

CONSTRUCTION NOTES

GENERAL NOTES

1. The vertical level of the timber deck shall be on the same level as the existing jetty.

Generally the horizontal alignment of the new work shall be parallel to the existing wharf.

DEMOLITION AND CLEANING

1. All existing piles which are to be removed shall be fully withdrawn from the seabed.
2. Demolished materials shall be disposed of by tipping at an authorised tip or by other legal means.
3. The construction site, including the seabed, shall be cleaned of all construction debris by the Contractor at the conclusion of the contract.

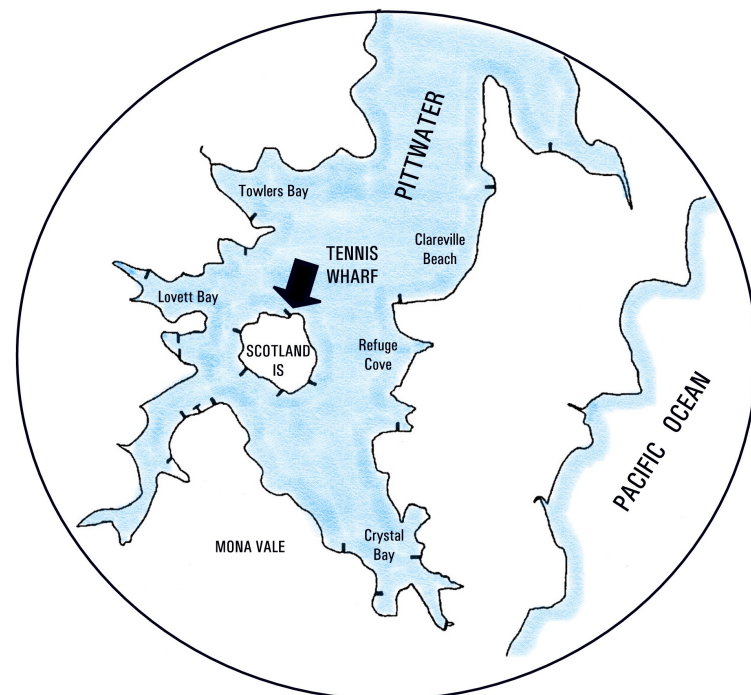
PILING SPECIFICATION

1. Piles to jetty shall be double treated hardwood of 300mm min diameter.
2. Piles to pontoon shall be concrete of 400mm diameter.
3. Minimum embedment of piles shall be 3.0m in sand and 1.5m in rock.

SILT SHALL NOT BE REGARDED AS FIRM MATERIAL

PONTOON SPECIFICATION

1. The pontoon shall be of thin-walled concrete surrounding high grade polystyrene.
2. All decking shall be thickened and reinforced to take local point loads and all walls shall be fully reinforced. Reinforcement shall be galvanised to a minimum coating mass of 600gm/m².
3. Fixing of walers, cleats, pileguides, etc shall be by through bolts - BOLTED INSERTS SHALL NOT BE USED



LOCALITY PLAN

Not to Scale

STEEL SPECIFICATION

1. Workmanship and materials shall be in accordance with AS 1250 and AS 1554.
2. Steel grade shall be 250 MPa.
3. All steelwork and fastenings shall be hot dipped galvanised to a minimum coating of 600 g/m².

ALUMINIUM SPECIFICATION

1. Workmanship and materials shall be in accordance with AS 1664 Aluminium Structures and AS 1665 Welding of Aluminium Structures.
2. Aluminium shall be of a marine grade and shall be capable of supporting loads as required by the relevant Code.

STAINLESS STEEL SPECIFICATION

1. Workmanship and materials shall be in accordance with AS 4673 Cold Formed Stainless Steel Structures and AS 1554.6 Welding Stainless Steel for Structural Purposes.
2. Stainless steel shall be grade 316 and suitable for the intended purpose in a marine environment.
3. Minimum sizes for handrail members shall be in accordance with accepted trade practice and the relevant Code to support loads in accordance with AS 1170.1 SAA Loading Code.

FASTENINGS

1. All fastenings shall be galvanised steel, stainless steel or marine grade aluminium and shall be chosen for long life with due consideration given to electrolysis.
2. Stainless steel bolts, where used in aluminium, shall be installed with an approved isolating paste.

TIMBER SPECIFICATION

1. Timbers shall be similar in size to the existing wharf.
2. Timber shall have a minimum stress grade of F14.
3. The timber shall be selected for durability from the following Class 1 and 2 species:-
 - a) For fender timbers and walers in the water use turpentine;
 - b) For joists use grey ironbark, grey gum, white mahogany, tallowwood, grey box, yellow stringybark, white stringybark, woollybutt, forest red gum, mountain grey gum or turpentine;
 - c) For decking use blackbutt, grey gum, white mahogany, tallowwood, grey box, yellow stringybark, white stringybark, woollybutt, forest red gum, mountain grey gum or turpentine;
4. The Contractor shall make available to the Superintendent certification from the timber supplier giving the stress grade and species of the timber supplied for each category of the timber work.

TIMBER PAINTING SPECIFICATION

1. The handrail shall be painted with 1 coat of primer and 2 coats of latex exterior gloss.
2. All handrail surfaces, including cut surfaces, shall be primed.
3. The pile tops from underneath the capwales shall be painted with 2 coats of silver roof paint (similar to that by Ormonoid), 1 coat of latex exterior low gloss and 1 coat of latex exterior full gloss.
4. The capwales projecting beyond the deck shall be painted with 1 coat of primer and 2 coats of latex exterior gloss.
5. ALL PAINTS SHALL BE BRAND NAME QUALITY.

VERTICAL LOADS

1. The pontoon and ramp shall be designed for *unrestricted access* as defined by AS 3962 – 2001.
2. The structural live loads and the flotation and stability loads for all elements of the facility shall be as given in AS 3962 – 2001.

BERTHING LOADS

1. The pontoon and its components shall be designed for a berthing load arising from the berthing of a 12m ferry.

MOORING LOADS

1. Cleats and their fastenings shall be sized to cater for ferry sizes up to 12m in length

STABILITY GENERALLY

1. Stability shall be in accordance with clause 4.12 of AS 3962 - 2001.
2. The pontoon shall have a maximum freeboard of 600mm in its unloaded state.

FINISH TO WALKWAY SURFACES

1. All walkway surfaces shall have a non-slip finish when wet or dry. In concrete this should preferably be achieved by a broom finish.

FENDERING

1. Fix 40mm thick × 100mm deep UHMW wearing strip to front face of the ferry pontoon.
2. Fix 35mm thick × 50mm deep vinyl fender to the sides and rear of the ferry pontoon.

	DOCKER SMITH PTY LIMITED ABN 17 001 705 237 CONSULTING STRUCTURAL & CIVIL ENGINEERS 553 Willoughby Road, Willoughby NSW 2068 Telephone (02) 9967 2355 Facsimile (02) 9967 2533 Email: docksmith@bigpond.com	NEW PONTOON and ACCESS RAMP TENNIS WHARF, SCOTLAND ISLAND PITTWATER COUNCIL	SCALE@A3 DRAWN A.M.K. DATE October, 2007 CHECKED K.B.S.	DRAWING No. 07004/s1