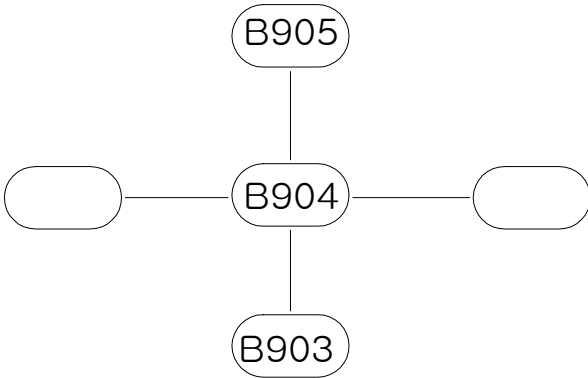


NOTES

1. BOTH SIDE ARE SYMMETRIC EXCEPT AS SHOWN.
2. ALL SECTIONS ARE SHOWN LOOKING FORWARD EXCEPT AS NOTED.
3. ALL ELEVATIONS ARE SHOWN LOOKING PORT SIDE EXCEPT AS NOTED.
4. WELD BEAD TO BE CHIPPED IN WAY OF NO SCALLOP OF A CROSS THE WELDING LINE.
5. WELDING LEG LENGTH IS ( 5.0 ). EXCEPT AS SHOWN.
6. NO MARKED STEEL TO BE GRADE "A".    ="AH32".        ="DH36"        ="EH36"  
      ="ZAH32" TO BE HIGHER TENSIL STEEL.
7. WHERE LONG'L DECK BEAMS PASS THROUGH SLOTTED FRAMES, BHDS,  
   OR GIRDERS, THERE IS TO BE A PAIR OF MATCHED INTERMITTENT WELDS ON  
   EACH SIDE OF SUCH INTERSECTION AND 150mm DBL CONT AT ENDS
8. WHERE LONG'L DECK BEAMS PASS THROUGH SLOTTED FRAMES, BHDS, OR GIRDERS,  
   THERE IS TO BE A PAIR OF MATCHED INTERMITTENT WELDS ON EACH SIDE OF SUCH  
   INTERSECTION AND 150mm DBL CONT AT ENDS.
9. WHERE LONG'L MEMBERS (EXCEPT FOR DECK BEAMS) PASS THROUGH SLOTTED  
   FRAMES OR BHDS THERE IS TO A 150mm DOUBLE CONTINUOUS WELD AT SUCH  
   INTERSECTION AND AT THEIR ENDS .
10. WHERE BEAMS, STIFF, FRAMES etc. (EXCEPT LONG'L MEMBERS) PASS THRU SLOTTED  
   GIRDERS , SHELVES OR STRINGERS, THERE IS TO BE A PAIR OF MATCHED  
   INTERMITTENT WELDS ON EACH SIDE OF SUCH INTERSECTIONS, AND THE BEAMS,  
   STIFFENERS AND FRAMES ARE TO BE EFFICIENTLY ATTACHED TO THE GIRDERS,  
   SHELVES AND STRINGERS.

ERECTION SEQUENCE



BLOCK WEIGHT (TON)		P		C		S		TOTAL (12)SHEETS WITH A COVER	
SHIP NO.				SHIP TYPE					
EN5430				ENABOL 5430 BHP TOWBOAT					
PRODUCTION DESIGN			TEL.		BLOCK NAME				
APPROVED					<div>B904 BLOCK</div> <div>(FR.31-260 ~ FR.35+380 )</div>				
CHECKED									
CHECKED	Y.S SHIN								
DRAWN	Y.H JO								
<div>GMB Inc</div> <div>586-1, Seonam-dong Nam-gu, Ulsan, Korea</div>				SCALE		DWG NO.			
				DATE		REV.NO.			
				2010.07.28		<div>B904-01-TITLE</div> <div><div></div></div>			

DATE	REV NO	DESCRIPTION	SHOP	PAGE	APPROVAL		
					DRAW	CHECK	APPR
	<div></div>	ISSUED TO YARD					
	<div></div>	ADD PIPE HOLE & REV TEXT					
	<div></div>	DRAIN HOLE SIZE REV.		4			
<div>NOTED</div>							
<div>DIVISION</div>		0. X	P.E BLOCK	BLOCK COMPOSITION		BASE	
ERECTION						NOMAL	
UNIT ERECT							
PRE ERECT							
ERECT							

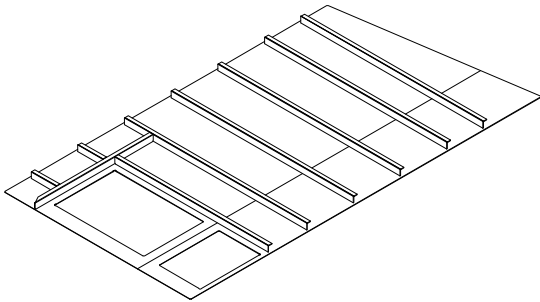
B904 BLOCK PROCESS

GMB

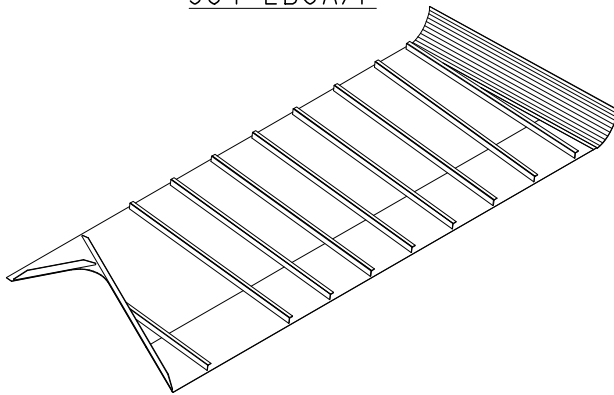
BLOCK NO.  
PAGE

B904  
1 / 11

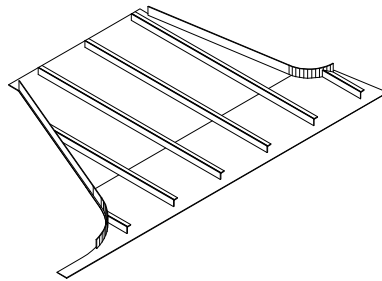
904-LB1A



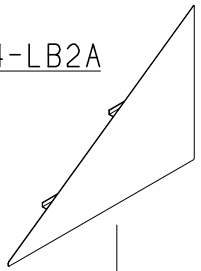
904-LB5A/P



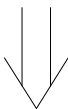
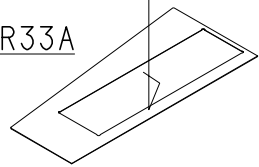
904-LB6A/P



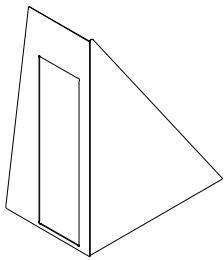
904-LB2A



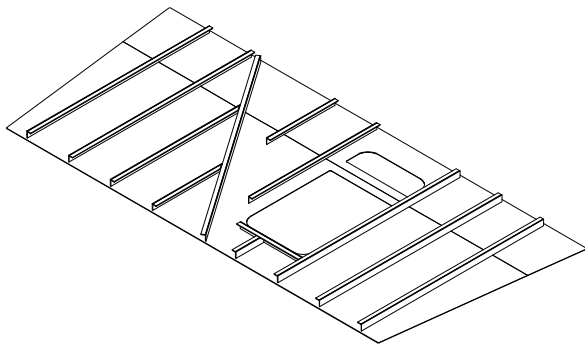
904-FR33A



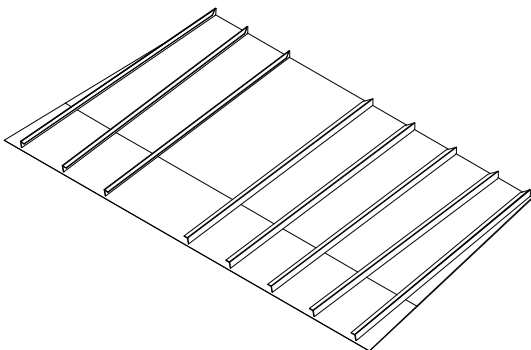
904-FR33A ASS'Y



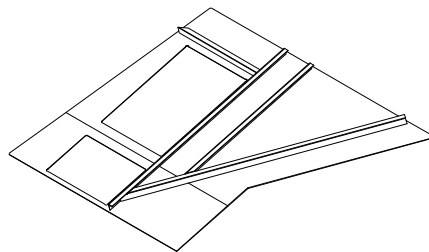
904-TB32



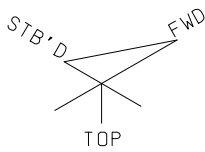
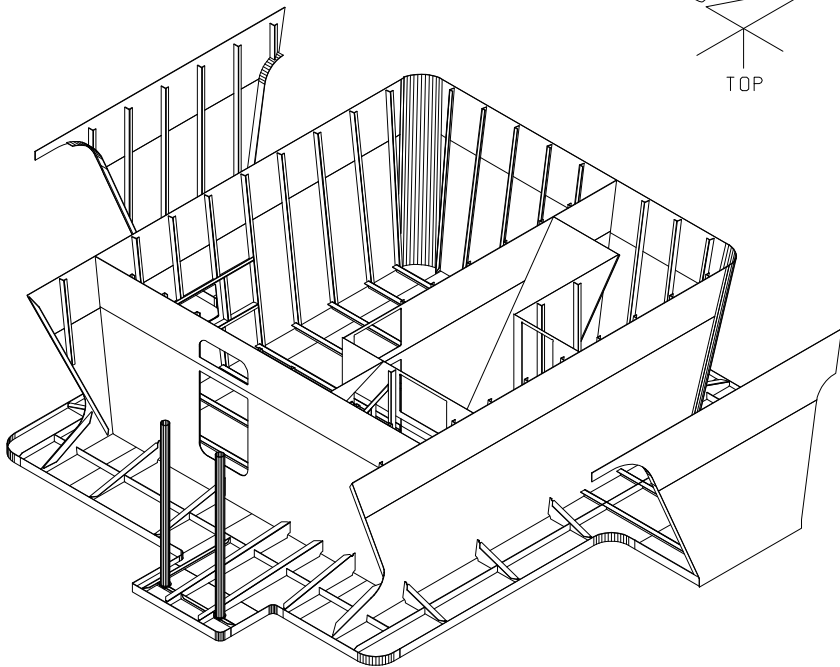
904-TB35



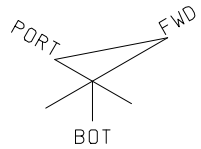
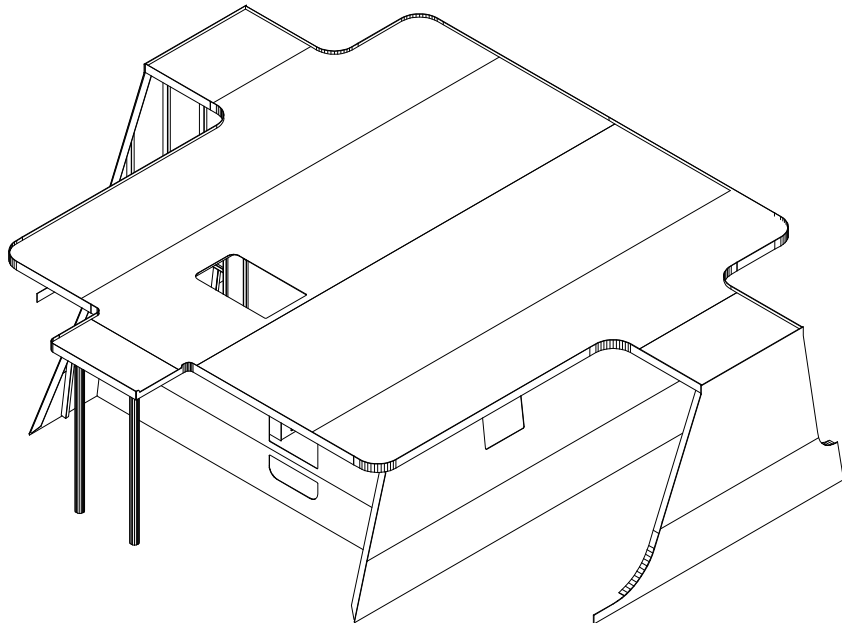
904-TB32A



904-DK1 ASS'Y



B904



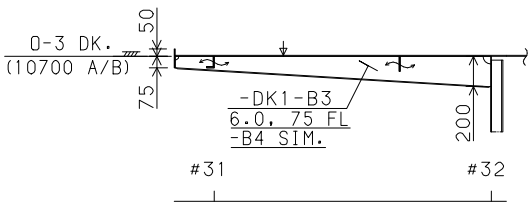
- 0 904
  - 1 DK1/G (1) \_\_Pg .0
    - 2 LB1A/S (1) \_\_Pg .0
    - 2 LB5A/S (1) \_\_Pg .0
    - 2 LB5P/S (1) \_\_Pg .0
    - 2 LB6A/S (1) \_\_Pg .0
    - 2 LB6P/S (1) \_\_Pg .0
    - 2 TB32/S (1) \_\_Pg .0
    - 2 TB35/S (1) \_\_Pg .0
    - 2 FR33A/M (1) \_\_Pg .0
      - 3 LB2A/S (1) \_\_Pg .0
    - 2 TB32A/S (1) \_\_Pg .0

ASSEMBLY_NO	WEIGHT (Kg)	COG_X (M)	COG_Y (M)	COG_Z (M)	ASSY_AREA (M w)
904	8.322,	31.056,	0.134,	9.941,	311.847, (ASS'Y only)
DK1	8.322,	31.056,	0.134,	9.941,	311.847, (130.957)
LB1A	0.479,	31.832,	0.536,	9.505,	18.991, (18.991)
LB5A	0.883,	30.889,	2.584,	9.454,	31.793, (31.793)
LB5P	0.893,	30.880,	-2.583,	9.457,	31.208, (31.208)
LB6A	0.393,	31.963,	4.692,	9.304,	16.281, (16.281)
LB6P	0.393,	31.963,	-4.692,	9.304,	16.281, (16.281)
TB32	0.695,	28.596,	0.110,	9.472,	28.413, (28.413)
TB35	0.651,	33.845,	-0.014,	9.457,	22.282, (22.282)
FR33A	0.149,	31.621,	1.825,	9.236,	6.719, (2.309)
LB2A	0.104,	31.800,	1.662,	9.088,	4.410, (4.410)
TB32A	0.226,	29.406,	1.206,	9.638,	8.922, (8.922)

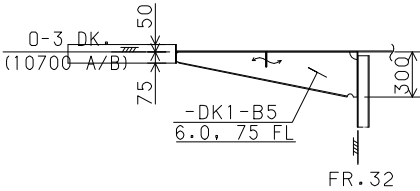
0-3 DECK PLAN  
(10700 A/B)  
904-DK1

(SC=1/40)  
THE STB'D IS SIM. TO PORT (EX. AS SHOWN)  
///MARK:YARD CONSTRUCTION  
-M1~M4,-M51~M53:100X75X6.0 U.A  
-S1~S13,-S51~S61:100X6.0 F.B  
-S14~S17:75X50X7.0 U.A  
-W1~W13:125X6.0 F.B(T)

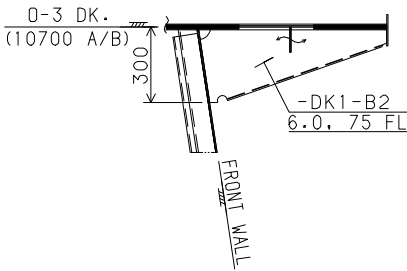
"A" ELEV.



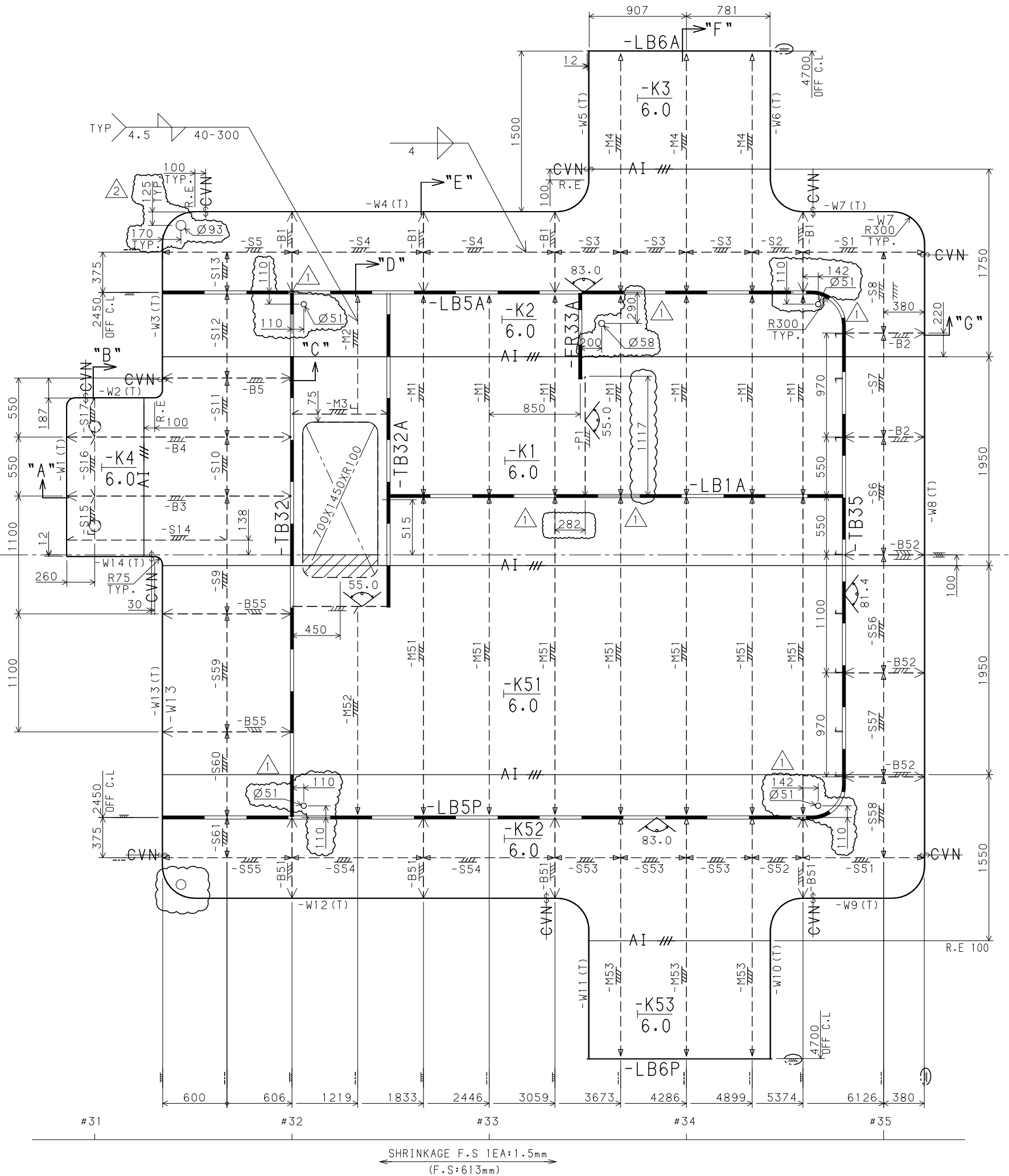
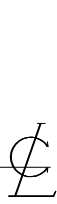
"C" ELEV.



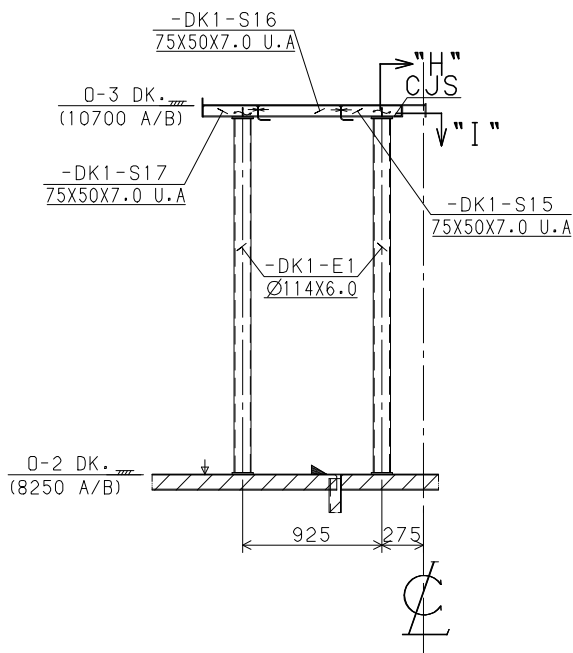
"G" ELEV.



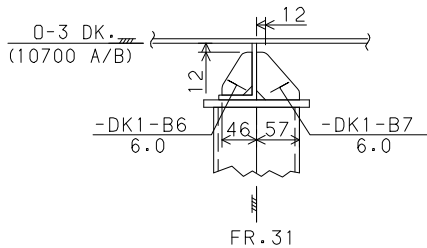
SHRINKAGE L.S 1EA:1.5mm  
(L.S:550mm)



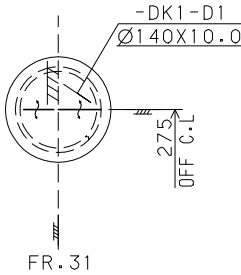
"B" SEC.



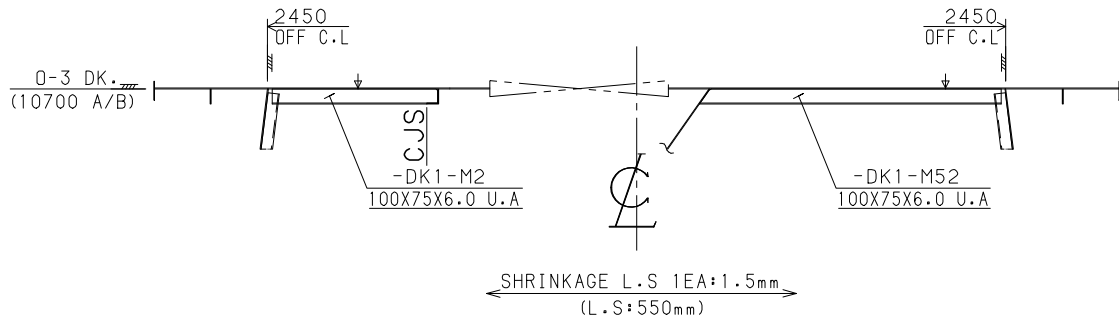
"H" ELEV.  
(SC=1/10)



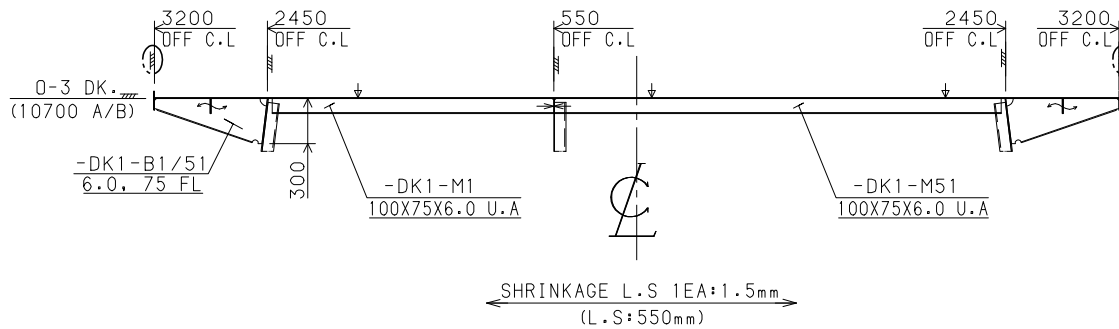
"I" PLAN  
(10615 A/B)  
(SC=1/10)



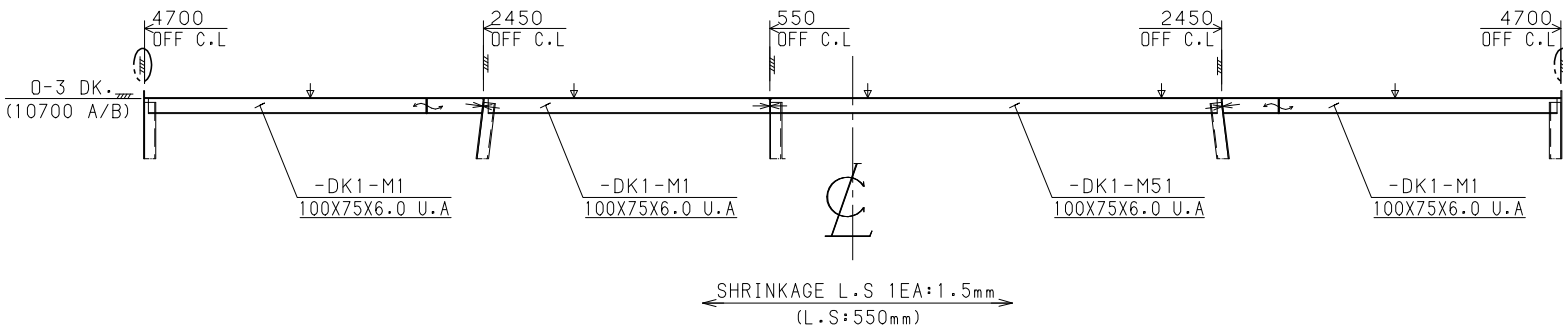
"D" SEC.



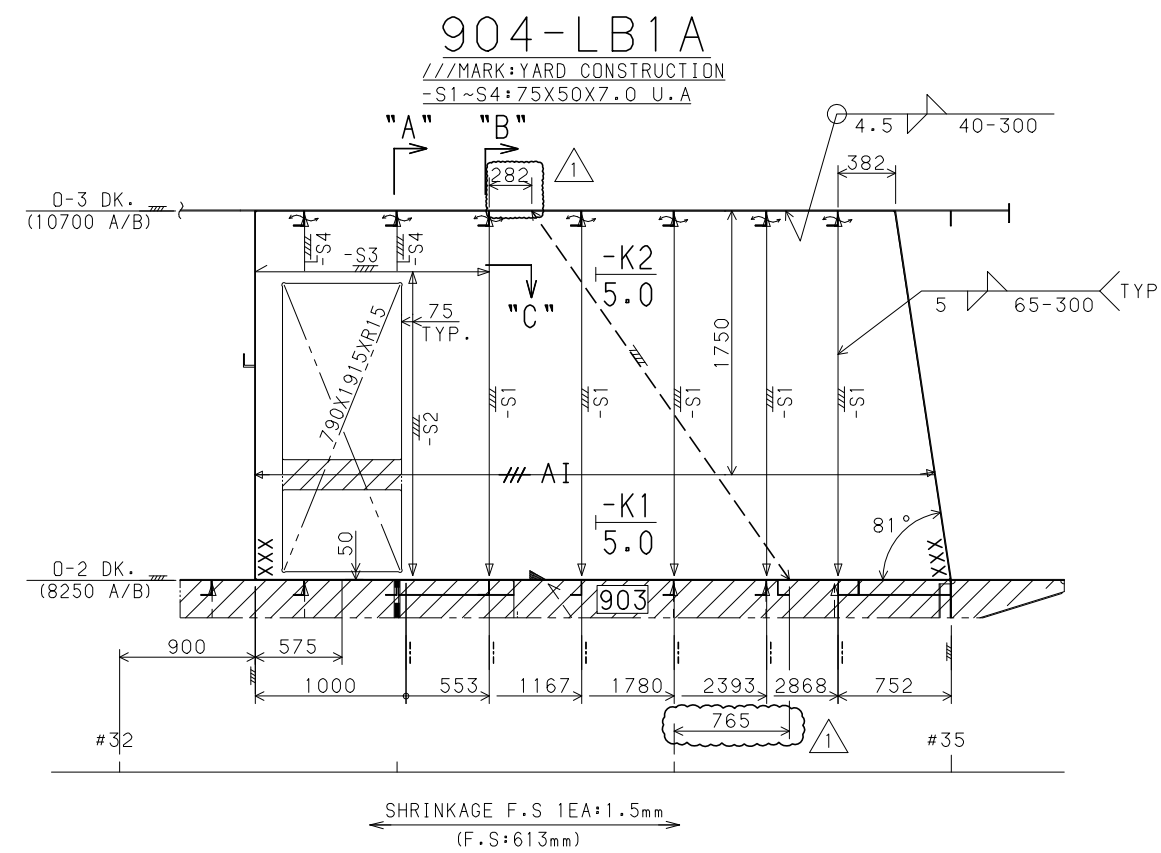
"E" SEC.  
FR.33-613 (TYP. TRANS SEC.)



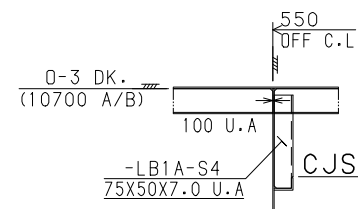
"F" SEC.  
FR.34-613, FR34, FR34+613



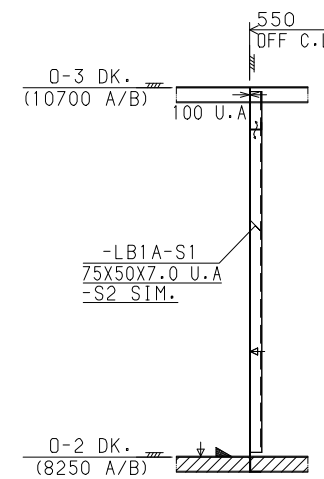
550 OFF C.L. ELEV. (P)



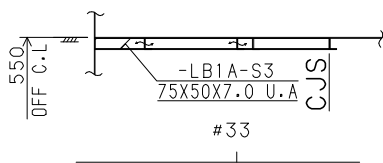
"A" SEC.  
(SC=1/30)



"B" SEC.

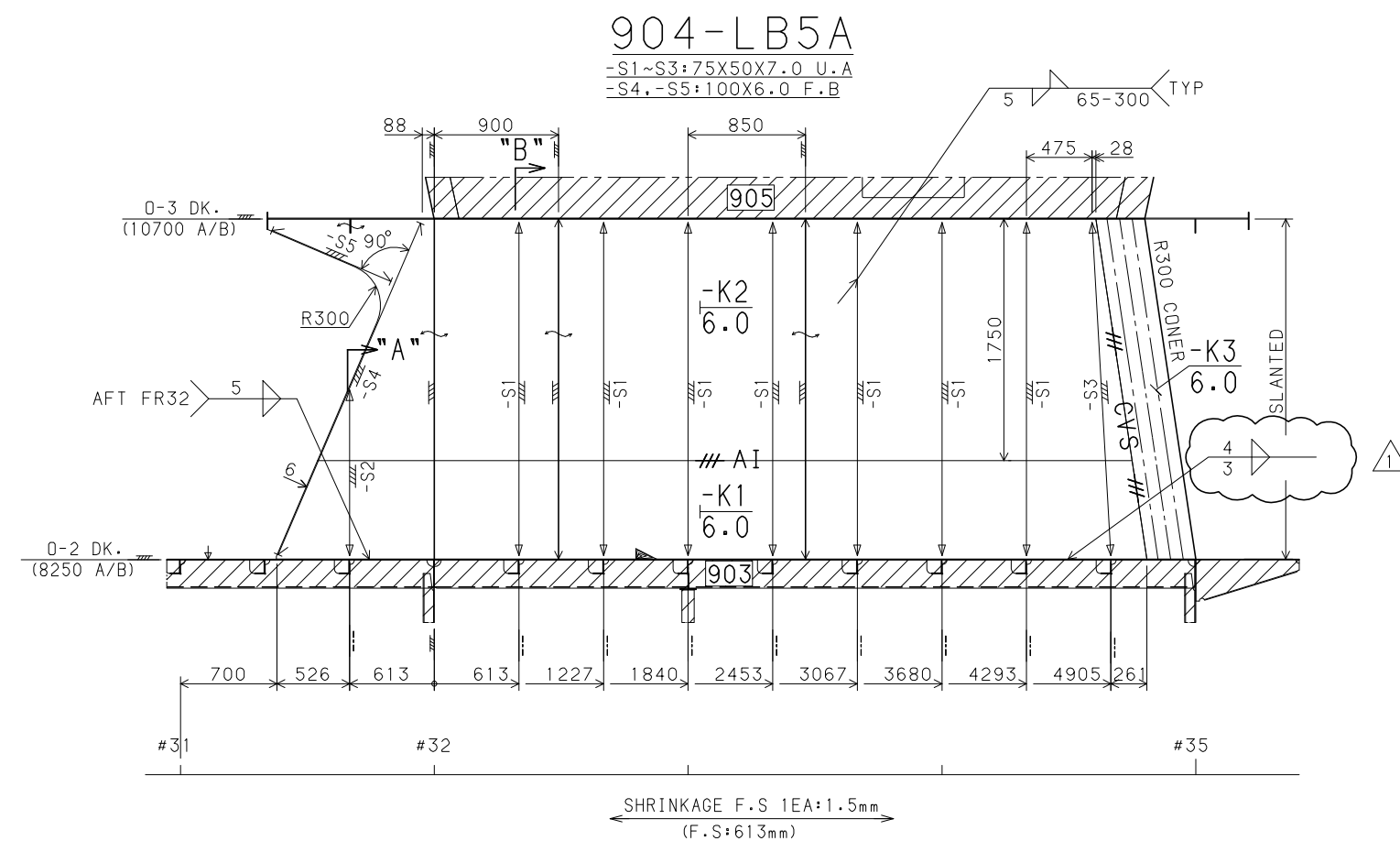


"C" PLAN  
(10296 A/B)

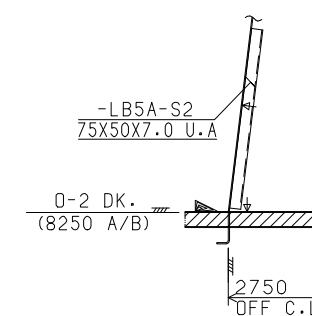


# 2450 OFF C.L. ELEV. (P)

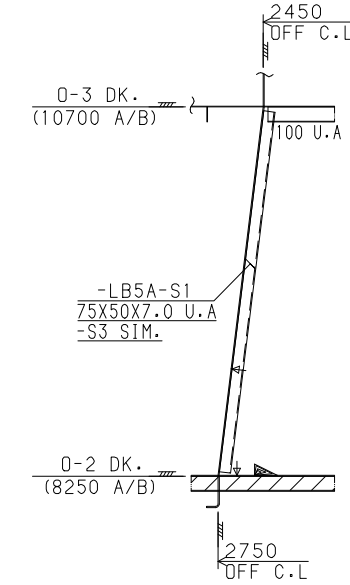
## SIDE WALL.



### "A" SEC.



### "B" SEC.

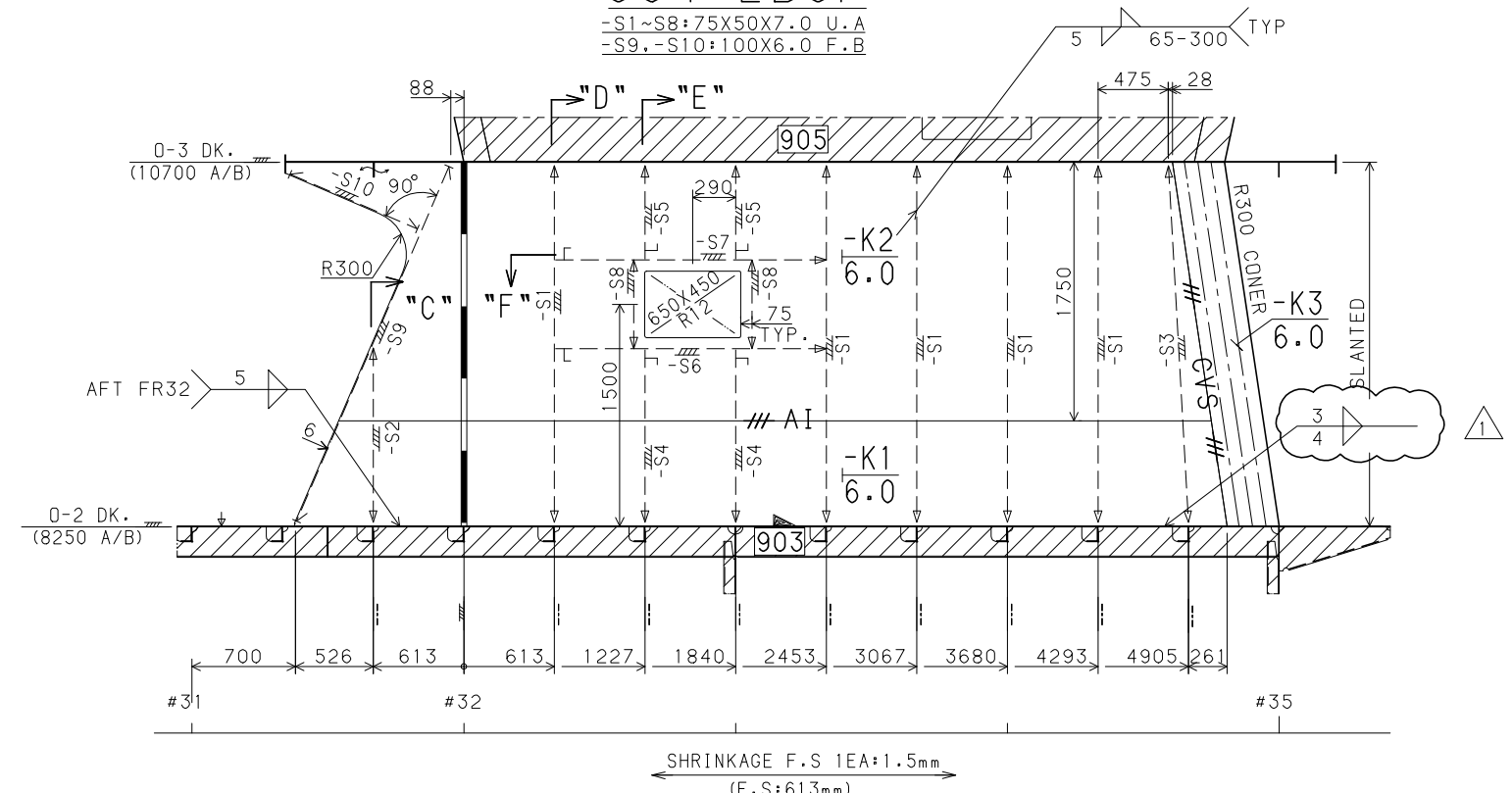


# 2450 OFF C.L. ELEV. (S)

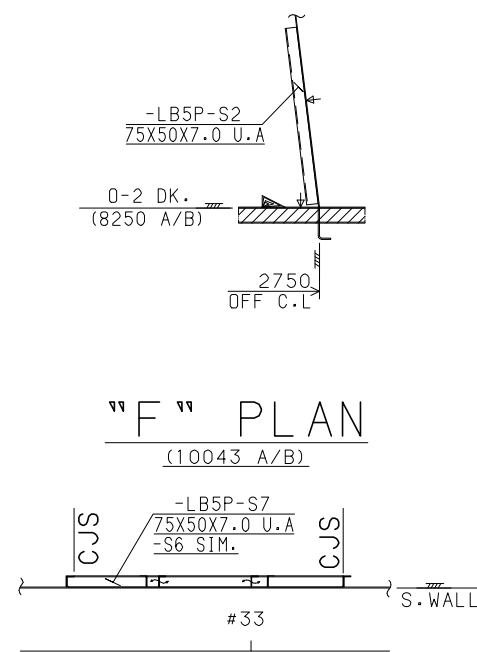
## SIDE WALL.

### 904-LB5P

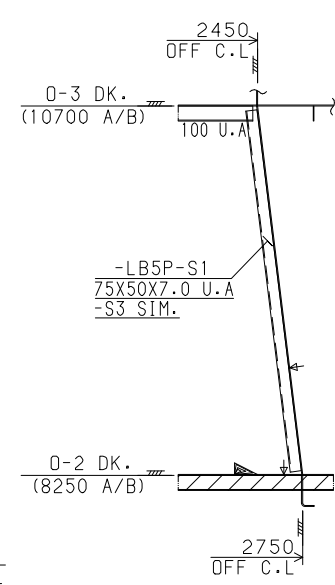
-S1~S8: 75X50X7.0 U.A  
-S9, -S10: 100X6.0 F.B



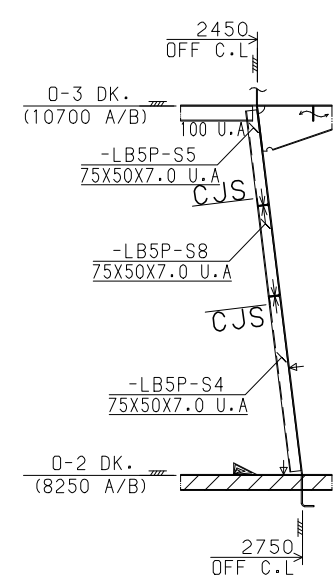
### "C" SEC.



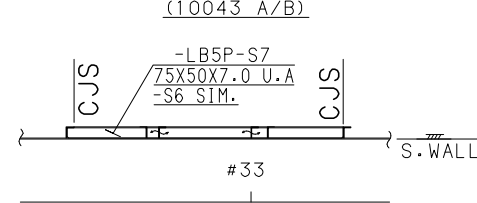
### "D" SEC.



### "E" SEC.



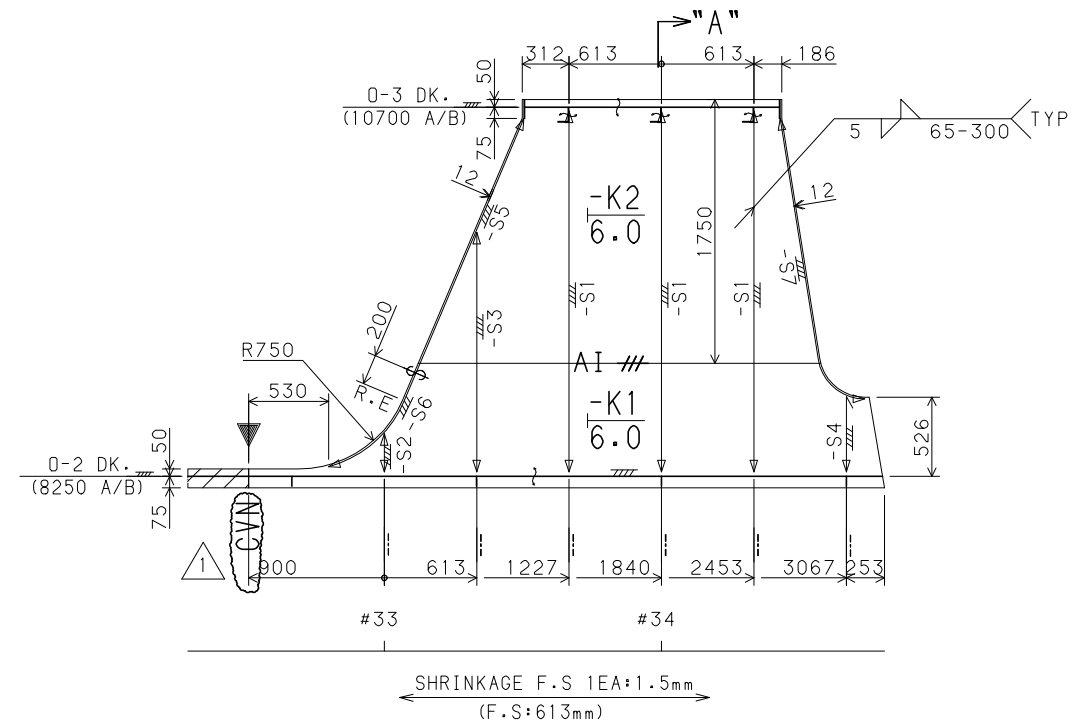
### "F" PLAN



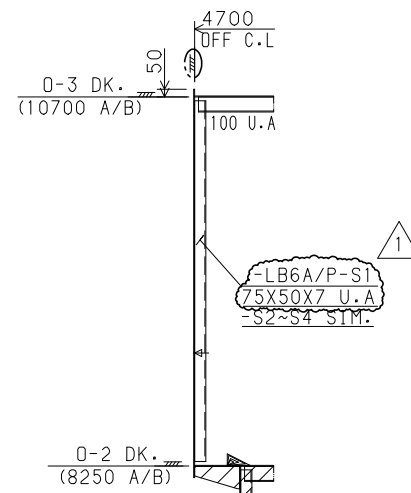


4700 OFF C.L. ELEV. (P)

THE STB'D IS SIM. TO PORT (EX. AS SHOWN)

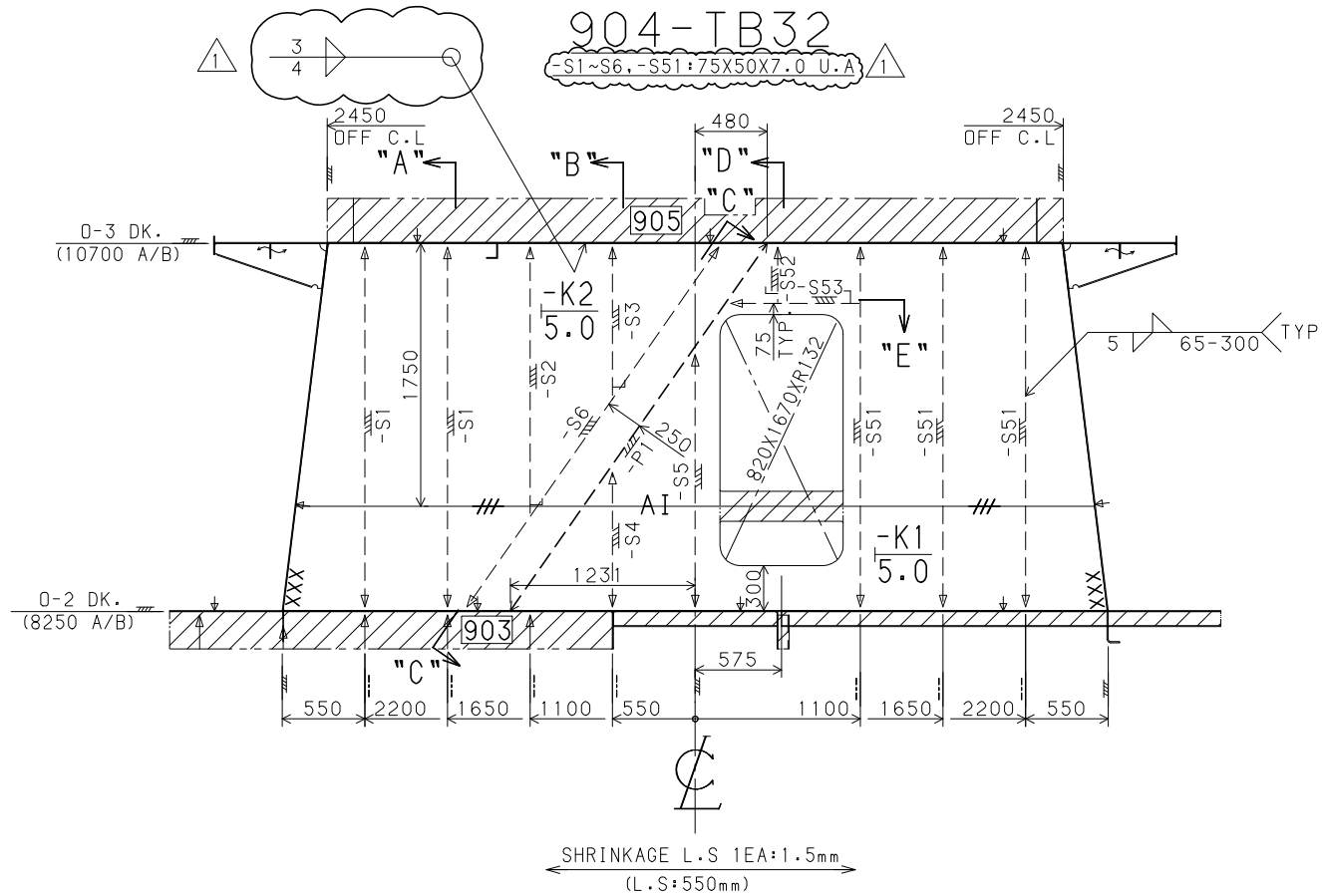
904-LB6A/P -S1~S4: 75X50X7.0 U.A  
-S5~S7: 100X6.0 F.B

"A" SEC.

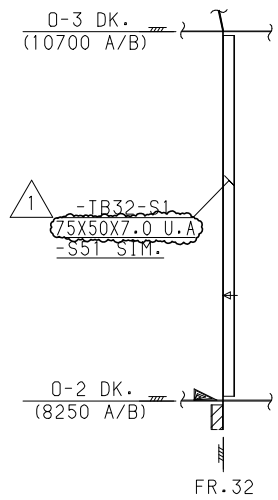


# FR. 32 SEC.

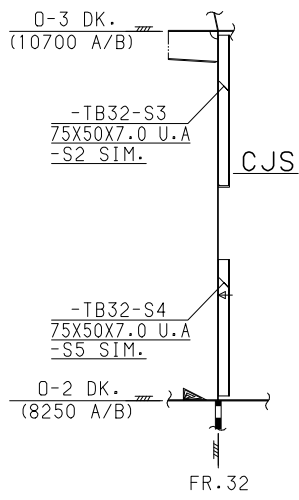
THE STB'D IS SIM. TO PORT (EX. AS SHOWN)  
///MARK-YARD CONSTRUCTION



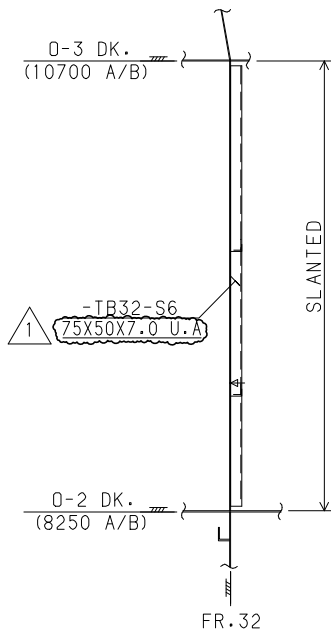
"A" ELEV.



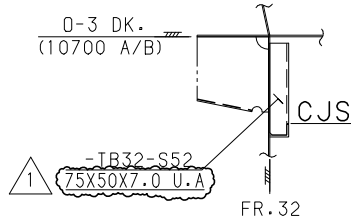
"B" ELEV.



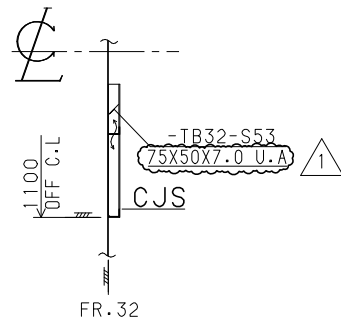
"C" ELEV.



"D" ELEV.

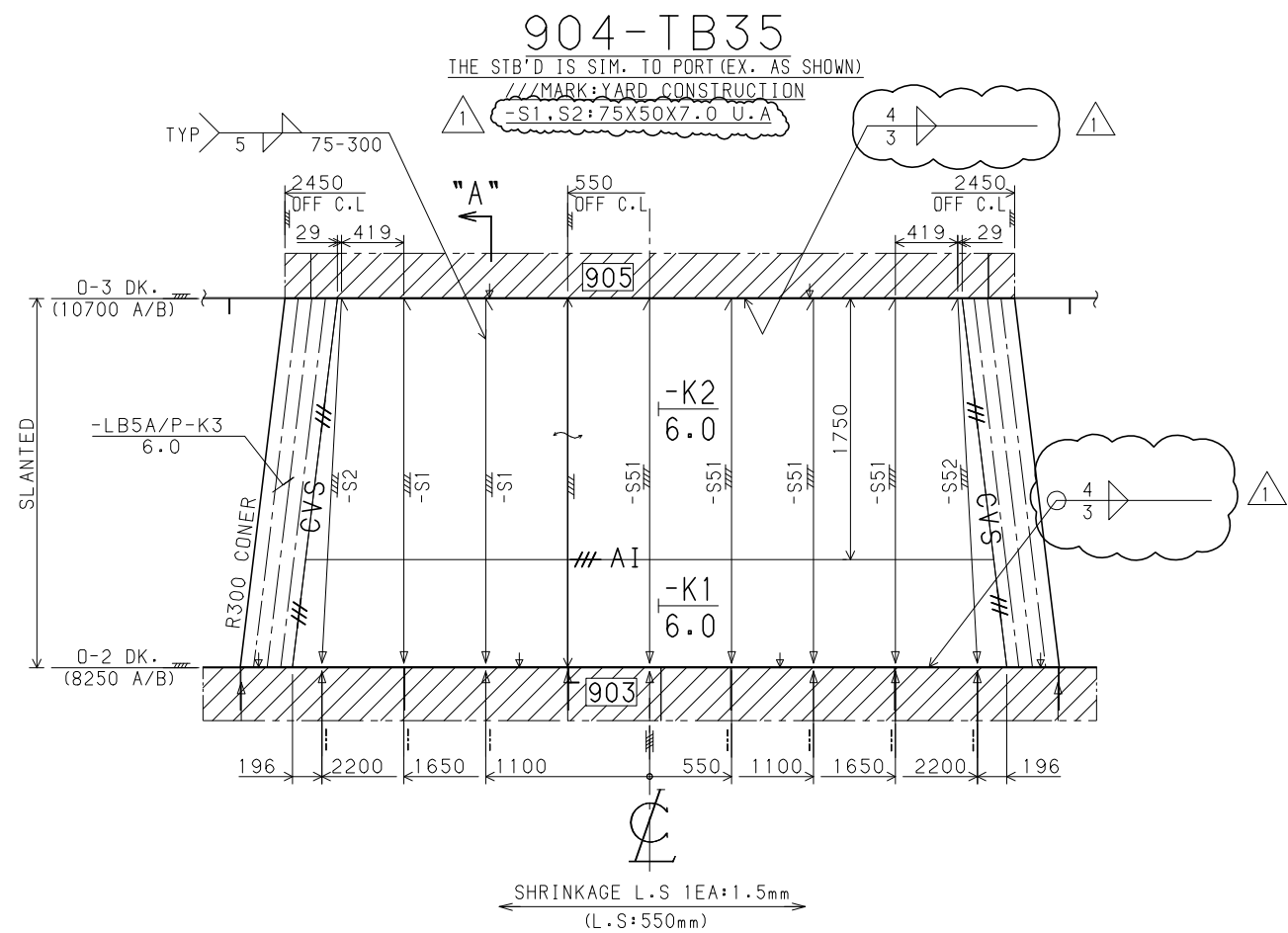


"E" PLAN





FR. 35-370 SEC.  
FRONT WALL



"A" ELEV.

