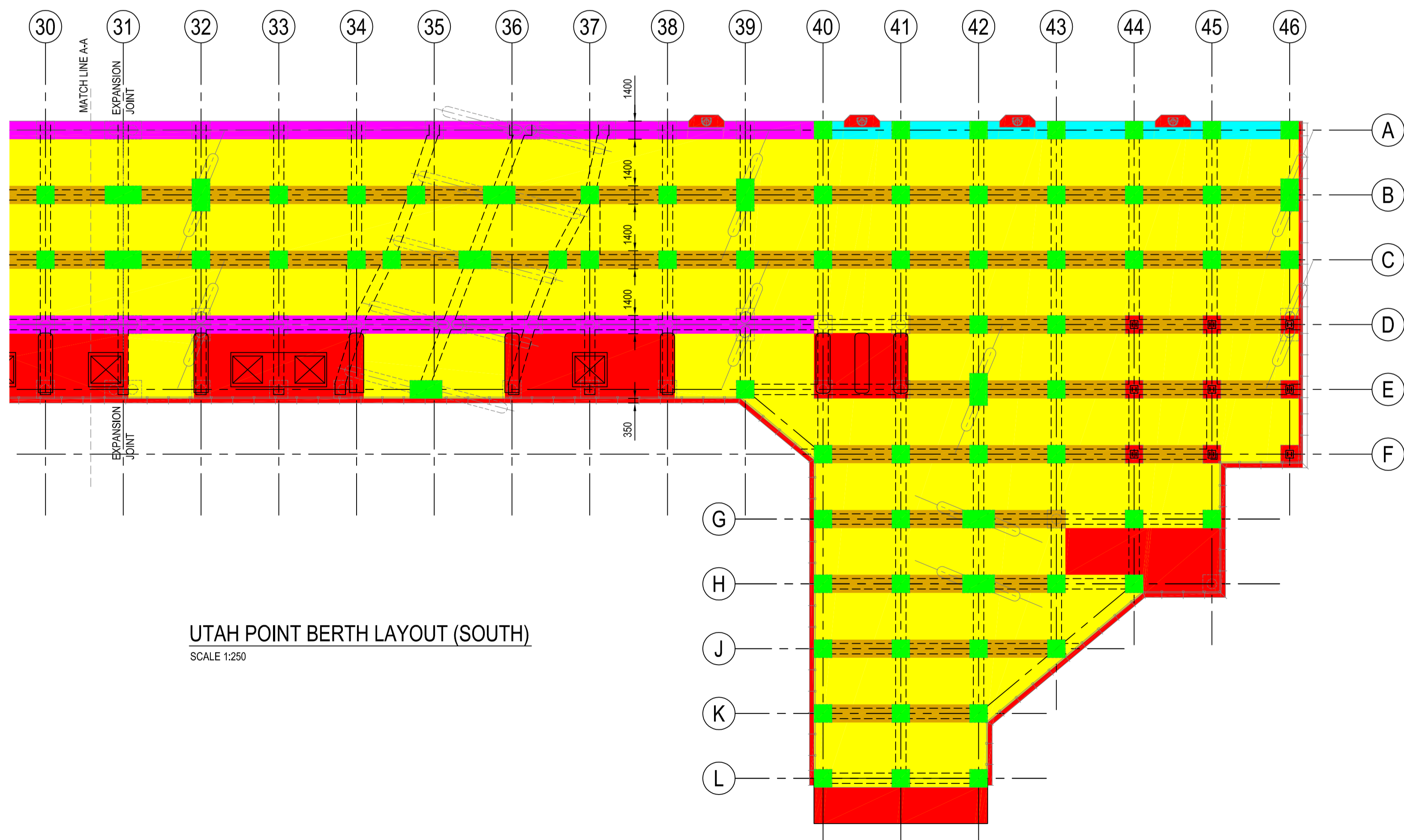
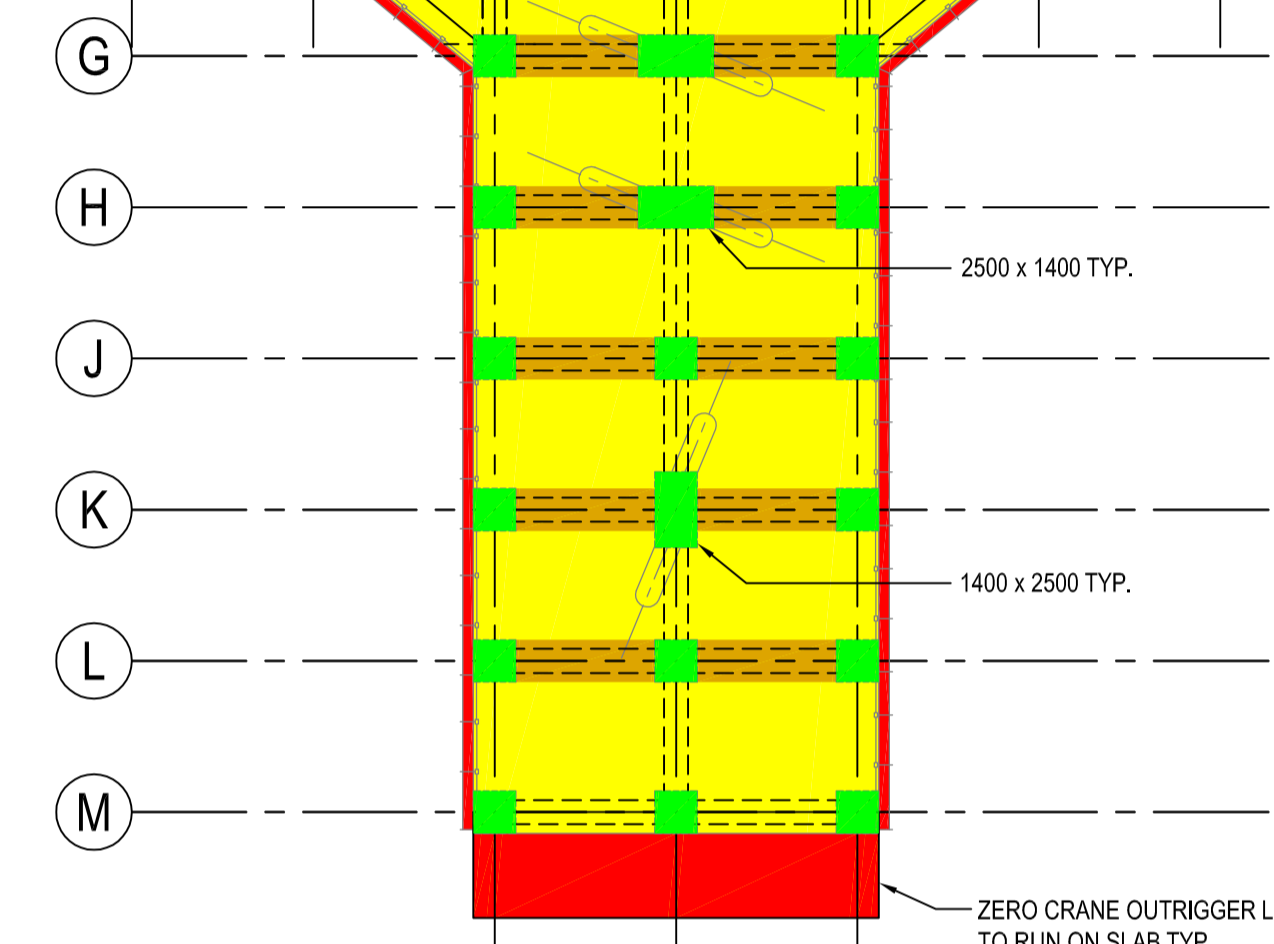


UTAH POINT BERTH LAYOUT (NORTH)
SCALE 1:250



UTAH POINT BERTH LAYOUT (SOUTH)
SCALE 1:250

- NOTE:
1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH PROJECT DRG No. S_03_001 REV 0.
2. WHARF DECK LOAD CAPACITIES:

WHARF LOAD CAPACITY TABLE				
AREA	MAX. OUTRIGGER LOAD (TONNE)	MIN. OUTRIGGER PAD CONTACT AREA (mm x mm)	SHIPLOADER MAX. WHEEL LOAD (kN)	MAX. UDL (kg/m ²)
1	100	1200 x 1200	N/A	15,000
2	85	1200 x 1200	N/A	15,000
3	N/A	N/A	450 (1200mm SPACING)	N/A
4	70	1200 x 1200	N/A	4,000
5	50	600 x 600	N/A	2,500
6	0 (N/A)	N/A	N/A	0 (N/A)

3. THE ABOVE CRANE OUTRIGGER LOADS ARE UNFACTORED STATIC LOADS AND THE DYNAMIC LOAD ALLOWANCE OF 0.25 HAS BEEN APPLIED FOR ASSESSING THE STRUCTURAL CAPACITY.
4. 5m IS THE MINIMUM SPACING IN ANY DIRECTION BETWEEN OUTRIGGER LOADS, BETWEEN OUTRIGGER LOAD & SHIP-LOADER WHEEL LOAD, BETWEEN OUTRIGGER LOAD & OTHER CONCENTRATED LOAD, OR BETWEEN OUTRIGGER LOAD & THE EDGE OF UNIFORMLY DISTRIBUTED LOADS.
5. ALL CONCENTRATED LOADS, INCLUDING OUTRIGGER LOADS AND SHIP-LOADER WHEEL LOADS IDENTIFIED IN THE ABOVE TABLE ARE NOT TO BE SUPERIMPOSED.
6. CRANE LIFTS ARE NOT TO BE CARRIED OUT DURING THE BERTHING OF A SHIP. ONCE MOORED, CRANE LIFTS CAN RE-COMMENCE.
7. THE CRANE LIFT CONTRACTOR SHALL BE RESPONSIBLE FOR LIFT STUDIES AND ADVISING THE MAXIMUM OUTRIGGER LOADS.
8. THE ABOVE TABLE HAS BEEN BASED ON THE ASSUMPTION THAT THE WHARF STRUCTURE IS WELL MAINTAINED. THE CRANE LIFT CONTRACTOR SHALL CONSULT PHPA REGARDING THE EXISTING WHARF STRUCTURAL CONDITION PRIOR TO PROCEEDING WITH THE WORK USING THIS DRAWING.

REVISIONS:		NO.	REVISION DESCRIPTION	DRAWN	DATE
B	ISSUED FOR USE			PB	15.04.13
A	ISSUED FOR CLIENT REVIEW			PB	12.04.13

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CLIENT
PORT HEDLAND PORT AUTHORITY
 PORT HEDLAND PORT AUTHORITY
PILBARA PORTS

PROJECT TITLE
UTAH POINT BERTH
PORT HEDLAND, WA
DRAWING TITLE
CRANE LOAD MAP

PROJECT LEADER:
BONING LI
DESIGNER:
BONING LI
DRAFTER/PERSON:
PB
SCALE:
AS SHOWN
JOB No.:
BC130061

SIGNATURE:
DATE:
APRIL '13
SHEET SIZE:
A1
DRAWING No.:
S100
REVISION:
B