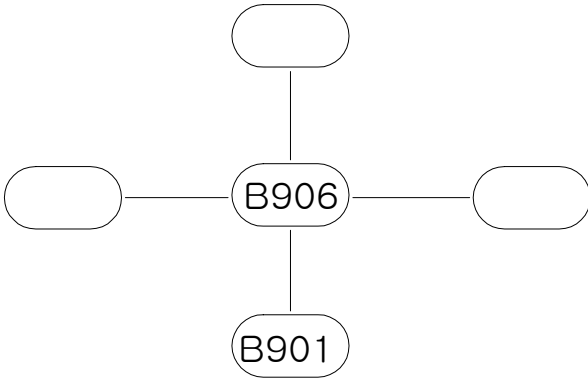


NOTES

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 (07)SHEETS WITH A COVER	
SHIP NO.				SHIP TYPE					
EN5430				ENABOL 5430 BHP TOWBOAT					
PRODUCTION DESIGN			TEL.		BLOCK NAME				
APPROVED					<div>B906 BLOCK</div> <div>(FR.25-100 ~ FR.27+420)</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.			
				(1/50)		B906-01-TITLE			
				DATE		REV.NO.			
				2010.07.28					

DATE	REV NO	DESCRIPTION	SHOP	PAGE	APPROVAL		
					DRAW	CHECK	APPR
		ISSUED TO YARD					
<div>NOTED</div>							
DIVISION		O. X	P.E BLOCK	BLOCK COMPOSITION	BASE		
ERECTION					NOMAL		
UNIT ERECT							
PRE ERECT							
ERECT							

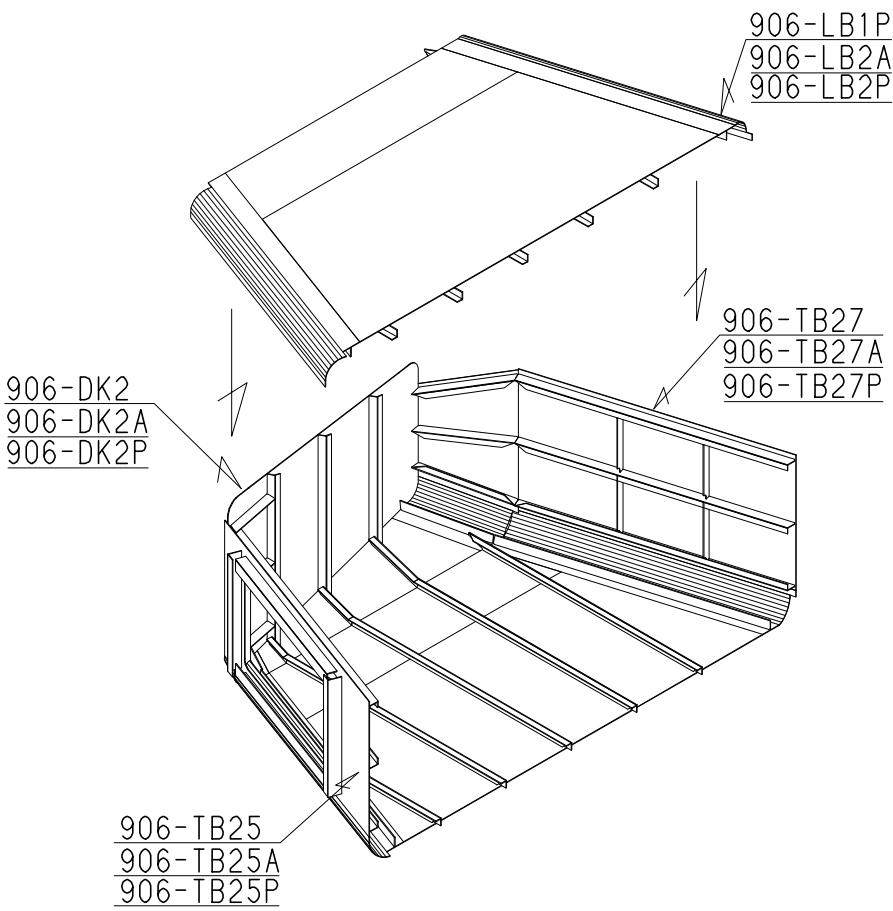
B906 BLOCK PROCESS

GMB

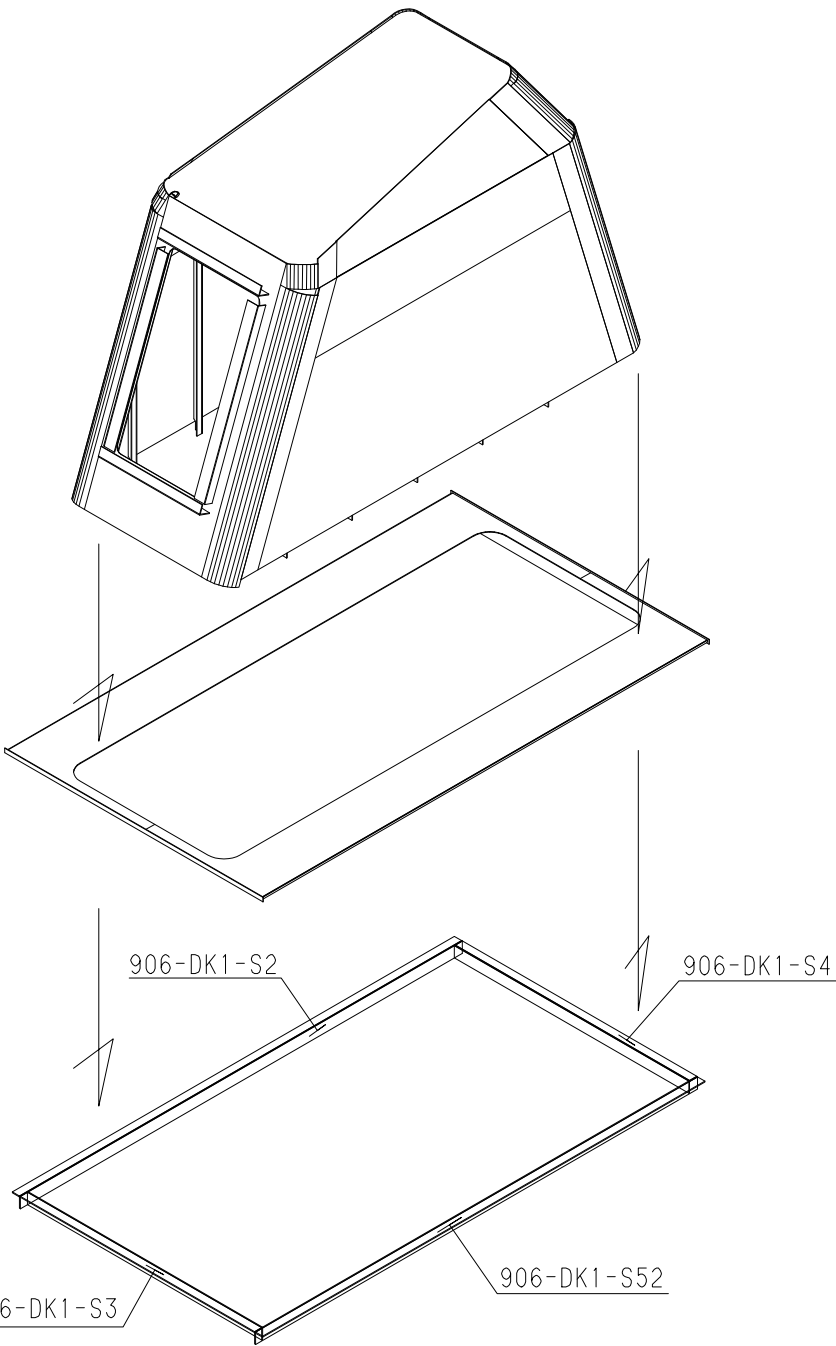
BLOCK NO.
PAGE

B906
1 / 6

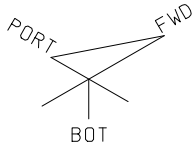
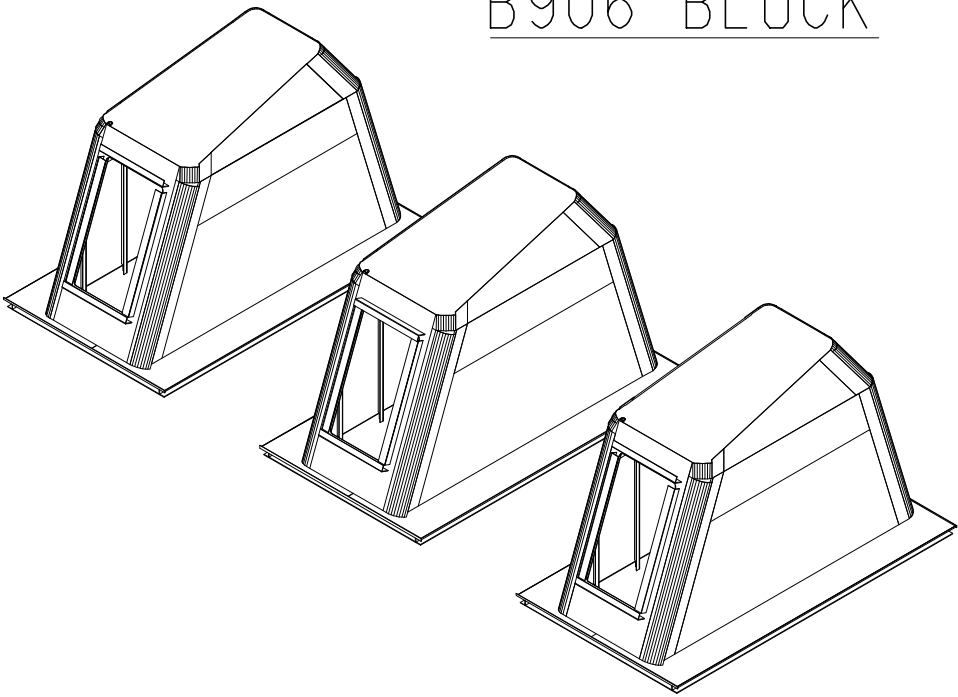
906-LB1A ASS'Y
906-LB3A ASS'Y
906-LB3P ASS'Y



906-DK1 ASS'Y
906-DK1A ASS'Y
906-DK1P ASS'Y



B906 BLOCK

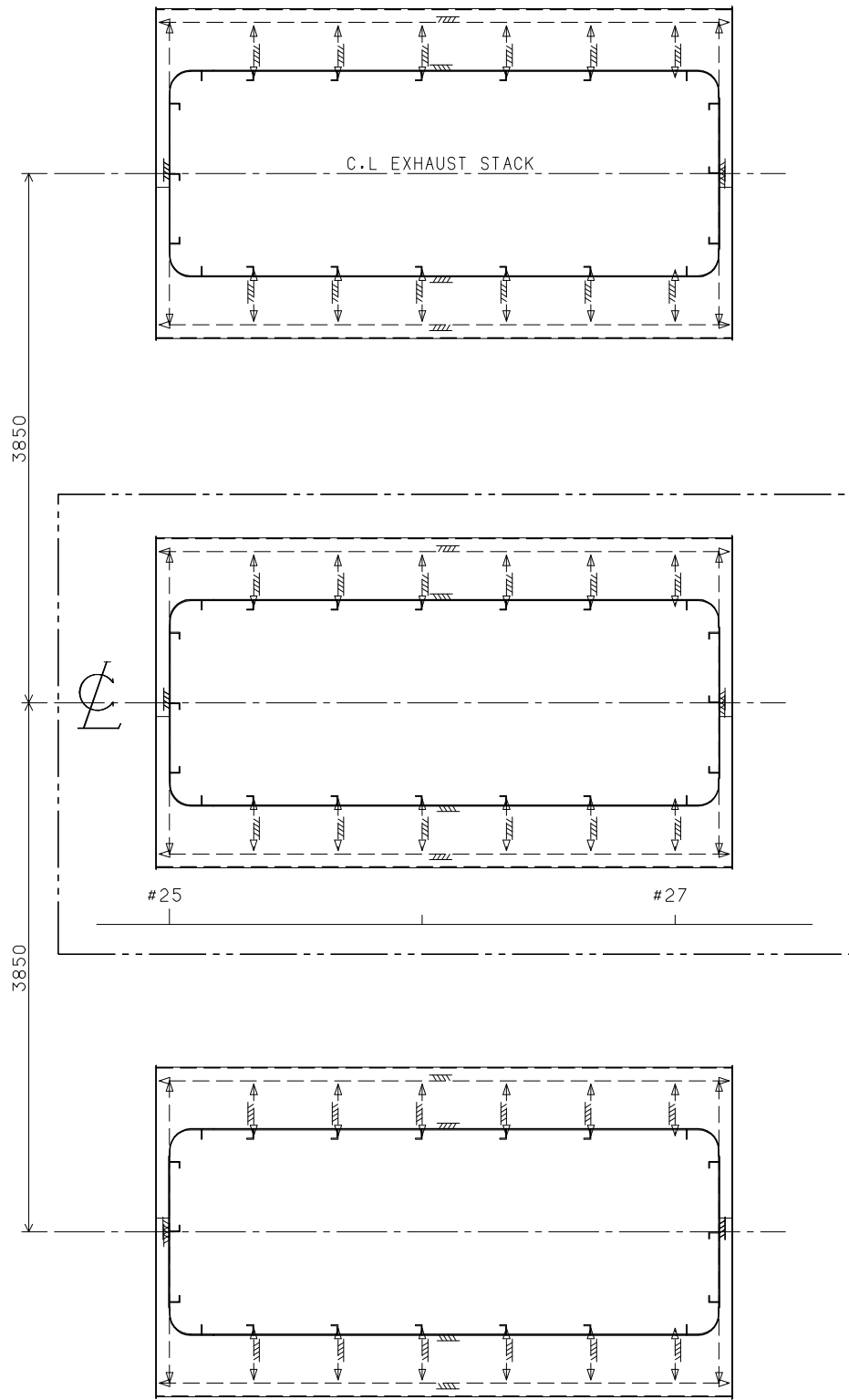


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          906 BLK ANALYSIS
0 906
    1 DK1/G(1) __Pg.0
      2 LB1A/M(1) __Pg.0
        3 DK2/S(1) __Pg.0
        3 TB25/S(1) __Pg.0
        3 TB27/S(1) __Pg.0
        3 LB1P/S(1) __Pg.0
    1 DK1A/G(1) __Pg.0
      2 LB3A/M(1) __Pg.0
        3 DK2A/S(1) __Pg.0
        3 TB25A/S(1) __Pg.0
        3 TB27A/S(1) __Pg.0
        3 LB2A/S(1) __Pg.0
    1 DK1P/G(1) __Pg.0
      2 LB3P/M(1) __Pg.0
        3 DK2P/S(1) __Pg.0
        3 TB25P/S(1) __Pg.0
        3 TB27P/S(1) __Pg.0
        3 LB2P/S(1) __Pg.0
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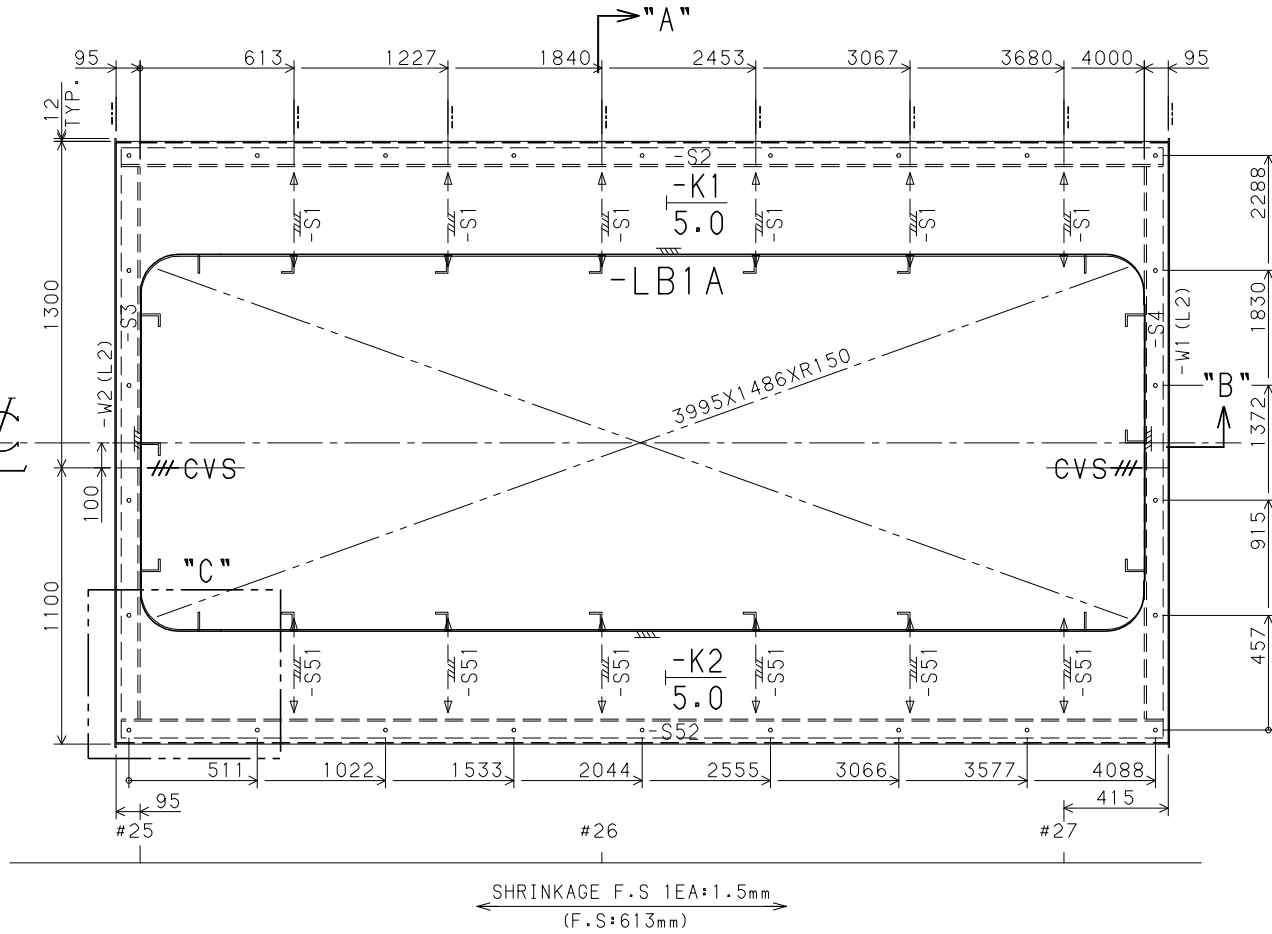
ASSEMBLY_NO	WEIGHT (Kg)	COG_X (M)	COG_Y (M)	COG_Z (M)	ASSY_AREA (M ²) w)	
906	4.737,	17.739,	0.000,	6.742,	219.964, (ASS'Y only)	
DK1	1.579,	17.739,	0.000,	6.742,	73.164, (	14.718)
LB1A	1.237,	17.763,	-0.000,	7.023,	58.446, (	20.008)
DK2	0.144,	17.455,	-0.002,	8.071,	6.944, (	6.944)
TB25	0.087,	16.035,	-0.000,	6.775,	4.048, (	4.048)
TB27	0.174,	19.224,	0.001,	7.027,	8.194, (	8.194)
LB1P	0.416,	17.691,	-0.724,	6.866,	19.252, (	19.252)
DK1A	1.579,	17.739,	3.850,	6.742,	73.399, (	14.438)
LB3A	1.237,	17.763,	3.850,	7.022,	58.961, (	20.008)
DK2A	0.144,	17.455,	3.848,	8.071,	6.887, (	6.887)
TB25A	0.087,	16.035,	3.850,	6.775,	3.978, (	3.978)
TB27A	0.174,	19.224,	3.851,	7.027,	8.076, (	8.076)
LB2A	0.416,	17.691,	3.126,	6.866,	20.012, (	20.012)
DK1P	1.579,	17.739,	-3.850,	6.742,	73.401, (	14.438)
LB3P	1.237,	17.763,	-3.850,	7.022,	58.963, (	20.009)
DK2P	0.144,	17.455,	-3.848,	8.071,	6.887, (	6.887)
TB25P	0.087,	16.035,	-3.850,	6.775,	3.978, (	3.978)
TB27P	0.174,	19.224,	-3.851,	7.027,	8.076, (	8.076)
LB2P	0.416,	17.691,	-3.126,	6.866,	20.013, (	20.013)

STACK P'PORM VIEW

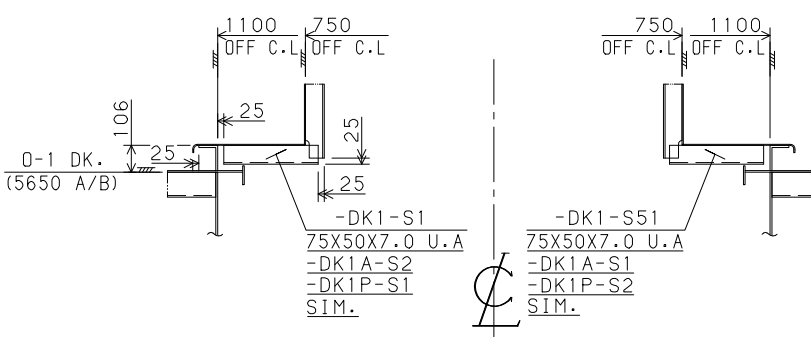


STACK PLATFORM
(5756 A/B)
906-DK1

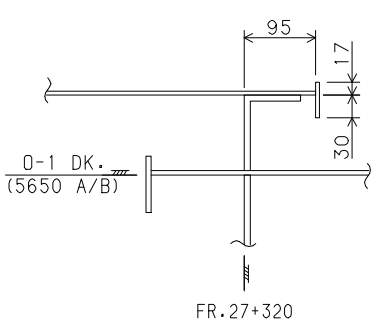
(SC=1/30)
THE STB'D IS SIM. TO PORT (EX. AS SHOWN)
-S1,-S51:75X50X7.0 U.A
-S2-S4,-S52:100X75X8.0 U.A
-W1,-W2:47X5.0 F.B (L2)
-DK1A/P SIM.
-S2-S4,-S52 YARD CUNSTRUCTION



"A" SEC.
(SC=1/30)
FR.26 (TYP. TRANS SEC.)



"B" ELEV.
(SC=1/30)



"C" DET.
(SC=1/20)

