

1.0. GENERAL NOTES

- 1.1. The works that are the subject of these plans are structurally adequate for anticipated usage as detailed and certified on these plans.
- 1.2. All structures depicted have been designed to comply with relevant regulations as set by statutory authorities and The Prescribed Tidal Works Code (Schedule 3 of the Coastal Protection & Management Regulation 2017)
- 1.3. All structures depicted herein have been designed in accordance with Australian Standards AS1170.0; AS1170.1; AS1170.2; AS1170.4; AS4997; AS1720.1; AS2159; AS3600; AS3962; Relevant local covenants, where applicable, have been considered in the design.
- 1.4. Anchorage piles where applicable have been designed assuming independence from any adjacent revetment structures.
- 1.5. Where applicable, the existing revetment wall appears (to the best extent that could be reasonably determined via non-destructive inspection) to be adequate for typical service loads (such as live, dead and impact) that may be imposed by the proposed gangway/abutment connection.
- 1.6. The following design parameters form the basis for the design of the structure/s depicted herein -
 - 1.6a Gangways - Restricted Access - Design Structural Live Load - 3.0 kPa
 - 1.6b Gangways - Unrestricted Access - Design Structural Live Load - 4.0 kPa
 - 1.6c Pontoon - Design Structural Live Load - 3.0 kPa - Concentrated load of 4.5kN
 - 1.6d Pontoon - Design Floation Loads - Restricted Access 2.0 kPa - Unrestricted Access 3.0 kPa
 - 1.6e Pontoon - Design Stability Loads - Restricted Access 1.5 kPa - Unrestricted Access 2.0 kPa
 - 1.6f (Deck or Jetty) Restricted Access - Design Structural Live Load - 3.0 kPa - Concentrated load of 4.5kN
 - 1.6g (Deck or Jetty) Unrestricted Access - Design Structural Live Load - 5.0 kPa - Concentrated load of 4.5kN
 - 1.6h Design Wave height - 0.4 m
 - 1.6i Design ultimate wind velocity - 34 m/s
 - 1.6j Max stream velocity 0.5m/s maximum
 - 1.6k Anchorage, Mooring, Boardwalk or Jetty (where applicable) to be installed in accordance with AS2159 to ensure the following minimum (working) design loads are achieved (Unless Noted Otherwise) :
Bearing Capacity - 5.0 tonnes.
Lateral Capacity - 5.0 tonnes.

2.0. STEEL

- 2.1 All steelwork to comply with AS4100. All welds to be 6mm continuous fillet welds U.N.O.
- 2.2 All steel exposed to be hot dipped galvanized with coating mass not less than 600g/sq.m.
- 2.3 Stainless steel restraint cables to be min 8mm diam, Grade 316 and in accordance with AS 2837 where applicable.

3.0. CONCRETE

- 3.1 All concrete work to comply with AS3600.
- 3.2 Pontoon concrete strength to be S50MPa marine grade. U.N.O.
- 3.3 Insitu pile concrete 32 MPa & Abutment Block concrete S40MPa marine grade. U.N.O.
- 3.4 Minimum cover to the reinforcement - 50mm U.N.O.

4.0. ALUMINIUM

- 4.1 All aluminium to comply with AS1664 and to be (minimum) Grade 6063 T5 U.N.O.
- 4.2 Butt welds, where specified, to have full penetration.
- 4.3 Surfaces between aluminium pontoon waler and concrete to be separated by bituminous membrane.

5.0. FLOTATION

- 5.1 Design stability load applied across half the width of the floating pontoon and on the entire gangway will produce a maximum tilt not exceeding 15 degrees and will not cause any corner to emerge from the water. The minimum freeboard under such loading will not be less than 75mm at any point on the pontoon.
- 5.2 (CAPRI SERIES) flotation modules are manufactured using rotationally molded medium density polyethylene, and form a complete seal impervious to marine organisms known to attach to such structures under typical conditions.

6.0. TIMBER

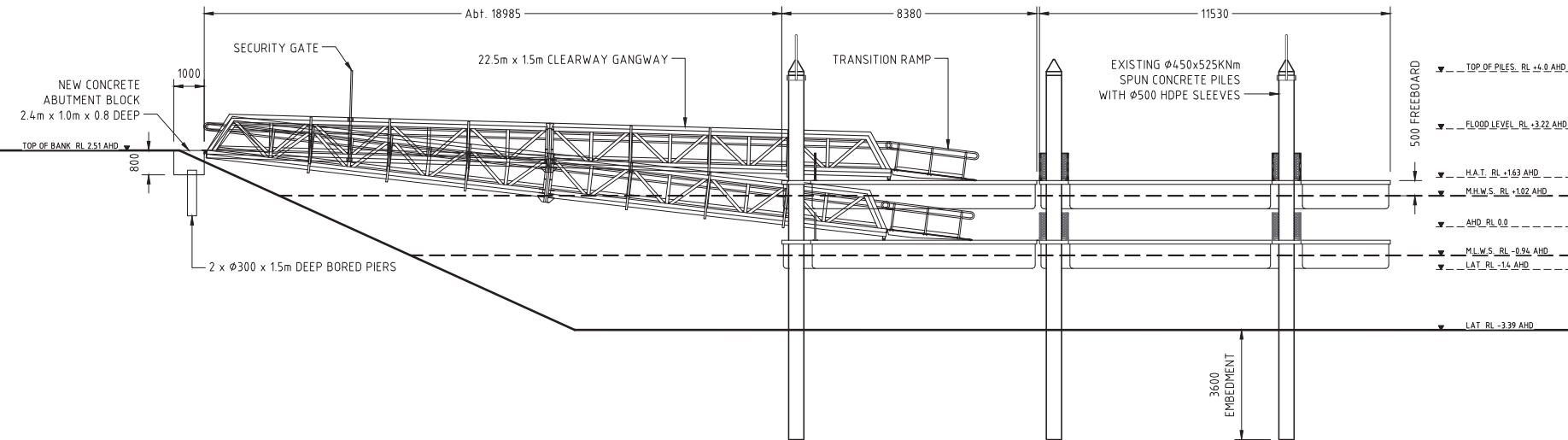
- 6.1 All timber work to comply with AS 1720.1 to be minimum F17 hardwood. Durability Class 1.
- 6.2 All bolted timber connections, where specified, to be galvanized (or stainless steel equivalent).

7.0. FIXINGS & FINISHINGS

- 7.1 All fixings to be 316 Grade Stainless Steel U.N.O.

IT IS THE OWNERS RESPONSIBILITY TO ENSURE THAT ANY VESSEL BERTHED DOES NOT EXCEED THESE MAXIMUMS

DO NOT SCALE DRAWINGS.



PONTON ELEVATION SCALE 1:150

No.	DATE	REVISION	DRAWN BY
A	11/05/23	GANGWAY ABUTMENT DIMENSIONS ADDED.	DG
B	26/06/23	REVISED BREAKWATER RL.	DG
C	30/06/23	REVISED PILE & SLEEVE DIAMETERS	DG

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DATE	19/04/23
DRAWING NO.	20173-D02
REVISION NO.	C

PROJECT	PROPOSED PONTON AND GANGWAY ELEVATION AND GENERAL NOTES
CLIENT	REDLAND INVESTMENT CORPORATION
ADDRESS	WEINAM CREEK WATER TAXI TERMINAL REDLAND BAY
DRAWN BY	D.G.
DESIGNED	M.W.
CHECKED BY	
PAPER SIZE	A3
SCALE	1: 150

CERTIFIED	MARK WICHLINSKI
CONSULTING ENGINEERS PTY LTD	
NER No 832296	
RPEQ: 1643, VIC: PE0002540	

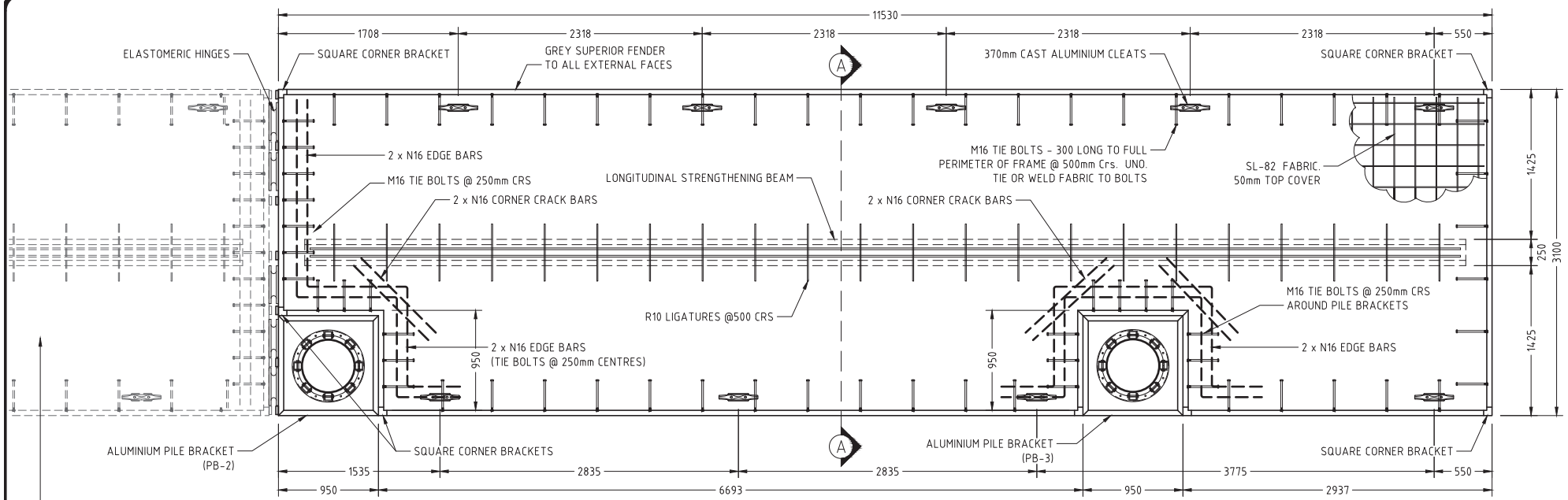
FOR CONSTRUCTION

**PLANS AND DOCUMENTS
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Approval no: DEV2023/1410

Date: 25/08/2023



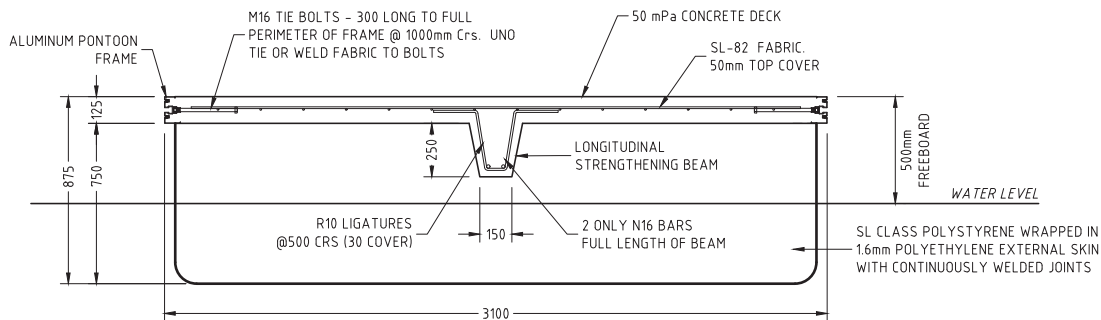


PONTON PLAN SCALE 1:40

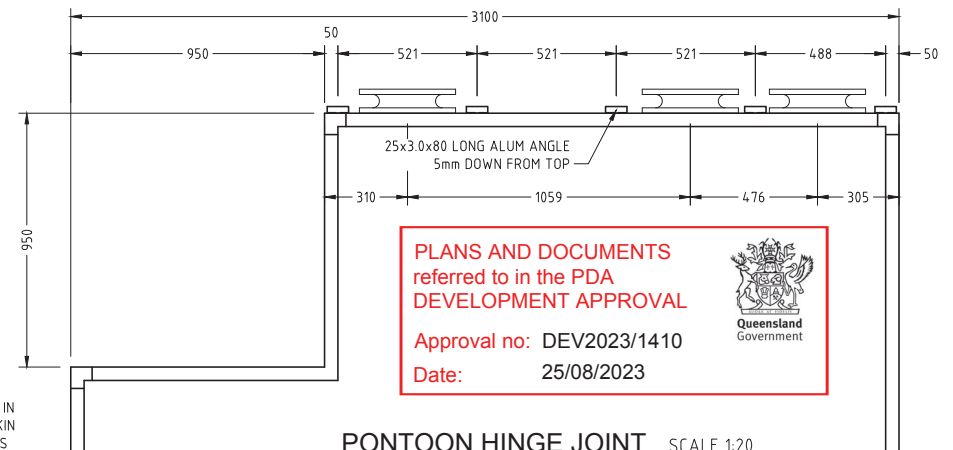
THEORETICAL WEIGHTS

CONC VOLUME:	4.793 m ³
CONC. MASS	11743 kg
FOAM VOLUME:	23.578 m ³
FOAM MASS:	318 kg
TOTAL MASS:	12061 kg

FOR CONSTRUCTION



SECTION A-A SCALE 1:25



PONTON HINGE JOINT SCALE 1:20

No.	DATE	REVISION	DRAWN BY
A	26/06/23	REVISED PONTON DIMENSIONS.	DG

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REVISION NO.	A

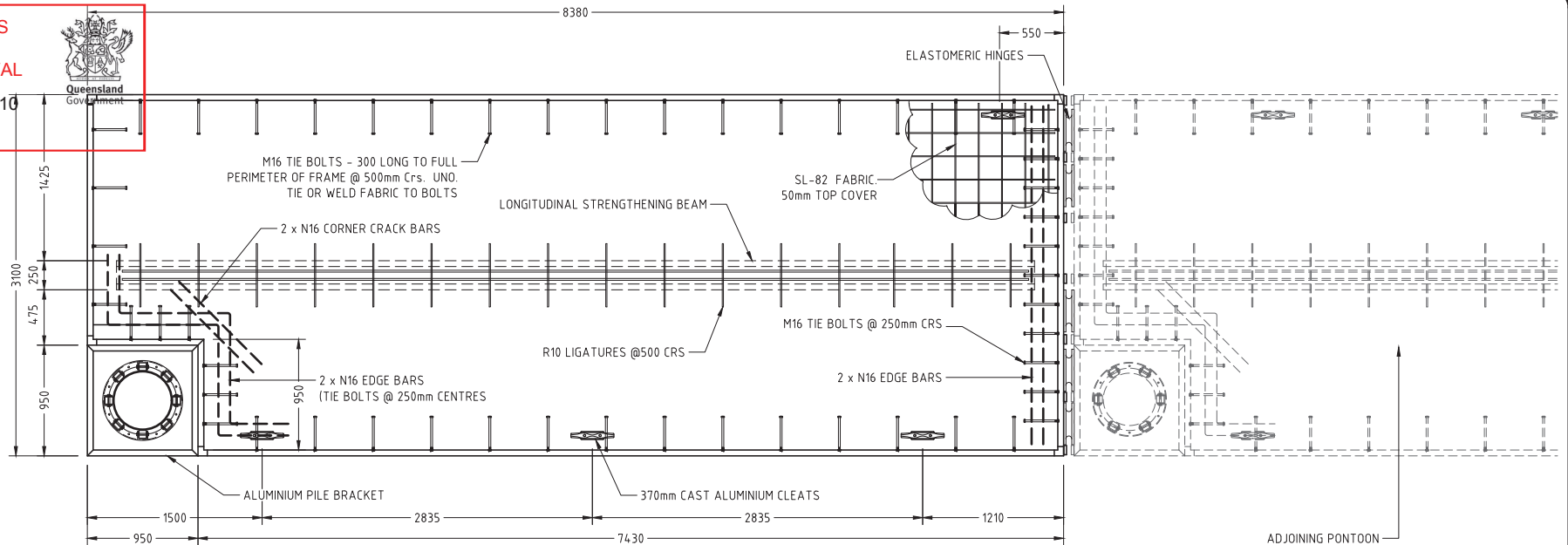
PROJECT	PROPOSED PONTON AND GANGWAY
DRG. TITLE	11530m x 3.1m PONTON CONSTRUCTION DETAILS
CLIENT	REDLAND INVESTMENT CORPORATION
ADDRESS	WEINAM CREEK WATER TAXI TERMINAL REDLAND BAY
DRAWN BY	D.G.
DESIGNED	M.W.
CHECKED BY	
PAPER SIZE	A3
SCALE	AS SHOWN

CERTIFIED	MARK WICHLINSKI
CONSULTING ENGINEERS PTY LTD	
NER No 832296	
RPEQ: 1643, VIC: PE0002540	

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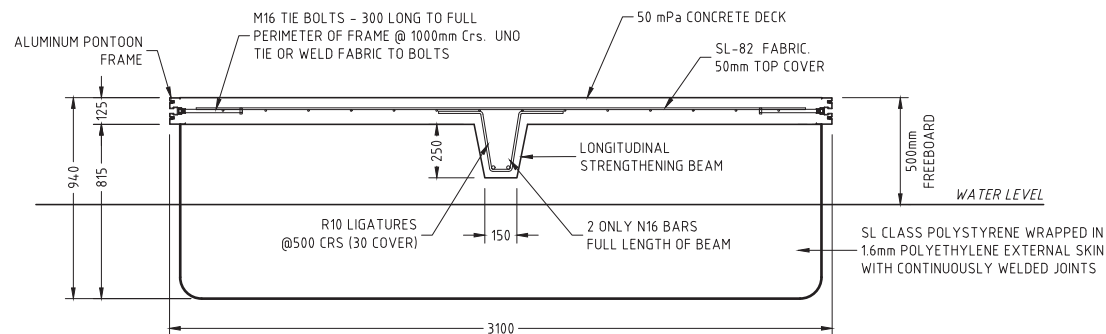


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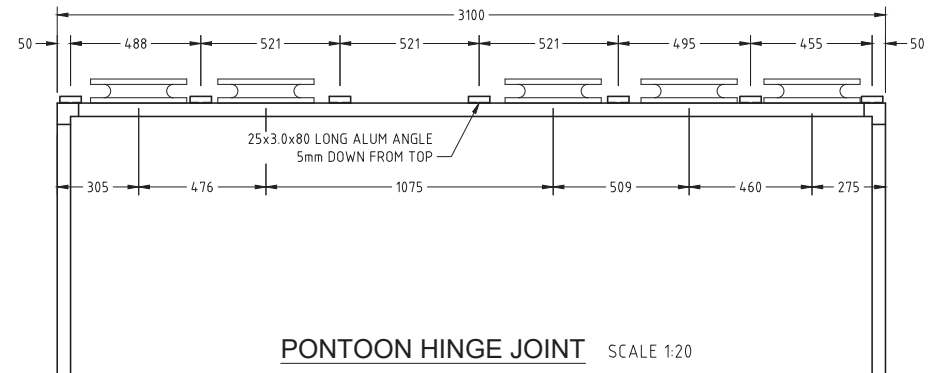
THEORETICAL WEIGHTS

CONC VOLUME:	3.528 m3
CONC. MASS	8644 kg
FOAM VOLUME:	17.439 m3
FOAM MASS:	235 kg
TOTAL MASS:	8879 kg

FOR CONSTRUCTION



SECTION A-A SCALE 1:25



PONTON HINGE JOINT SCALE 1:20

No.	DATE	REVISION	DRAWN BY
A	26/06/23	REVISED PONTON DIMENSIONS	DG

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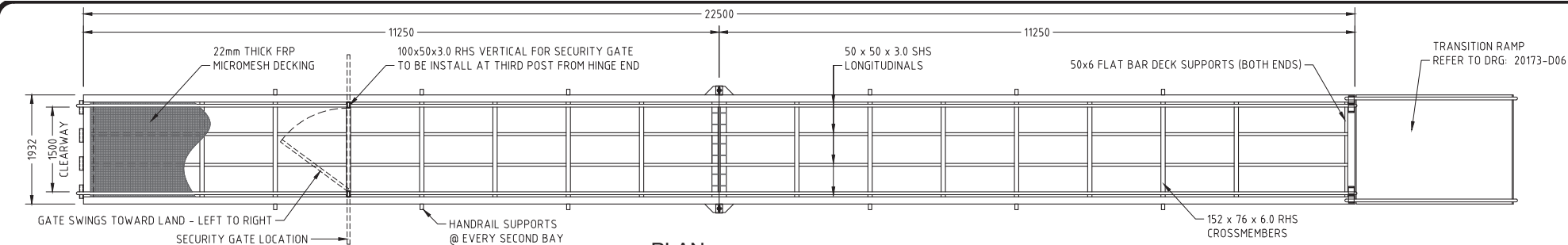
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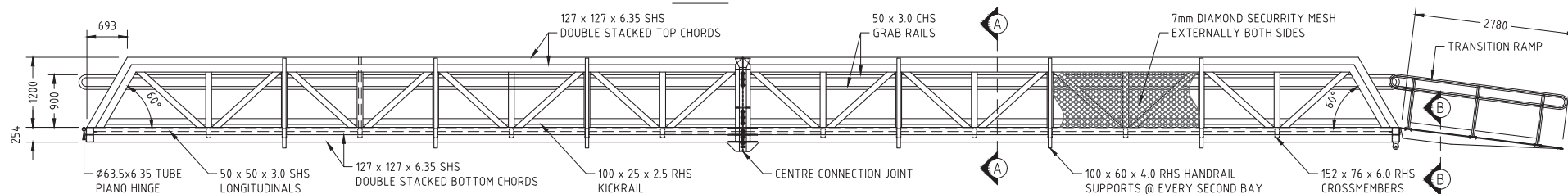
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DRAWING NO.	20173-D04
REVISION NO.	A

PROJECT	PROPOSED PONTOON AND GANGWAY			
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CLIENT	REDLAND INVESTMENT CORPORATION			
ADDRESS	WEINAM CREEK WATER TAXI TERMINAL REDLAND BAY			
DRAWN BY	DESIGNED	CHECKED BY	PAPER SIZE	SCALE
D.G.	M.W.		A3	AS SHOWN

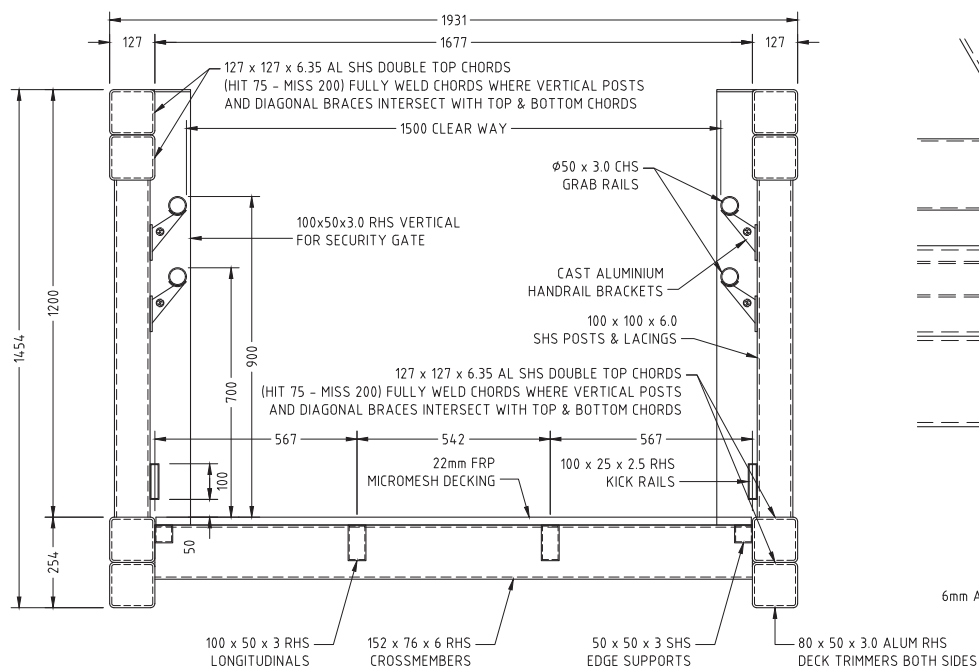
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NER No 832296	
RPEQ: 1643, VIC: PE0002540	



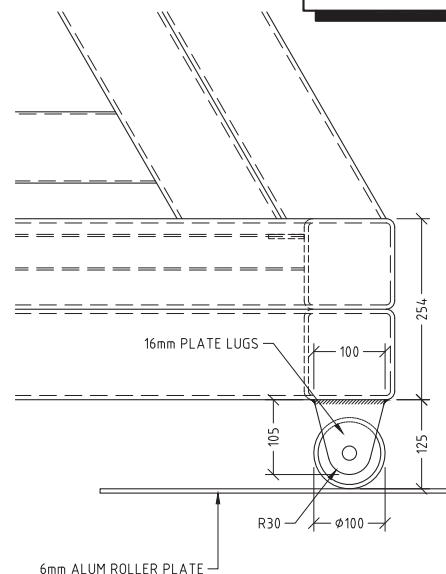
PLAN SCALE 1:75



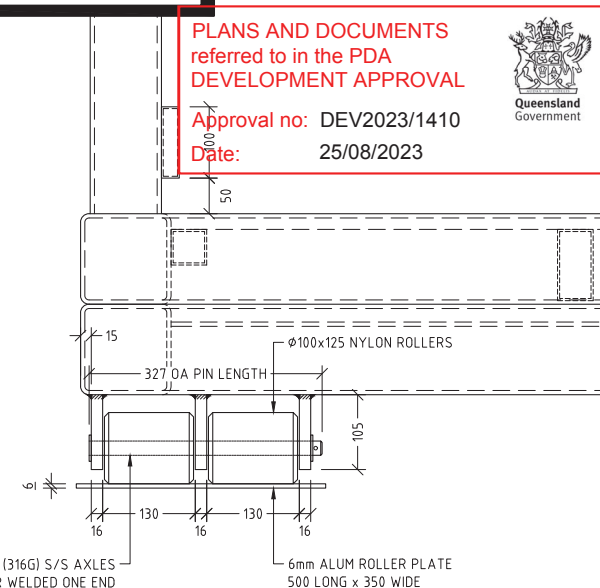
ELEVATION SCALE 1:75



SECTION A-A SCALE 1:20



SIDE ELEVATION



FRONT ELEVATION

FOR CONSTRUCTION

TOTAL GANGWAY MASS = 3218 kg

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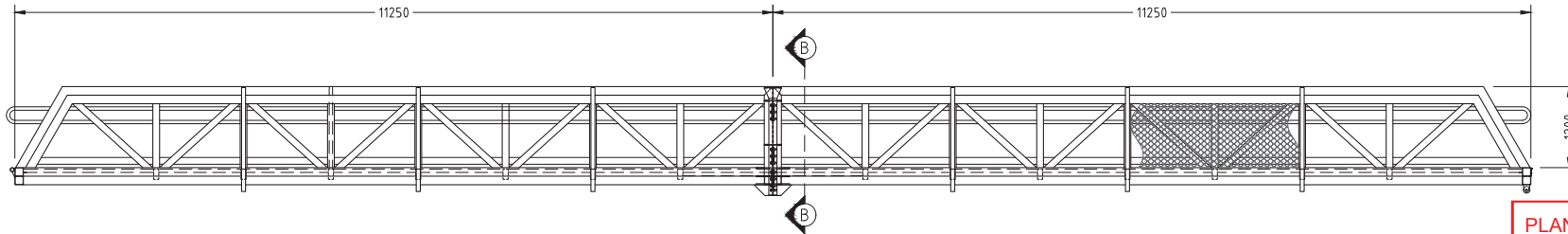
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DATE
03/04/23
DRAWING NO.
20173-D05-1
REVISION NO.

PROJECT
PROPOSED PONTOON AND GANGWAY
DRG. TITLE
ALUMINIUM GANGWAY CONSTRUCTION DETAILS
CLIENT
REDLAND INVESTMENT CORPORATION
ADDRESS
WEINAM CREEK WATER TAXI TERMINAL REDLAND BAY
DRAWN BY
D.G.
DESIGNED
M.W.
CHECKED BY
PAPER SIZE
A3
SCALE
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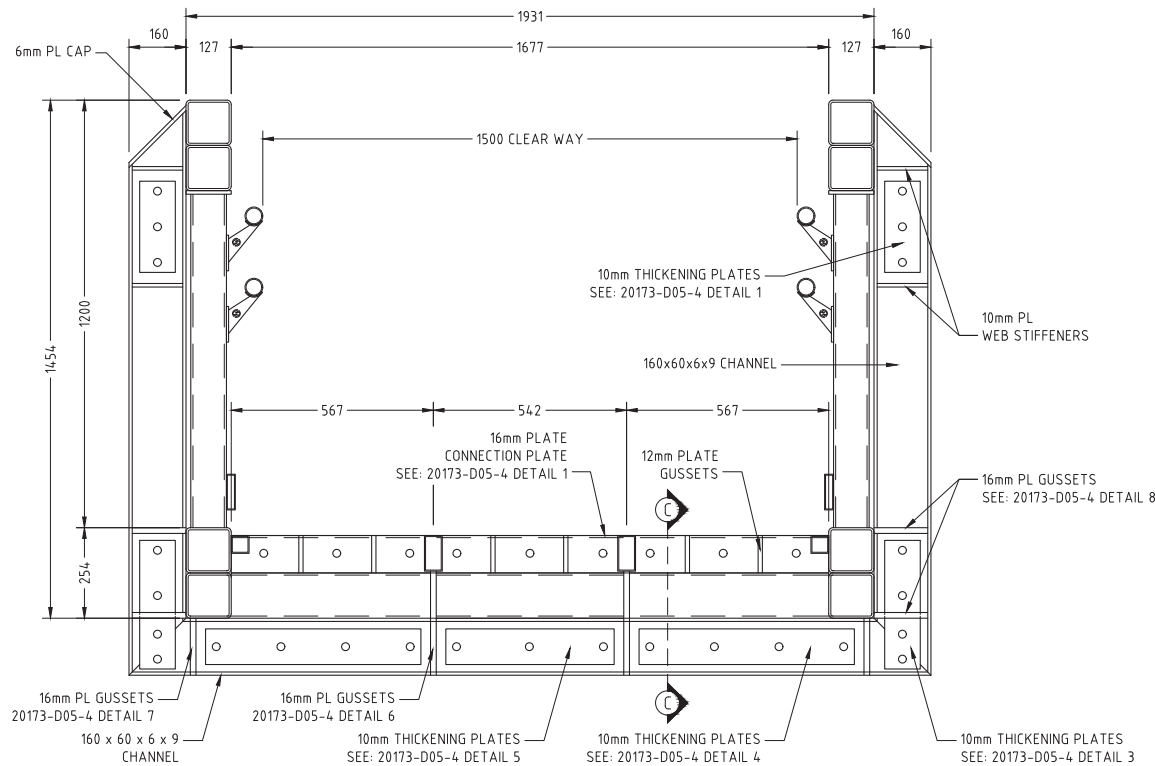
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GANGWAY ELEVATION (1:75)

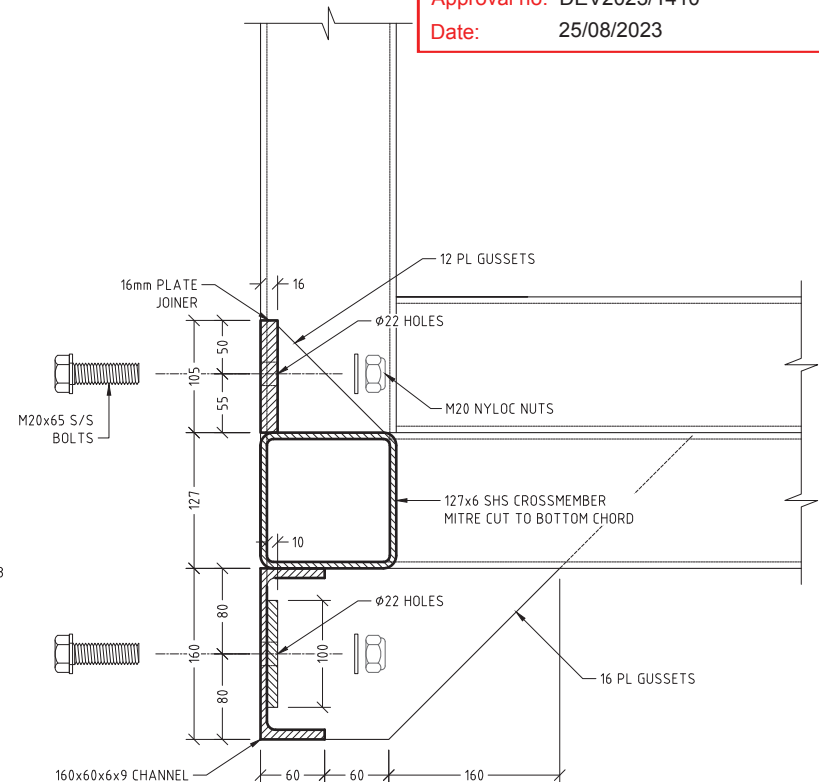
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SECTION B-B (1:15)



SECTION C-C (1:5)

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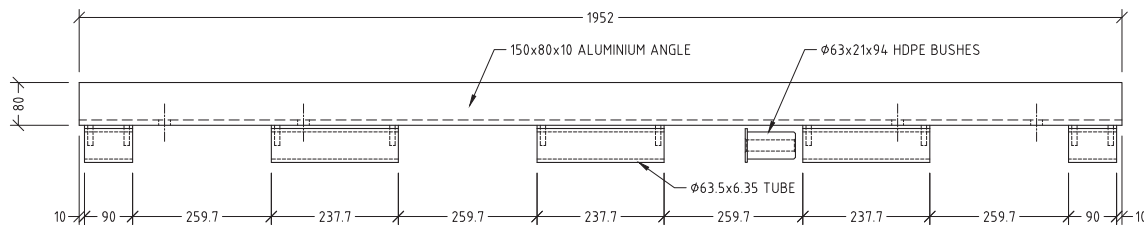
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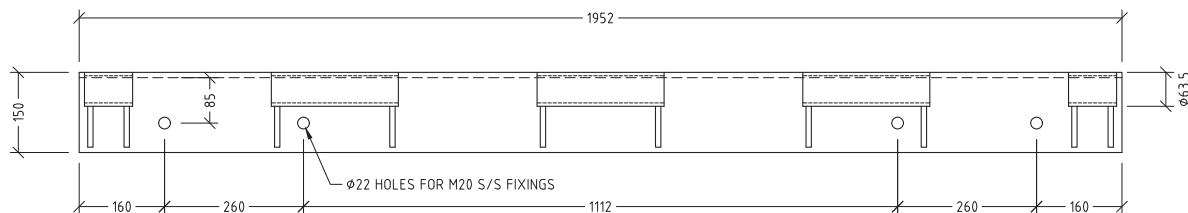
DATE	03/04/23
DRAWING NO.	20173-D05-2
REVISION NO.	

PROJECT	PROPOSED PONTOON AND GANGWAY			
DRG. TITLE	ALUMINIUM GANGWAY CONNECTION JOINT DETAILS			
CLIENT	REDLAND INVESTMENT CORPORATION			
ADDRESS	WEINAM CREEK WATER TAXI TERMINAL REDLAND BAY			
DRAWN BY	DESIGNED	CHECKED BY	PAPER SIZE	SCALE
D.G.	M.W.		A3	AS SHOWN

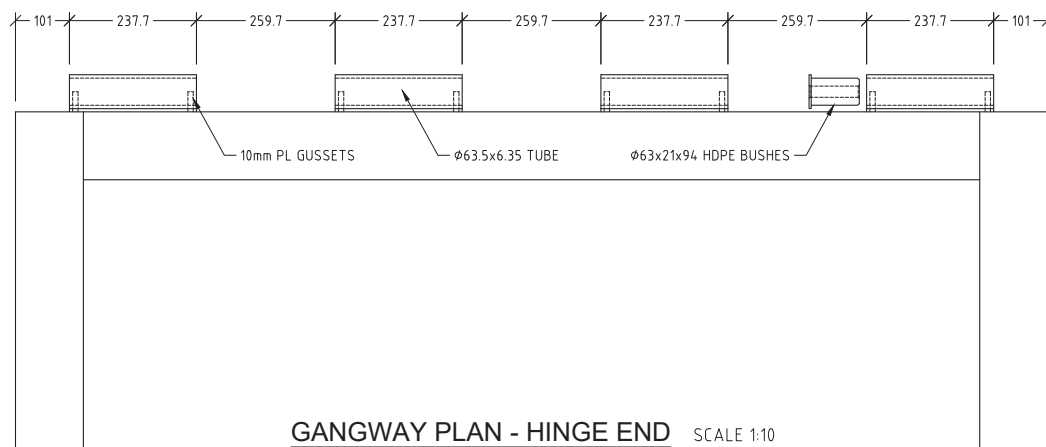
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<i>Mark Wichlinski</i>	
NER No 832296	
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PLAN SCALE 1:10



ELEVATION SCALE 1:10



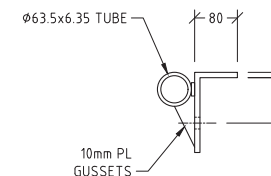
GANGWAY PLAN - HINGE END SCALE 1:10

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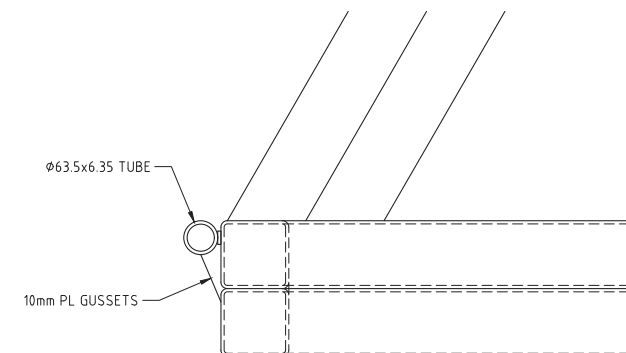
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END VIEW SCALE 1:10



ELEVATION - HINGE END SCALE 1:10

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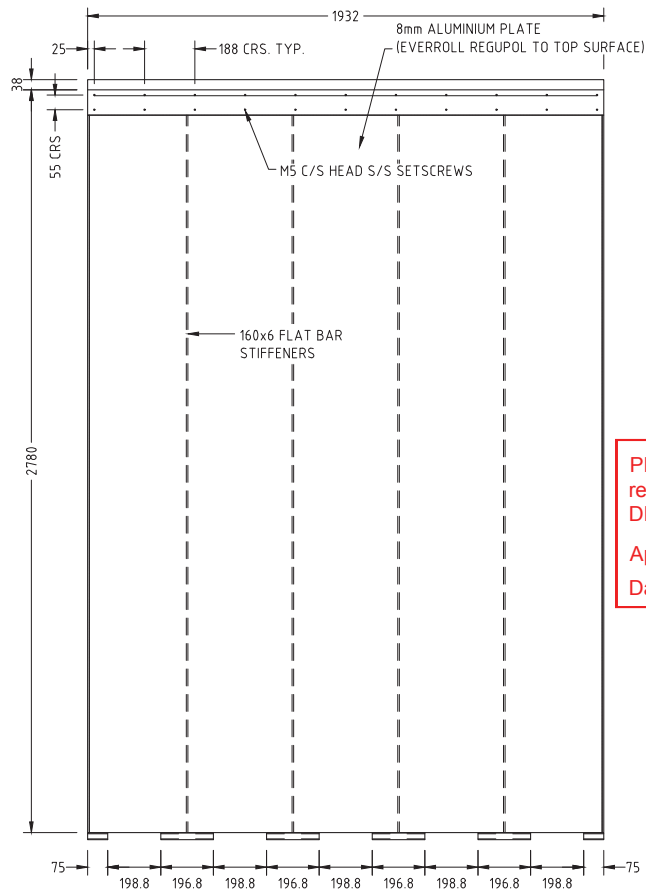
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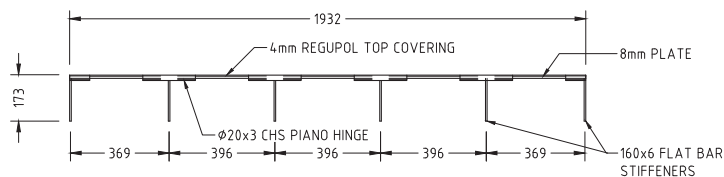
DATE	21/04/23
DRAWING NO.	20173-D05-3
REVISION NO.	

PROJECT	PROPOSED PONTOON AND GANGWAY
DRG. TITLE	ALUMINIUM GANGWAY BRACKET & PIANO HINGE DETAILS
CLIENT	REDLAND INVESTMENT CORPORATION
ADDRESS	WEINAM CREEK WATER TAXI TERMINAL REDLAND BAY
DRAWN BY	D.G.
DESIGNED	M.W.
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PAPER SIZE	A3
SCALE	AS SHOWN

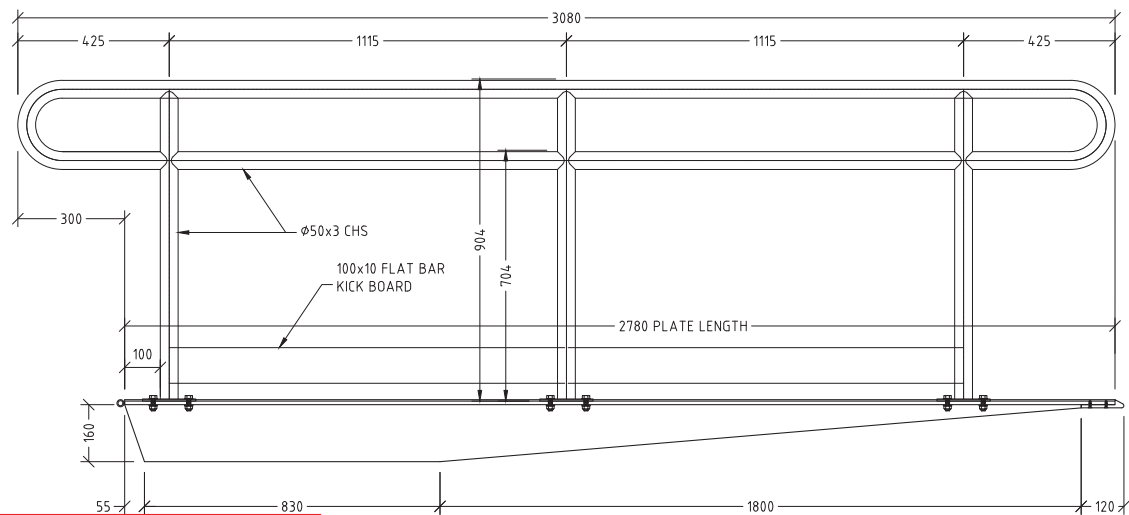
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NER No 832296	
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RAMP PLAN (1:20)



RAMP END VIEW (1:20)



TRANSITION RAMP ELEVATION (1:10)

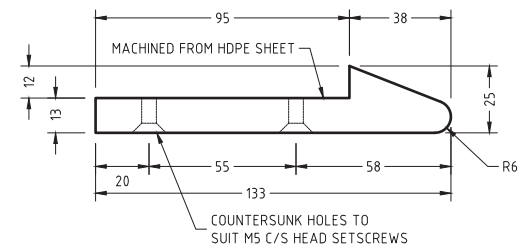
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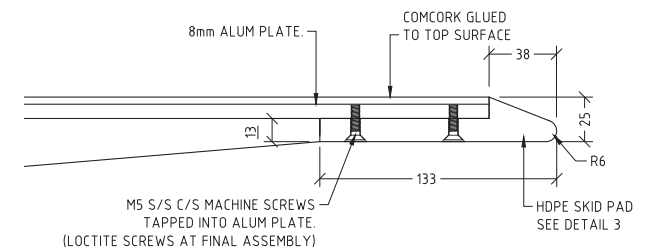


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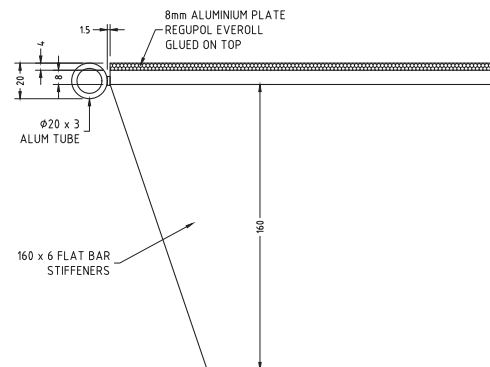


HDPE SKID PLATE DETAIL (1:2)

1 ONLY REQUIRED



SKID PLATE END (1:3)



HINGE END (1:3)

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DATE
20/04/23

DRAWING NO:
20173-D06-1

REVISION NO:

PROJECT
PROPOSED PONTOON AND GANGWAY
GANGWAY TRANSITION RAMP DETAILS

CLIENT
REDLAND INVESTMENT CORPORATION
ADDRESS
WEINAM CREEK WATER TAXI TERMINAL
REDLAND BAY

DRAWN BY D.G.	DESIGNED M.W.	CHECKED BY	PAPER SIZE A3	SCALE AS SHOWN
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Mark Wichlinski

NER No 832296
RPEQ: 1643, VIC: PE0002540

[illegible]

Technical drawing of a 100x100 Flat Bar. The bar has overall dimensions of 170 mm by 100 mm. It features two Ø14 holes spaced 130 mm apart, with 20 mm from each hole center to the nearest edge. The corners are R10 TYP. The bar is labeled "100x100 FLAT BAR".

DETAIL 2 1:5

Technical drawing of a 100x100 Flat Bar. The drawing shows a rectangular bar with rounded corners. The overall dimensions are 170 mm in width and 100 mm in height. The width is divided into three sections: 20 mm on the left, 130 mm in the center, and 20 mm on the right. The height is divided into two sections: 74 mm for the main body and 27 mm for the bottom flange. The corners are rounded with a radius of R10 TYP. There are two circular holes, each with a diameter of $\phi 14$ HOLES, located in the central 130 mm section. The bar is labeled as 100x100 FLAT BAR.

Technical drawing of a gate assembly, showing front and side elevations with dimensions and labels.

Front Elevation Dimensions:

- Overall Width: 1462
- Overall Height: 2155
- Top Section Height: 957
- Bottom Section Height: 1148
- Left Side Detail: 10, 160, 1815
- Right Side Detail: 50

Labels and Components:

- 7mm DIAMOND SECURITY MESH
- 50x6 FLAT BAR GATE STOP SEE DETAIL 3
- 50x50x3 SHS FRAMEWORK
- LOCK BOX
- 50x6 FLAT BAR GATE STOP SEE DETAIL 3

Side Elevation Dimensions:

- Overall Width: 50
- Overall Height: 2155

END VIEW 1:20

DETAIL 3 1:5

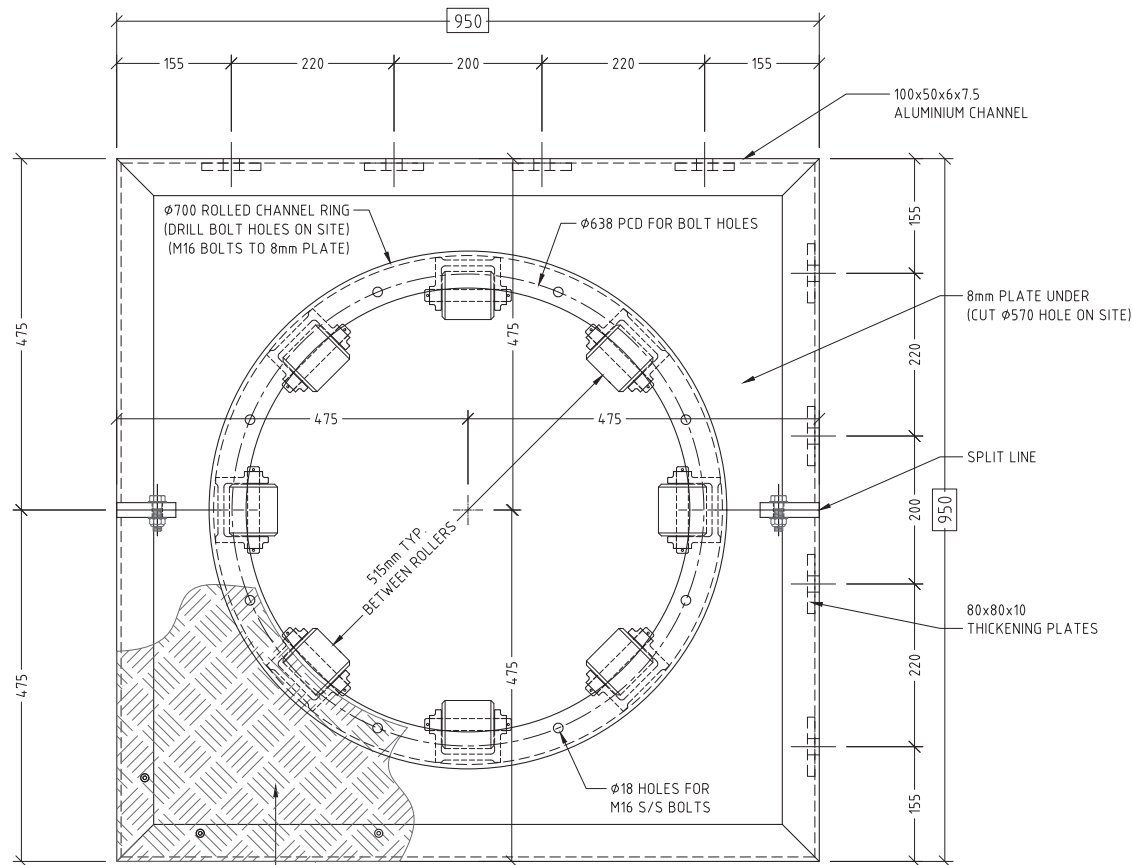


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Government

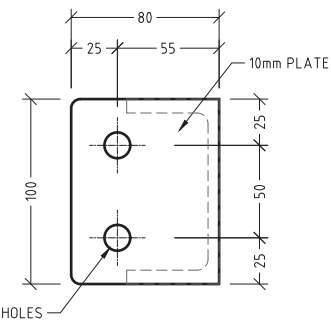
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NER No 832296
RPEQ: 1643, VIC: PE0002540



PLAN (1:7.5)



DETAIL 1 (1:3)

NOTE:
THIS PILE BRACKET IS TO BE MADE IN TWO SEPARATE HALVES AND BOLTED TOGETHER ON SITE. THE PILE RING IS TO BE MADE IN ONE PIECE AND BOLTED TO THE 8mm BASE PLATE.

1 ONLY REQUIRED

PB-1

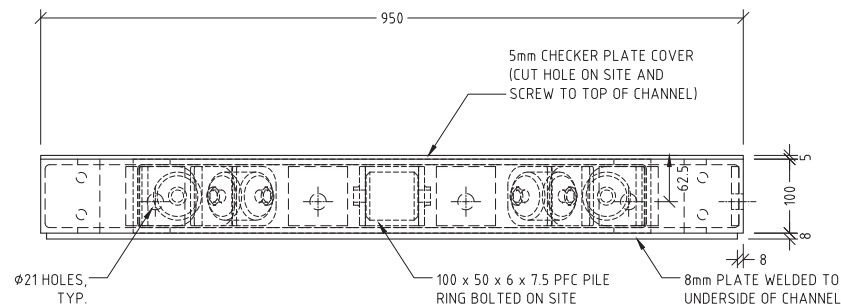
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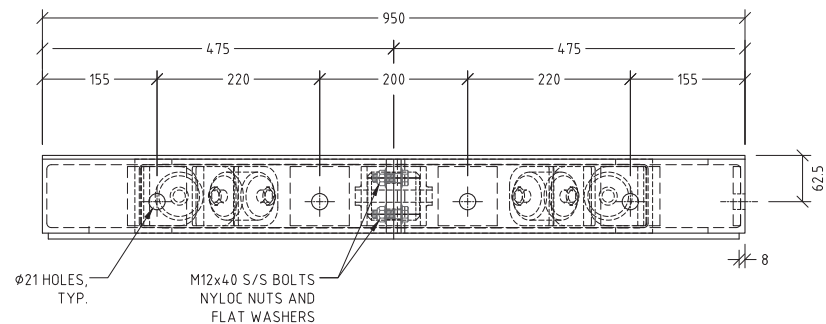
Date: 25/08/2023



5mm CHECKER PLATE COVER (CUT HOLE ON SITE AND SCREW TO TOP OF CHANNEL)



FRONT ELEVATION (1:7.5)



SIDE ELEVATION (1:7.5)

No:	DATE	REVISION	DRAWN BY
A	18/04/23	REVISED PILE BRACKET TYPE.	DG
B	30/06/23	REVISED TO SUIT 500 DIA PILE SLEEVE	DG

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DATE
14/04/23
DRAWING NO:
20173-PB-1
REVISION NO:
B

PROJECT
PROPOSED PONTOON AND GANGWAY
DRG. TITLE
PILE BRACKET PB-1 DETAILS
CLIENT
REDLAND INVESTMENT CORPORATION
ADDRESS
WEINAM CREEK WATER TAXI TERMINAL REDLAND BAY
DRAWN BY
D.G.
DESIGNED
M.W.
CHECKED BY
PAPER SIZE
A3
SCALE
AS SHOWN

CERTIFIED
MARK WICHLINSKI
CONSULTING ENGINEERS PTY LTD
<i>Mark Wichlinski</i>
NER No 832296 RPEQ: 1643, VIC: PE0002540

