





		DRANCH LINES
	_	ADJUSTABLE SWIREL RING HAN
		EXPANSION SHEILD
3.	—	ADJUSTABLE FLAT IRON HANGE
⊣.	—	ADJUSTABLE CLEVIS HANGER
•	—	CANTILEVER BRACKET
J.	—	UNIVERSAL I-BEAM CLAMP
<.	_	UNIVERSAL CHANNEL CLAMP
_•	—	C-TYPE CLAMP WITH RETAINING
И.	—	CORNER I-BEAM CLAMP FOR E
lNE	ES.	
٧.	—	TOP BEAM CLAMP
Э.	—	CL-UNIVERSAL CONCRETE INSE
⊃.	_	C-TYPE CLAMP WITHOUT RETAI
SCR	REW	
J.	_	EYE ROD AND RING HANGER

R. – WRAP-AROUND U-HOOK

PRESSURE TYPE WATER FLOW INDICATOR POSITIONED OFF OF INTERMEDIATE CHAMBER (A) AIR PRESSURE SUPERVISORY DEVICE (C) OSY SUPERVISORY DEVICE (B)

FROM CITY MAINS DRAIN PIPE

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FOLLOWING PROVISIONS SHALL APPLY:

STYLE SPRINKLERS ARE TO BE UTILIZED.

LIMITED TO 80 SQ.FT. (7.44m²).

(2) WHERE SPACING OR ARRANGEMENT OF STRINGERS CONSTITUTES TYPICAL OPEN-JOIST CONSTRUCTION DIRECTLY SUPPORTING THE DECK, SPRINKLER BRANCH LINES SHALL BE INSTALLED BETWEEN THE BENTS AT RIGHT ANGLES TO THE STRINGERS. SPACING BETWEEN BRANCH LINES SHALL NOT EXCEED 10 FT (3.05m). SPRINKLERS ON BRANCH LINES SHALL BE STAGGERED AND SPACED NOT TO EXCEED 8 FT (2.44m) ON CENTERS.

(3) WHERE CRISSCROSS CONSTRUCTION (TYPICALLY TIES ON STRINGERS) IS INVOLVED, CLOSER SPACING OF SPRINKLERS SHALL BE NECESSARY TO PROVIDE WETTING OF THE ENTIRE STRUCTURE.

(4) DEFLECTOR OF SPRINKLERS ON LINES UNDER STRINGERS SHALL BE LOCATED NOT LESS THAN 4 IN. (.1m) NOR MORE THAN 10 IN. (.254m) BELOW THE BOTTOM PLANE OF THE STRINGER AND NOT MORE THAN 18 IN. (.46m) BELOW THE UNDERSIDE OF THE PIER OR WHARF DECK.

STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS.

LIMITED TO 25,000 SQ FT (2325m²). THEIR LISTING.

(c) THE PIPE HANGERS SHALL BE PLACED WHERE THEY WILL BE IN THE WETTING PATTERN OF THE SPRINKLER TO PREVENT THE LAG SCREWS FROM "BURNING OR CHARRING OUT" DROPPING SPRINKLER PIPING, AND BLEEDING THE SYSTEM. THE DISTANCE FROM THE SPRINKLER TO THE HANGER SHALL NOT EXCEED 18 IN. (.46m).

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NOTE: SUBSTRUCTRRE SPRINKLER

IN ADDITION TO THE APPLICABLE PROVISIONS OF NFPA 13, NFPA-307 STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, THE

(a) WHERE NARROW HORIZONTAL CHANNELS OR SPACES ARE CAUSED BY CAPS, STRINGERS, TIES AND OTHER STRUCTURAL MEMBERS, THE STANDARD UPRIGHT SPRINKLER MAY NOT PROJECT SUFFICIENT WATER UPWARD TO EXTINGUISH OR CONTROL FIRES ON THE UNDER-SIDE OF THE PIER OR WHARF DECK. IN THESE CASES, A SPRINKLER THAT PROJECTS WATER UPWARD TO WET THE OVERHEAD, SUCH AS A STANDARD PENDENT SPRINKLER INSTALLED IN AN UPRIGHT POSITION, OR THE OLD-STYLE SPRINKLER SHALL BE USED. LOCATION, SPACING AND DEFLECTOR POSITION SHALL BE GOVERNED BY THE DISCHARGE PATTERN OF THE SPRINKLER AND THE STRUCTURE BEING PROTECTED. THE FOLLOWING DESIGN AND INSTALLATION GUIDES APPLY WHERE STANDARD PENDENT SPRINKLERS IN THE UPRIGHT POSITION OR OLD-

(1) THE MAXIMUM COVERAGE PER SPRINKLER HEAD SHALL BE

(5)* THE SPRINKLER SYSTEM SHALL BE HYDRAULICALLY DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF NFPA 13, NFPA-307

SPRINKLERS SHALL BE ¹/₂ IN. (.013m) ORIFICE AND SHALL DISCHARGE AT A MINIMUM PRESSURE OF 12.5 PSI (8.6 x104 PA) DESIGN AREA SHALL BE BASED UPON THE LARGEST AREA BETWEEN FIRE-STOPS PLUS ADDITIONAL AREA

EMBRACING AT LEAST TWO BRANCH LINES ON OPPOSITE SIDES OF THE FIRE-STOP. MINIMUM DESIGN AREA SHALL BE NOT LESS THAN 5,000 SQ FT (465m²). (6) THE TEMPERATURE RATING OF THE SPRINKLER SHALL NOT EXCEED 165°F (73.9°C)

(7) THE MAXIMUM AREA TO BE PROTECTED BY ANYONE SYSTEM SHALL BE

(b) SPRINKLERS DESIGNED AND APPROVED SPECIFICALLY FOR THE PROTECTION OF COMBUSTIBLE SUBSTRUCTURES SHALL BE INSTALLED IN CONFORMITY WITH

(d) HORIZONTAL AND VERTICAL BRACING SHALL BE PROVIDED AT NOT MORE THAN 20-FT (6.1m) INTERVALS ON ALL SPRINKLER PIPING 3 IN. (.08m) OR LARGER, WHICH IS PARALLEL TO AND WITHIN 50 FT (15.3m) OF THE FACE OF THE PIER OR WHARF AND WHERE IT MAY BE SUBJECTED TO HEAVY FIREBOAT NOZZLE STREAMS.

(e) SPRINKLER SYSTEMS, INCLUDING HANGER ASSEMBLIES AND BRACING, IN UNDER-DECK AREAS SHALL BE PROPERLY PROTECTED THROUGHOUT AGAINST CORROSION. REFER TO SPECIFICATIONS FOR PROTECTION.

SPRINKLERS LEGEND

NEW UPRIGHT SPRINKLER HEADS

EXISTING UPRIGHT SPRINKLER HEADS

NEW SPRINKLER PIPE

EXISTING SPRINKLER PIPE

FIRE PROTECTION NOTES

1.1 CODES, STANDARDS AND APPROVALS DESIGN, INSTALLATION, AND TESTING SHALL CONFORM TO THE FOLLOWING STANDARDS:

1. BRITISH COLUMBIA BUILDING CODE (2018) 2. NATIONAL FIRE PROTECTION ASSOCIATION #13 (2013)

3. NATIONAL FIRE PROTECTION ASSOCIATION #307 (2013)

1.2 DESCRIPTION OF WORK THE FOLLOWING FIRE PROTECTION SYSTEMS ARE INCLUDED IN THIS SECTION OF THE WORK

1. NEW DRY SPRINKLER SYSTEMS

BY UTILIZING THESE FIRE SPRINKLER DRAWINGS FOR INSTALLATION, THE INSTALLATION CONTRACTOR ACKNOWLEDGES THAT THEY HAVE FULLY REVIEWED THESE PLANS TO ENSURE THEY COMPLY WITH THE CONTRACT SCOPE AND HAVE READ AND UNDERSTOOD ALL CONSULTANT DRAWINGS AND SPECIFICATIONS INCLUDING RELEVANT SYSTEM COMPONENT DESIGN & INSTALLATION CRITERIA.

1.3 DESIGN CRITERIA

AREA	SYSTEM	DENSITY	DESIGN AREA	HAZARD GROUP	AREA PER HEAD (SQ. MTS)
SUBSTRUCTURE	DRY	0.21	465 SQ. MTS (5000 SQ.FT.)	EXTRA HAZARD	7.44 SQ. MTS (80 SQ.FT.)

1.4 WATER SUPPLY INFORMATION TAKEN ON OCT. 28, 2020 BY RICHMOND

MUNICIPALITY WATERWORKS STATIC PRESSURE: 89 PSI

RESIDUAL PRESSURE: 20 PSI AT 540 LITERS/SEC. (8559.20 USGPM)

- EXIST. 8" BACK FLOW PREVENTER C/W TAMPER SWITCH.

- EXIST. 6" GR. BUTTER FLY VALVE C/W TAMPER SWITCH

- EXIST. 6" GR. BUTTER FLY VALVE C/W TAMPER SWITCH.

- EXIST. 6" DRY PIPE VALVE C/W TRIM.

- EXIST. 4" GR CHECK VALVE.

- EXIST. 6" CITY WATER CONNECTION C/W GATE VALVE.(NIC.) - EXIST. 6" RISER TO SUBSTRUCTURE DRY SPRINKLER SYSTEM

- EXIST. 6" RISER TO ROADWAY AND SUBSTRUCTURE DRY SPRINKLER SYSTEM.

- EXIST. 6" RISER TO SUBSTRUCTURE DRY SPRINKLER SYSTEM.

- EXIST. 4" RISER TO 21/2"X21/2"X4" F.D.C.

- EXIST. 1/2 HP AIR COMPRESSOR C/W AUTO TRIM. - EXIST. 4" DRAIN



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NOTE 1/2" 74°C CHROME 229 WAX COATED PENDENT HEAD TO BE INSTALLED IN THE UPRIGHT POSITION (TYP.)

NOTE: FIRE STOPPING NOTES:

- 1. TRANSVERSE FIRE-STOP SHALL BE CONSTRUCTED OF A MATERIAL HAVING A MIN. 60 MINUTE FIRE-RESISTANCE RATING. THE TRANSVERSE FIRE-STOP SHALL FIT TIGHTLY TO THE UNDERSIDE OF THE PIER DECK, AROUND STRUCTURAL MEMBERS, OR PIPING THAT PASS THROUGH THE FIRE-STOP, SO AS TO MAINTAIN AN EFFECTIVE BARRIER AGAINST FIRE SPREAD AND DRAFT THE TRANSVERSE FIRE-STOP SHALL BE SUPPORTED BY CONCRETE FOUNDATIONS, OR PILES. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL.
- 2. MATERIALS SUCH AS TREATED WOOD PLANKING, OR EQUIVALENT MATERIAL HAVING A MINIMUM 60 MINUTE FIRE-RESISTANCE RATING, AND EQUIVALENT IN STABILITY AND RESISTANCE TO PHYSICAL DAMAGE ARE ACCEPTABLE. MATERIALS MUST BE PRE-APPROVED PRIOR TO COMMENCING THE WORK.
- 3. SUPPLEMENTAL FIRE-STOPS SHALL BE OF THE SAME CONSTRUCTION AS THE TRANSVERSE FIRE-STOPS. IT IS NOTED THAT FOR THIS PIER, ALL ELEMENTS ARE EXPOSED AND SUBJECT TO PHYSICAL DAMAGE. STEPS SHALL BE TAKEN TO PROTECT THE FIRE-STOPPING.
- 4. BLOCKING SHALL BE MIN. 150mm THICK WEATHER TREATED WOOD BLOCKING, OR EQUIVALENT MATERIAL HAVING A FIRE-RESISTANCE RATING OF NOT LESS THAN 1 HR. EQUIVALENT MATERIALS MUST BE PRE-APPROVED.
- 5. THE CONTRACTOR TO VERIFY THE DEPTH TO THE "LOW WATER LEVEL" OR TO THE RIVER BED, WHICHEVER IS THE LEAST.
- 6. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS DETAILING THE PROPOSED METHOD OF ATTACHING THE FIRE-STOPPING, BLOCKING, AND DECK OPENINGS.
- 7. THE CONTRACTOR SHALL MAKE THE NECESSARY MODIFICATIONS TO THE EXISTING PILE BRACING TO FACILITATE THE CONSTRUCTION AND INSTALLATION OF THE FIRE-STOPS FIRE-STOPPING (TRANSVERSE & SUPPLEMENTAL) TO BE CENTRED BETWEEN EXISTING "IN-PLACE" SPRINKLER HEADS.

DESIGN CRITERIA: 1. NFPA 307, "STANDARD FOR THE CONSTRUCTION AND FIRE PROTECTION OF MARINE TERMINALS, PIERS, AND WHARVES."

- 2. FCC 373, "STANDARD FOR PIERS & WHARVES," FIRE COMMISSIONER OF CANADA. AUTHORITIES:
- 1. FIRE COMMISSIONER OF CANADA 2. STEVESTON HARBOUR AUTHORITY
- 3. DEPARTMENT OF FISHERIES & OCEANS, SMALL CRAFT HARBOURS BRANCH.
- PROJECT SCOPE: 1. INSTALLATION OF TRANSVERSE AND SUPPLEMENTAL FIRE-STOPS, BLOCKING OVER THE BENTS & REVOLVING NOZZLE DECK OPENINGS TO SUPPLEMENT EXISTING SPRINKLER PROTECTION.

EXIST. AIR COMPRESSOR, 1HP/120V/1Ø

EXIST. 100 FLOOR DRAIN

ZURN Z-556 C/W CLAMPING COLLAR

-EXIST. 8" WATTS 757 DOUBLE CHECK VALVE $^{
m b}$ ASSEMBLY WITH TAMPER SWITCHES ON EACH ISOLATING VALVE U.L. APPROVED. EXIST. 150Ø FIRELINE, HEAT TRACED & INSULATED C/W S.S. METAL JACKET GROUT

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SOLID BLOCKING (SEE NOTE 3).

ALONG SHORELINE

PILE CAP (BENT) FIT TIGHTLY TO UNDERSIDE OF PILE CAP (BENT), STRINGER, OR OTHER OBSTRUCTIONS AT EITHER LOCATION, WHERE APPLICABLE (SEE NOTE 7) TRANSVERSE FIRE-STOP © EITHER LOCATION (SEE NOTE 1 & 4) PII F - LOW WATER LINE OR BASE SUPPORTED

<u>TRANSVERSE FIRE-STOP – DETAIL B</u>

<u>SUPPLEMENTAL FIRE-STOP - DETAIL D</u>

SCALE NTS

DECK OPENING FOR REVOLVING NOZZLES DETAIL F

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