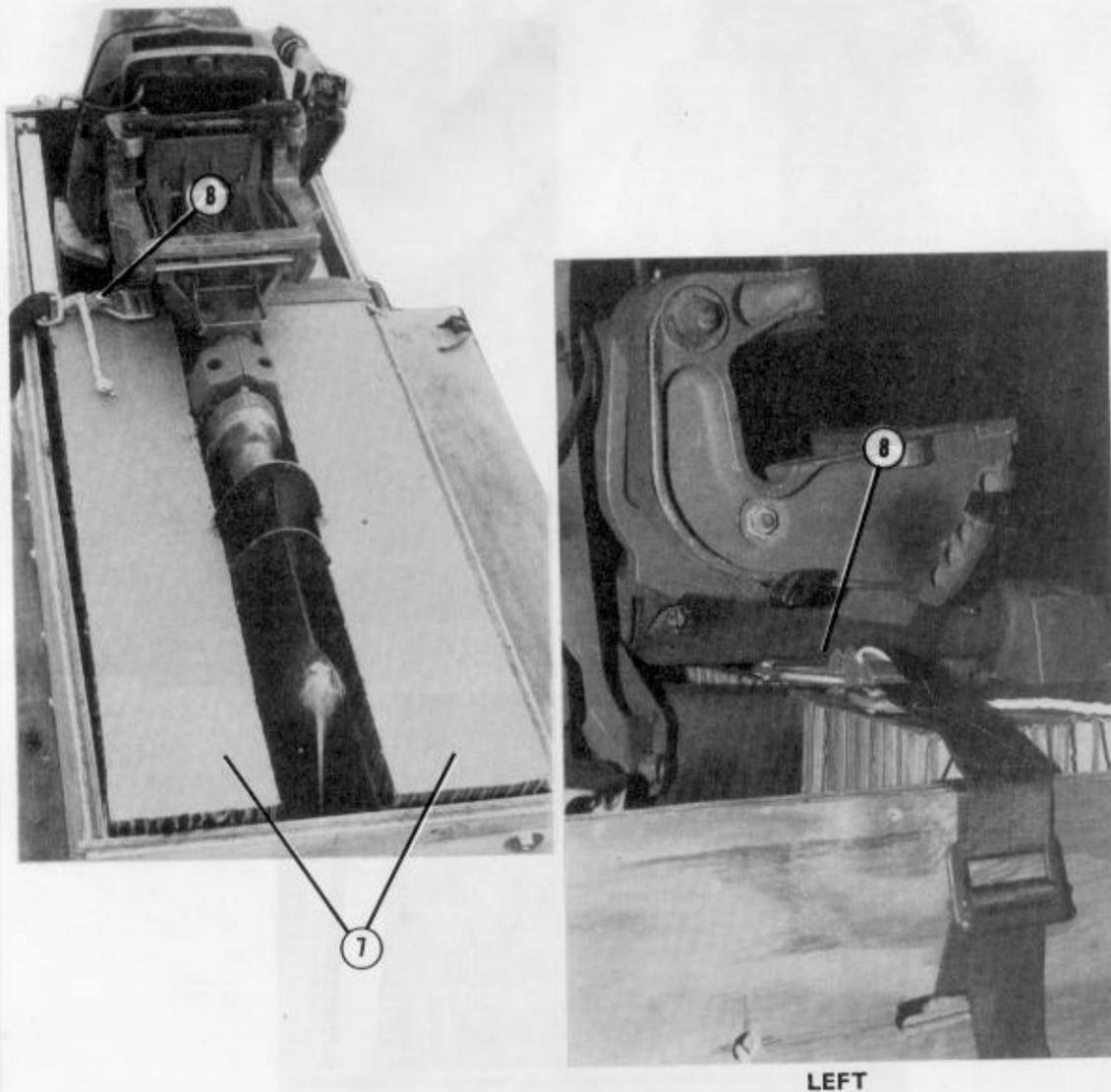
- ① Cut a piece of honeycomb as shown. Place it in the bottom of the engine box.
- ② Cut the second piece of honeycomb as shown. Place it in the box, aligning the rear edge with the rear edge of the first piece.

Figure 3-83. Engine secured in box



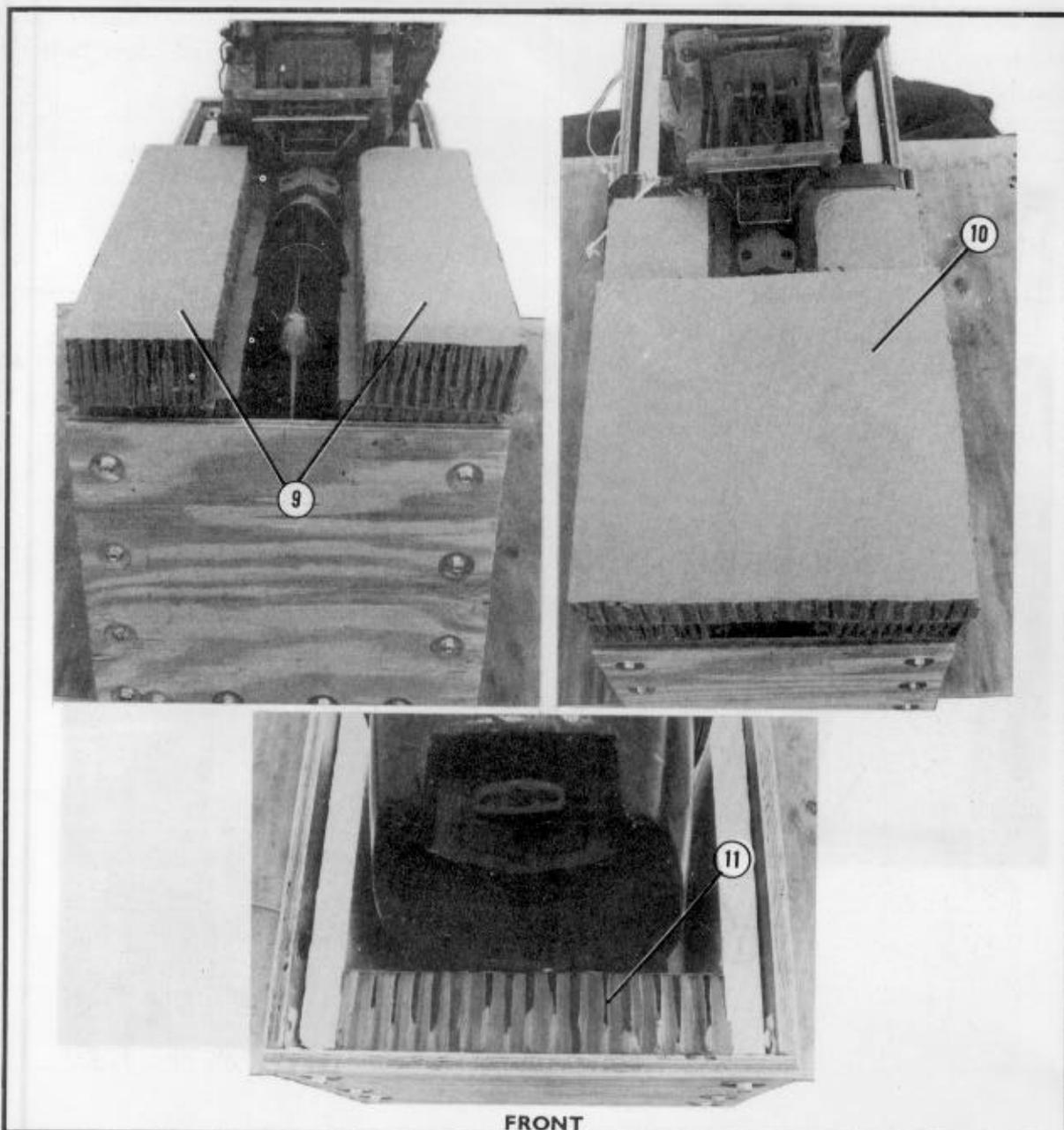
- ③ Place the engine in the box with the skeg touching the rear of the box.
  - ④ Push the propeller and antiventilation plate down into the honeycomb.
  - ⑤ Be sure that the metal ledge below the engine cover rests on the honeycomb as shown. (The box is NOT shown here for visual purposes.)
- NOTE: BE SURE THE ENGINE COVER DOES NOT REST ON THE HONEYCOMB.**
- ⑥ Leave the engine retention cable outside the box.

Figure 3-83. Engine secured in box (continued)



- ⑦ Place four 6- by 30-inch pieces of honeycomb in the box on each side of the lower engine shaft.
- ⑧ Fasten the engine restraint strap snugly over the engine. Pass the strap between the engine mounting bracket and drive shaft housing.

Figure 3-83. Engine secured in box (continued)



- ⑨ Place a layer of 6- by 26-inch honeycomb on each side of the engine, flush with the rear corners of the box.
- ⑩ Place an 18- by 18-inch piece of honeycomb flush over the rear of the box.
- ⑪ If the short-shaft engine is being rigged, place a 9- by 15-inch piece of honeycomb between the top of the engine and the front end of the engine box.

Figure 3-83. Engine secured in box (continued)

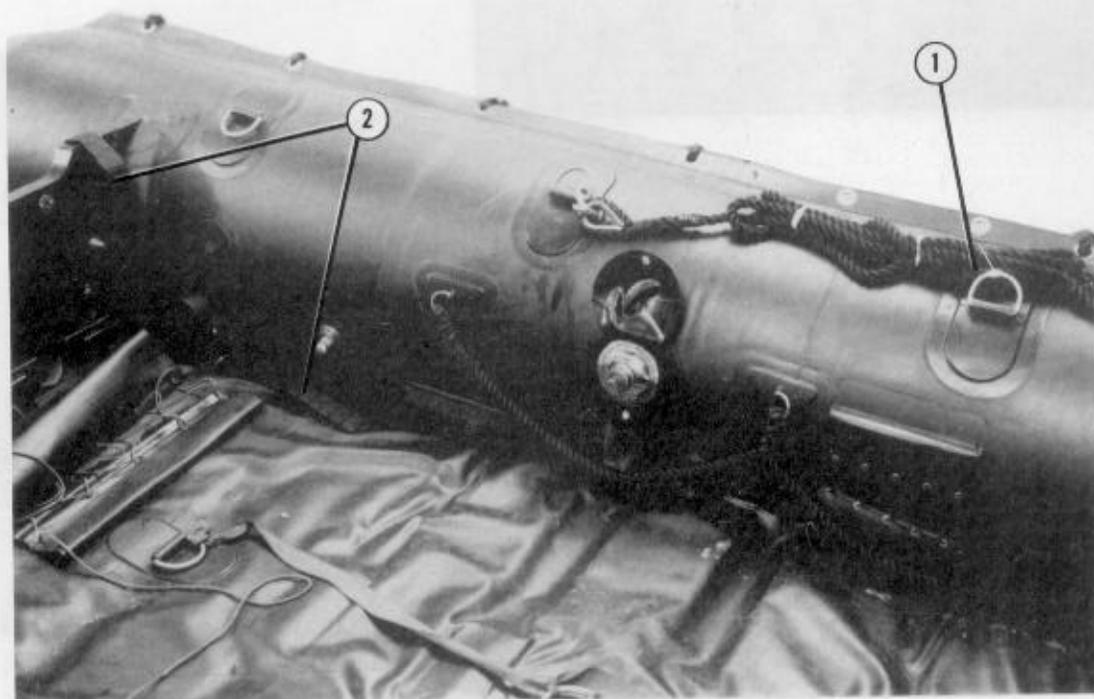
### 3-92. Preparing Boat and Inflation System

Prepare the F470U boat and the inflation system as described below.

- a. Make a pressure check on the boat in accordance with the manufacturer's manual.
- b. Be sure the bow line is less than 12 feet long.
- c. Stow any tools, spare engine parts, foot pump, and hose in the bow storage pouches. Attach

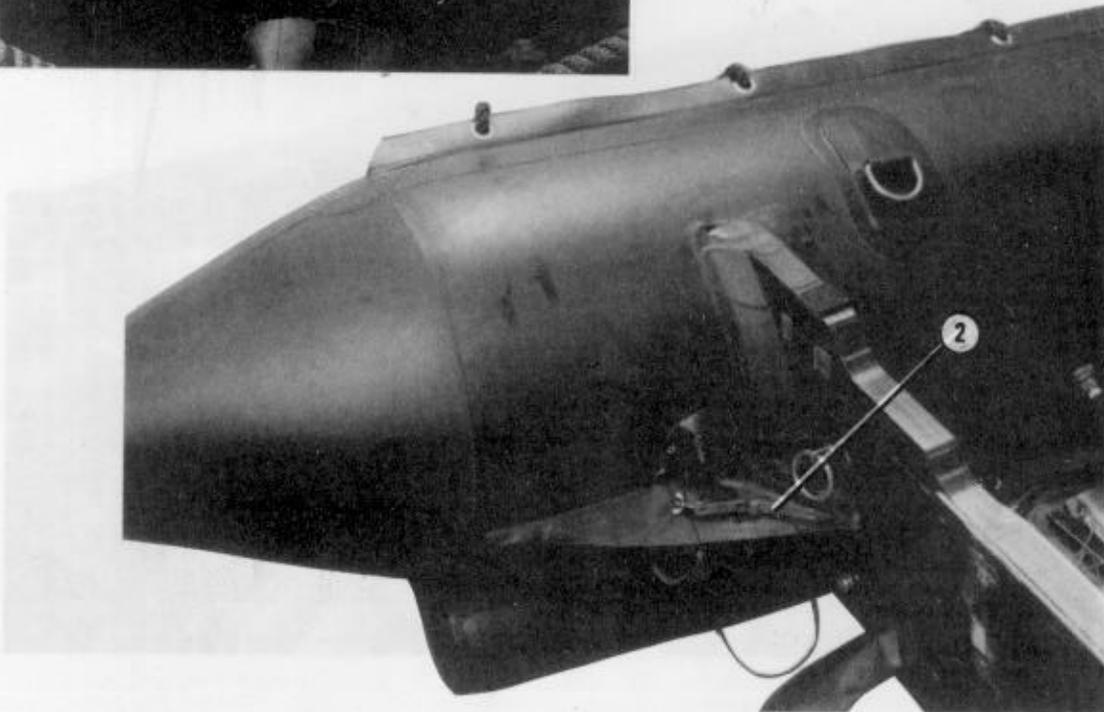
chemical lights (not red) to the zipper pulls if mission requirements dictate.

- d. Prepare the boat as shown in Figure 3-84.
- e. Prepare the inflation system as shown in Figure 3-85.



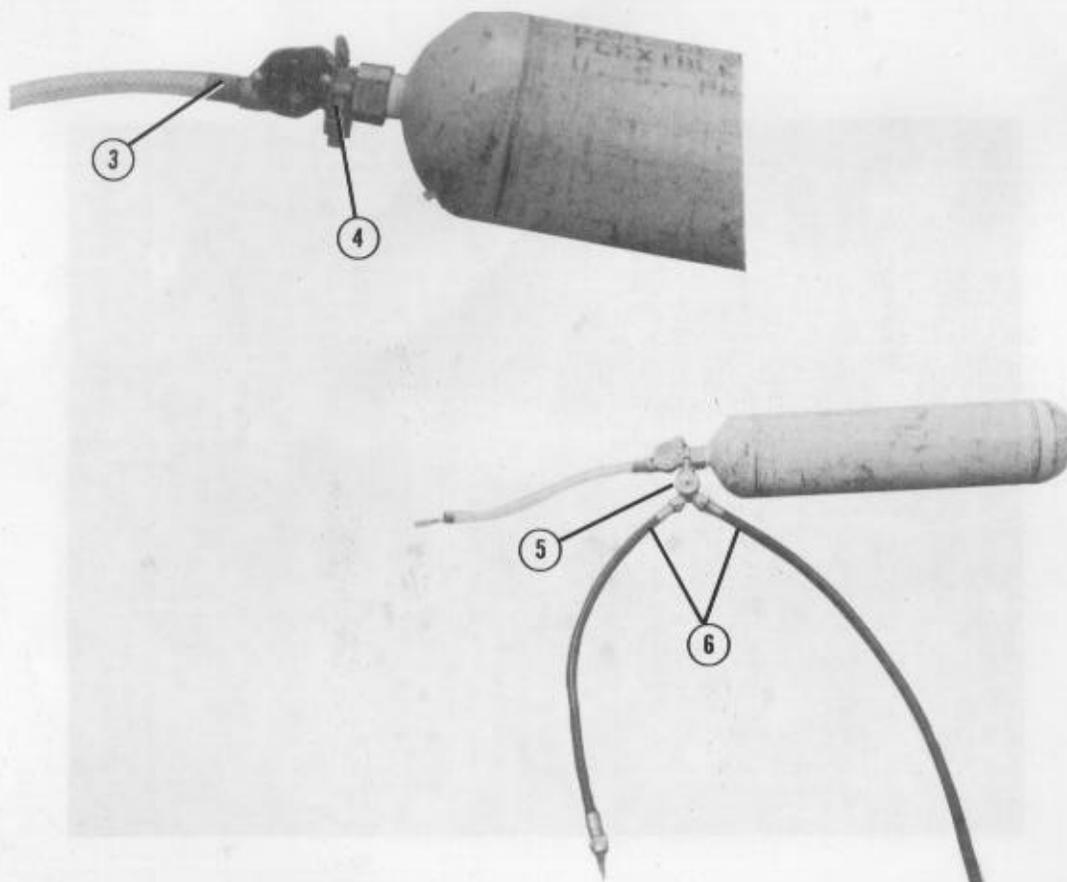
- ① S-fold all loose boat lines. Secure the folds to adjacent rings with retainer bands.
- ② Loosen the transom straps.

Figure 3-84. Boat prepared



- ① Be sure all four valves are set in the center of the inflation (red) position.
- ② Remove the isolator clamps from the shock absorption tubes. Store them in the pouch provided.

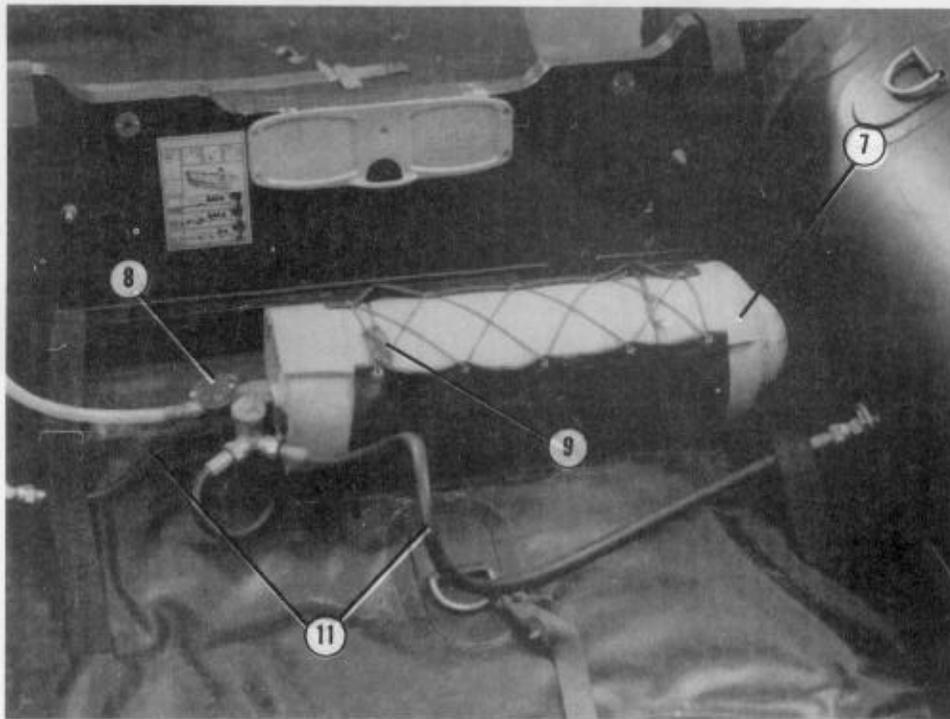
Figure 3-85. Inflation system prepared



**CAUTIONS:** 1. USE ONLY CO<sub>2</sub> TO INFLATE THE BUOYANCY TUBES ON THIS BOAT. THE AIR SYSTEM SUPPLIED BY THE MANUFACTURER IS NOT ADEQUATE FOR THIS APPLICATION.  
 2. BE SURE THE INFLATION BOTTLE IS FILLED WITH 11.8 POUNDS OF CO<sub>2</sub> AND .2 POUND OF N<sub>2</sub>.

- ③ Be sure the CO<sub>2</sub> bottle has the pull cable attached to the upward pull side of the valve.
- ④ Be sure that the valve charge indicator shows green.
- ⑤ Wrap the threads of the outlet fitting with two turns of Teflon tape (not shown) and attach the Y valve with vent.
- ⑥ Attach the filler hoses provided with the boat to the Y valve. Install the short hose to the left and the long hose to the right.

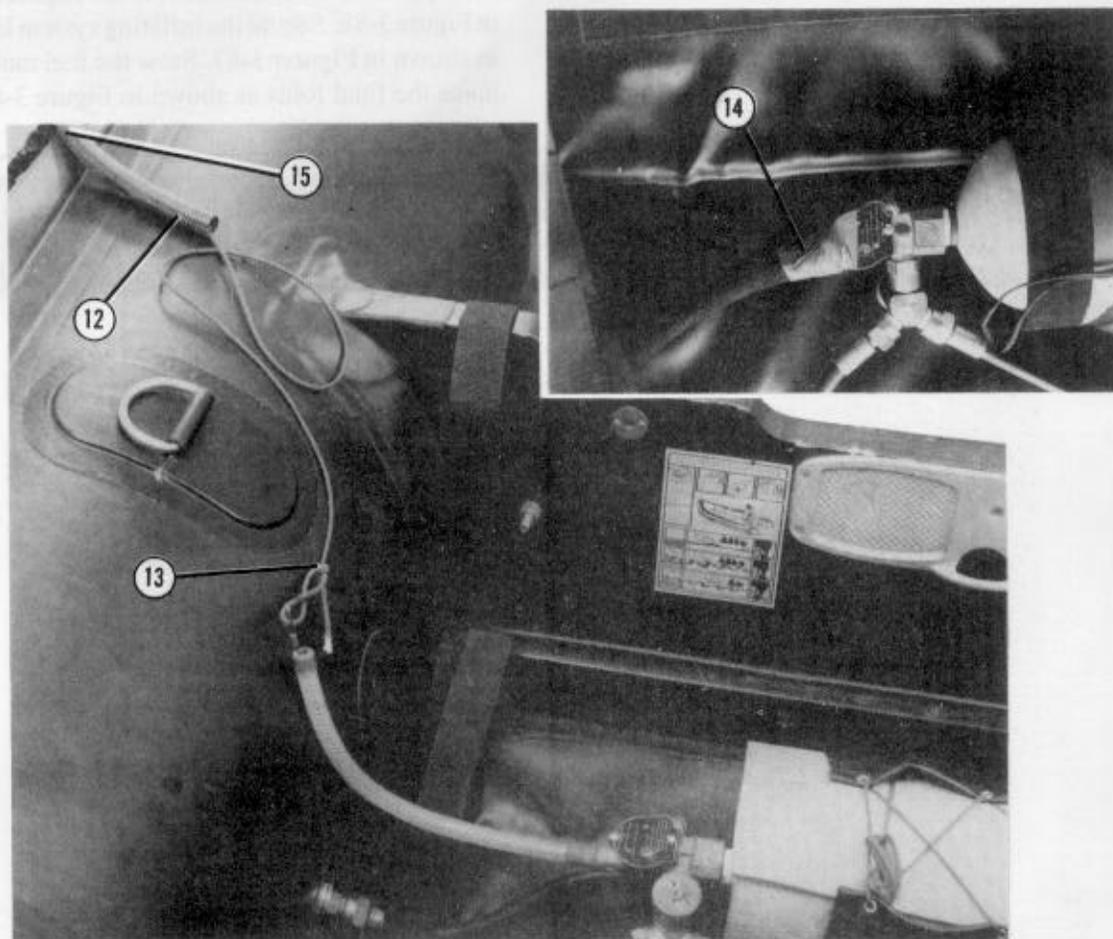
Figure 3-85. Inflation system prepared (continued)



- ⑦ Pad the tank with foam. Use type I, 1/4-inch cotton webbing to tie the foam in place.
- ⑧ Place the tank in the holder provided with the valve facing the right side. Face the valve as shown.
- ⑨ Lace the tank snugly into the holder. Tuck any loose ends of lacing into the holder.
- ⑩ Be sure each female hose coupling has a nylon washer. Wrap the inflation fittings on the boat with two turns of Teflon tape (not shown).
- ⑪ Route the hoses under the transom straps to the buoyancy tube connectors with the long hose to the right and the short hose to the left. Tighten the connections snugly with a wrench.

**CAUTION: DO NOT INFLATE THE KEEL WITH CO<sub>2</sub>. THIS OPERATION USES AIR AND IS DONE WHEN THE BOAT IS RECOVERED.**

Figure 3-85. Inflation system prepared (continued)



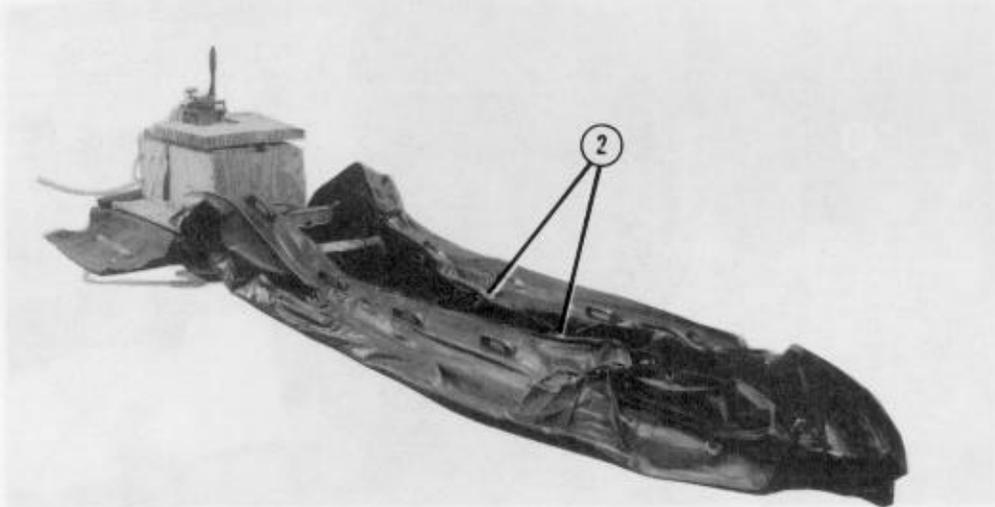
- ⑫ Insert an 8-foot length of type III nylon cord in a 60-inch length of 5/8-inch garden hose or rubber automotive hose.
- ⑬ Tie the type III nylon cord to the lanyard of the CO<sub>2</sub> bottle with an inside bowline knot. Tie the knot as shown in FM 10-500-2/TO 13C7-1-5, and leave a 3- to 4-inch loop in the cord.
- ⑭ Place the end of the hose snugly against the bottle valve. Tape the hose to the valve.
- ⑮ Pass the hose out of the boat, toward the transom.

Figure 3-85. Inflation system prepared (continued)

### 3-93. Collapsing and Folding Boat and Loading Fuel Tanks

Collapse the boat and attach it to the engine shown in Figure 3-86. Secure the inflating system lanyard as shown in Figure 3-87. Stow the fuel tanks and make the final folds as shown in Figure 3-88.

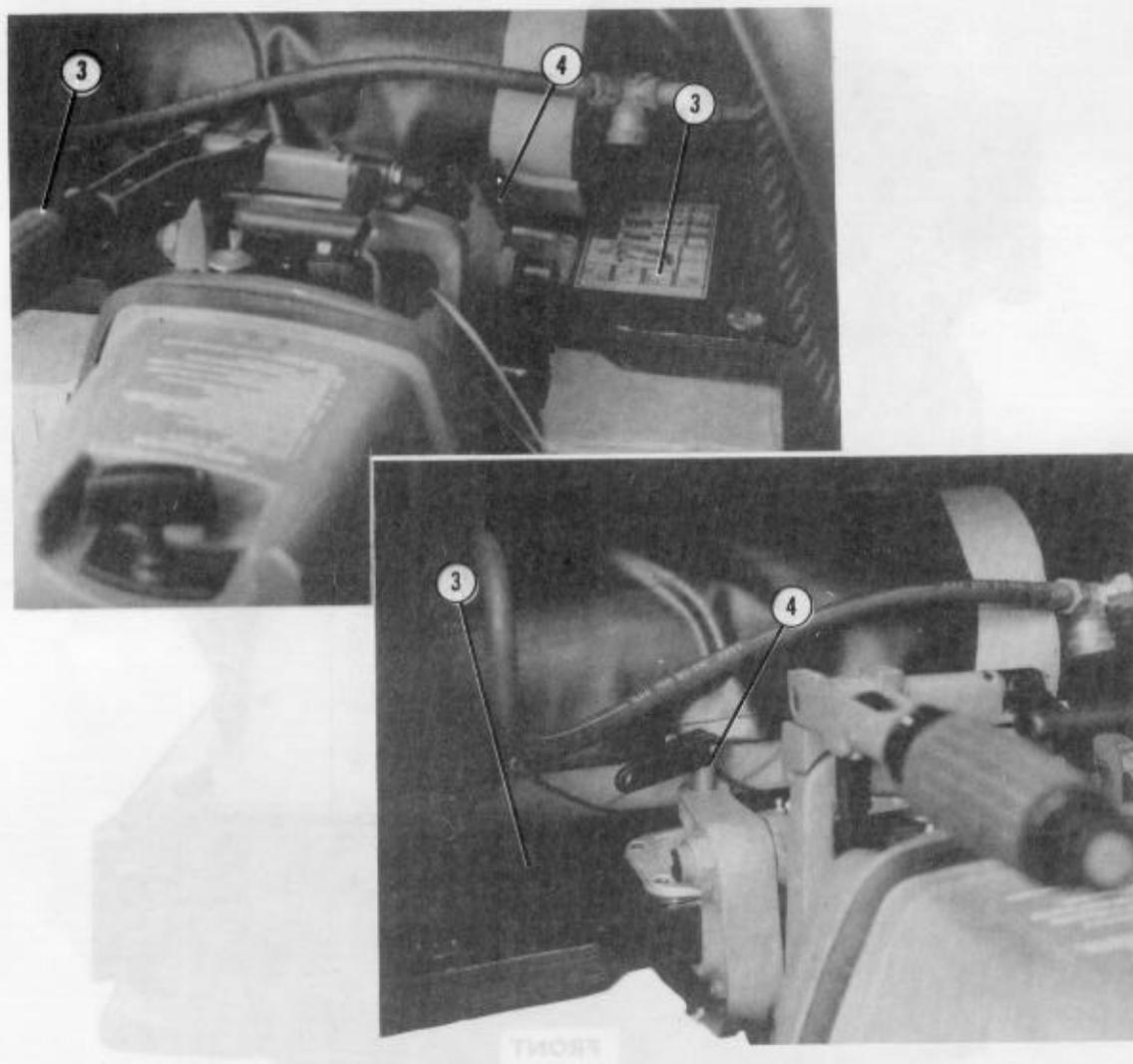
**CAUTION: BE SURE THAT THE ISOLATOR CLAMPS ARE REMOVED FROM THE SHOCK ABSORPTION TUBES AND STOWED. BE SURE ALSO THAT ALL INFLATION VALVES ARE CLOSED AND IN THE CENTER OF INFLATION (RED) POSITION.**



- ① Use an industrial strength vacuum cleaner to vacuum the air out of the floor of the boat and to vacuum the CO<sub>2</sub> out of the buoyancy tubes.
- ② Fold the side tubes in toward the center. The bottom seams of the buoyancy tubes will lie along the edge of the deflated boat. The left and right tubes will touch as they are folded toward the center of the boat.

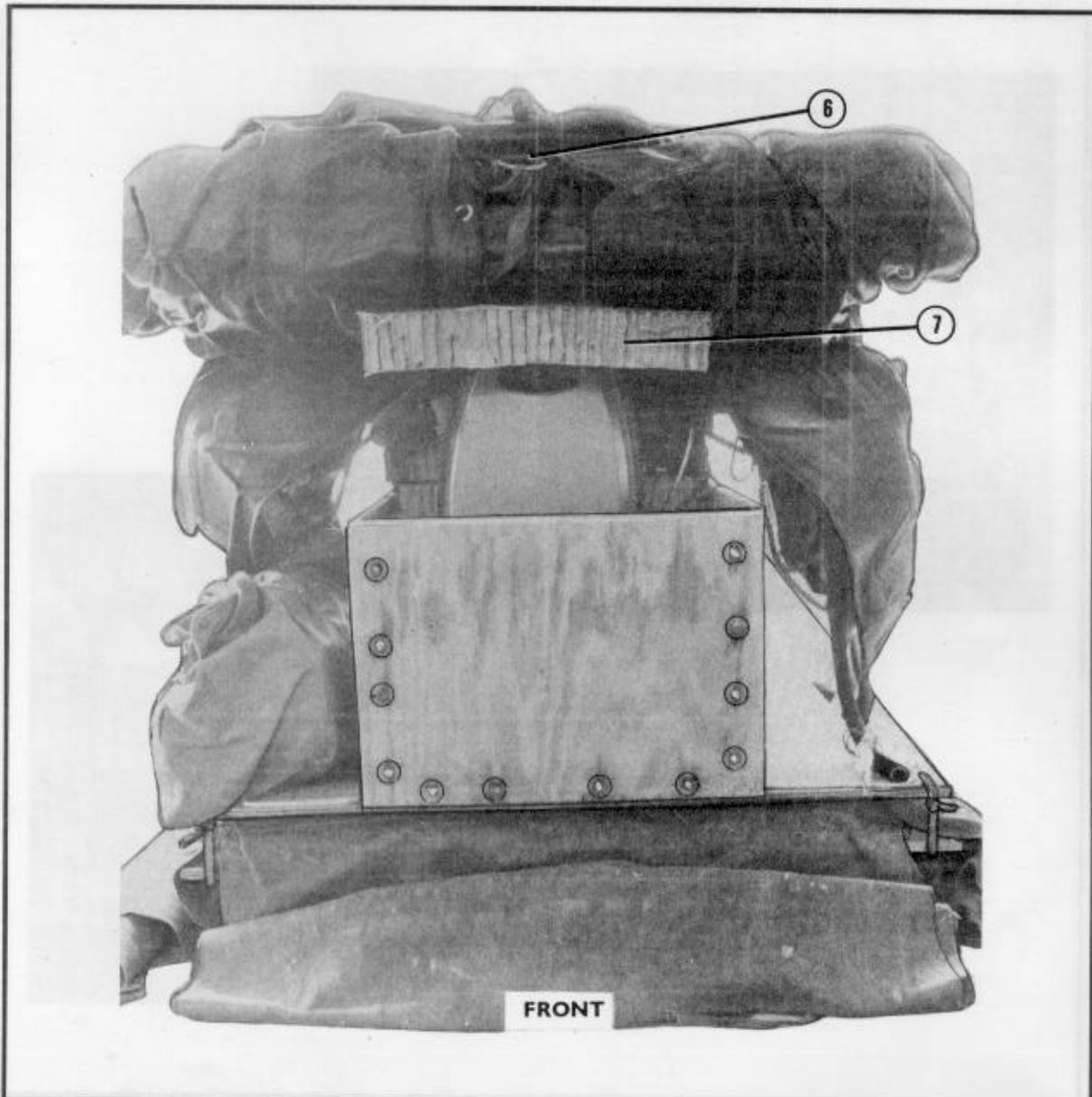
**NOTE: PERFORM STEPS 1 AND 2 SIMULTANEOUSLY.**

Figure 3-86. Boat collapsed and attached to engine



- ③ Open the mounting clamps on the engine. Lift the transom of the boat with the help of assistants and slide the transom into the engine mounting clamps. Crush the surrounding honeycomb, if necessary.
- ④ Be sure that the clamps are aligned with the metal engine mounting pads on the transom. Tighten the engine mounting clamps.
- ⑤ Attach the engine safety cable to the ring provided on the transom using a small clevis (not shown).

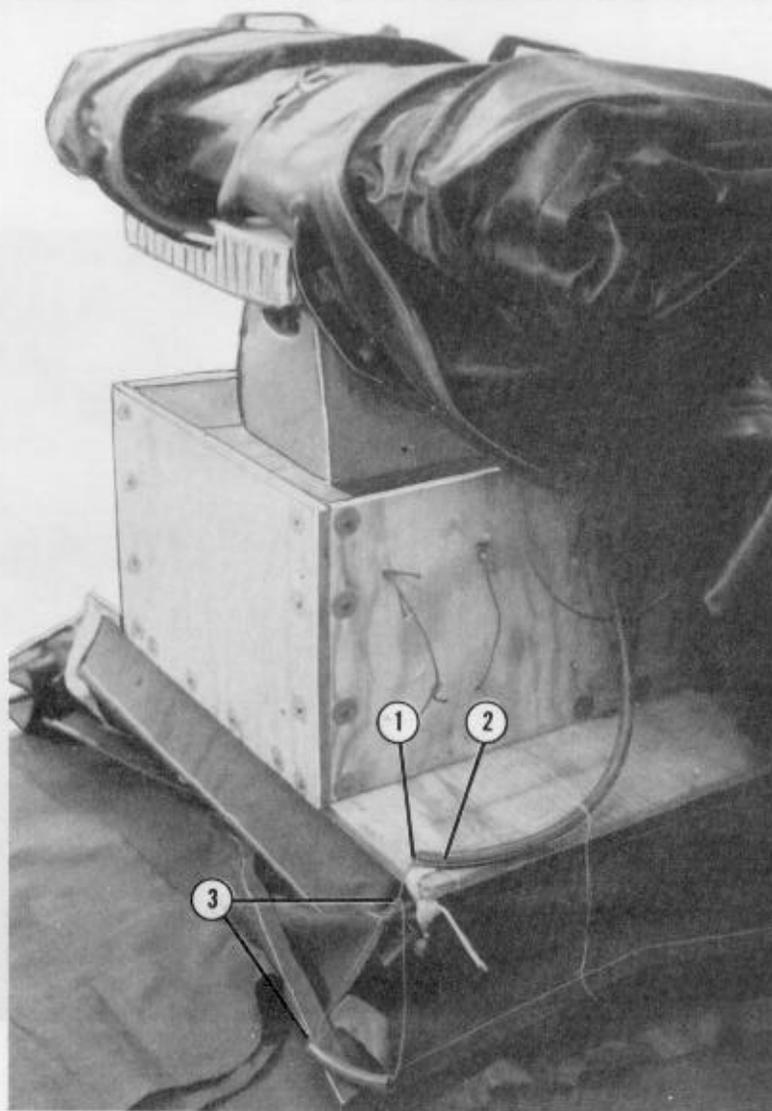
Figure 3-86. Boat collapsed and attached to engine (continued)



- ⑥ Fold the boat up onto the box so that the second floor ring is nearly even with the front edge of the box. Be sure that the floor slats lie flat and that the inflation system is intact.
- ⑦ Place a piece of 12- by 17-inch honeycomb over the engine to support the boat.

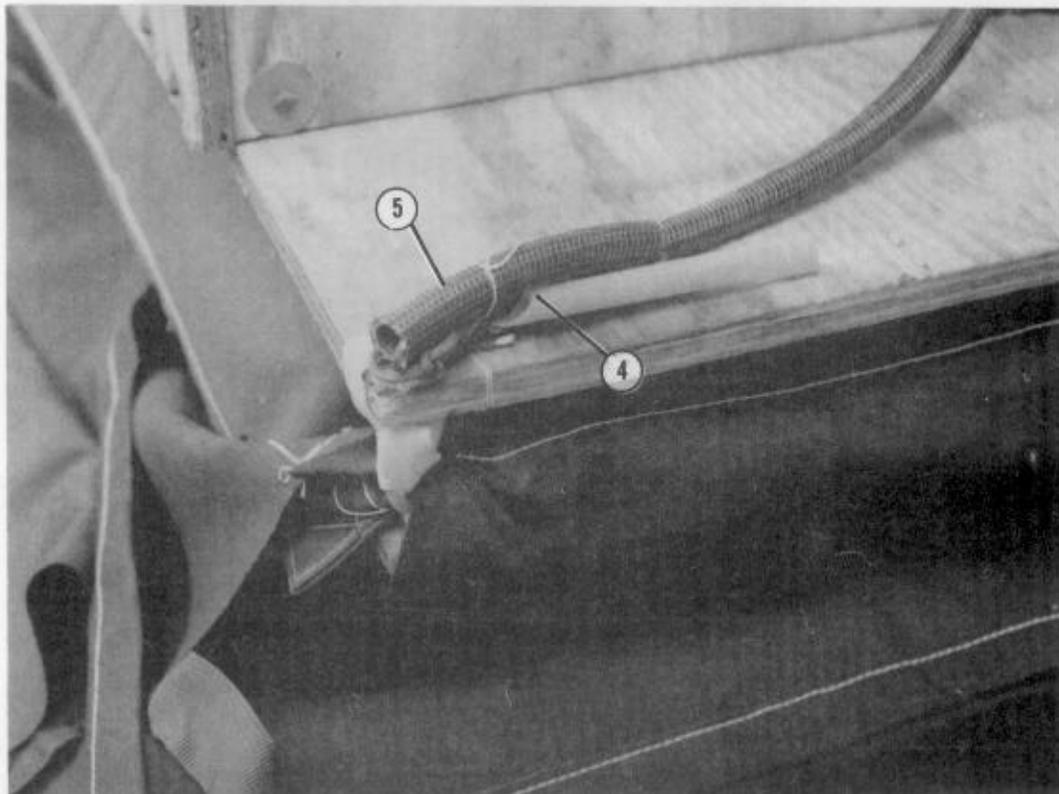
**NOTE: ANY EQUIPMENT, SUCH AS RUCKSACKS, MAY BE STOWED AT THIS STAGE ALONG THE SIDES OF THE BOX. DO NOT EXCEED THE DIMENSIONS OF THIS SPACE. USE THE PRE-POSITIONED TYPE III NYLON CORD TIES TO SECURE THE EQUIPMENT.**

*Figure 3-86. Boat collapsed and attached to engine (continued)*



- ① Cut the inflation lanyard hose installed in step 12 of Figure 3-85 to 33 inches. Do NOT cut the type III nylon cord inside the hose.
- ② Tie a length of 8/7 cotton thread to the left front corner hole in the engine box with a girth hitch. Tie the end of the lanyard hose even with the corner of the box with the running ends of the thread in a surgeon's knot and locking knot.
- ③ Run the free end of the type III nylon cord through a 6-inch length of hose. Make a loop as shown and tie it with an outside bowline knot (tie bowline knot as shown in FM 10-500-2/TO 13C7-1-5, except that the running end of the cord faces outside the loop).

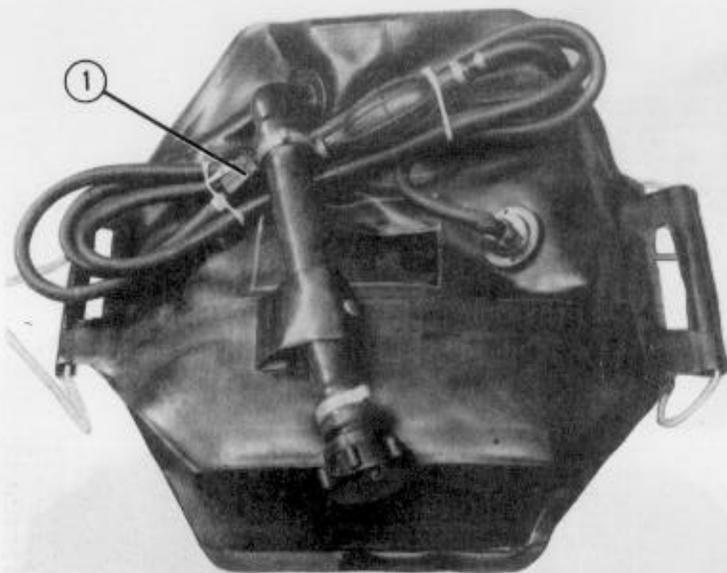
Figure 3-87. Inflation system lanyard secured



① Cut the inflation lanyard hose installed in step 1 to the Figure 3-87 to 33 inches. Do NOT cut the type III nylon cord inside the hose.  
② Tie a length of 8/7 cotton thread to the left front corner hole in the engine box.  
③ Run the free end of the type III nylon cord through the hole in the engine box and outside the loop.

- ④ Tie a chemical light around the long lanyard hose with type III nylon cord. Do not tie the chemical light to the pull handle.
- ⑤ Fold the lanyard pull handle made in step 3, flush with the end of the hose. Tie the handle to the hose with the free ends of 8/7 cotton thread using a surgeon's knot and locking knot.

Figure 3-87. Inflation system lanyard secured (continued)



RIGHT

**NOTE: USE 6-, 9-, OR 18-GALLON PLASTIC COLLAPSIBLE FUEL TANKS. USE NO MORE THAN FOUR TANKS.**

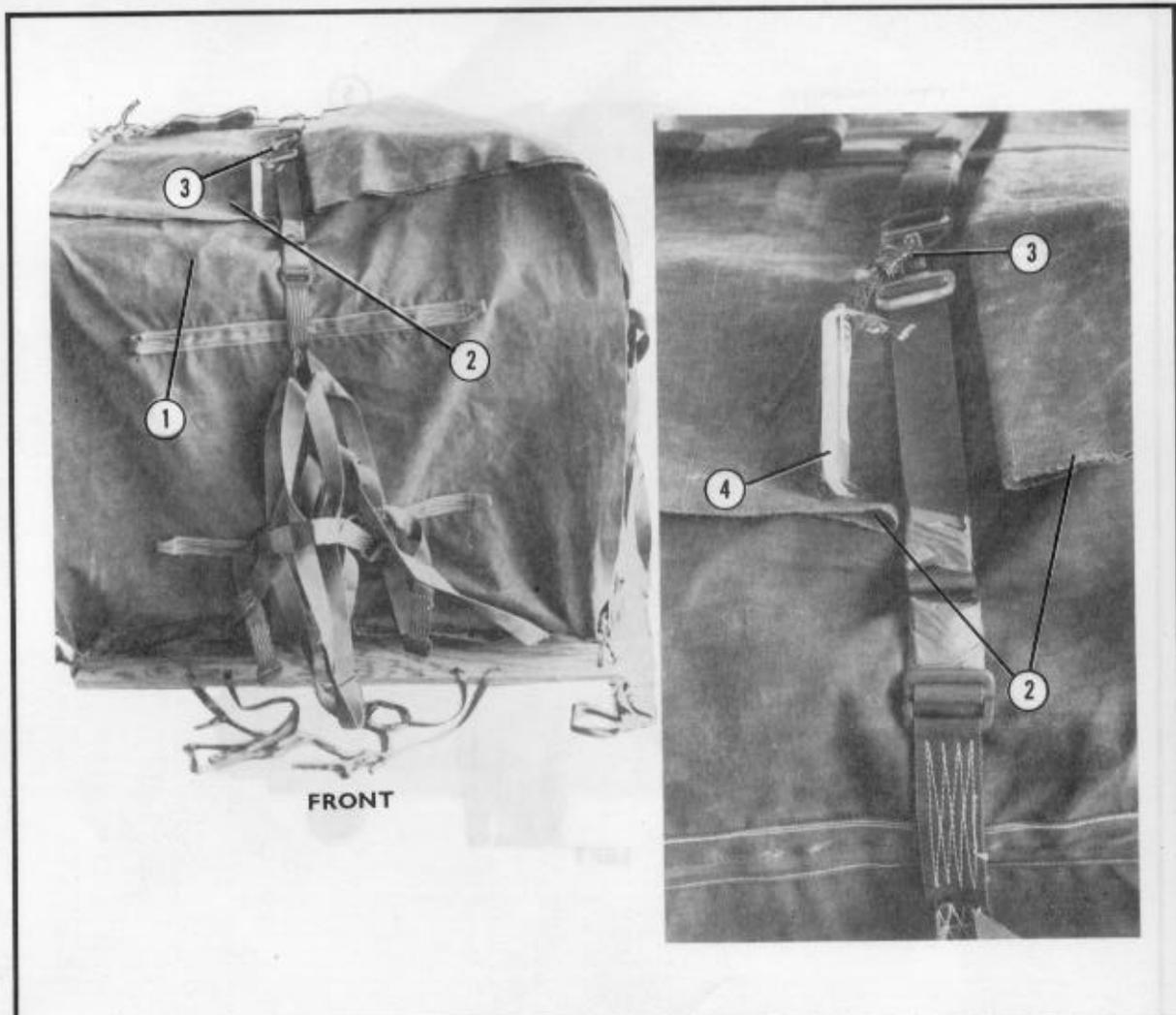
- ① S-fold and tie the fuel lines on the tanks.
- ② Place the tanks in kit bags, no more than two 6- or 9-gallon tanks per bag. Set the bag on the shelf outside the engine box. Secure the bag to the engine box or to the tow rings on the boat.

Figure 3-88. Fuel tanks stowed and final folds made



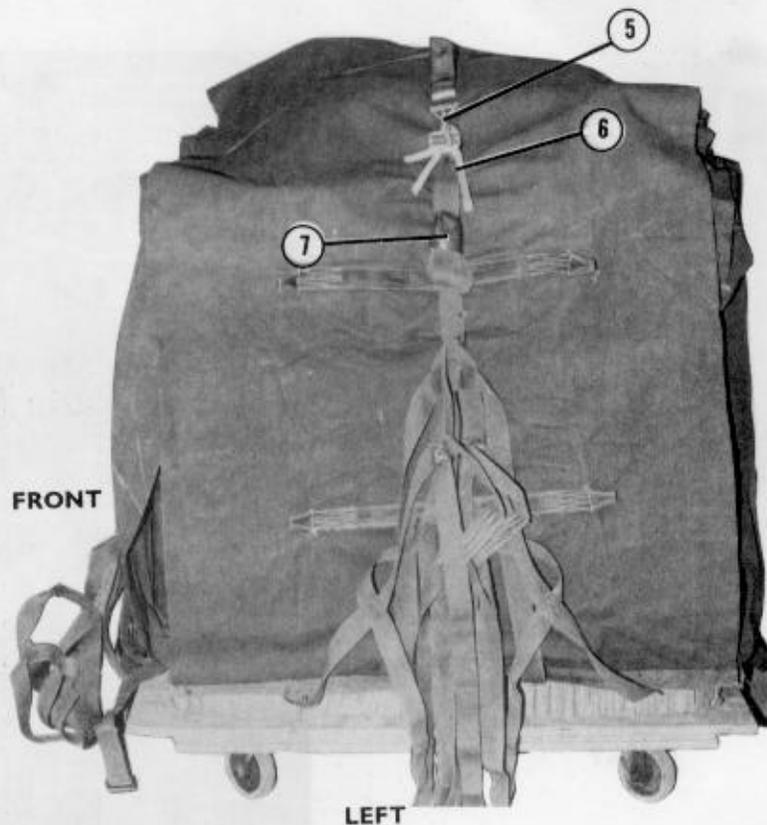
### 3-94. Securing A-22 Cargo Bag

Secure the A-22 cargo bag as shown in Figure 3-89.



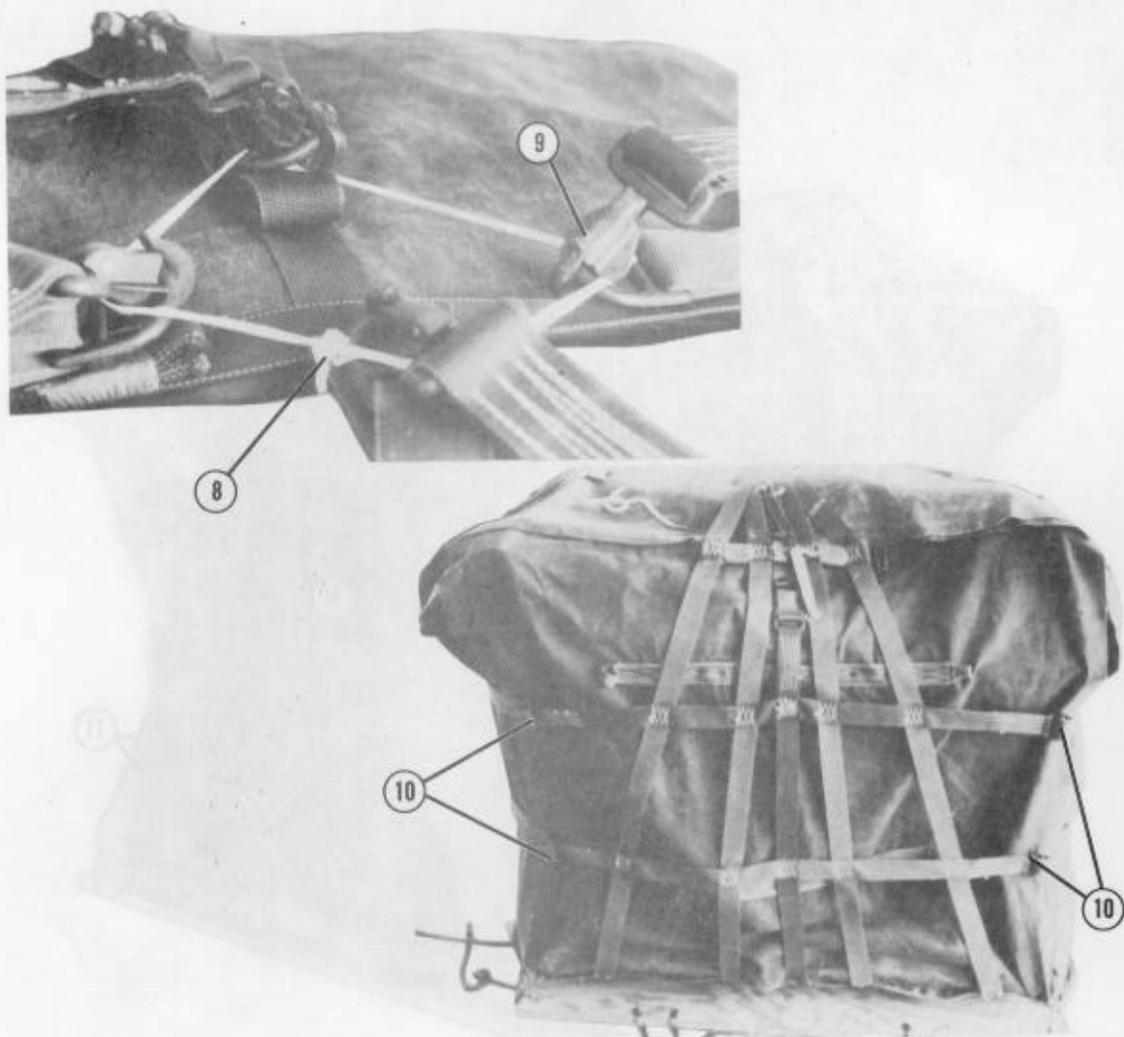
- ① Fold the front and rear A-22 cover flaps up. Fold the excess of each flap under itself so that the two flaps just touch.
- ② Fold the left and right flaps up in the same way as in step 1 above.
- ③ Fasten the front-to-rear long and short tie-down straps using the modifications installed in Figure 3-75. Position the fasteners so that they close on the front of the load (the engine end of the boat).
- ④ Tie a chemical light to the parachute harness snap.

Figure 3-89. A-22 cargo bag secured



- ⑤ Fasten the left-to-right long and short tie-down straps using the modifications installed in Figure 3-75. Position the fasteners so that they close on the top left side of the load.
- ⑥ Tie a chemical light securely to the parachute harness snap.
- ⑦ Fold and tape any excess strap material.

Figure 3-89. A-22 cargo bag secured (continued)



- ⑧ Bring all four support web assemblies to the top of the load. Tie all four together through the rectangular holes in the D-rings as shown using a length of type I, 1/4-inch cotton webbing tied in a square knot.
- ⑨ Install the adapter webs so that the snaps face inward. Tape the snaps closed.
- ⑩ Close the lower and middle lateral snaps loosely so that the bag flaps are held securely. Do NOT allow the lateral straps to touch the boat. Do not fasten the upper lateral straps. Fold them inward, and tape them to the support web assembly.

Figure 3-89. A-22 cargo bag secured (continued)



- ⑪ Tie the skid board to the A-22 sling assembly where the lower lateral straps join the support webs as shown using the 1/2-inch tubular nylon webbing prepositioned in step 4 of Figure 3-81.

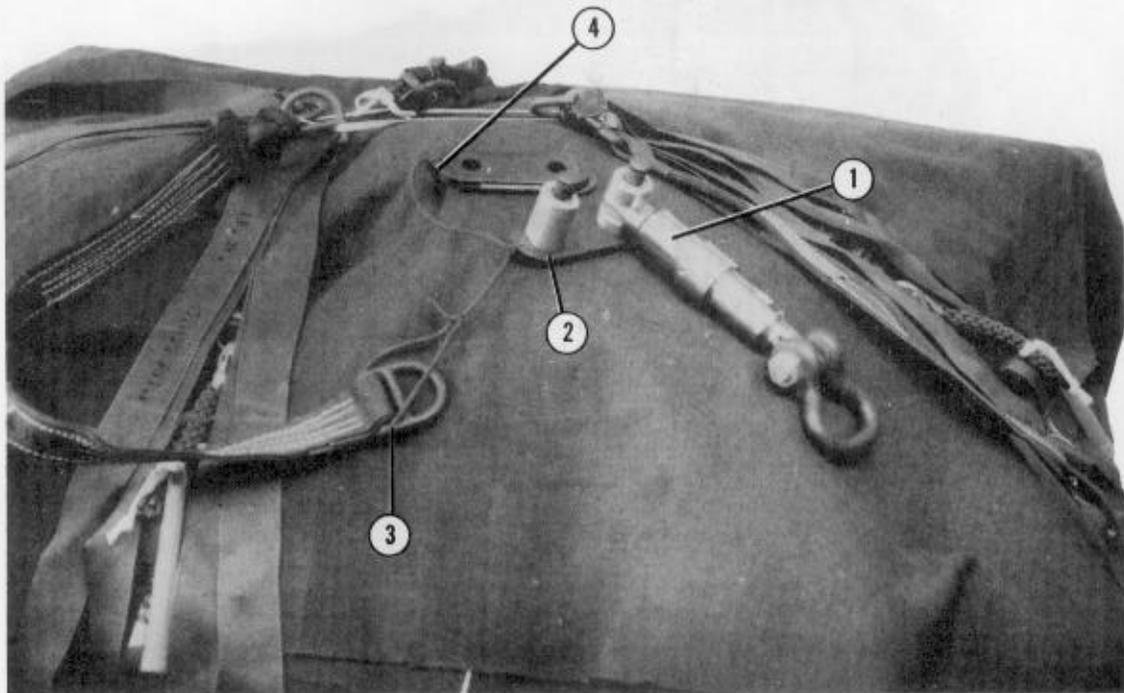
Figure 3-89. A-22 cargo bag secured (continued)

**3-95. Installing Parachute Release and Parachutes**

Install the hydraulic release as shown in Figure 3-90. Install two T-10 parachutes modified for cargo use as shown in Figure 3-91.

NOTES: 1. ARMY UNITS NOT AUTHORIZED TO USE THE HYDRAULIC RELEASE WILL USE THE M-1 RELEASE.

2. IF PARACHUTES OTHER THAN THE T-10 PARACHUTES ARE USED, FINISH RIGGING THE LOAD ACCORDING TO FM 10-500-3/TO 13C7-1-11/FMFM 7-47.



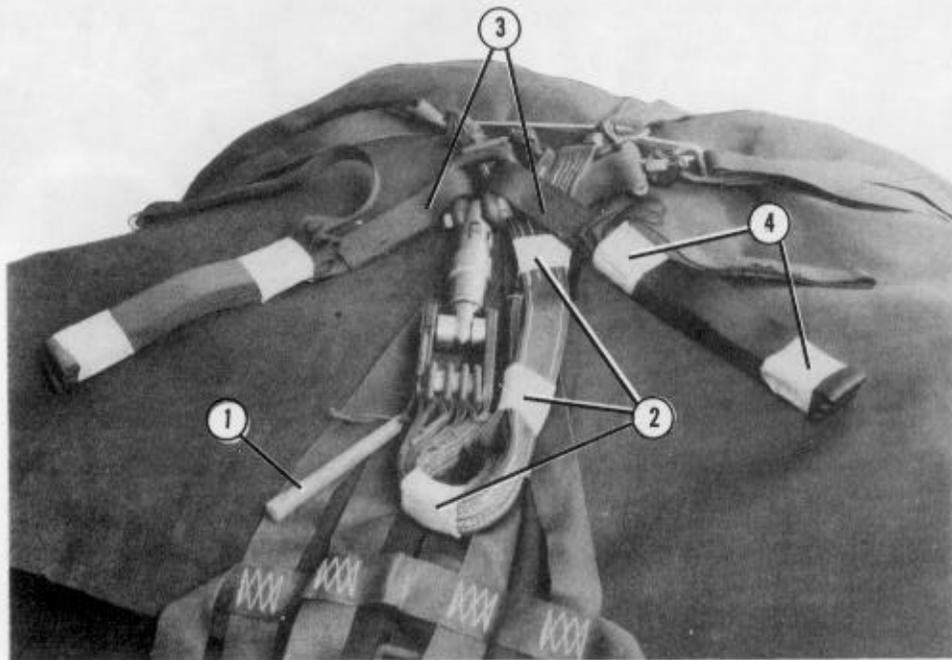
- ① Install the hydraulic release to the split spacer side of the type IV link modified in paragraph 3-89.
- ② Pass a suitable length of type III nylon cord through the hole in the baseplate of the type IV link, leaving 18 inches.
- ③ Pass the 18-inch end through the fabric loop in the front adapter web. Tie a loop as shown with a bowline knot with an overhand knot in the running end.
- ④ Tie the free end of the type III nylon cord to the drilled hole in the type IV link cover.

Figure 3-90. Release installed



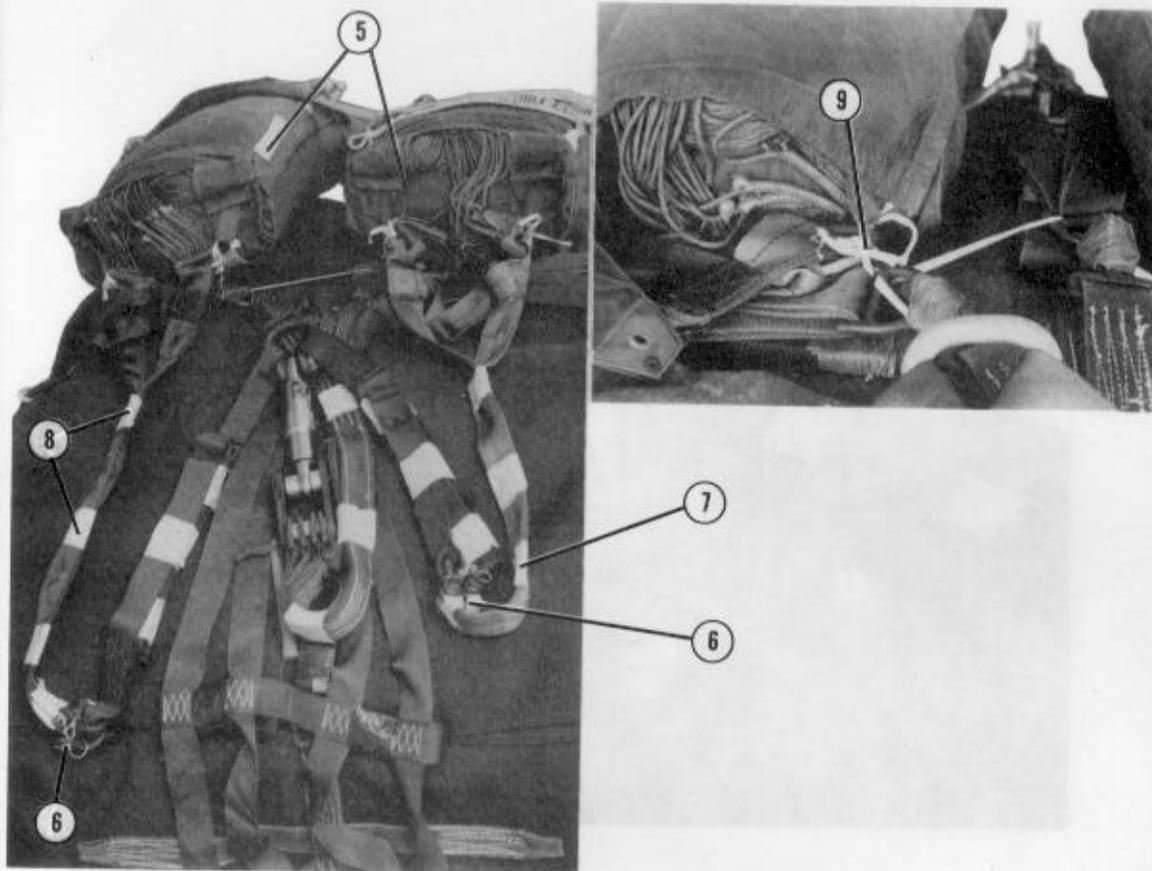
- ⑤ Place the D-rings of the adapter webs on the milled spacer of the type IV link in the following order: front, left, rear, right (clockwise or counterclockwise beginning with the front).
- ⑥ Install the cover plate on the type IV link, facing the drilled hole away from the release. Raise the adapter webs and make sure there are no twists in them.

Figure 3-90. Release installed (continued)



- ① Tie a chemical light to the type IV link with type I, 1/4-inch cotton webbing.
- ② Tape the adapter webs together in three places with paper masking tape.
- ③ Attach two 120-inch connector straps to the bell portion of a small suspension clevis. Bolt the clevis to the release.
- ④ S-fold the riser extensions into 1-foot folds. Tape the folds in two places with paper masking tape.

Figure 3-91. Riser extensions and parachutes installed



- ⑤ Install two T-10 parachutes modified for cargo on the front of the load.
- ⑥ Place both of the riser clevises in the loop of the riser extension. Secure the clevis pins and make sure the clevis pins remain in the loops of the parachute risers.
- ⑦ Tape the risers of each parachute individually with two turns of tape, just behind the clevises.
- ⑧ Tape the parachute risers of each parachute together with two turns of tape, in the center and about 6 inches from the H-bar.
- ⑨ Tie the inside L-bar links on each parachute to the rectangular holes in the nearest support web D-rings with type I, 1/4-inch cotton webbing.

Figure 3-91. Riser extensions and parachutes installed (continued)



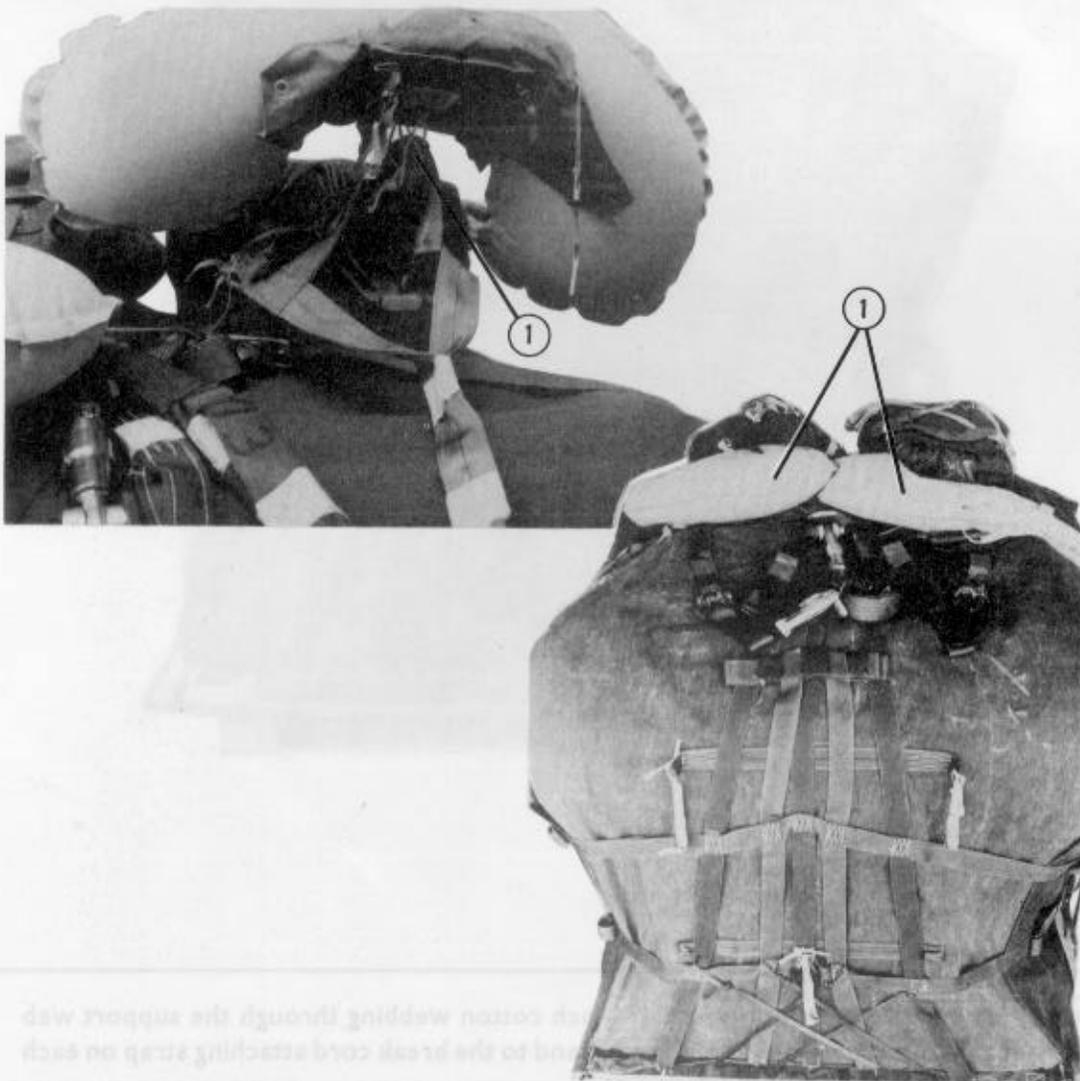
- ⑩ Pass a single length of type I, 1/4-inch cotton webbing through the support web at the second lateral strap. Tie each end to the break cord attaching strap on each parachute deployment bag.
- ⑪ Tie a strobe light to the support web near the inflation lanyard with type I, 1/4-inch cotton webbing.

Figure 3-91. Riser extensions and parachutes installed (continued)

### 3-96. Installing Flotation Devices and Chemical Lights (Optional)

Install flotation devices to aid in the recovery of parachutes for training drops as shown in Figure 3-92. Install chemical lights for night operations as shown in Figure 3-93.

**NOTE: FLOTATION DEVICES AND CHEMICAL LIGHTS MAY NOT BE REQUIRED FOR OPERATIONAL DROPS.**



- ① Tie a flotation device to the H-bar of the riser harness of each parachute with type III nylon cord.

(continued) Figure 3-92. Flotation devices installed



- ① Tie chemical lights to the support web on all sides of the load. An inverted V pattern is shown.

Figure 3-93. Chemical lights installed for night operations

**3-97. Marking Rigged Load**

Mark the rigged load according to FM 10-500-3/  
TO 13C7-1-11/FMFM 7-47 and as shown in  
Figure 3-94.



*NOTE: THE LOAD SHOWN INCLUDES 10 GALLONS OF FUEL AND NO ADDITIONAL EQUIPMENT.*

**RIGGED LOAD DATA**

Weight .....	600 pounds
Maximum load allowed with two T-10 parachutes .....	1,000 pounds
Height.....	56 inches
Width .....	51 inches
Length .....	51 inches

*Figure 3-94. Zodiac F470U boat rigged in A-22 cargo bag*

**3-98. Equipment Required**

The equipment required to rig the F47OU boat in the A-22 cargo bag is listed in Table 3-3.

**Table 3-3. Equipment required for rigging F47OU boat in A-22 cargo bag**

National Stock Number	Item	Quantity
7125-00-577-5858	Aluminum, angle, 90 degrees	As required
1670-00-587-3421	Bag, cargo, A-22	1
1670-00-568-0323	Band, rubber, retainer	As required
local purchase	Bolt, 1/4- by 1 1/2-in, galvanized	136
4030-00-360-0304	Clevis, suspension, 5/8-in (small)	1
4020-00-240-2146	Cord, nylon, type III	As required
4220-00-579-3968 LS	Cylinder, CO <sub>2</sub> , 20-man life raft	1
4220-00-059-6061	Flotation device; LPU 3/P or	2
4220-00-657-2197	B7	2
8135-01-005-8974	Foam	2 sheets
local purchase	Hose, rubber, garden	As required
8460-00-606-8366	Kit bag, flyer	As required
	Light, chemical, wand:	
0260-01-074-4229	Green	As required
6260-01-178-5559	Red	As required
6230-00-067-5209	Light, marker, distress, SDU-5E	1
1670-00-783-5988	Link assembly, type IV	1
local purchase	Nut, hexagonal, 1/4-in, galvanized	136
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	2 sheets
	3- by 36- by 96-in:	
	6- by 26-in	(2)
	6- by 30-in	(8)
	9- by 15-in	(1)
	12- by 17-in	(1)
	18- by 18-in	(1)
	18- by 51-in	(2)
	26- by 16-in	(1)
	36- by 42-in	(1)

**Table 3-3. Equipment required for rigging F47OU boat in A-22 cargo bag  
(continued)**

National Stock Number	Item	Quantity
1670-01-247-7151	Parachute, T-10B (modified for cargo)	2
5530-00-128-4981	Plywood 3/4-in: 17- by 18-in 17- by 51-in 48- by 48-in	2 2 2
1670-01-310-2871	Release, cargo parachute, hydraulic	1
5340-00-875-1861	Snap, parachute harness	3
1670-00-738-5879	Strap, connector, extraction, 120-in Tape:	2
7510-00-266-6710	Masking, 2-in	As required
7510-00-266-5016	PSA, cloth-back, adhesive, 2-in	As required
local purchase	Teflon, plumber's	As required
8310-01-102-4478	Thread, cotton, ticket number 8/7	As required
4220-00-665-5172 LS	Valve assembly	1
1670-00-986-1139	V-ring assembly	3
local purchase	Washer, fender, 1 1/2-in, galvanized	272
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
	Nylon:	
8305-00-082-5753	Tubular, 1/2-in	As required
8305-00-263-3591	Type VIII	As required