

DESIGN CRITERIA

DESIGN LIFE

THE STRUCTURE DESIGN LIFE = 50 YEARS

ENVIRONMENTAL

(HISTORICAL DATA RECORDS FROM NATIONAL TIDE GAUGES AND FLUNDERS PORTS):
 MAXIMUM RECORDED TIDE +2.04 (ISLW)
 MEAN HIGHER HIGH WATER SPRING MHHWS = +1.86 (ISLW)
 INDIAN SPRINGS LOW WATER ISLW = -0.060 (ISLW)

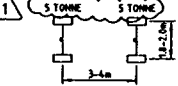
CLIMATE

DESIGN WIND SPEED TO AS/NZS 1170.2 USING REGION A1 AND TERRAIN CATEGORY = 2.

LOAD CRITERIA

VEHICLE LIVE LOADS

1. DESIGN VEHICLE LOAD, SHALL BE AN EQUIVALENT OF 10 TONNES PER AXLE LOAD WITH 3m APART, THUS:



2. PRIMARY LIVE LOADS CONSIST OF:-
 -5kPa ON THE MAIN JETTY.
 -2.5kPa ON DIVING PLATFORM.

SEISMIC LOADS

SEISMIC DESIGN TO AS 1170.4
 IMPORTANCE FACTOR = 1.25
 SITE FACTOR S = 1.0
 DESIGN CATEGORY B
 SEISMIC DESIGN NON CRITICAL FOR STRUCTURES

WAVE LOADS

BASED ON ANNUAL PROBABILITY OF EXCEEDANCE 1/200
 SURGE LEVEL = + 4.0m CD MAX. CREST
 AND - 2.0m CD MIN. THROUGH
 SEA BED = - 6.50m CD MAX. WATER DEPTH AT SEA BED
 MHHWS = + 2.04m CD
 MAXIMUM DEPTH OF WATER = 5.5 + 2.04 = 7.54m
 WAVE PERIOD T_s = 12 sec.

GENERAL NOTES

- FOR THE PURPOSES OF THESE DRAWINGS THE FOLLOWING DEFINITIONS SHALL APPLY: CLIENT - DTEI'S PROJECT MANAGER OR DELEGATED REPRESENTATIVE ENGINEER - KBR (KELLOGG BROWN & ROOT PTY. LTD.)
- EACH DRAWING IS PART OF A SET OF DRAWINGS. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION. ANY DISCREPANCIES, VARIATIONS OR OMISSIONS SHALL BE IMMEDIATELY REFERRED TO THE ENGINEER FOR RESOLUTION BEFORE PROCEEDING WITH THE WORK.
- THESE DRAWINGS ARE NOT TO BE SCALED.
- ALL DIMENSIONS ARE IN METRIC UNITS GIVEN IN MILLIMETRES UNLESS NOTED OTHERWISE.
- LEVELS SHOWN ON THESE DRAWINGS ARE TO CD (CHART DATUM) UNLESS NOTED OTHERWISE.
- WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH RELEVANT CURRENT AUSTRALIAN STANDARDS INCLUDING ALL AMENDMENTS, UNLESS NOTED OTHERWISE.
- SUBSTITUTIONS MUST BE APPROVED BY THE ENGINEER.
- ALL NOTES SHOWN ON THE DRAWINGS ARE SELECTED NOTES AND ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION.
- DIMENSIONS AND LEVELS AS SURVEYED IF ANY ARE FOR INFORMATION ONLY AND SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION.
- ALL PROPRIETARY ITEMS SUCH AS FENDERS, QUICK RELEASE HOOKS AND CAPSTANS AND ROCK ANCHORS SHALL BE INSTALLED STRICTLY IN ACCORDANCE WITH THE MANUFACTURERS/SUPPLIERS INSTRUCTIONS.
- ALL WORKS TO HAVE LIGHTING PROTECTION TO THE SUBCONTRACTOR'S APPROVAL.

CONCRETE

- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 (EXCEPT WHERE VARYED BY THE CONTRACT DOCUMENTS).
- ALL CONCRETE SHALL BE PROPERLY CURED BY KEEPING ALL EXPOSED SURFACES IN A MOIST OR DAMP CONDITION FOR AT LEAST THE FIRST SEVEN DAYS AFTER PLACING THE CONCRETE. ANY ALTERNATIVE CURING METHODS SHALL BE PROVIDED FOR APPROVAL. ALL CURING SHALL BE COMPATIBLE WITH SURFACE FINISHES.
- NO HOLES, CHASES OR EMBEDMENT OF PIPES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT PRIOR APPROVAL.
- CONSTRUCTION JOINTS SHALL BE PROPERLY FORMED EITHER HORIZONTALLY OR VERTICALLY, THOROUGHLY SCABBLED TO REMOVE LAITANCE AND POORLY COMPACTED MATERIAL, AND USED ONLY WHERE SHOWN OR APPROVED IN WRITING.
- CONCRETE SHALL BE AS FOLLOWS:-

PROPERTY	BLINDING BALLAST	APPROACH SLAB	ALL OTHER STRUCTURAL CONCRETE
CONCRETE CLASS	N20	N40	S50
CEMENT TYPE	GP	GP	GP
MAX. AGGREGATE SIZE (mm)	20	20	20
MAX. DRYING SHRINKAGE AT 58 DAYS TO AS 1012.13 MICROSTRAIN	-	-	600
CHARACTERISTIC STRENGTH AT 28 DAYS (MPa)	20	40	50

- CLEAR COVER TO REINFORCEMENT SHALL BE 50mm U.N.O.
- FOR CONCRETE IN CONTACT WITH THE GROUND, A 0.25mm POLYETHYLENE SHEET SHALL BE PLACED BETWEEN THE GROUND AND THE CONCRETE SURFACE.
- MORTAR SHALL BE 3:1 SAND CEMENT MIXED TO A CREAMY CONSISTENCY OR APPROVED PROPRIETARY PRODUCT.
- ALL JOINTS IN CONCRETE SHALL BE SEALED WITH PARCHEM'S "EMER-SEAL PU40" OR SIMILAR APPROVED, INSTALLATION SHALL BE TO MANUFACTURER'S RECOMMENDATIONS.
- SCABBLES WHERE REQUIRED, SHALL BE SUFFICIENT TO PROVIDE A ROUGHENED PROFILE WITH COURSE AGGREGATE PROTRUDING, BUT FIRMLY FIXED IN CONCRETE MATRIX.

REINFORCEMENT

- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 (EXCEPT WHERE VARYED BY THE CONTRACT DOCUMENTS).
- REINFORCING STEEL SHALL BE AUSTRALIAN MADE GRADE D500N TO AS/NZS 4471.
- THE PN DIAMETER FOR BENDS IN GRADE D500N REINFORCING BAR SHALL NOT BE LESS THAN 4 TIMES THE DIAMETER OF THE BAR.
- WELDING OF REINFORCING BARS SHALL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
- ALL REINFORCEMENT SHALL BE FIRMLY SUPPORTED ON PLASTIC OR W50 CONCRETE SPACER BLOCKS OR APPROVED METAL CHAIRS AT SPACES NOT GREATER THAN 900 CENTRES BOTH WAYS. BARS SHALL BE TIED AT ALTERNATIVE INTERSECTIONS.
- UNLESS SHOWN OTHERWISE, MINIMUM LAP LENGTHS FOR GRADE D500N REINFORCING BARS WITH A CLEAR DISTANCE BETWEEN ADJACENT BARS OF LESS THAN 150mm SHALL HAVE THE LAP LENGTH SHOWN BELOW INCREASED BY 50%.

- FOR HORIZONTAL BARS WITH GREATER THAN 300mm OF CONCRETE BELOW THE BAR:-
 N12 = 400 N16 = 650 N20 = 950
 N24 = 1150 N28 = 1400 N32 = 1560
- OTHER BARS:-
 N12 = 400 N16 = 500 N20 = 750
 N24 = 900 N28 = 1100 N32 = 1250
- ALL BUNDLED BARS SHALL HAVE 33% EXTRA DEVELOPMENT LENGTH. THE MINIMUM LAP IN FABRIC REINFORCEMENT SHALL BE 1 MESH = 50mm.
- REINFORCEMENT SHALL BE STORED CLEAR OF GROUND AND PROTECTED AGAINST SALT WATER SPRAY AND OTHER CONTAMINANTS.
 - PRESTRESSING STRANDS SHALL BE 7-WIRE SUPER GRADE LOW RELAXATION TO AS 1311. PRESTRESSING STRANDS SHALL BE 12.7mm NOMINAL DIAMETER WITH A MINIMUM TENSILE STRENGTH OF 1840MPa.
 - ALL REINFORCEMENT SHALL BE NEW AND IN MILL FINISH REINFORCEMENT SHALL BE PROTECTED FROM CORROSION BEFORE ASSEMBLY INTO THE STRUCTURE BY ABRASIVE BLASTING TO AS 4674, CLASS 3 FINISH AND WASHING IN A CEMENT SLURRY CONTAINING NOT LESS THAN 2 PARTS NORMAL PORTLAND CEMENT TO 1 PART CLEAN POTABLE WATER. THE REINFORCEMENT SHALL BE CAREFULLY HANDLED AND PROTECTED AT ALL TIMES.

FORMWORK

- FORMWORK SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH AS 3610.
- FORMWORK TO BE CLASS 2 FOR EXPOSED SURFACES, CLASS 3 FOR HIDDEN VERTICAL FACES, AND CLASS 4 FOR HIDDEN SOFFITS.
- ALL FORMED EXPOSED AND RE-ENTRANT CORNERS SHALL BE CHAMFERED OR FILLETED 25mm U.N.O.
- SIDE FORMS SHALL NOT BE REMOVED PRIOR TO 7 DAYS AFTER POURING OF CONCRETE TO ENSURE MOIST CURING OCCURS.

CONSTRUCTION SEQUENCE

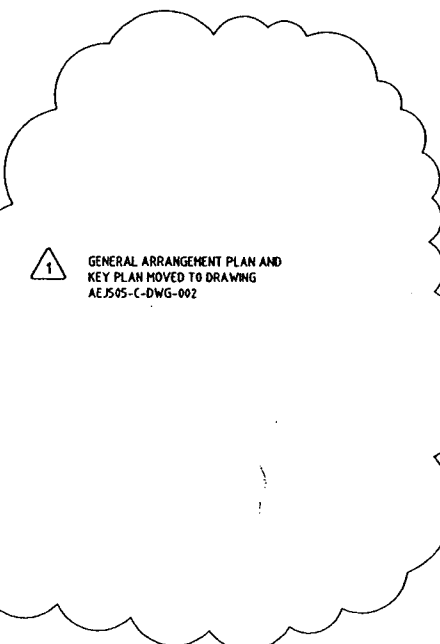
- THE INSITU POUR OVER THE ROADWAY PRECAST BEAMS LOCKS THE TRESTLE SPAN INTO THE REMAINING COMPLETED STRUCTURE. THE TIME PERIOD FROM CASTING THE PRECAST CONCRETE BEAMS TO THE TIME OF THE INSITU CONCRETE POUR OF THAT TRESTLE SPAN SHALL BE AS FOLLOWS:-
 -28 DAYS FOR CONCRETE BETWEEN THE ABUTMENT AND THE LOOP #1 EXPANSION JOINT.
 -28 DAYS ELSEWHERE.

STEEL WORK

- THE FABRICATION AND ERECTION OF ALL STEELWORK SHALL BE IN ACCORDANCE WITH AS 4100.
- SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW. FABRICATION SHALL NOT COMMENCE UNTIL APPROVAL HAS BEEN GIVEN.
- THE FOLLOWING MATERIAL GRADES SHALL APPLY U.N.O.-
 HOT ROLLED SECTIONS GRADE 300 TO AS/NZS 3679
 PLATES GRADE 250 TO AS/NZS 3678
 GRADE 350 TO AS 1463 (EXCEPT PILES)
 HOLLOW SECTIONS GRADE 650-2430 TO AS 1462 AND AS 1397
 COLD FORMED SECTIONS GRADE 650-2430 TO AS/NZS 3678
 GRADE 650 TO AS/NZS 3679
 STEEL PILES GRADE 650 TO AS/NZS 3679
- BOLTS EXIST IN CONCRETE SHALL BE THREADED FOR FULL LENGTH OF PROJECTION. ALL THREADS TO BE HEAVILY GREASED AND FITTED WITH NUTS AND WASHERS PRIOR TO PLACING CONCRETE.
- ALL STRUCTURAL STEEL BOLTS, NUTS AND WASHERS SHALL BE HOT DIP GALVANISED.
- ALL STRUCTURAL STEEL BOLTS SHALL BE GRADE 8.8/5 U.N.O.
- ALL WELDING ELECTRODES SHALL BE GRADE E40XX IN ACCORDANCE WITH AS/NZS 1553 AND ALL WELDING SHALL BE IN ACCORDANCE WITH AS/NZS 1554/L
- ALL BUTT WELDS SHALL BE PREQUALIFIED COMPLETE PENETRATION U.N.O.
- ALL FILLET WELDS SHALL BE 8mm CONTINUOUS FILLET WELDS UNLESS NOTED OTHERWISE.
- ALL STEELWORK SHALL BE PAINTED OR HOT DIPPED GALVANISED IN ACCORDANCE WITH THE SPECIFICATION.
- ALL BASE PLATES, CLEATS ETC BEARING AGAINST CONCRETE SHALL BE SEATED ON A MINIMUM 3mm THICK NEOPRENE PAD OF THE SAME PROFILE AS THE BEARING PLATE.
- THERE SHALL BE NO DIRECT CONTACT BETWEEN DISSIMILAR METALS. SEPARATION SHALL BE PROVIDED BY AN APPROVED SYNTHETIC INSULATION MATERIAL. STAINLESS STEEL BOLTS, NUTS & WASHERS SHALL BE ISOLATED FROM BASEPLATES BY USING AN OVERSIZED NEOPRENE WASHER UNDER THE SS WASHER AND A SNUG TIGHT NYLON BUSH BETWEEN THE BOLT AND THE BASEPLATE.
- ALL PLATES, CLEATS, BRACKETS, GUSSETS, ETC TO BE 10mm MINIMUM U.N.O.
- MINIMUM BOLTED CONNECTION SHALL BE 2/H20 8.8/5 BOLTS U.N.O.
- UNLESS SPECIFIED OTHERWISE, ALL STEELWORK INCLUDING ASSOCIATED NUTS, BOLTS, WASHERS, ETC ARE TO BE HOT DIPPED GALVANISED. COLD GALVANISING - TOUCH UP AS NECESSARY ANY DAMAGED HOT DIP GALVANISING.
- WALKWAY TRUSS STEELWORK TO BE PAINTED IN ACCORDANCE WITH THE SPECIFICATION.
- SHEAR STUDS TO BE IN ACCORDANCE WITH AS/NZS 1554.2.
- STAINLESS STEEL SHALL BE GRADE 316 AND FABRICATED IN ACCORDANCE WITH AS 1554 U.N.O.
- ALL CAST-IN ANCHORS, INCLUDING ELEPHANT'S FEET, SHALL HAVE A FULLY DEVELOPED TRANSVERSE BAR THROUGH HOLE PROVIDED, WHERE POSSIBLE, eg. IN BEAM LOCATIONS, A 1" BAR SHALL BE PROVIDED WITH BOTH LEGS PLACED IN TENSION.
- ALL HANDRAILS & HANDRAILING SHALL BE HOT DIPPED GALVANISED.
- PIPING TUBES SHALL BE PROTECTED FROM CORROSION BY ABRASIVE BLASTING TO AS 4674, CLASS 2.5 FINISH AND PAINTED WITH INTERNATIONAL PAINTS, INTERZONE 954 HIGH SOLIDS EPOXY TO 500 MICRON DFT. REFER MANUFACTURER'S SPECIFICATION FOR APPLICATION AND HANDLING.

ABBREVIATIONS

THE FOLLOWING ABBREVIATIONS MAY APPEAR ON THE DRAWINGS:
 UF UPPER FACE HS HIGH STRENGTH
 LF LOWER FACE WP WORK POINT
 NF NEAR FACE PFL FINISHED FLOOR LEVEL
 EF EACH FACE FF FAR FACE
 LV LENGTH VARIES EW EACH WAY
 EL ELEVATION LEVEL RL DATUM LEVEL (ISLW)
 LG BAR LENGTH OD OUTSIDE DIAMETER
 MS MILD STEEL (250 MPa)



1 GENERAL ARRANGEMENT PLAN AND KEY PLAN MOVED TO DRAWING AEJ505-C-DWG-002

DRAWING No.	DESCRIPTION
AEJ505-C-DWG-002	GENERAL ARRANGEMENT AND KEY PLANS
AEJ505-C-DWG-003	GENERAL ARRANGEMENT - DETAILS - SHEET No 1
AEJ505-C-DWG-004	GENERAL ARRANGEMENT - DETAILS - SHEET No 2
AEJ505-C-DWG-005	BENT 32 AND 33 DETAILS AND TYPICAL HEADSTOCK DETAILS
AEJ505-C-DWG-006	MOORING PLATFORM DETAILS

100mm ON ORIGINAL DRAWING

Government of South Australia
 Department for Transport, Energy and Infrastructure
 Marine Facilities Section

REV	DESCRIPTION	DATE	APPROVALS
1	ISSUED FOR CLIENT APPROVAL	29.11.05	G. COPPOCK
0	ISSUED FOR CLIENT REVIEW	1.11.05	

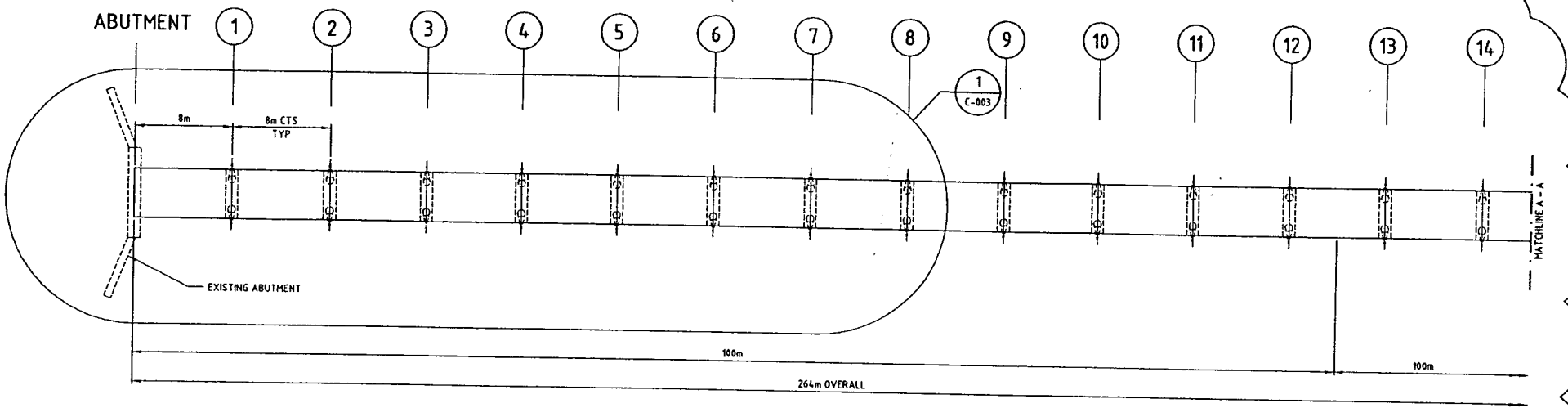
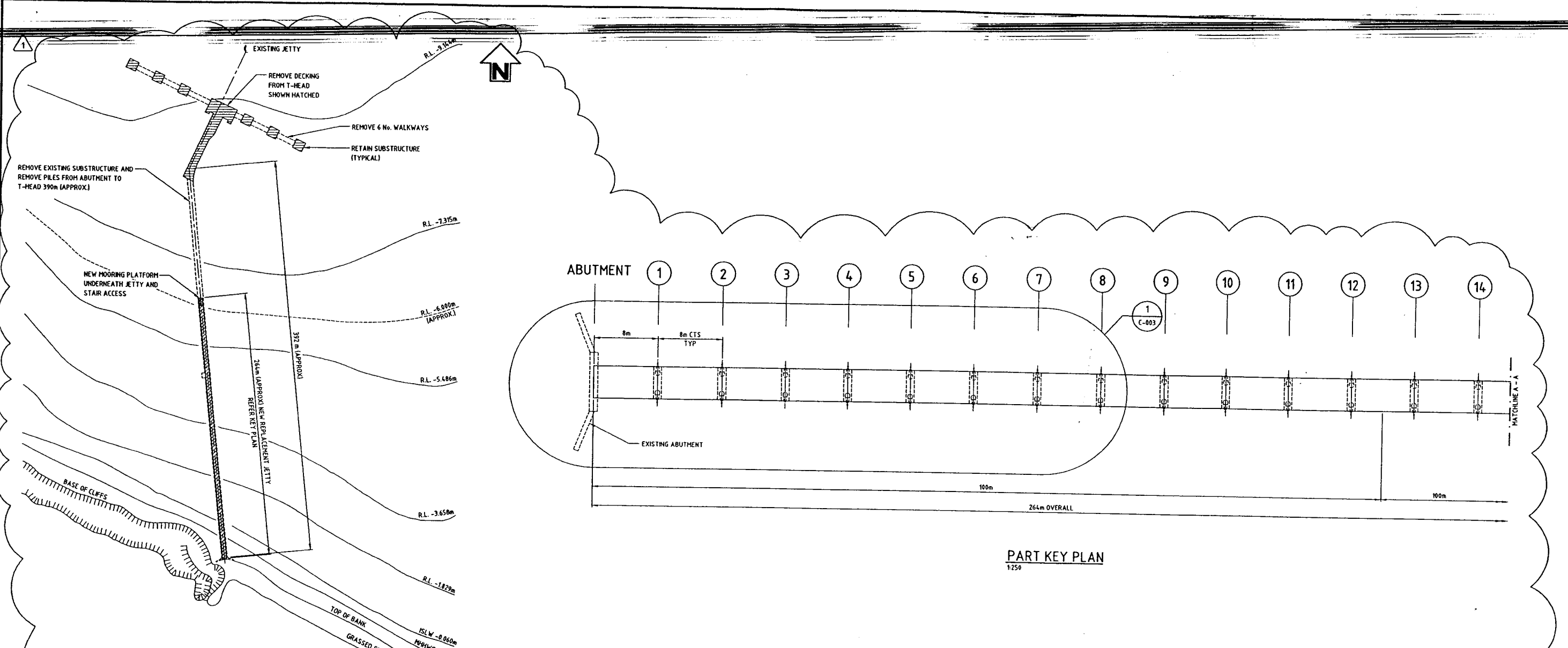
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KBR
 Kellogg Brown & Root Pty Ltd ABN 91 007 660 317
 Level 2, Capital Centre, 256 St George's Terrace
 Perth, Western Australia 6000

DRAWING SCALE: NTS
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 DRAFTER: S. CHAINE
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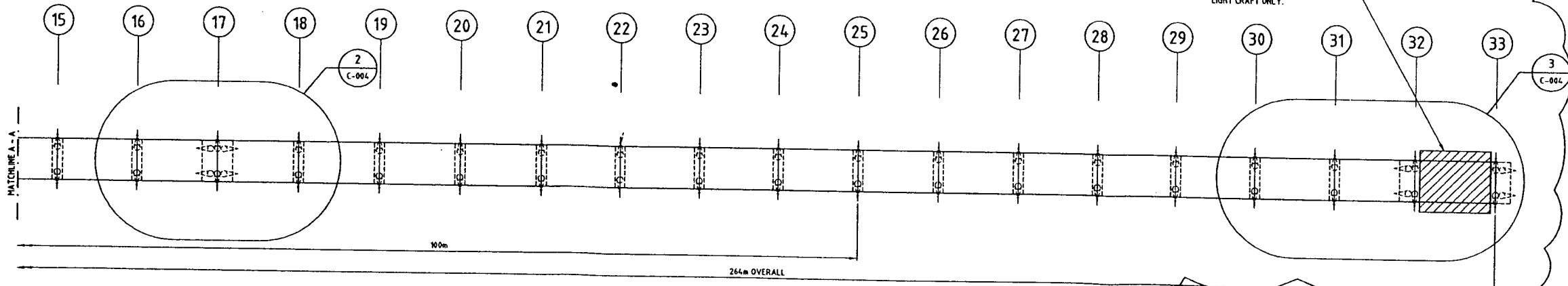
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TITLE: RAPID BAY JETTY REPLACEMENT DESIGN CRITERIA AND GENERAL NOTES

DRAWING No: AEJ505-C-DWG-001
 REVISION: 1



PART KEY PLAN
1:250



PART KEY PLAN
1:250

GENERAL ARRANGEMENT PLAN
N.T.S.

- NOTES:**
1. ALL INFORMATION SHOWN IN THIS DRAWING WITH THE EXCEPTION OF THE NEW REPLACEMENT JETTY, HAS BEEN EXTRACTED FROM THE DEPARTMENT OF TRANSPORT, ENERGY AND INFRASTRUCTURE (DTEI) SOUTH AUSTRALIA DWG No. 161 A (C.D. SKETCH)
 2. KBR ACCEPTS NO RESPONSIBILITY FOR ANY ACCURACY OF THE INFORMATION SHOWN WITH THE EXCEPTION OF THE NEW REPLACEMENT JETTY.
 3. THIS SITE PLAN HAS BEEN DIGITISED FROM DRAWING C.D. SKETCH DWG. No. 161A. CONSEQUENTLY NO GUARANTEE CAN BE GIVEN FOR ITS ACCURACY.
 4. ALL COORDINATES ARE IN METRES WHICH ARE CONVERTED FROM IMPERIAL 'FEET' SYSTEM OF UNIT.
 5. ALL LEVELS SHOWN ARE TO CHART DATUM ASSUMED AT ISLW OF -0.60m.

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AEJ505-C-DWG-004	GENERAL ARRANGEMENT - DETAILS - SHEET No 2
AEJ505-C-DWG-005	BENT 32 AND 33 DETAILS AND TYPICAL HEADSTOCK DETAILS
AEJ505-C-DWG-006	MOORING PLATFORM DETAILS

100mm ON ORIGINAL DRAWING

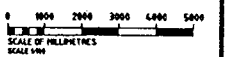
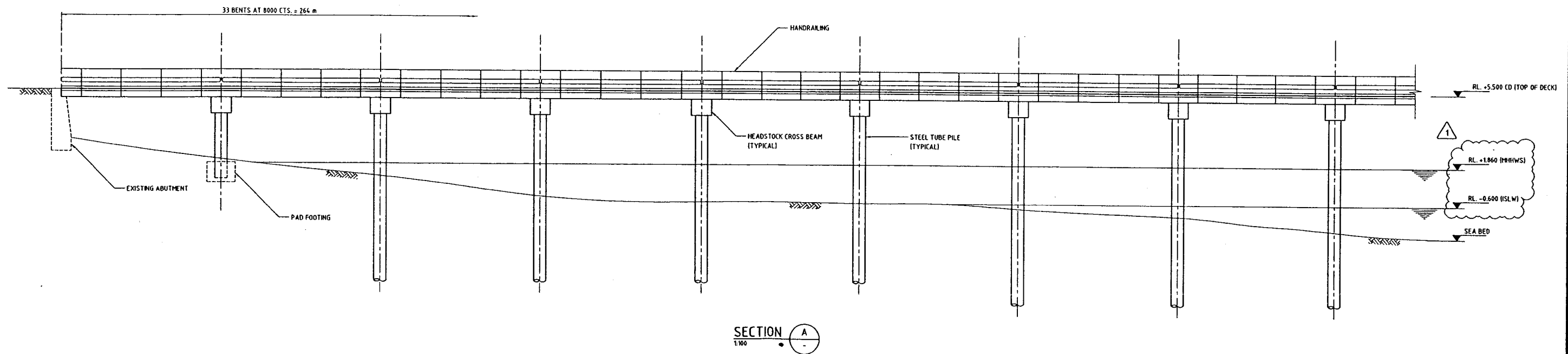
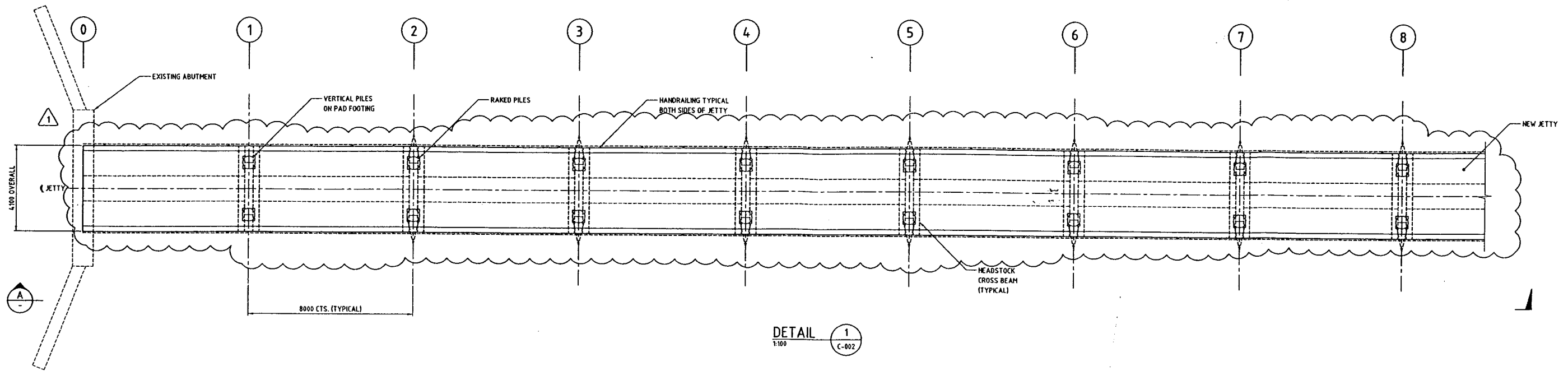
Government of South Australia
Department for Transport,
Energy and Infrastructure
Marine Facilities Section

REV	DESCRIPTION	DATE	NAME	SIGNATURE
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0	ISSUED FOR CLIENT REVIEW	1.11.05	H. CANASA	<i>[Signature]</i>
			G. COPPOCK	<i>[Signature]</i>

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DRAWING No.	DESCRIPTION	REVISION
AEJ505-C-DWG-002	GENERAL ARRANGEMENT PLAN AND KEY PLANS	1

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AEJ505-C-DWG-005	BENT 32 AND 33 DETAILS AND TYPICAL HEADSTOCK DETAILS
AEJ505-C-DWG-006	MOORING PLATFORM DETAILS
REFERENCE DRAWINGS	



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NOTES

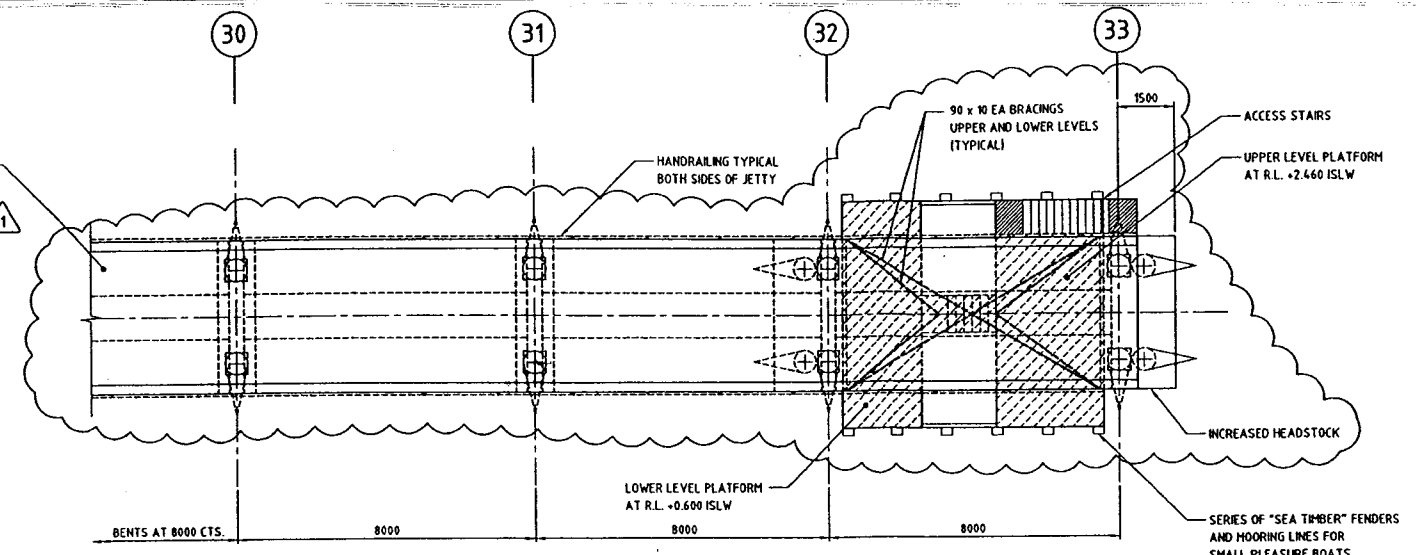
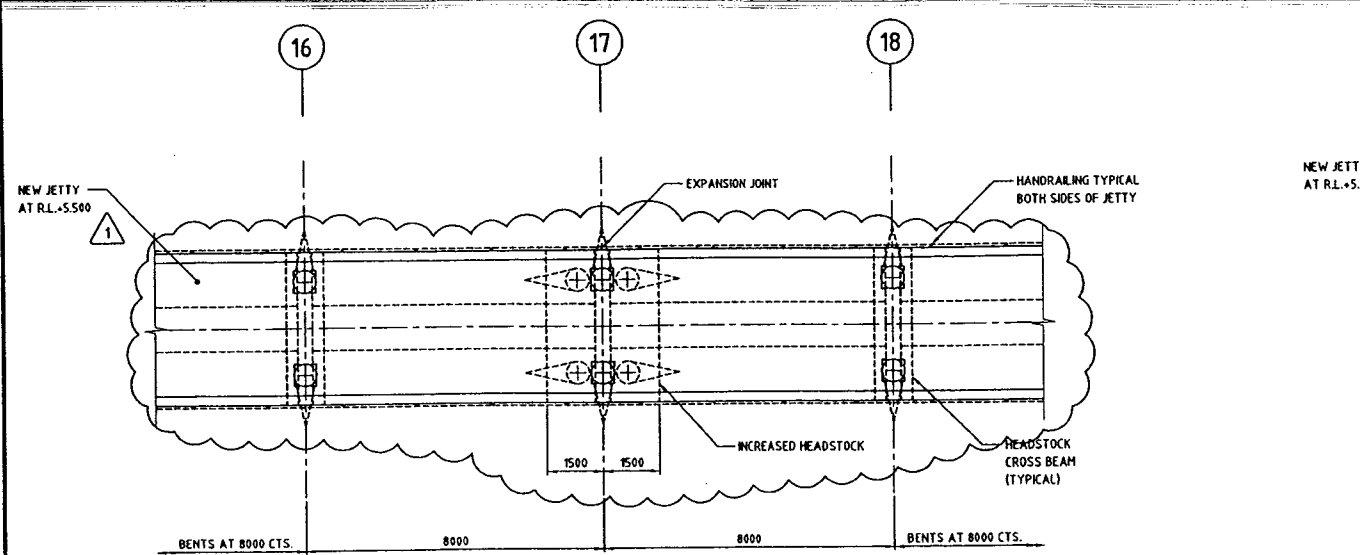
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DESIGN APPROVAL H. CANASA	<i>[Signature]</i>
DESIGN VERIFICATION PROJECT APPROVAL G. COPPOCK	<i>[Signature]</i>
CLIENT APPROVAL	
APPROVALS	

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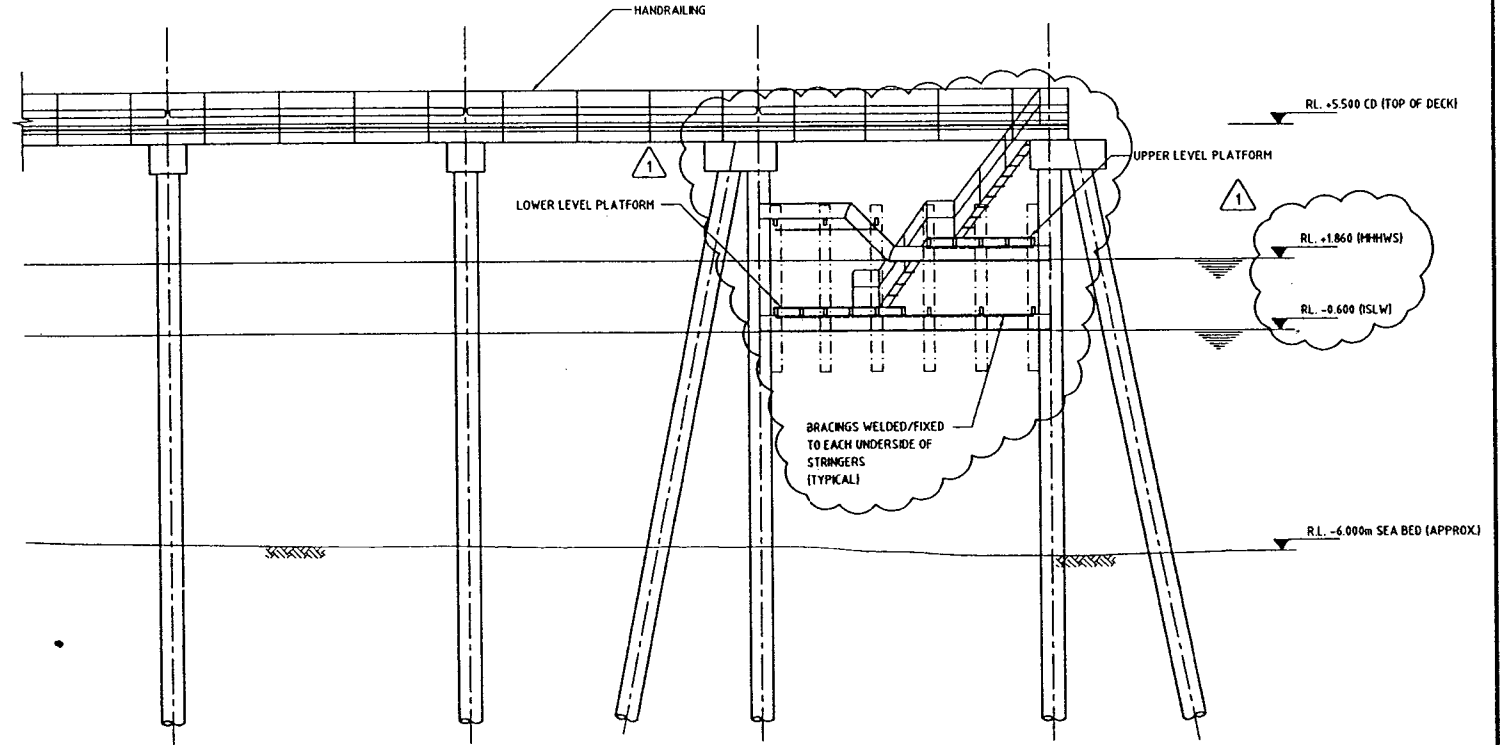
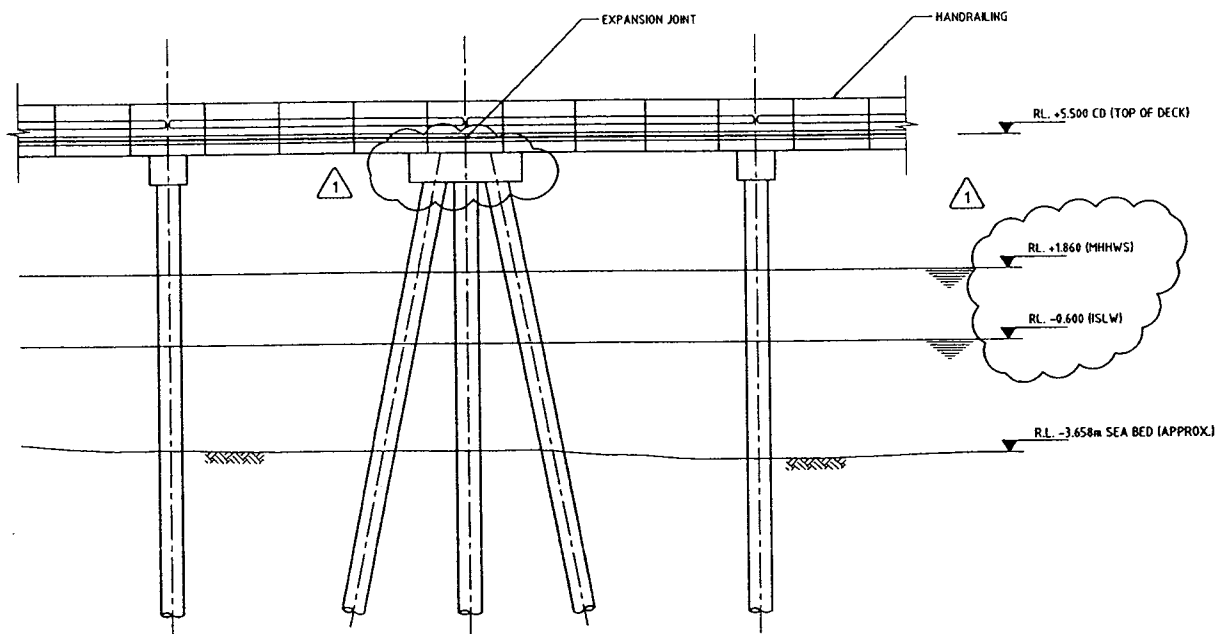
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DRAFTER: S. CHAINE
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RAPID BAY JETTY REPLACEMENT GENERAL ARRANGEMENT - DETAILS SHEET No 1	AEJ505-C-DWG-003	1



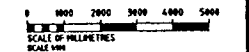
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C-002

DETAIL 3
1:100
C-002



SECTION A
1:100

SECTION B
1:100



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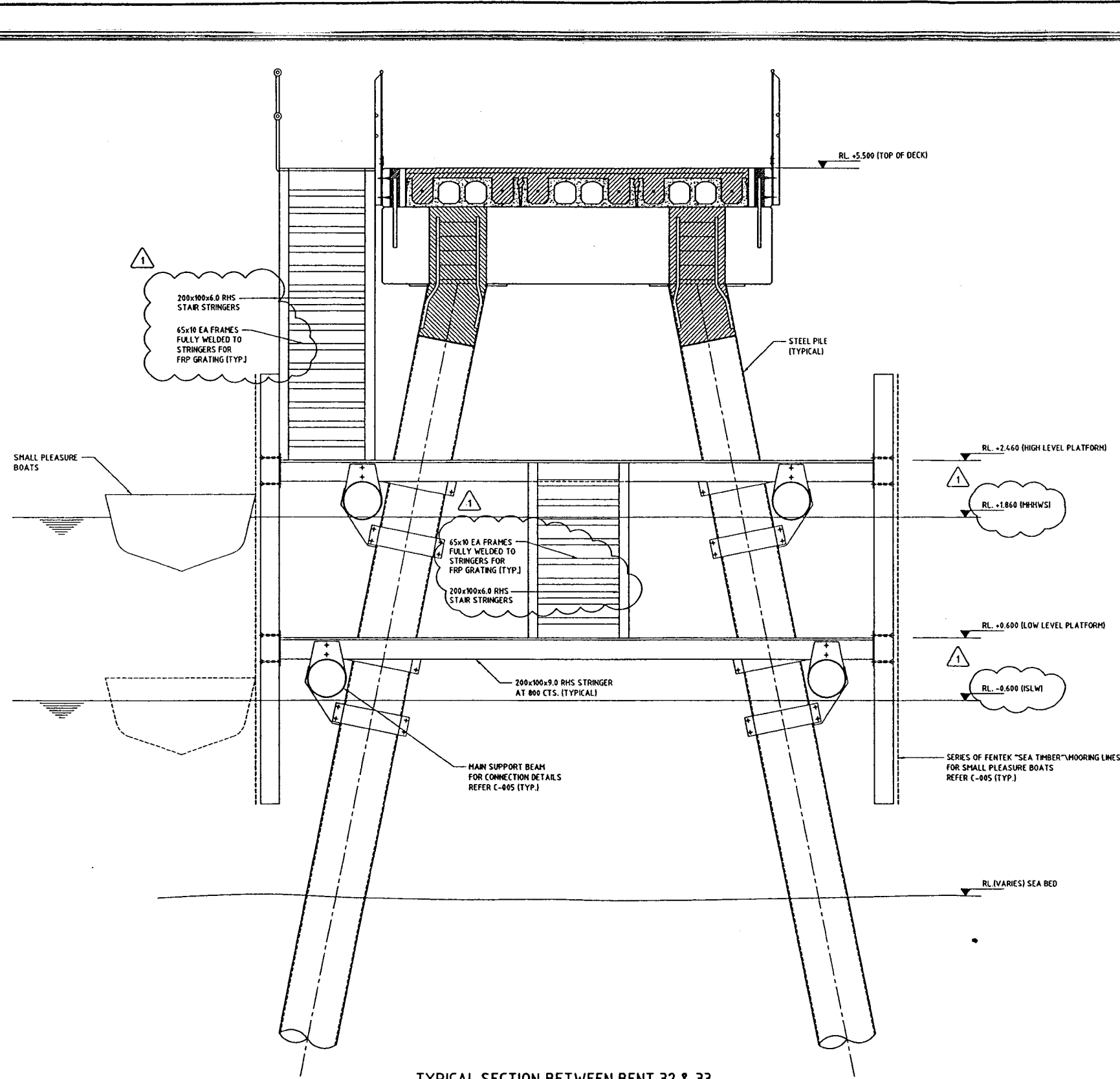
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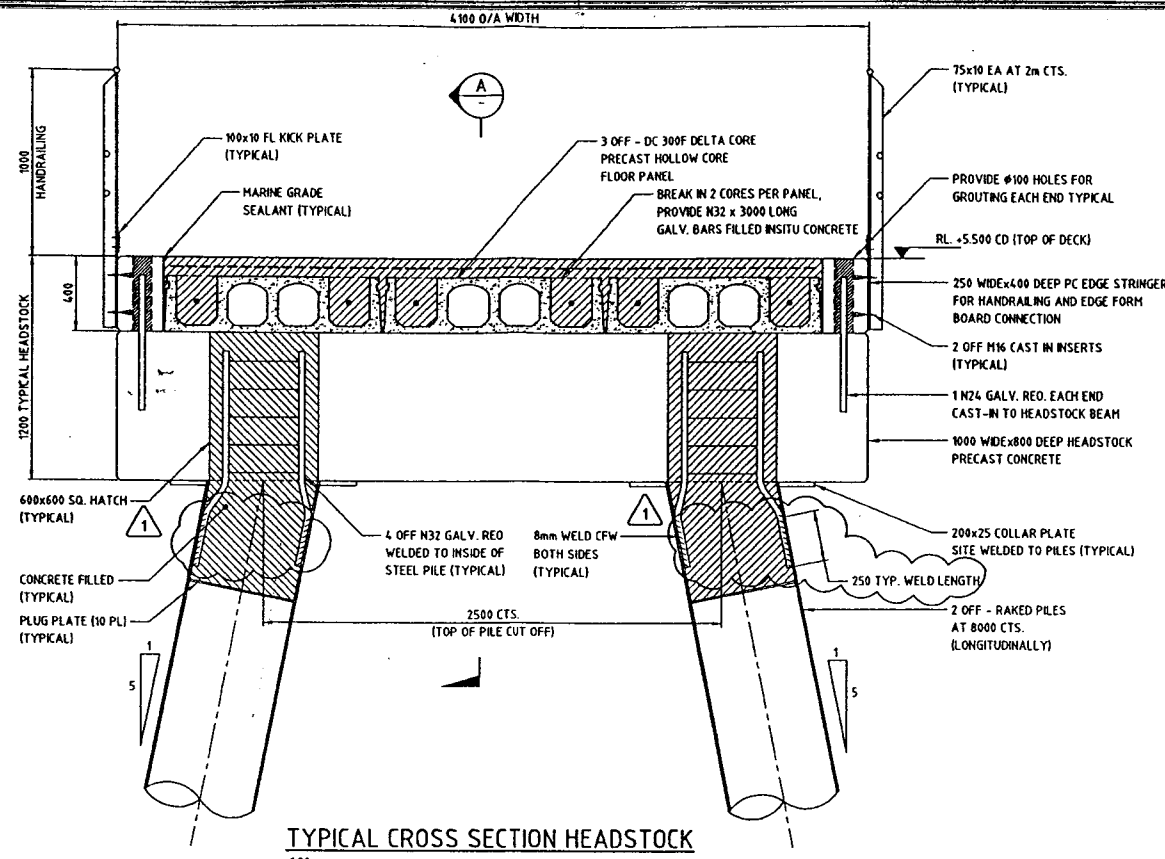
NAME	SIGNATURE
DRAFTING APPROVAL E. BARTOLOMEI	<i>E. Bartolomei</i>
DESIGN APPROVAL H. CANASA	<i>H. Canasa</i>
DESIGN VERIFICATION PROJECT APPROVAL G. COPPOCK	<i>G. Coppock</i>

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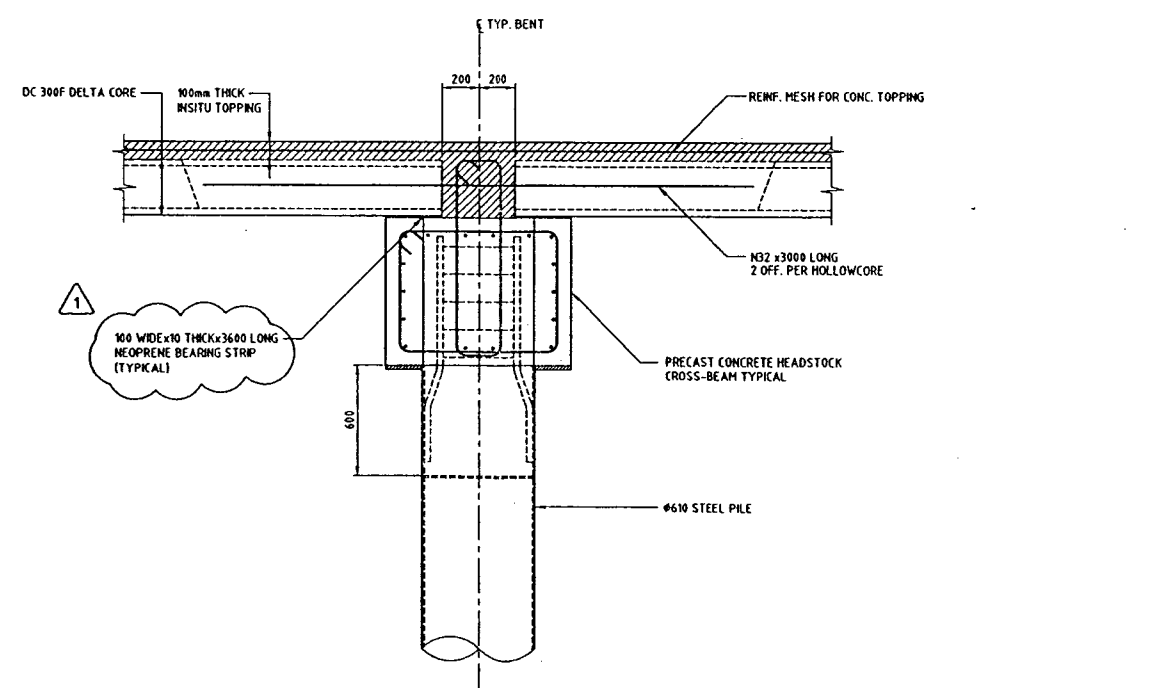
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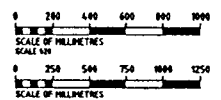
TYPICAL SECTION BETWEEN BENT 32 & 33
1:25



TYPICAL CROSS SECTION HEADSTOCK
1:20



TYPICAL HEADSTOCK BEAM SECTION
SECTION A
1:20



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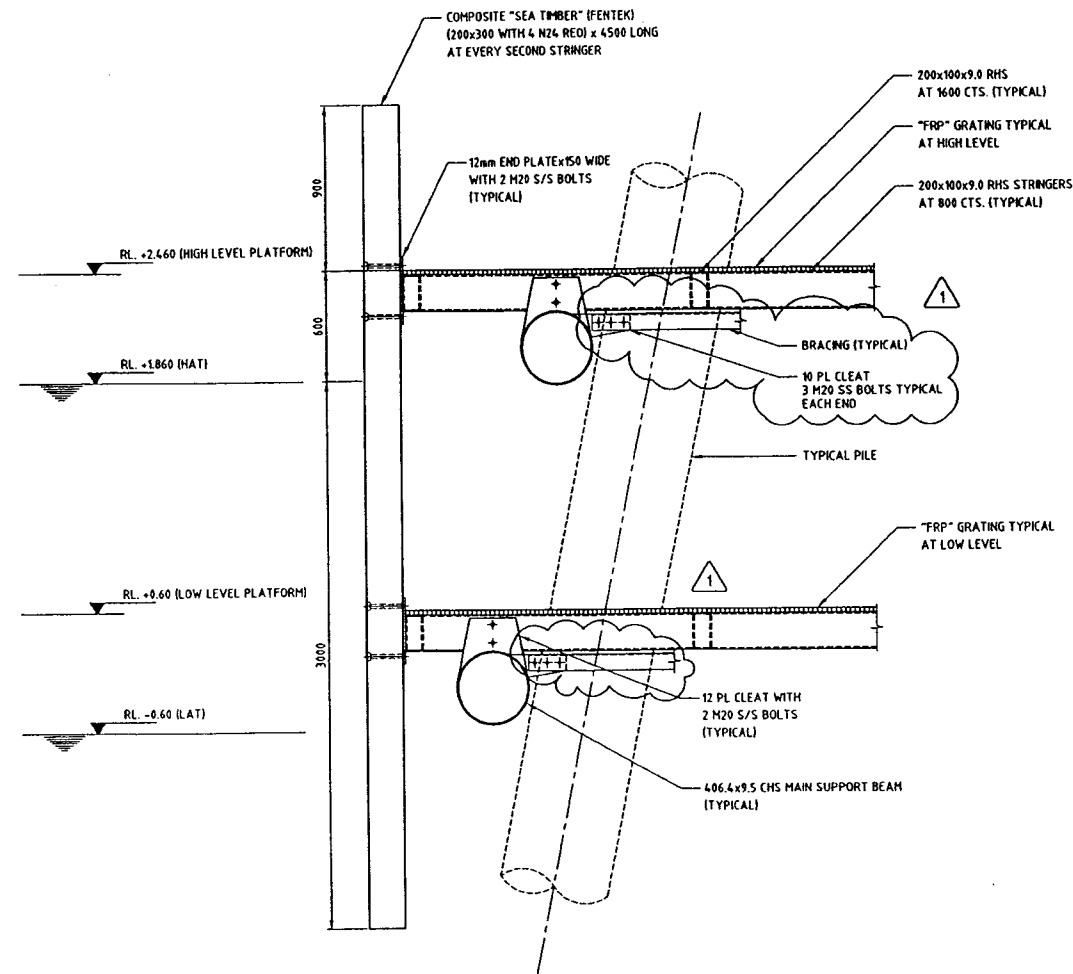
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TITLE
RAPID BAY JETTY REPLACEMENT
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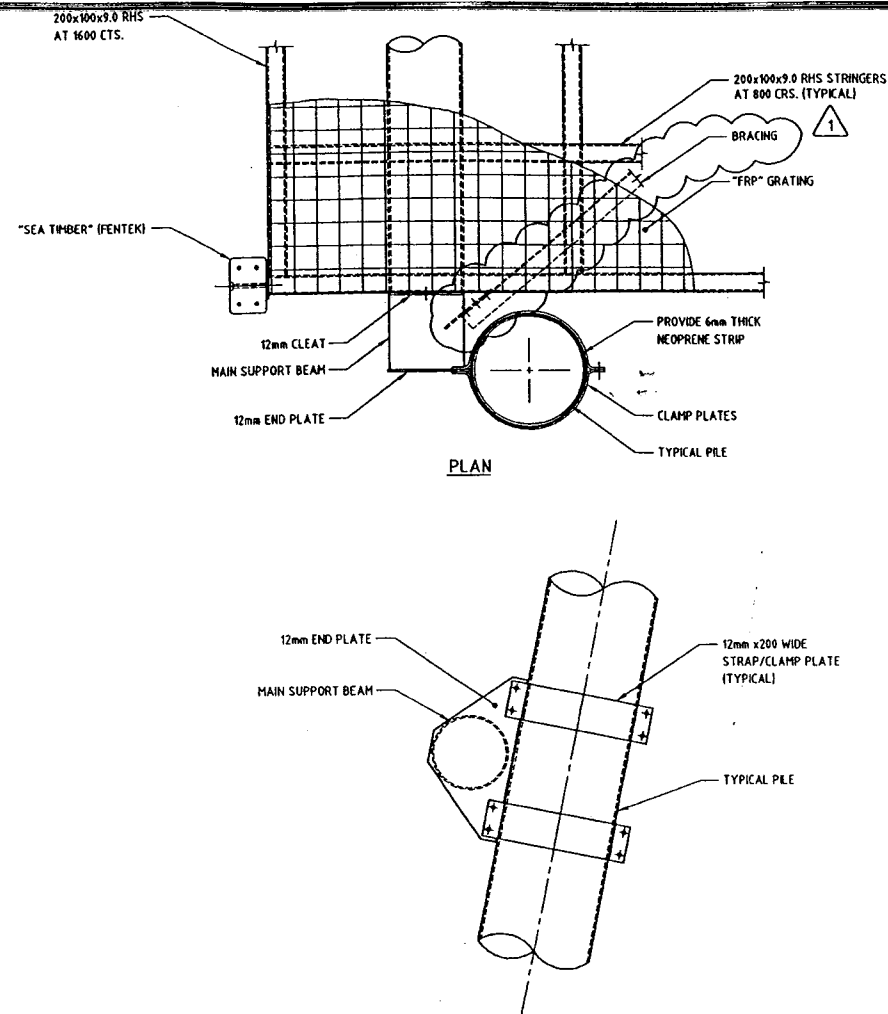
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REVISION
1



TYPICAL DETAIL FOR MOORING PLATFORMS

1:20



TYPICAL CONNECTION MAIN BEAM TO PILE

1:20



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AEJ505-C-DWG-001	DESIGN CRITERIA AND GENERAL NOTES
AEJ505-C-DWG-002	GENERAL ARRANGEMENT DETAILS AND KEY PLANS
AEJ505-C-DWG-003	GENERAL ARRANGEMENT DETAILS - SHEET No 1
AEJ505-C-DWG-004	GENERAL ARRANGEMENT DETAILS - SHEET No 2
AEJ505-C-DWG-005	BENT 32 AND 33 DETAILS AND TYPICAL HEADSTOCK DETAILS



Government of South Australia
Department for Transport,
Energy and Infrastructure
Marine Facilities Section

100mm ON ORIGINAL DRAWING

NOTES

REV	DESCRIPTION	DATE
1	ISSUED FOR CLIENT APPROVAL	29.11.05
0	ISSUED FOR CLIENT REVIEW	1.11.05

REVISIONS

NAME	SIGNATURE
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DESIGN APPROVAL H. CANASA	<i>H. Canasa</i>
DESIGN VERIFICATION PROJECT APPROVAL G. COPPOCK	<i>G. Coppock</i>

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DRAWING SCALE
1:20

ORIG. SIZE
A1

PROJECT No.
AEJ505

DRAFTER: S. CHANE

CAD FILE: AEJ505-C-DWG-006.dwg

TITLE
RAPID BAY JETTY REPLACEMENT
MOORING PLATFORM DETAILS

DRAWING No.
AEJ505-C-DWG-006

REVISION
1