

Marginal Wharf Reconstruction  
Foxtrap, NL  
P/N: 721924

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PART 1 - GENERAL

1.1 DESCRIPTION

- .1 This section specifies requirements for supply and installation of structural timber as follows:

- .1 Supply and installation of treated dimension timber wheelguard, wheelguard blocking, coping, and associated painting.
- .2 Supply and installation of untreated dimension hardwood timber fenders.
- .3 Supply and installation of untreated timber hardwood ladders, ladder handgrips, and associated hardware and painting.

1.2 RELATED WORK

- .1 Section 02 41 16 - Sitework, Demolition and Removal.
- .2 Section 03 30 00 - Cast-in-Place Concrete.
- .3 Section 06 05 73 - Wood Treatment.
- .4 Section 31 53 13 - Timber Cribwork.

1.3 REFERENCES

- .1 American Society for Testing and Materials (ASTM International)
  - .1 ASTM A307-07b, Specification for Carbon Steel Bolts and Studs, 60,000 PSI Tensile.
- .2 American Wood-Preserver's Association (AWPA)
  - .1 AWPA M4-06, Standard for the Care of Preservation - Treated Wood Products.
- .3 Canadian Standards Association (CSA International)
  - .1 CSA B111-1974(R2003), Wire Nails, Spikes and Staples.
  - .2 CAN/CSA-G40.21-04, General Requirements for Rolled or Welded Structural Quality Steel/Structural Steel.
  - .3 CAN/CSA G164-M92(R2003), Hot Dip

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Galvanizing of Irregularly Shaped Articles.  
.4 CAN/CSA-080 Series-97 (R2007), Wood  
Preservation.

.4 Canadian Wood Council  
.1 Wood Design Manual.

.5 National Lumber Grades Authority (NLGA)  
.1 Standard Grading Rules for Canadian  
Lumber 2000 edition.

#### 1.4 DIMENSIONS

.1 Check existing site dimensions and report  
discrepancies to Departmental Representative  
before commencing work.

#### 1.5 PROTECTION

.1 Avoid dropping, bruising or breaking of wood  
fibres.

.2 Avoid breaking surfaces of treated timber.

.3 Do not damage surfaces of treated timber by  
boring holes or driving nails or spikes into  
them to support temporary material or  
staging.

.4 Treat cuts, breaks or abrasions on surfaces  
of treated timber with 3 brush coats of  
preservative to CSA 080.

.5 Treat bolt holes, cutoffs and field cuts in  
accordance with CSA 080.

#### 1.6 DELIVERY AND STORAGE

.1 Store timber horizontally, evenly supported  
and open piled permit circulation when stored  
for prolonged period.

.2 When handling long timber, provide support  
at sufficient number of points, properly  
located to prevent damage due to excessive  
bending.

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- .3 Handle treated timber with hemp, manila or sisal rope slings or other approved means of support that will not damage surface.
- .4 Do not use sharp pointed tools to handle treated timber. Any timber so handled will be rejected and be replaced at Contractor's expense.

1.7 MEASUREMENT  
FOR PAYMENT

.1 Structural Timber:

.1 Treated Dimension Timber - wharf: The supply and installation of treated dimension timber on the wharf, for wheelguard, wheelguard blocking and coping will be measured by the cubic metre (m<sup>3</sup>) of timber secured in place, including all timber, fastenings, plant, material, equipment, labour, wheelguard bolt hole levelling sealant, painting of wheelguard and wheelguard blocking.

.2 Treated Dimension Timber - launchway: The supply and installation of treated dimension timber on the launchway, for wheelguard, wheelguard blocking and coping will be measured by the cubic metre (m<sup>3</sup>) of timber secured in place, including all timber, fastenings, plant, material, equipment, labour, wheelguard bolt hole levelling sealant, painting of wheelguard and wheelguard blocking.

.3 Untreated Dimension Timber - wharf: The supply and installation of untreated dimension hardwood timber for hardwood fenders, and ladders as specified will be measured by the cubic metre (m<sup>3</sup>) of timber secured in place including all timber, fastenings, plant, material, equipment, and labour, ladder rungs, wheelguard hand grips, and painting of complete ladder uprights.

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- .2 Payment for all dimension timber will be made on volume calculated from nominal sizes as indicated on drawing and specified, eg. 200 mm x 200 mm.
- .3 Fire separator and end of wharf blocking will not be measured separately for payment, and is to be included incidental to treated timber cribwork.

## PART 2 - PRODUCTS

### 2.1 TIMBER MATERIALS

- .1 Timber: Use timber graded and stamped in accordance with applicable grading rules and standards of associations or agencies approved to grade lumber by Canadian Lumber Standards Administration Board of CSA.
- .2 Species
  - .1 Wheelguard, wheelguard blocks and coping: Hemlock or Douglas Fir (CCA or ACA treated).
  - .2 Hardwood fenders and ladder uprights: Birch or Maple (untreated).
- .3 Grade: No. 1 Structural Grade
- .4 Grading Authority: NLGA
- .5 Preservative Treatment: Treat to CSA 080, for coastal waters and Section 06 05 73. Timbers will be treated in the lengths required. Unnecessary field cutting will not be permitted.
- .6 Primer: Alkyd undercoat, exterior oil wood primer, similar to Pittsburgh 6-9.
- .7 Paint: Alkyd/Oil Resin paint similar to Pittsburgh Paints "Safety Yellow" Product ID 7-808. Paint to conform to CAN/CGSB-1.61-2004.

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2.2 MISCELLANEOUS  
STEEL AND  
FASTENINGS

- .1 Miscellaneous Steel: All steel and fastenings to be CSA G40.21, Grade 300 W, galvanized.
- .2 Nails and Spikes: to CSA B111.
- .3 Machine Bolts and Nuts: to ASTM A307. All machine bolts and nuts to be galvanized.
- .4 Drift Bolts: to G40.21 from round stock button head and diamond or wedge point. All drift bolts to be galvanized.
- .5 Washers:
  - .1 Round Plate Washers: for 16 mm machine bolts will be 76 mm diameter by 6.4 mm thick, for 19 mm machine bolts will be 79 mm diameter by 7.9 mm thick and have a hole diameter of 18 mm and 21 mm diameter respectively. Washers to conform to G40.21. All washers to be galvanized.
  - .2 Plain Washers: to CSA B19.1, Class 2. All washers to be galvanized.
  - .3 Square washers are not permitted.
- .6 Galvanizing: will conform to CSA G164 "Hot Dip Galvanizing of Irregularly Shaped Articles." Unless otherwise specified, minimum weight of zinc coating will be as stated in Table 1 of this standard. Fabricator is to adhere to recommendations of Appendix A and Appendix B of standard.
- .7 Ladder Rungs and Hand Grips: to CSA G40.21, galvanized.
- .8 Welding in accordance with CSA Standards. The welders will be qualified to the appropriate classification as stated in CSA W47.1 "Certification of Companies for Fusion Welding of Steel Structures." Conform welding to all appropriate requirements and recommendations of CSA Standard W59 "Welded Steel Construction" (metal arc welding).

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### PART 3 - EXECUTION

#### 3.1 PREPARATION

- .1 Install structural timbers to details shown on drawings or as specified.

#### 3.2 WHEELGUARD AND WHEELGUARD BLOCKING

- .1 Wheelguard timbers to be minimum lengths of 6100 mm or as specially required with butt joints made over wheelguard blocking. Wheelguard timbers to be chamfered on top, 25 mm on each horizontal and vertical surface.
- .2 Wheelguard blocks will be installed at 1500 mm on centre as support for wheelguard.
- .3 In area of wharf cribwork, wheelguard will be secured through wheelguard blocking, coping and two (2) crib timbers below with two (2) 25 mm diameter drift bolts as shown on detail drawings. Bolts to be countersunk and filled with leveling sealant following installation. Refer to drawings for wheelguard installation on concrete launchway.

#### 3.3 COPING

- .1 Install treated timber coping in minimum length of 7620 mm around perimeter of wharf as directed.
- .2 In area of cribwork, secure coping to timber below with 19 mm diameter drift bolts spaced at 1500 mm on centre. Use machine bolts through coping into new deck as detailed on the drawings. In concrete launchway section, refer to drawings for coping attachment details.

#### 3.4 FENDERS

- .1 Horizontal Fenders:
  - .1 Install hardwood timber fenders in minimum length of 4880 mm along top perimeter

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of wharf. Stagger joints in coping from joints in horizontal fender.

.2 Top horizontal fender to be chamfered 25 mm on top seaward face.

.3 Secure horizontal fender to coping with 16 mm diameter lag screws, minimum of four (4) each lag screws per fender, spaced at 1500 mm on centre. Secure bottom horizontal fender to a crib timber or blocking timber in a similar manner. All lag screws to be countersunk on the exterior face.

.2 Vertical Fenders:

.1 Install hardwood timber fenders spaced at 300 mm on centre along face of wharf except for exterior corners where fenders will be closed face for 1500 mm as directed.

.2 Secure each fender with three (3) each 16 mm diameter lag screws evenly spaced from LNT to underside of horizontal fender. All lag screws to be countersunk.

.3 All fenders to extend from underside of horizontal fender to 300 mm below LNT.

.4 Do not notch or cut fenders to provide straight wharf face. Continuous blocking will be installed behind fenders to provide straight face.

### 3.5 LADDERS

.1 Install ladders on face of wharf in locations shown on drawings or designated by Engineer.

.2 Ladder uprights to be 150 mm x 200 mm and installed from 1100 mm below LNT to wheelguard elevation. Uprights to be bevelled at 45° on top and complete ladder upright to be painted.

.3 Construction details and steel handgrips as per detail.

.4 Secure each upright with four (4) each evenly spaced 19 mm diameter galvanized lag screws. All lag screws to be countersunk.

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### 3.6 PAINTING

- .1 Paint four (4) sides and exposed ends of wheelguard, exposed sides of wheelguard blocking, and complete ladder uprights as directed by the Departmental Representative.
- .2 Use one (1) coat of exterior oil wood primer and two (2) coats of alkyd/oil resin paint as specified. Paint materials for each coat to be product of a single manufacturer as specified. Ensure previous coat of primer or paint is dry before second coat is applied.

### 3.7 BOLT SIZING

- .1 Drift Bolts: Drift bolts used in the work will have a length equal to thickness of timbers being fastened less 50 mm unless otherwise specified. Holes for drift bolts will be bored 2 mm smaller diameter than size of steel used and for full length of bolts.
- .2 Machine Bolts: Machine bolts used in work will have a length equal to thickness of timbers being fastened plus thickness of washers plus 40 mm. Where bolts are countersunk, the length will be as above less depth of countersinking. Machine bolts will be threaded for 64 mm. Holes will be drilled same diameter as bolt.
- .3 Lag Screws: All lag screws used in the work will have a length equal to thickness of timbers being fastened less 50 mm and depth of countersinking. Holes for lag screws to be drilled same diameter as shank portion of screw and to inside thread diameter for threaded portion of screw and for full length. All lag screws will be countersunk, screwed, not driven in place, and will have one (1) standard washer under the head.
- .4 Countersink lag screws in hardwood fenders and ladders to the extent that the minimum



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distance from face of timber to head of bolt  
is 12 mm.

- .5 Bolting of timbers without properly drilled  
bolt holes will not be accepted.

3.8 END OF WHARF .1 Install end of wharf blocking and fire  
BLOCKING AND separators, as shown on the drawings.  
FIRE SEPARATOR

3.9 GANGWAY .1 Gangway construction to be as per the drawings  
(including attachment details to existing  
cribwork). Include all costs associated  
with the gangway in the lump sum. One (1)  
new gangway required under this contract,  
however connections of existing gangways to  
new wharf infrastructure required at each  
floating dock location. Contractor  
responsible for all connection plates,  
lunette eye/pintle hook (allowable vertical  
load capacity of 35.6kN) and all other  
hardware for a complete connection.