

**GENERAL NOTES:**

- ALL DIMENSIONS SHOWN IN MILLIMETERS (mm) AND ALL ELEVATIONS SHOWN IN METERS (m) UNLESS NOTED OTHERWISE.
- DO NOT SCALE FROM THE DRAWINGS.
- ALL STANDARDS AND SPECIFICATIONS NOTES REFLECT THE "LATEST EDITION".
- DIMENSIONS/GEOMETRY AND INFORMATION FOR EXISTING STRUCTURES WERE OBTAINED FROM PREVIOUS CONTRACT DRAWINGS.
  - "KINGS WHARF REHABILITATION BERMUDA 61-53-79-04", CONSTRUCTION DRAWINGS BY RAMBOLL.
  - "KINGS WHARF REHABILITATION BERMUDA", PRECAST CONCRETE SHOP DRAWINGS BY PRECAST SYSTEMS INC.
  - "KINGS WHARF BERMUDA BERTHING DOLPHIN REMEDIAL WORKS", CONSTRUCTION DRAWING BY MOTT MACDONALD.
- ALL DETAILS, DIMENSIONS AND ELEVATIONS SHOWN RELATING TO THE EXISTING STRUCTURES ARE APPROXIMATE. CONTRACTOR IS RESPONSIBLE FOR CONFIRMING ALL MEASUREMENTS AND GEOMETRY ON SITE. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO STARTING WORK.
- ALL ELEVATIONS REFERENCED ARE TO CHART DATUM. CHART DATUM IS, BY INTERNATIONAL AGREEMENT, A PLANE BELOW WHICH THE TIDE WILL SELDOM FALL. TIDE AND CURRENT TABLES, AS ISSUED BY LOCAL AUTHORITY, SHOULD BE CONSULTED FOR TIDAL PREDICTIONS AND OTHER TIDAL INFORMATION RELATING TO THE WORK.

**REMOVALS NOTES:**

- EXISTING FOAM FENDERS (BEING REPLACED) SHALL BE REMOVED, ALONG WITH ALL OF THEIR ASSOCIATED CHAINS AND HARDWARE.
- IF, DURING REMOVAL OF THE FENDERS OR INSTALLATION OF THE NEW FENDERS/FENDER PANELS, UNSOUND CONCRETE AND/OR EXPOSED REINFORCING IS DISCOVERED, THE ENGINEER/OWNER SHALL BE NOTIFIED TO DETERMINE IF IT WARRANTS REPAIR. IF REPAIRS ARE WARRANTED, THE FOLLOWING PROCEDURE SHALL BE FOLLOWED:
  - AREAS OF EXPOSED REINFORCEMENT, LOOSE, DELAMINATED, CRACKED OR HOLLOW CONCRETE ARE TO BE BROKEN BACK TO SOUND SUBSTRATE OR TO A MINIMUM DEPTH BEHIND THE REINFORCEMENT BAR OF 15 mm (WHICHEVER IS DEEPER). EQUIPMENT, NO LARGER THAN A CP-9 CHIPPING HAMMER, SHALL BE USED FOR ALL DEMOLITION OF EXISTING STRUCTURES. CARE SHALL BE TAKEN TO ENSURE NO DAMAGE IS CAUSED TO STRUCTURAL ELEMENTS.
  - EXISTING AND NEWLY EXPOSED REINFORCEMENT SHALL BE BLAST CLEANED. WHERE SECTION LOSS OF REINFORCEMENT IS ENCOUNTERED, AN ADDITIONAL LENGTH OF STEEL REINFORCEMENT, LAPPED WITH THE DAMAGED BAR A LENGTH OF 35 TIMES THE BAR DIAMETER IS TO BE PROVIDED. WHERE NECESSARY, CONCRETE SHALL ALSO BE BROKEN BACK UNTIL A CONTINUOUS LENGTH OF ACCEPTABLE REINFORCEMENT BAR IS EXPOSED. ALTERNATIVELY, THE REBAR SHALL BE DRILLED AND EPOXIED INTO SOUND CONCRETE.
  - THE SOUND CONCRETE SUBSTRATE IS TO BE SCABBLED TO AN EXPOSED AGGREGATE SURFACE AND TREATED WITH A BONDING AGENT PRIOR TO THE APPLICATION OF THE CEMENTITIOUS REPAIR MATERIAL. THE BONDING AGENT SHALL BE "NITROBOND EP STANDARD" OR "NITROBOND EP SLOW SET", MANUFACTURED BY FOSROC EXPANDITE LTD. OR AN EQUIVALENT PRODUCT APPROVED BY THE ENGINEER.
  - THE CEMENTITIOUS REPAIR MATERIAL SHALL BE "RENDEROC GP", MANUFACTURED BY FORSOC, AND IS TO BE APPLIED TO AN APPROPRIATE THICKNESS TO REINSTATE THE ORIGINAL COVER TO THE OUTER SURFACE OF THE REINFORCEMENT BAR. WHERE THE APPLICATION THICKNESS EXCEEDS THE STATED MANUFACTURER RECOMMENDATIONS, THE CONTRACTOR SHALL PROPOSE AN ALTERNATIVE PRODUCT FOR THE ENGINEER'S APPROVAL.

**INSTALLATION OF ANCHORS:**

- THREADED ANCHOR RODS TO BE ASTM A193, GRADE B7, GALVANIZED. COAT ALL BOLTED CONNECTIONS WITH A SUITABLE THREADLOCKER, SUCH AS LOCTITE, O.A.E.
- ANCHORS SHALL BE FIXED INTO THE EXISTING CONCRETE USING HILTI HIT-RE 500 EPOXY OR AN APPROVED EQUIVALENT, INSTALLED AS PER MANUFACTURER'S INSTRUCTIONS.
- THE LOCATION OF THE REBAR IN THE EXISTING CONCRETE SHALL BE DETERMINED IN ADVANCE OF DRILLING THROUGH A COVER METER SURVEY AND WITH REFERENCE TO THE AS-BUILT DRAWINGS. DRILLED HOLES SHALL BE LOCATED TO AVOID ALL EXISTING REBAR.
- DRILLED HOLES TO BE PREPARED AND CLEANED PRIOR TO FITTING THE ANCHOR. ALL LOOSE MATERIAL SHALL BE REMOVED AND HOLES BLOWN CLEAR.
- MINIMUM ANCHOR EMBEDMENT DEPTH IS 610mm, U.N.O.
- ONCE THE ANCHORS ARE INSTALLED, EPOXY SHALL BE ALLOWED TO CURE FOR A MINIMUM OF 24 HOURS BEFORE UNDERTAKING ANY WORK WHICH MAY INTERFERE WITH THE ANCHORS.
- SET ANCHOR BOLTS USING TEMPLATES UNDER SUPERVISION OF APPROPRIATE TRADE PRIOR TO INSTALLING EPOXY.
- WHEN SETTING ANCHOR BOLTS, CARE SHALL BE TAKEN TO NOT ONLY ENSURE THAT THE ANCHOR BOLTS ARE SET IN THE CORRECT POSITION AND ORIENTATION, BUT ALSO THAT SUFFICIENT THREAD EXTENSION IS PROVIDED TO FACILITATE BOLTING THE ASSEMBLY TO THE CONCRETE, COMPLETE WITH COMPATIBLE NUTS AND WASHERS (PLATE WASHER WHERE SPECIFIED), AS PER THE DETAILS ON THE CONTRACT DRAWINGS.

**EXISTING CONCRETE:**

- THE EXISTING DOLPHIN CONCRETE (EXCEPT FENDER WALLS) IS GRADE C25/30.
- THE EXISTING DOLPHIN FENDER WALL CONCRETE IS GRADE 40/50.
- THE EXISTING MAIN WHARF CONCRETE IS GRADE M40 TO C40/50.

**OPERATIONAL RESTRICTIONS:**

- FENDERS HAVE BEEN SIZED BASED ON THE FOLLOWING BERTHING PARAMETERS:
  - MAX. APPROACH VELOCITY: 0.12 m/s.
  - MAX. APPROACH ANGLE: 3°.
  - VESSEL LOA: 347.7m.
  - VESSEL BEAM: 41.4m.
  - VESSEL DRAUGHT: 8.45m.
  - VESSEL DISPLACEMENT: 78,130 TONNES.
- OPERATIONS OUTSIDE OF THE ABOVE-LISTED PARAMETERS SHALL BE AT THE OWNER'S RISK.

**FENDER NOTES:**


- THE REPLACEMENT FENDER SHALL BE A TRELLEBORG SEAGUARD 2100 X 4900 EHC MARINE FENDER OR SIMILAR, AS APPROVED BY THE ENGINEER. FENDER TO CONFORM WITH THE FOLLOWING PERFORMANCE REQUIREMENTS AFTER MATERIAL PERFORMANCE CORRECTIONS:
  - MIN. ABNORMAL BERTHING ENERGY: 1300kN-m.
  - MAX. ABNORMAL REACTION: 2885kN.
  - BERTHING PARAMETERS AS INDICATED IN OPERATIONAL RESTRICTION.
- FENDER BOLTS AND FIXINGS ARE TO BE DRILLED AND FIXED USING EPOXY GROUT OF SUITABLE STRENGTH AND TO AN EMBEDMENT DEPTH AS SPECIFIED BY THE FENDER SUPPLIER.
- ALL CHAIN AND SHACKLE SIZES AND CHAIN BRACKETS INDICATED HEREIN TO BE CONFIRMED AND ADJUSTED AS REQUIRED BY FENDER SUPPLIER.
- FENDERS AND FENDER PANELS HAVE BEEN DESIGNED FOLLOWING GUIDANCE IN PIANC MARCOM WG33 "GUIDELINES FOR THE DESIGN OF FENDER SYSTEMS: 2002".
- ALL EXTERIOR WELDS TO BE SEAL WELDS. PRESSURE TESTING OF THE PANEL SHALL BE DONE ACCORDING TO THE FOLLOWING PROCEDURE:
  - ALL INTERNAL STIFFENERS TO HAVE AN 8mm VENT HOLE TO ALLOW FOR AIR PASSAGE DURING TESTING.
  - WELD PIPE NIPPLE ON BACK PLATE OF THE PANEL.
  - PERFORM PRESSURE TEST OF PANEL WITH 10-15psi OF AIR AND SPRAY ALL EXTERIOR WELDS WITH SOAP AND WATER SOLUTION.
  - HOLD TIME AT ABOVE MENTIONED PRESSURE RANGE SHALL BE MINIMUM 15 MINUTES.
  - ALL LEAKS TO BE REPAIRED.
- FENDER PANELS TO RECEIVE AN APPROVED MARINE GRADE EPOXY PAINT SYSTEM AFTER GALVANIZING (REFER TO STRUCTURAL STEEL NOTE 4):
  - BLASTING TO SSPC-SP10 OR SA 2.5
  - COATING TO BE IN COMPLIANCE WITH ISO 12944-5, FOR CATEGORY C5 HIGH.
  - FINAL NDFT: 450-500 MICRONS.
  - TOP COAT COLOUR: BLACK.
  - SUBMIT PROPOSED PAINT SYSTEM TO ENGINEER/OWNER FOR REVIEW.
  - TOUCH UP ANY PAINT DAMAGED IN THE FIELD AS PER MANUFACTURER'S RECOMMENDATIONS.
  - OWNER IS RESPONSIBLE FOR REGULAR INSPECTION OF COATING SYSTEM. RE-COAT FENDER PANELS AT A MINIMUM OF EVERY 10 YEARS, OR AT OWNER'S DISCRETION BASED ON RESULTS OF INSPECTION.
  - PERMISSIBLE PANEL FLATNESS TOLERANCE IS ±6mm.
  - CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF FENDER PANEL TO THE ENGINEER FOR REVIEW PRIOR TO FABRICATION.
  - UHMW-PE COLOR TO BE BLACK.
  - THREAD LOCKER TO BE APPLIED TO ALL PANEL FASTENERS.
  - NEW FENDERS, ASSOCIATED MOUNTING COMPONENTS (CHAINS/BRACKETS/ANCHORS), AND UHMW-PE SHALL BE SUPPLIED BY THE OWNER.

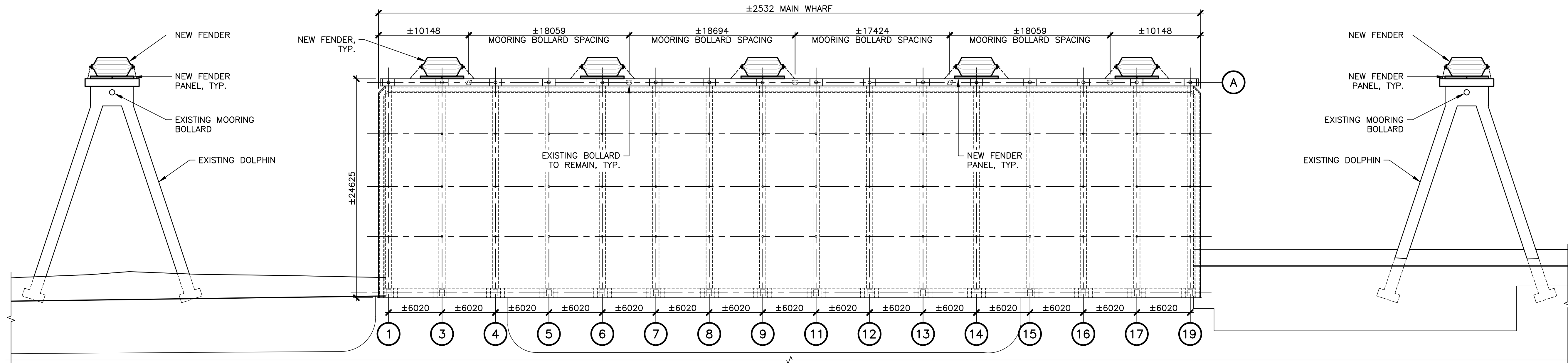
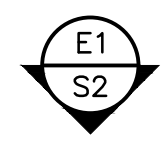
**RUBBER BEARING PAD NOTES:**

- RUBBER BEARING PAD TO BE NEOPRENE WITH A HARDNESS OF SHORE 50A, PER ASTM D2240.

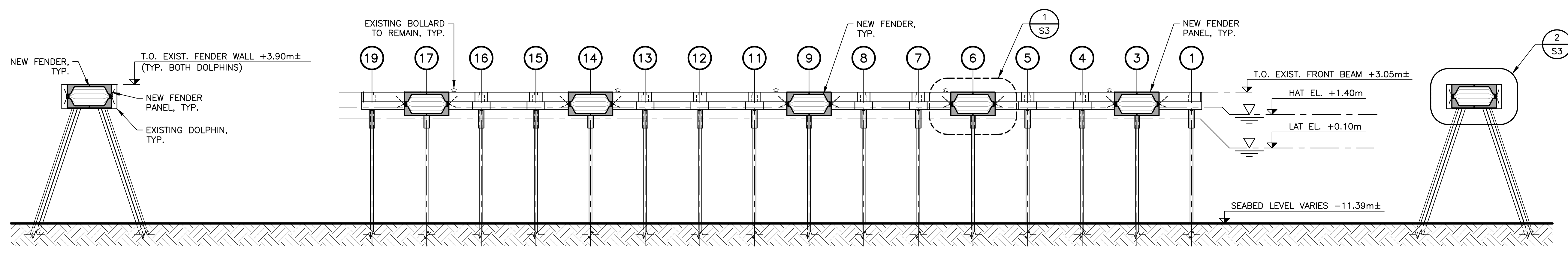
**STRUCTURAL STEEL NOTES:**

- STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING STANDARDS, OR AN APPROVED ALTERNATIVE:
  - ALL STRUCTURAL STEEL/STEEL PLATE TO CONFORM TO CSA G40.20/G40.21, GRADE 350W (F<sub>y</sub>=350MPa).
  - HIGH STRENGTH BOLTS TO ASTM F3125, GRADE A325M, TYPE 1, GALVANIZED. THREADS TO BE EXCLUDED FROM ALL SHEAR PLANES.
  - THREADED STUDS FOR UHMW-PE MOUNTING TO AISI GRADE 316 STAINLESS STEEL. ALL STAINLESS STEEL SHALL BE ELECTROPOLISHED OR PASSIVATED TO RESTORE THE PASSIVE STATE OF THE STAINLESS STEEL AFTER FABRICATION.
- ALL WELDING SHALL BE IN ACCORDANCE WITH CSA W59 (O.A.E.).
  - WELDING MATERIAL TO CSA W48 (O.A.E.).
- ALL EXTERIOR STEEL TO BE HOT DIPPED GALVANIZED TO ASTM A123/A123M MINIMUM ZINC COATING OF 705g/m<sup>2</sup>, UNLESS NOTED OTHERWISE.
  - TOUCH UP ANY GALVANIZING DAMAGED IN THE FIELD TO ASTM A780.
  - INSTALL WELDED STUDS ON FRONT PLATE AFTER GALVANIZING AND TOUCH UP ANY DAMAGED GALVANIZING.
- ALL INTERIOR STEEL TO BE COATED WITH A ZINC-RICH PRIMER, AFTER INTERIOR WELDING IS COMPLETE.
- HOLES SHALL BE DRILLED, NOT PUNCHED. HOLE SIZE SHALL BE 2mm LARGER THAN THE NOMINAL BOLT DIAMETER, U.N.O.
- STRUCTURAL STEEL BOLTS TO BE BROUGHT TO A "SNUG TIGHT" CONDITION, AS DESCRIBED IN CSA S16.
- ALL BOLTED CONNECTIONS SHALL BE COATED WITH A SUITABLE THREADLOCKER, SUCH AS LOCTITE, O.A.E.
- SCREWS TO BE FLAT HEAD SCREW, #8 GAUGE, GALVANIZED. SCREW HEADS TO BE COATED WITH EPOXY PAINT SYSTEM.
- PANEL FABRICATOR TO SUBMIT SHOP DRAWINGS FOR REVIEW, PRIOR TO STARTING FABRICATION.
- FABRICATE, DELIVER TO SITE AND ERECT STEEL WORK IN ACCORDANCE WITH CSA S6 (O.A.E.).
- DEBURR ALL EXPOSED EDGES.
- WHERE POSSIBLE, FIT AND SHOP ASSEMBLE WORK, READY FOR ERECTION.
- ENSURE EXPOSED WELDS ARE CONTINUOUS FOR THE LENGTH OF EACH JOINT.
- WORKMANSHIP AND FINISH SHALL BE OF THE BEST MODERN GENERAL PRACTICE IN THE BRIDGE FABRICATION AND CONSTRUCTION INDUSTRY. STRESSING, FLAME CUTTING AND PLANNING SHALL BE DONE CAREFULLY AND ACCURATELY. PARTICULAR ATTENTION SHALL BE PAID TO THE NEATNESS AND UNIFORMITY OF FINISH OF ALL PARTS OF THE WORK EXPOSED TO VIEW.
- STRUCTURAL STEEL COMPONENTS SHALL BE TRANSPORTED IN SUCH A MANNER SO AS TO AVOID DEVELOPMENT OF FATIGUE CRACKS AND DEFORMATION. WHEN THE COMPONENTS ARE STORED ON THE JOB SITE, THEY SHALL BE PLACED ON TIMBERS SO THAT THEY DO NOT MAKE CONTACT WITH THE GROUND AND ARE SUPPORTED TO AVOID FATIGUE CRACKING, DEFORMATION OR OVER-STRESSING. THEY SHALL BE STORED IN A LOCATION WHERE THEY WILL NOT BE SUBJECTED TO DAMAGE OR SURFACE CONTAMINATION.
- THE ACCEPTANCE CRITERIA FOR ALL WELDING INSPECTIONS SHALL BE BASED ON CSA W59, SECTION 12, CYCLICALLY LOADED STRUCTURES (O.A.E.).
- PROVIDE SUITABLE FACILITIES AND COOPERATE WITH INSPECTION ORGANIZATION AND ENGINEER IN CARRYING OUT INSPECTION AND TESTS REQUIRED.
- ALL WELDS SHALL BE VISUALLY INSPECTED. ALL FULL PENETRATION WELDS SHALL BE 100% INSPECTED BY RADIOGRAPHIC OR ULTRASONIC METHODS.
- FILLET WELDS FOR ATTACHING PANEL COMPONENTS SHALL HAVE 50% OF THE TOTAL WELD LENGTHS TESTED BY MAGNETIC PARTICLE INSPECTION.
- THE COST OF ADDITIONAL INSPECTION AND TESTING MADE NECESSARY BY THE CONTRACTOR/FABRICATOR'S WORK NOT MEETING THESE SPECIFICATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR/FABRICATOR.

0	ISSUED FOR CONSTRUCTION	06/27/24	AJM
No.	DESCRIPTION	Date (mm/dd/yy)	By
<b>ISSUE or REVISION</b>			
Client			
Project	<b>KINGS WHARF BERMUDA</b> <b>FENDERING SYSTEM MODIFICATIONS</b>		
Title	<b>GENERAL NOTES AND SPECIFICATIONS</b>		
Scale	AS NOTED	Date	APRIL 2024
	Drawn	MQR	Designed
	Checked	GLM	Approved
	Contract No.		241052
	Drawing No.		<b>S1</b>



**PLAN VIEW** EXISTING CONDITION SHOWING NEW FENDER AND PANELS  
1:250

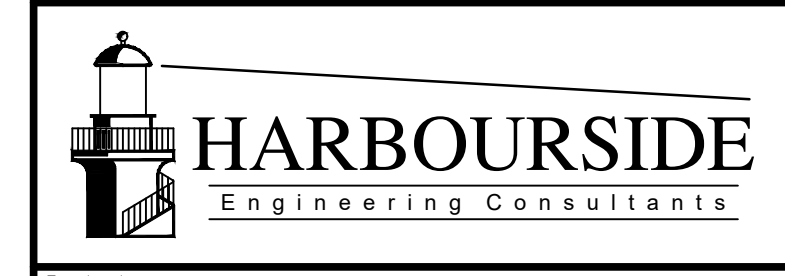


**E1** **ELEVATION** SHOWING NEW FENDERS AND PANELS  
**S2** 1:250

0	ISSUED FOR CONSTRUCTION	06/27/24	AJM
No.	DESCRIPTION	Date (mm/dd/yy)	By

**ISSUE or REVISION**

Client	
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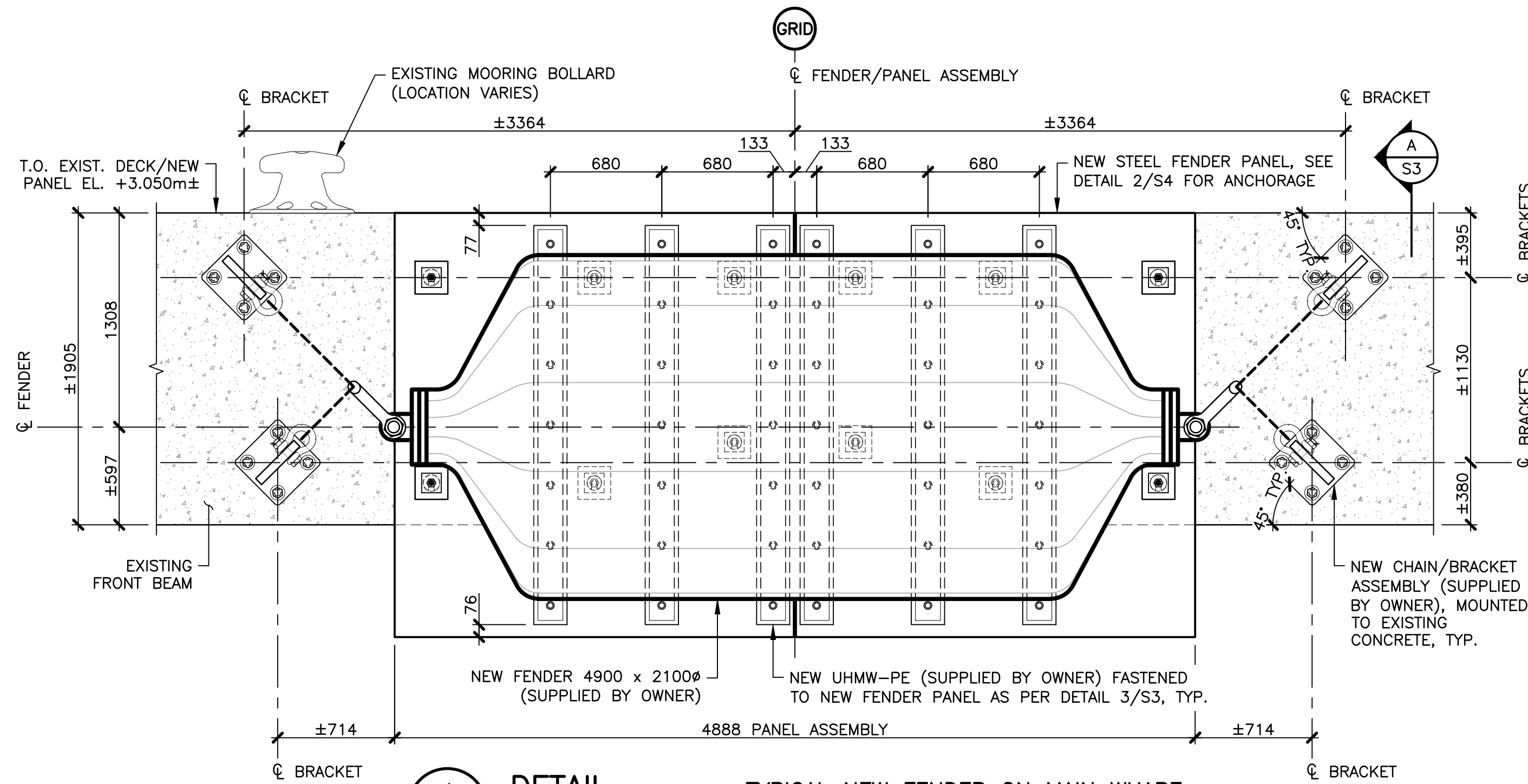
Project  
**KINGS WHARF BERMUDA**  
FENDERING SYSTEM MODIFICATIONS

Title  
**GENERAL ARRANGEMENT**

Scale	AS NOTED	Date	APRIL 2024
Drawn	MQR	Designed	AJM
Checked	GLM	Approved	GLM
Contract No.	241052		
Drawing No.	<b>S2</b>		

**NOTES:**

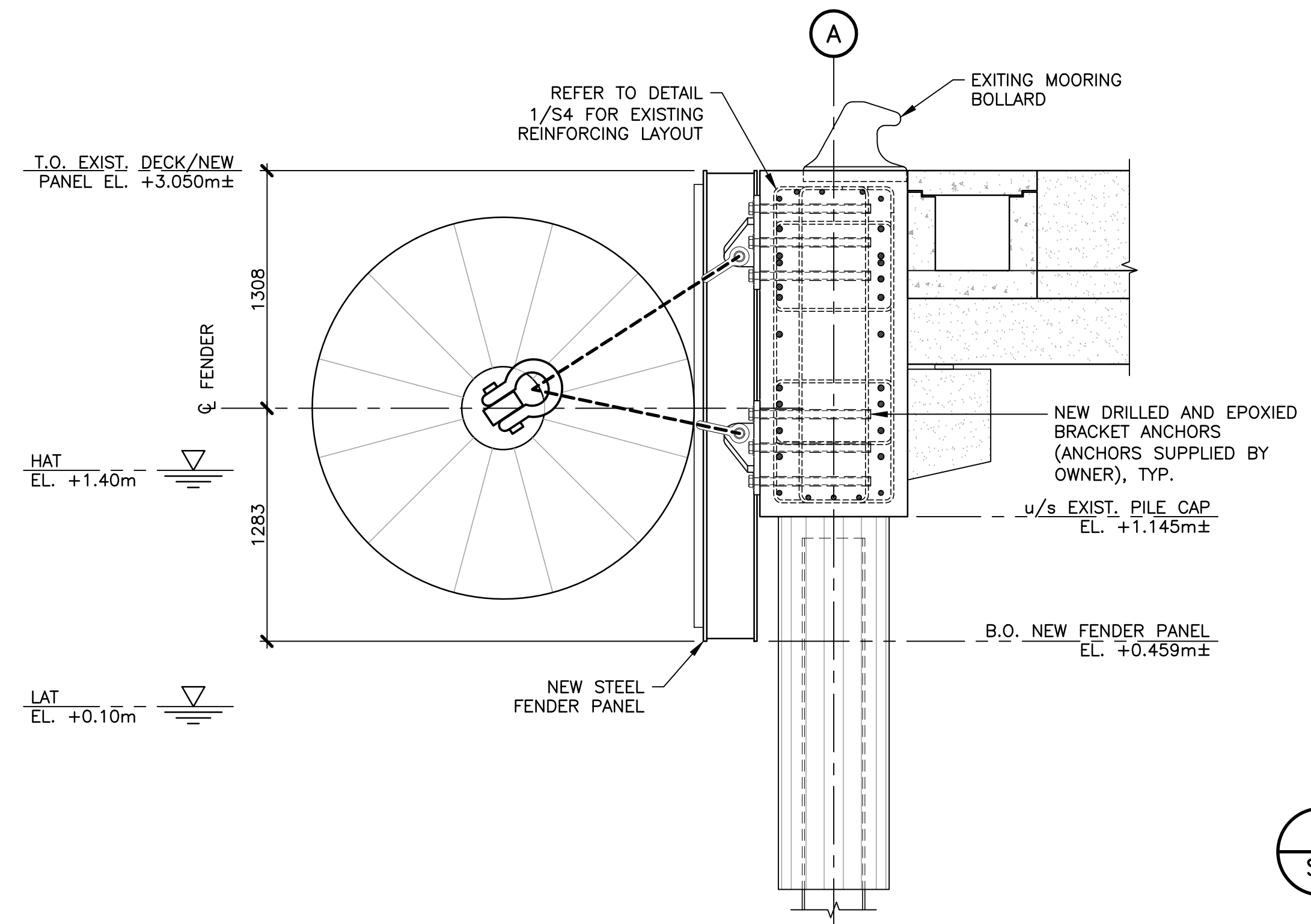
- FENDER SUPPLIER TO REVIEW AND APPROVE PROPOSED INSTALLATION GEOMETRY. IF CHANGES ARE REQUIRED, NOTIFY ENGINEER FOR DIRECTION.



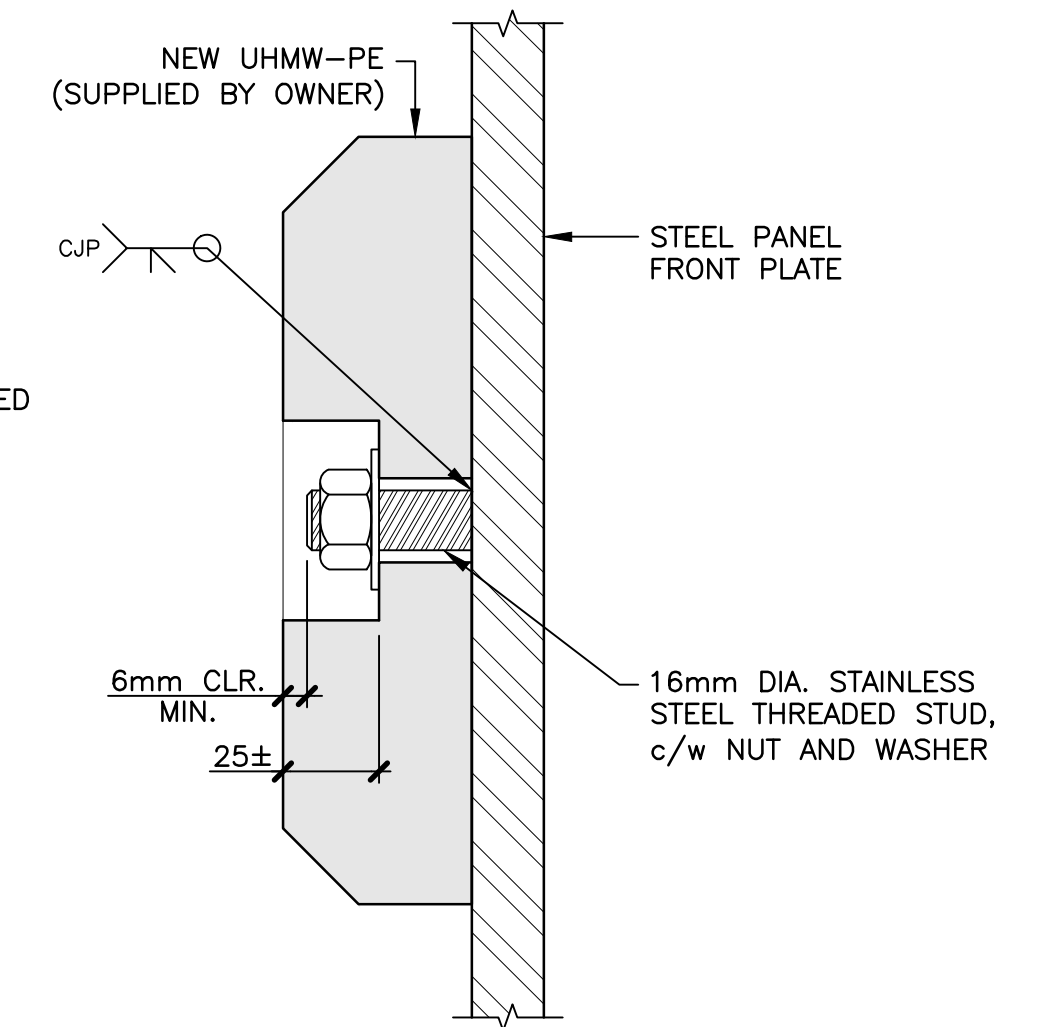
**1** DETAIL TYPICAL NEW FENDER ON MAIN WHARF  
S2 1:25 (5 LOCATIONS)

**NOTE:**

- LOCATE BRACKETS TO AVOID EXISTING FRONT BEAM REINFORCING AND MOORING BOLLARD ANCHORAGE.



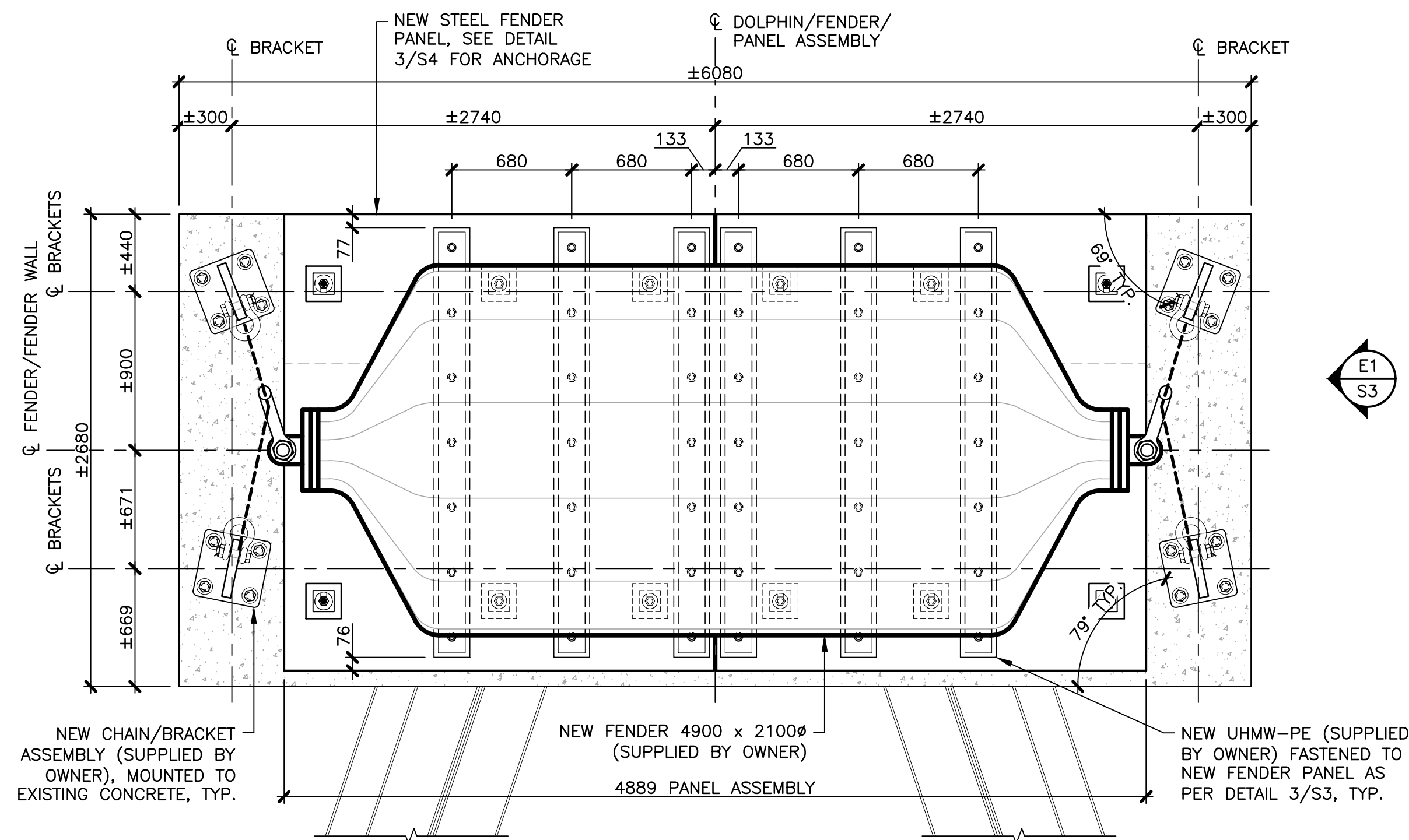
**A** SECTION TYPICAL NEW FENDER ON MAIN WHARF  
S3 1:25



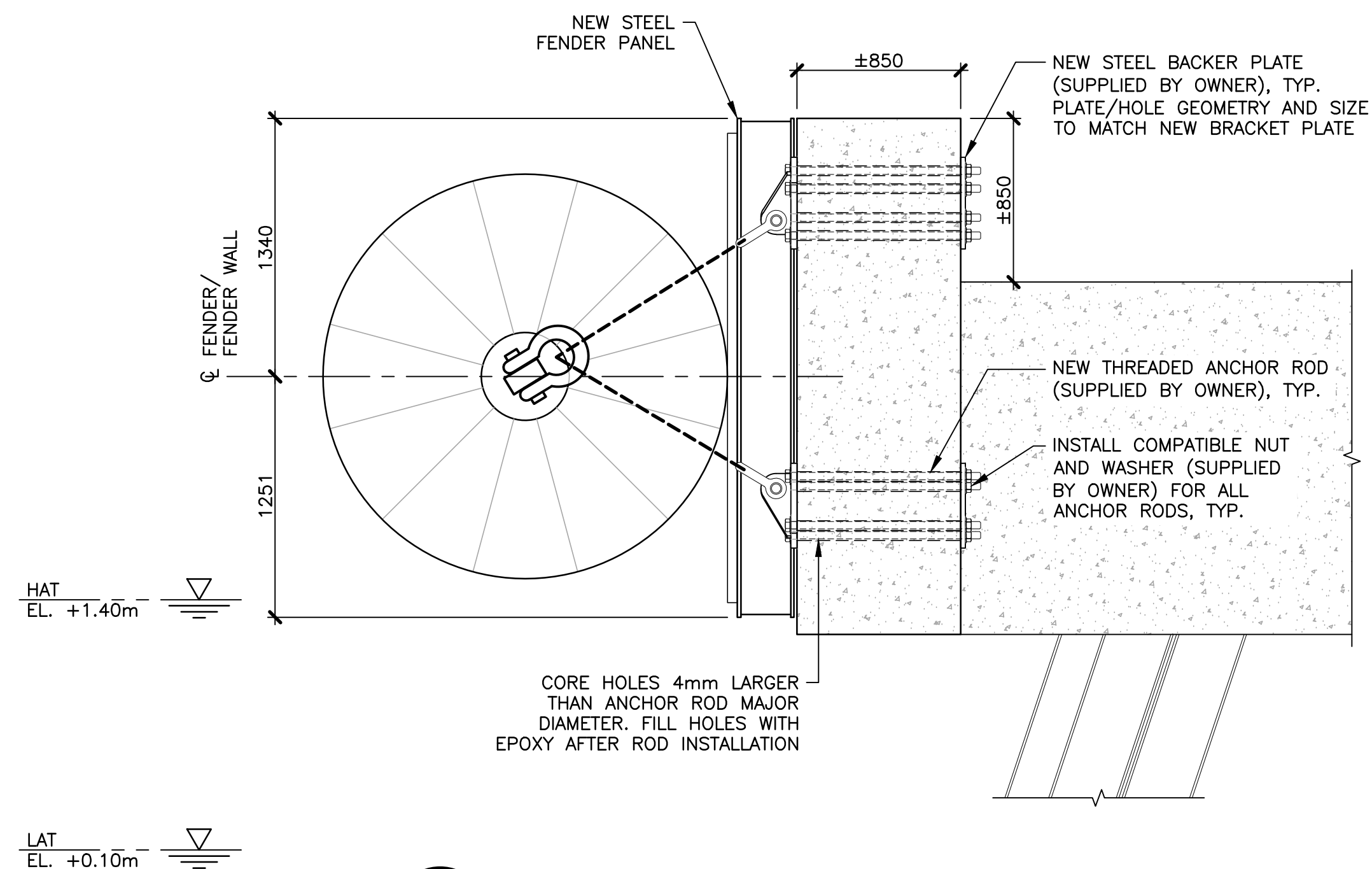
**3** DETAIL UHMW-PE ANCHORAGE  
S3 1:2

**NOTE:**

- STUD SPACING TO BE COORDINATED WITH UHMW-PE SHOP DRAWINGS/OWNER.




**2** DETAIL NEW FENDER ON DOLPHIN  
S2 1:25 (2 LOCATIONS)

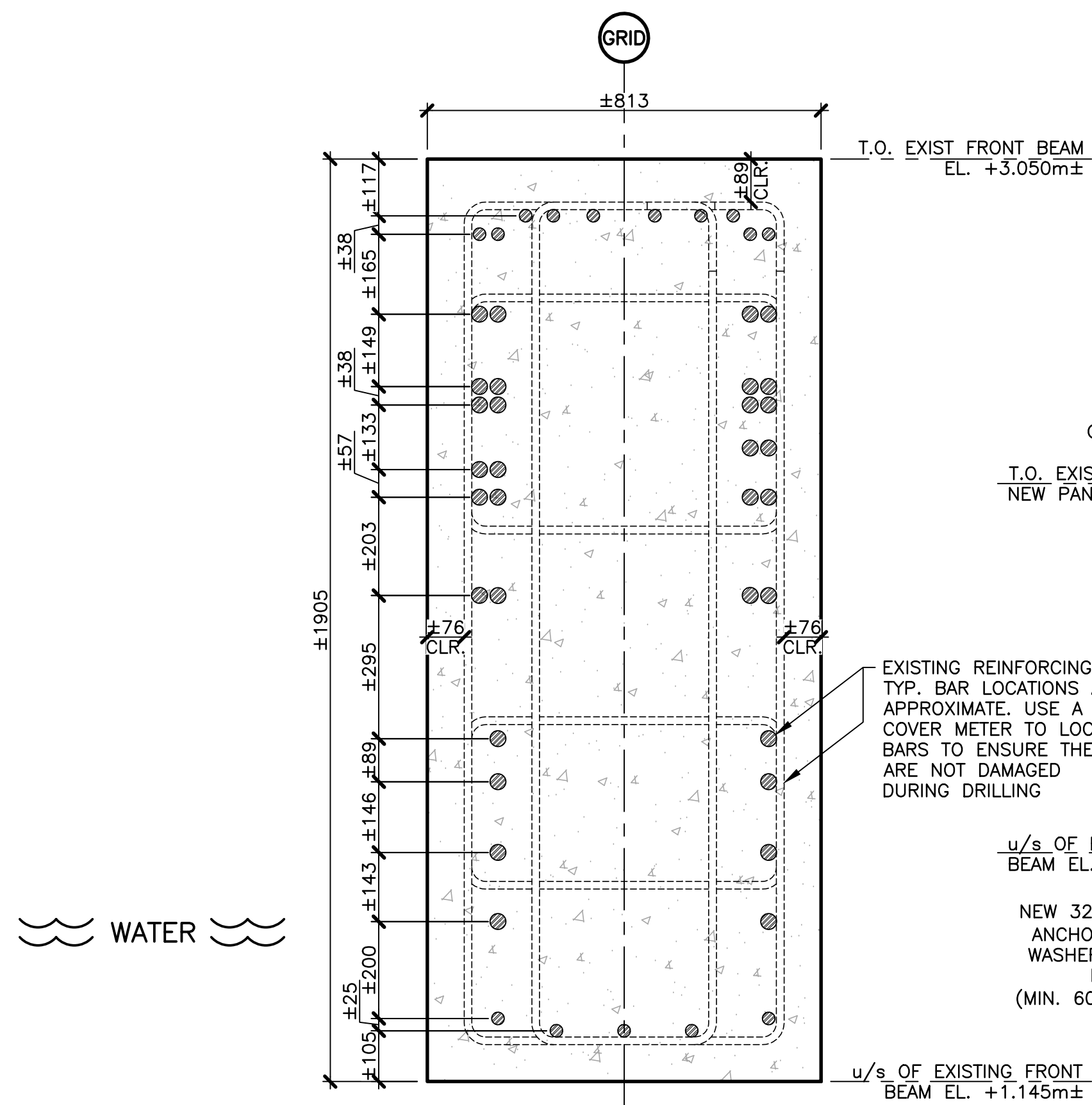


**E1** ELEVATION NEW FENDER ON DOLPHIN  
S3 1:25 (2 LOCATIONS)

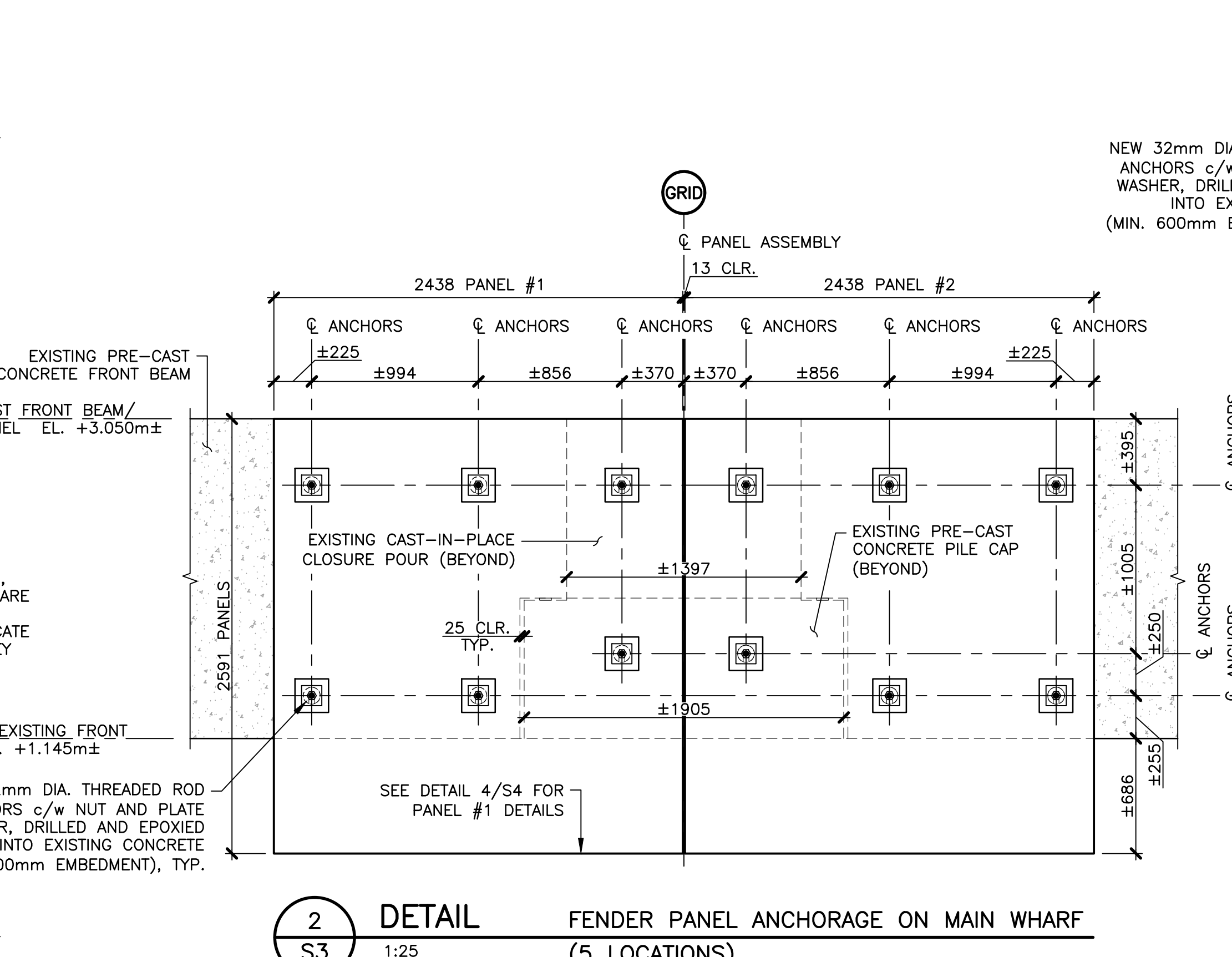
**NOTE:**

- REINFORCING LAYOUT IN DOLPHIN FENDER WALL IS UNKNOWN. CONTRACTOR TO LOCATE REBAR WITH COVER METER TO ENSURE BARS ARE NOT DAMAGED DURING DRILLING.

0	ISSUED FOR CONSTRUCTION	06/27/24	AJM
No.	DESCRIPTION	Date (mm/dd/yy)	By
<b>ISSUE or REVISION</b>			
Client	 <b>HARBOURSIDE</b> Engineering Consultants		
Project	<b>KINGS WHARF BERMUDA</b> FENDERING SYSTEM MODIFICATIONS		
Title	<b>FENDER INSTALLATION DETAILS, SECTION, AND ELEVATION</b>		
Scale	AS NOTED	Date	APRIL 2024
	Drawn	MQR	Designed
	Checked	GLM	Approved
	Contract No.	241052	
	Drawing No.	<b>S3</b>	



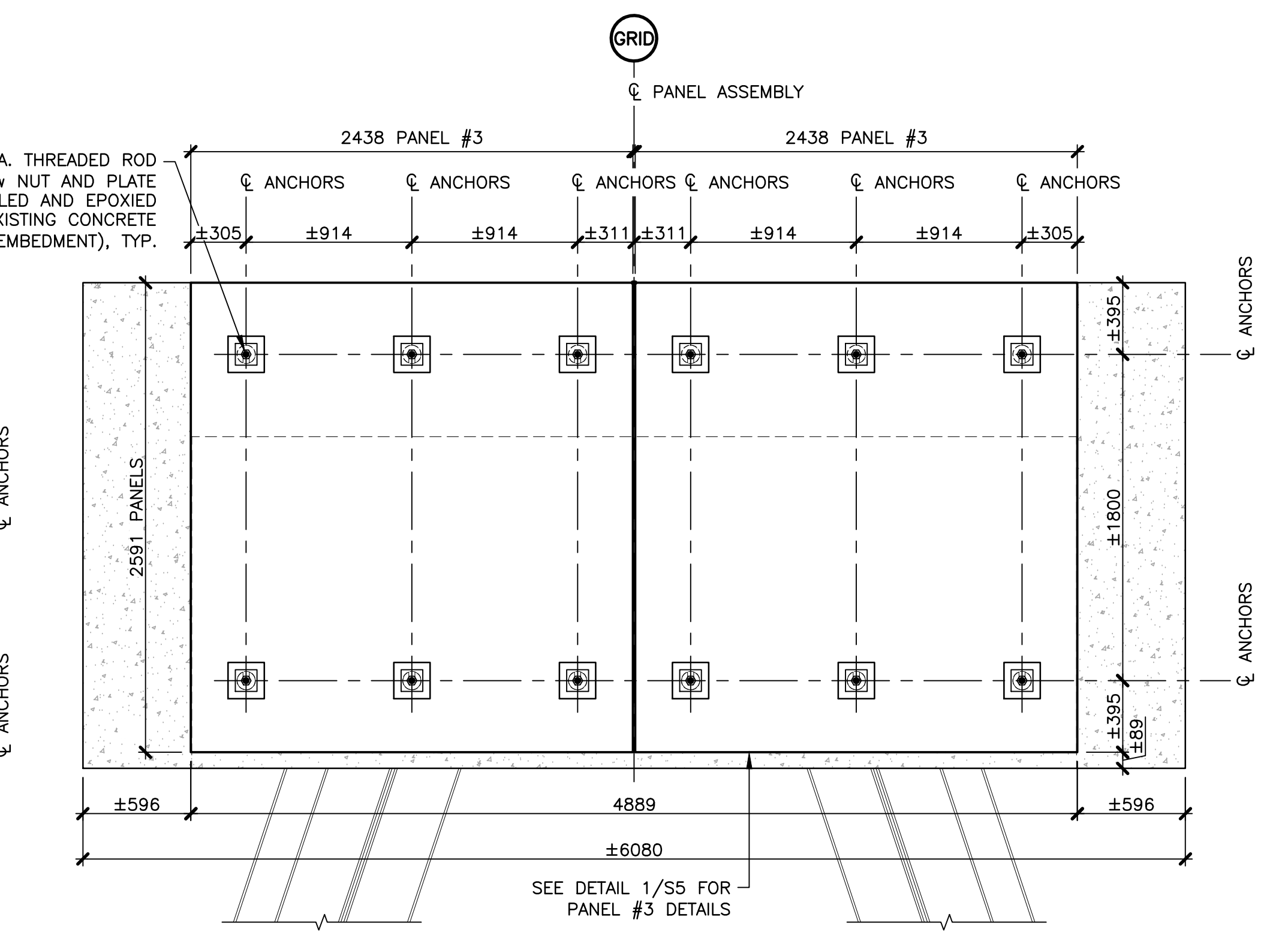
**1** **DETAIL** APPROXIMATE LAYOUT OF REINFORCING IN EXISTING FRONT BEAM  
S3 1:10



**2** **DETAIL** FENDER PANEL ANCHORAGE ON MAIN WHARF (5 LOCATIONS)  
S3 1:25

**NOTES:**

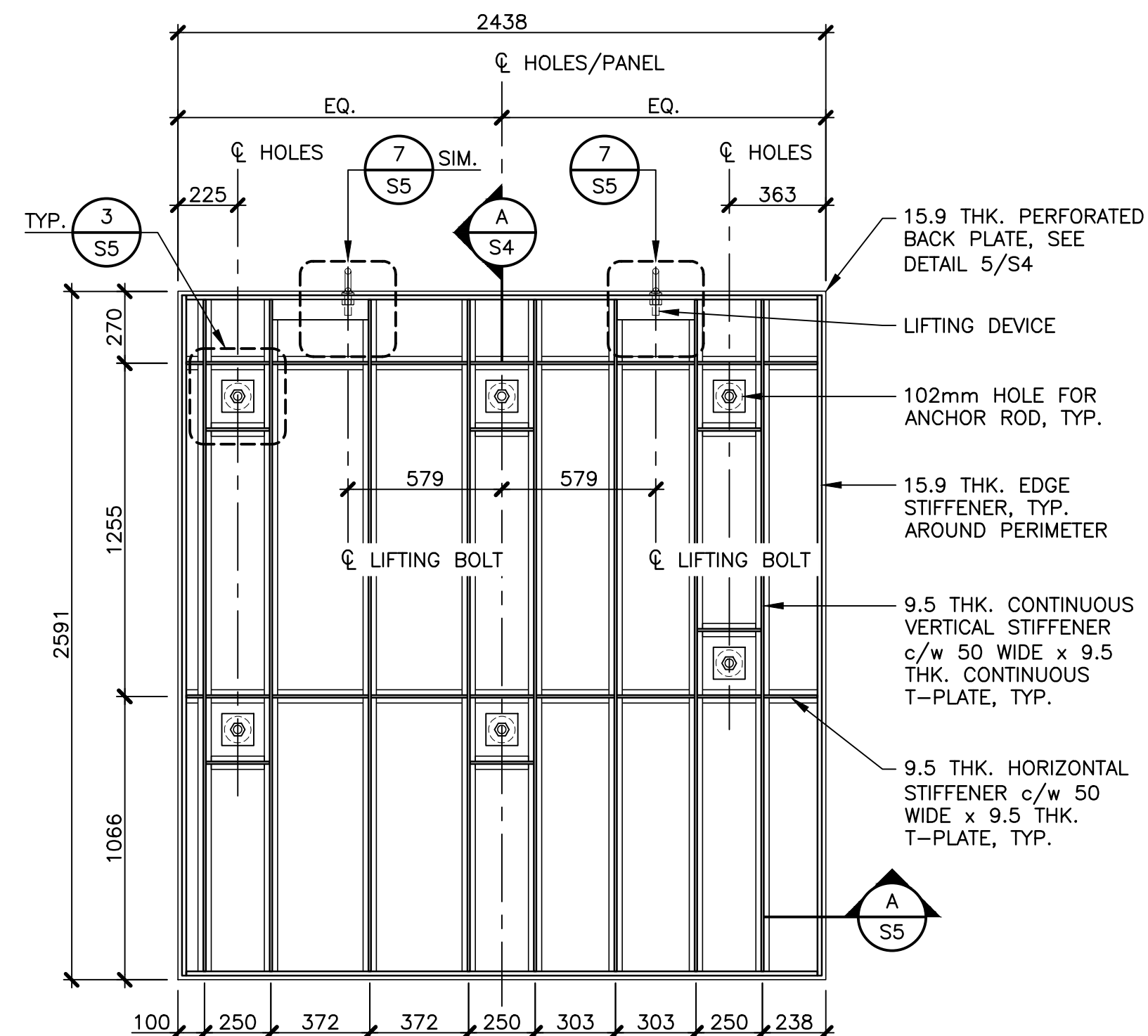
1. END WELDED STUDS FOR UHMW-PE NOT SHOWN, FOR CLARITY.



**3** **DETAIL** FENDER PANEL ANCHORAGE ON DOLPHIN (2 LOCATIONS)  
S3 1:25

**NOTES:**

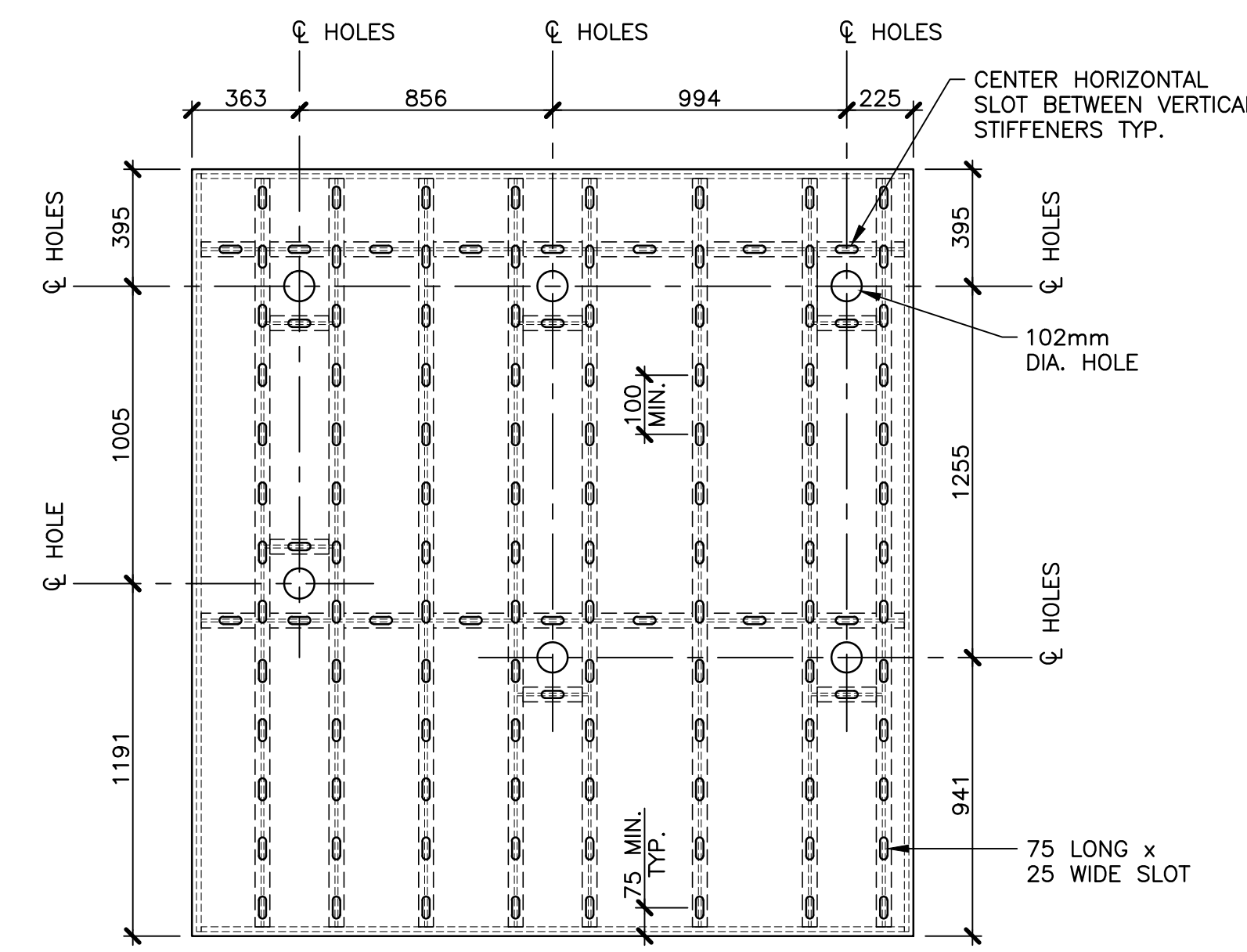
1. END WELDED STUDS FOR UHMW-PE NOT SHOWN, FOR CLARITY.



**4** **DETAIL** TYPICAL FENDER PANEL #1  
S4 1:20

**NOTES:**

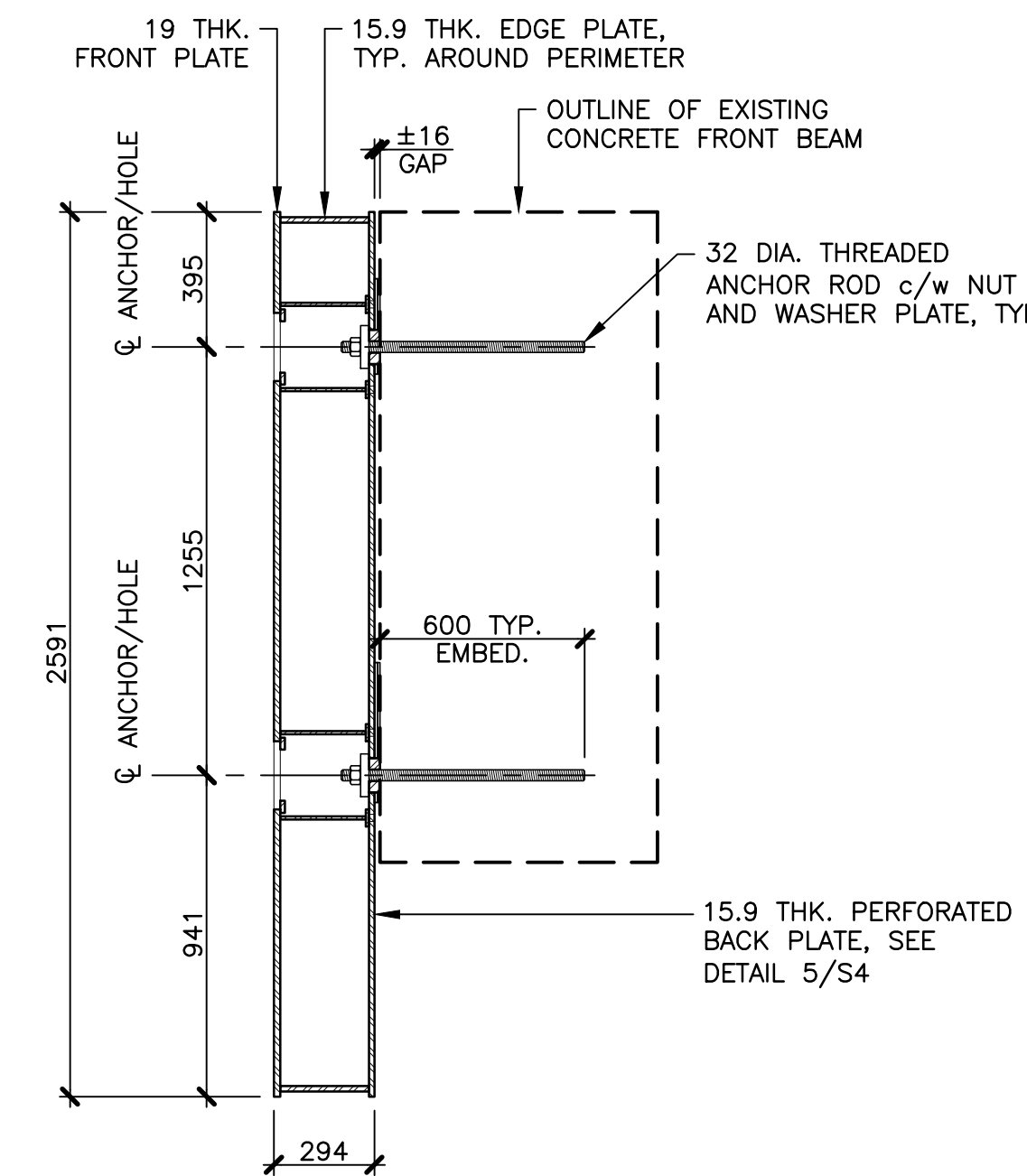
1. FRONT PLATE NOT SHOWN FOR CLARITY.
2. PANEL #2 MIRRORED.



**5** **DETAIL** PANEL #1 PERFORATED BACK PLATE  
S4 1:20

**NOTE:**

1. PANEL #2 MIRRORED.

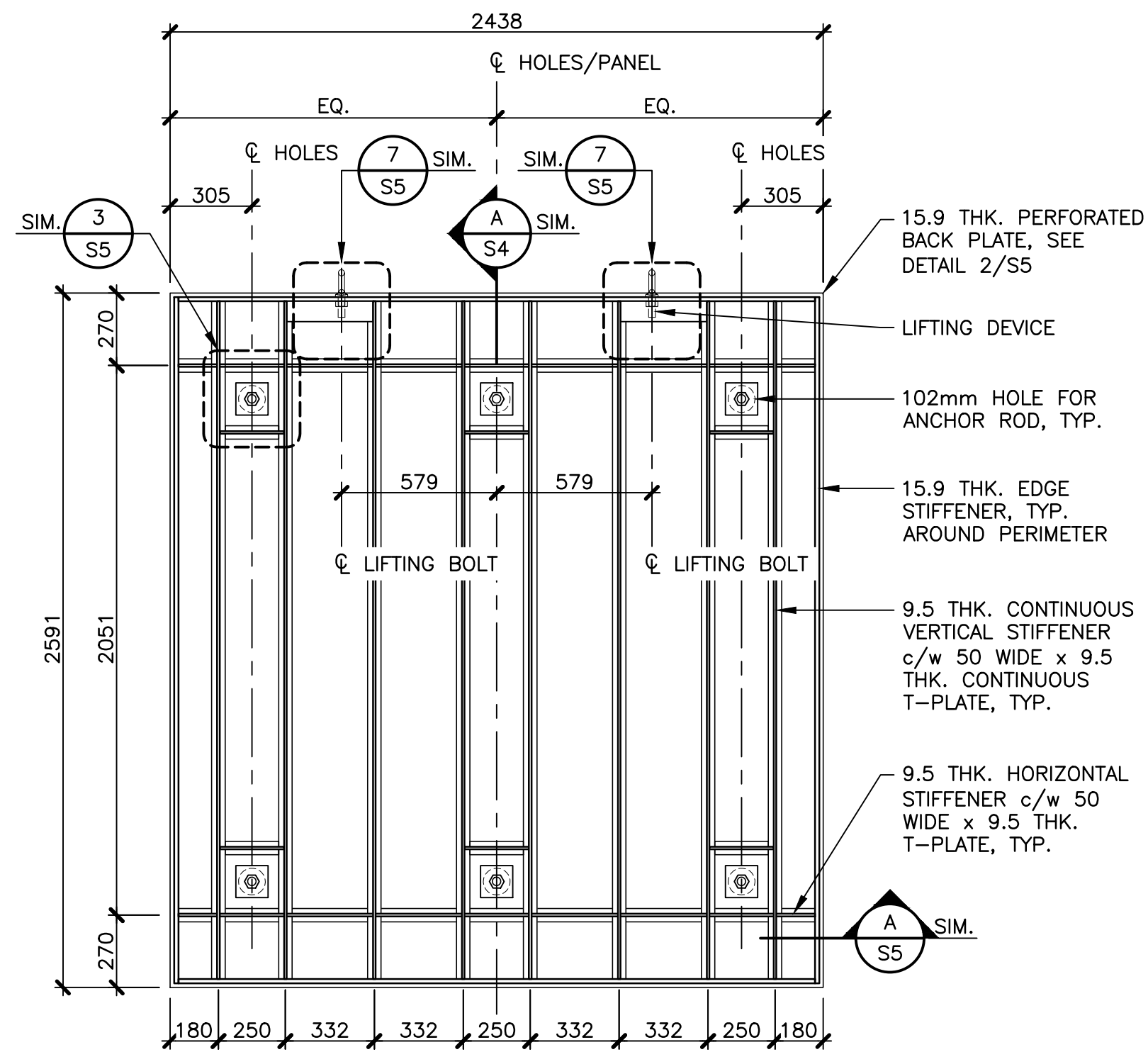


**A** **SECTION** TYPICAL FENDER PANEL  
S4 1:20

**NOTES:**

1. PANEL #3 SIMILAR.
2. END WELDED STUDS FOR UHMW-PE NOT SHOWN, FOR CLARITY.

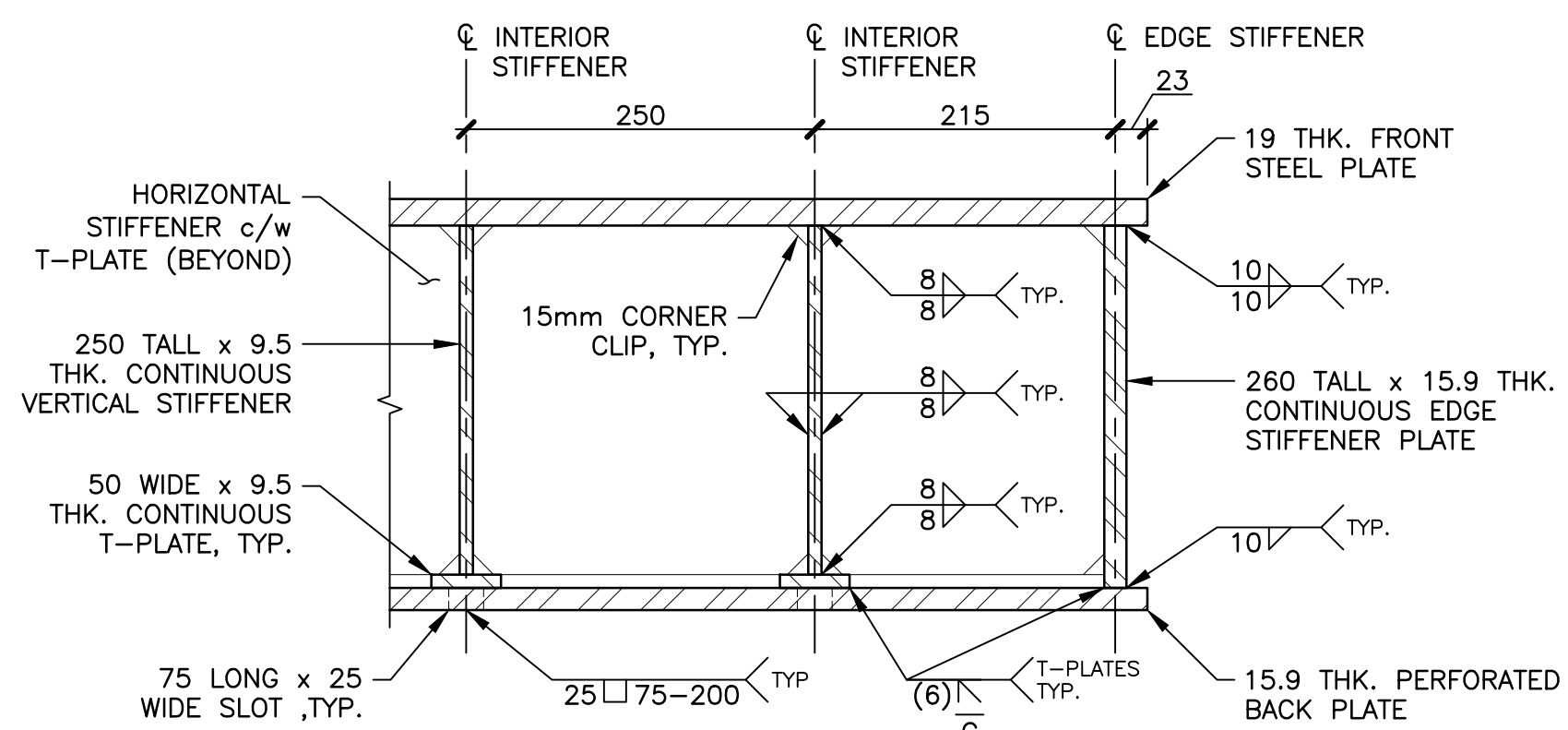
No.	ISSUED FOR CONSTRUCTION	06/27/24	AJM
No.	DESCRIPTION	Date (mm/dd/yy)	By
<b>ISSUE or REVISION</b>			
Client			
Project	<b>KINGS WHARF BERMUDA</b>		
Title	<b>FENDERING SYSTEM MODIFICATIONS</b>		
<b>STEEL FENDER PANEL DETAILS AND SECTION</b>			
Scale	AS NOTED	Date	APRIL 2024
	Drawn	MQR	Designed
	Checked	GLM	Approved
	Contract No.		241052
	Drawing No.		<b>S4</b>



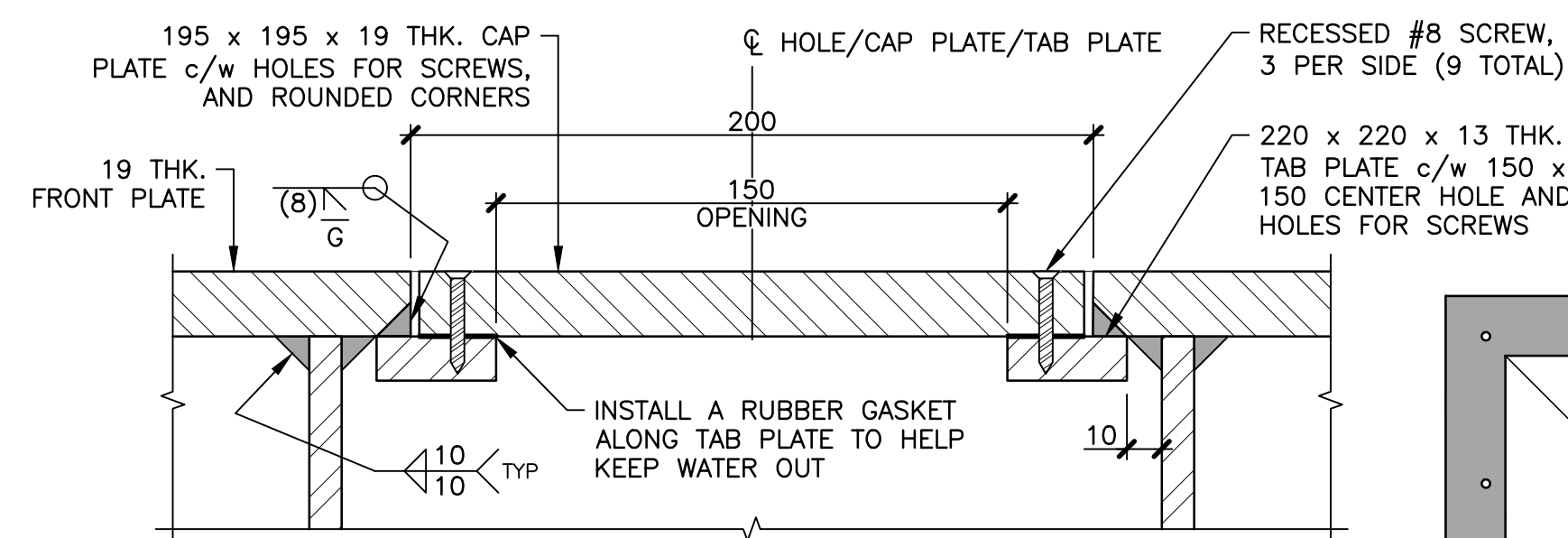
**1** DETAIL TYPICAL FENDER PANEL #3  
S4 1:20

**NOTES:**

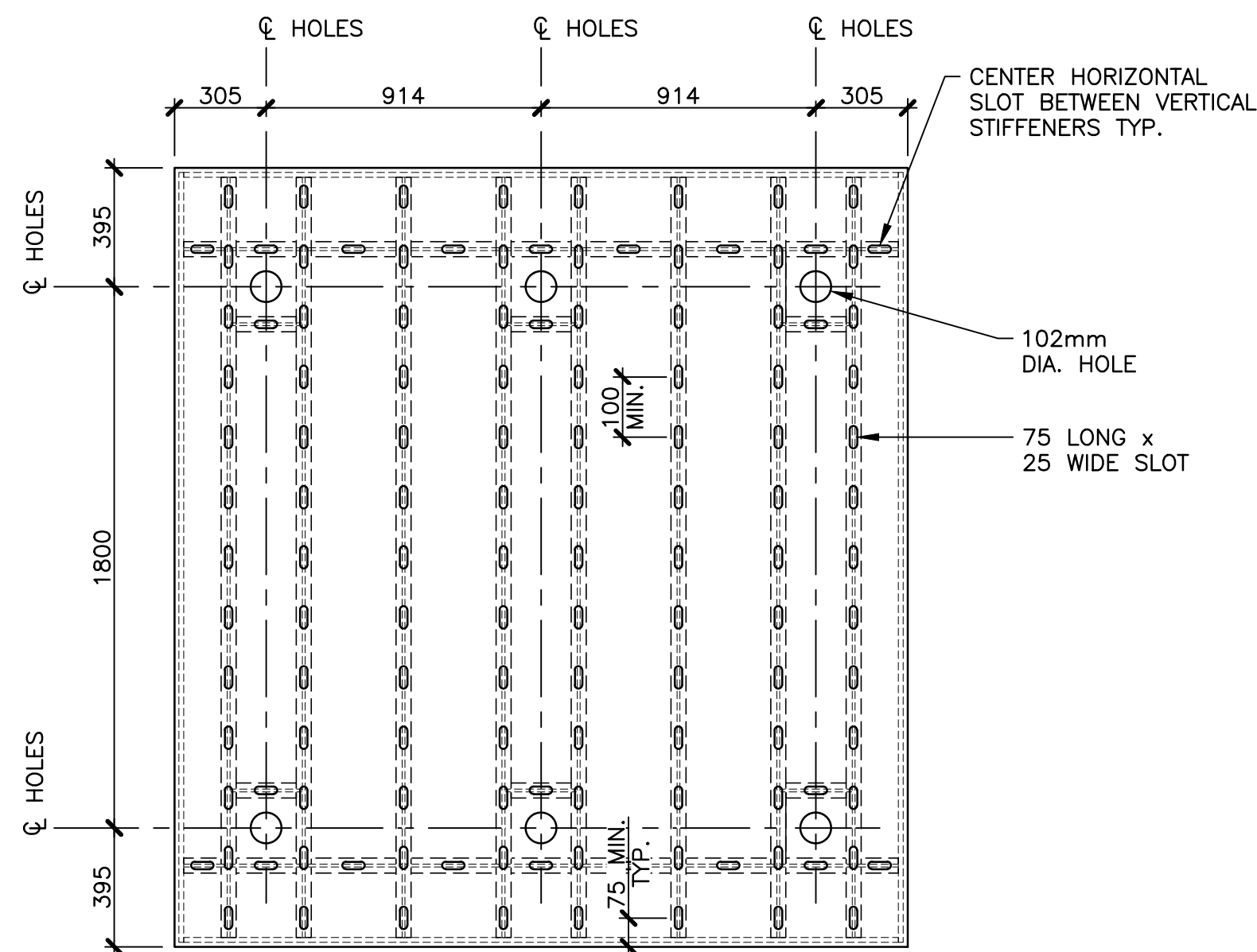
- FRONT PLATE NOT SHOWN FOR CLARITY.



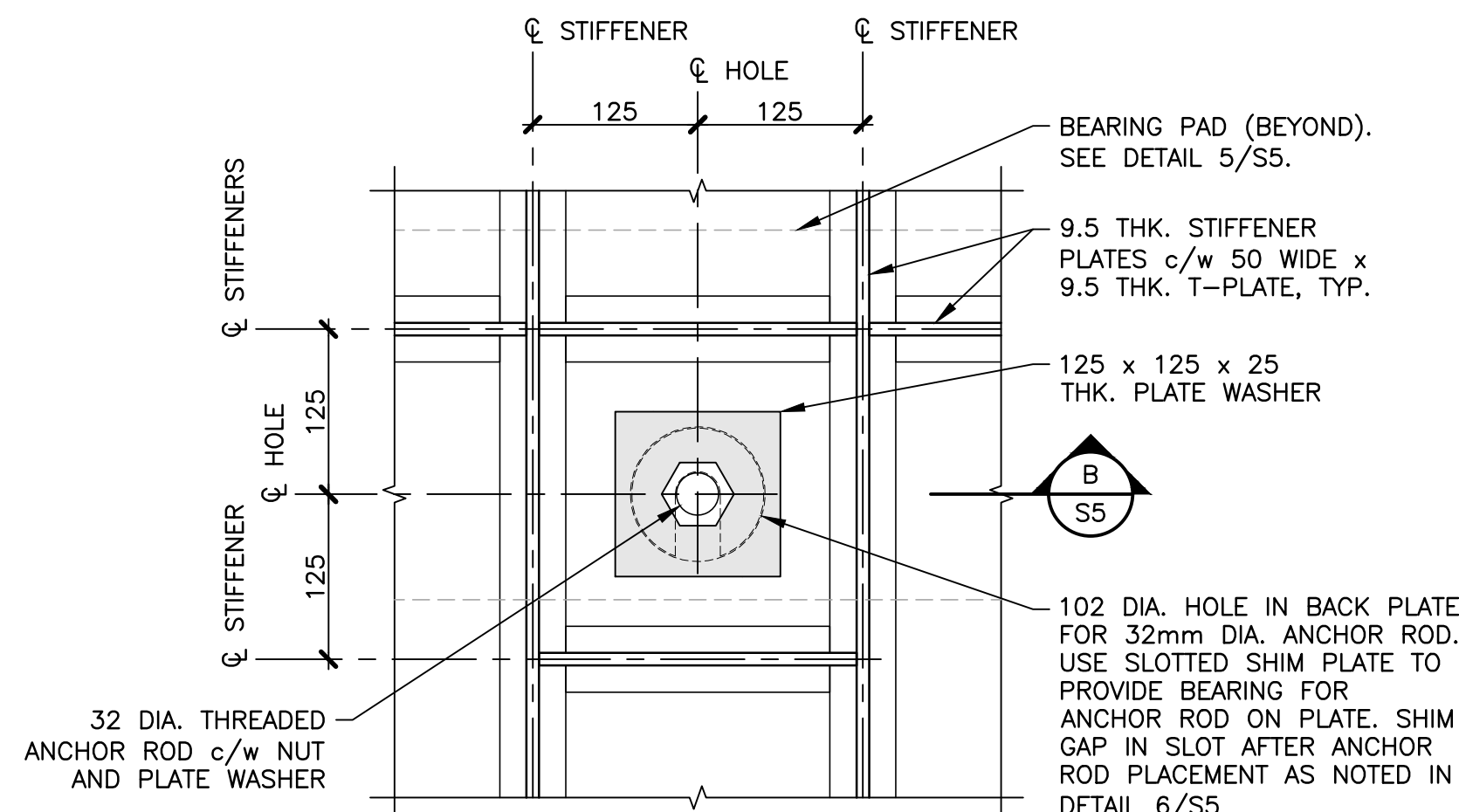
**A** SECTION NEW FENDER PANEL ASSEMBLY  
S4 1:5



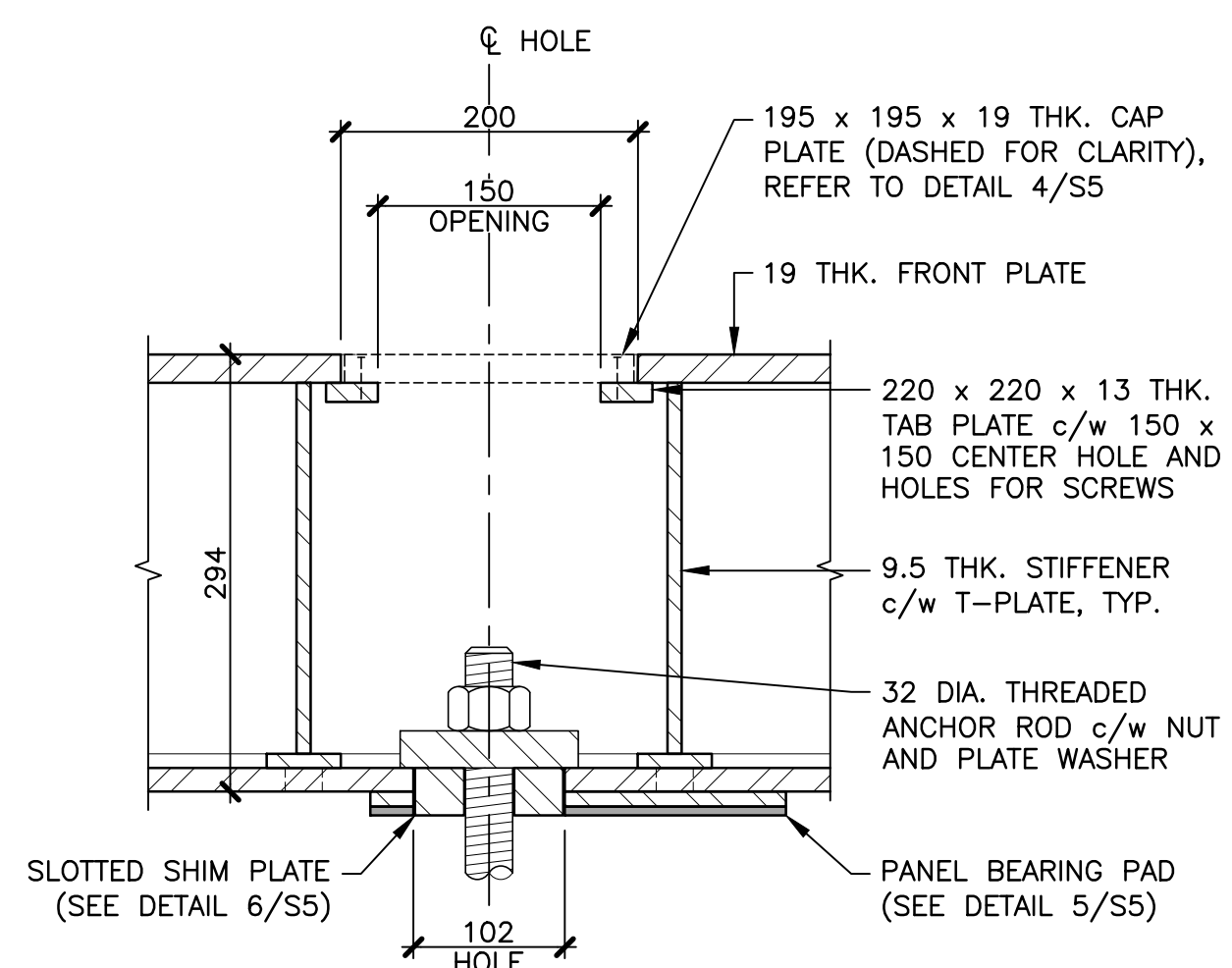
**4** DETAIL COVER CAP PLATE  
S5 1:2



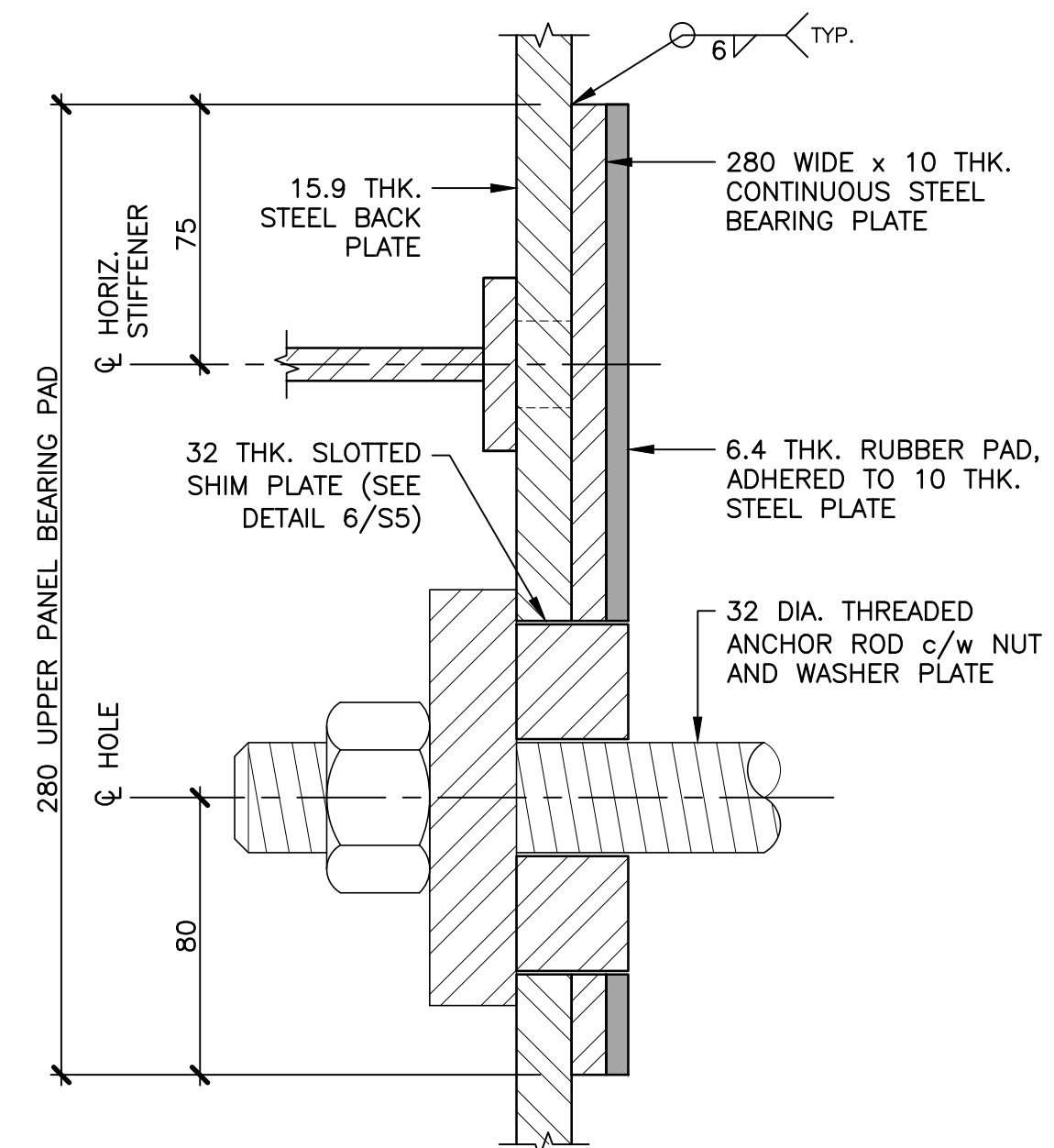
**2** DETAIL PANEL #3 PERFORATED BACK PLATE  
S5 1:20



**3** DETAIL TYPICAL PANEL ANCHOR BLOCK-OUT  
S4 1:5



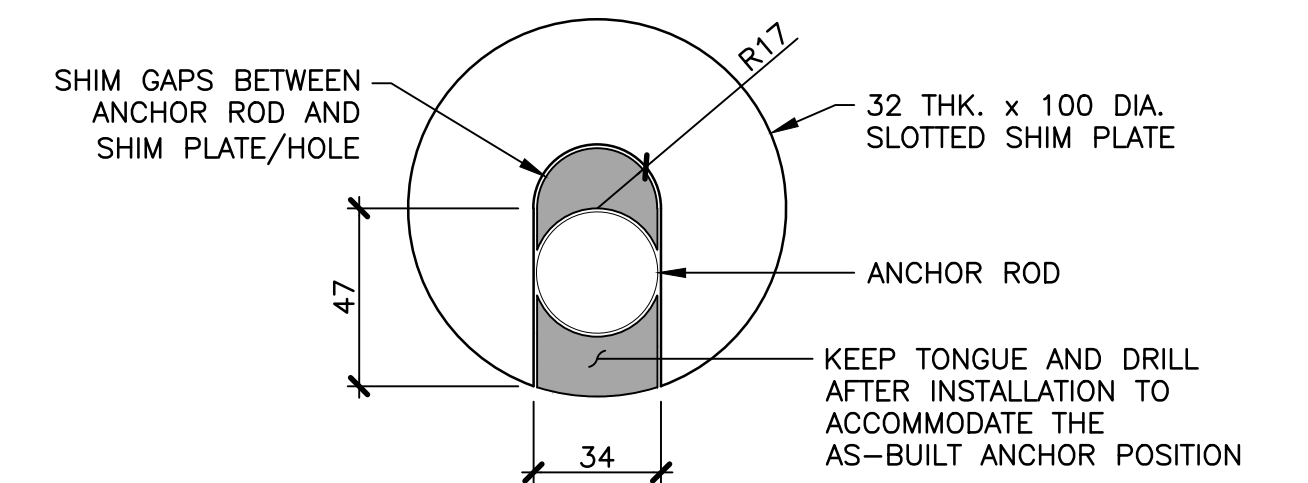
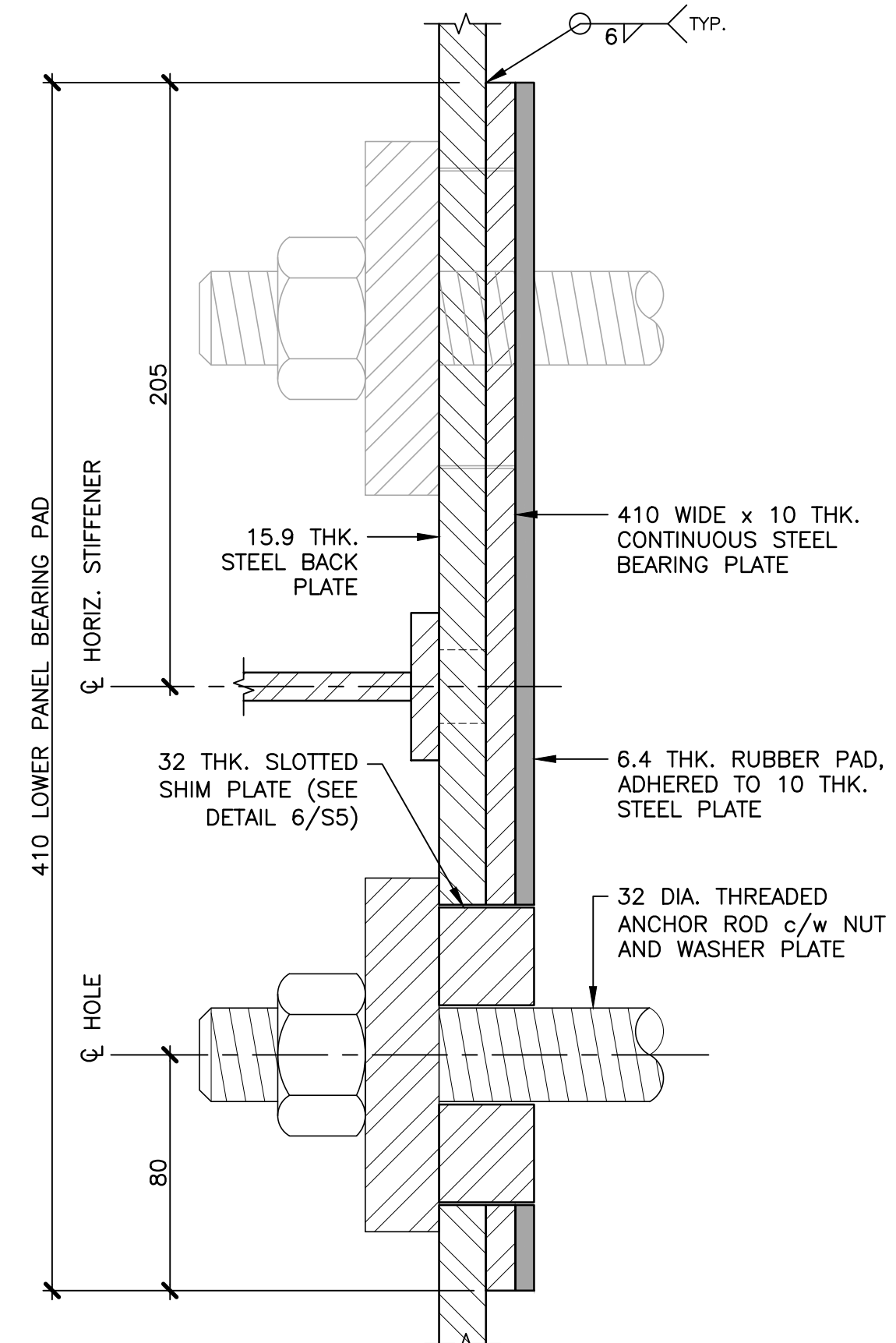
**B** SECTION TYPICAL PANEL ANCHOR  
S5 1:5



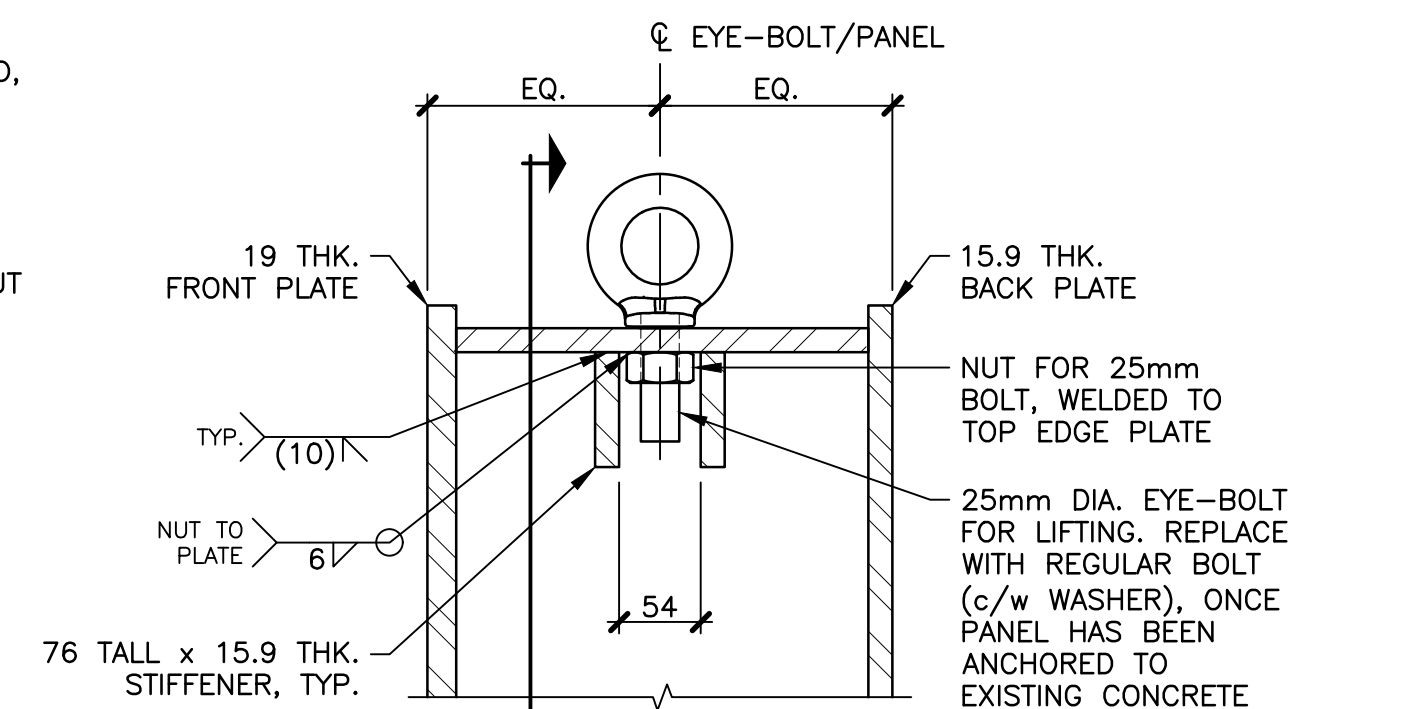
**5** DETAIL PANEL BEARING PADS  
S5 1:2

**NOTES:**

- BEARING PADS SHOWN FOR PANEL #1 AND PANEL #2. PANEL #3 BEARING PADS ARE SIMILAR TO THE UPPER BEARING PADS SHOWN IN THIS DETAIL.



**6** DETAIL SLOTTED SHIM PLATE  
S5 1:2



**7** DETAIL LIFTING DEVICE  
S4 1:5

No.	DESCRIPTION	Date (mm/dd/yy)	By
0	ISSUED FOR CONSTRUCTION	06/27/24	AJM

**ISSUE or REVISION**



**HARBORSIDE**  
Engineering Consultants

Project  
**KINGS WHARF BERMUDA**

**FENDERING SYSTEM MODIFICATIONS**

Title  
**STEEL FENDER PANEL DETAILS AND SECTIONS**

Scale	Date	AS NOTED	APRIL 2024
Drawn	MQR	Designed	AJM
Checked	GLM	Approved	GLM
Contract No.	241052		
Drawing No.	<b>S5</b>		