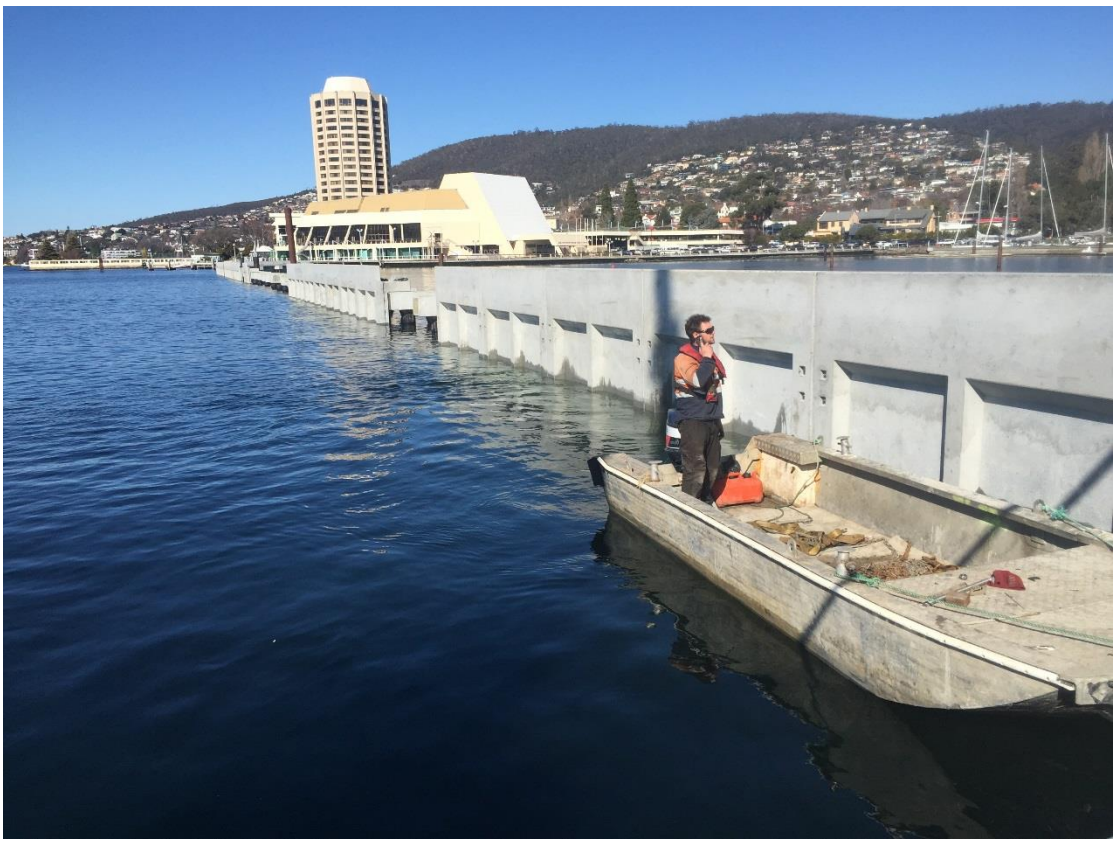
Relevant Experience and Track Record

Derwent Sailing Squadron Break-wall



Client: Derwent Sailing Squadron
Engineer: Burbury Consulting
Date completed: December 2015
Total contract sum: 2M

Description of works: 240m long piles break-wall. Average 10m water depth, painted steel steel piles driven, precast headstocks, concrete pour.
13t precast wave panels and underwater bolted connections.

Details of Innovations and extra value for money: We used two barges on the same job and built this wall in haft the time it took for a similar project at the Royal Yacht club next door.

Compliance with quality standards	Yes
Completed by due date	Yes
Completed to target performance levels	Yes
Lost time injuries on the project	0

Client Satisfaction

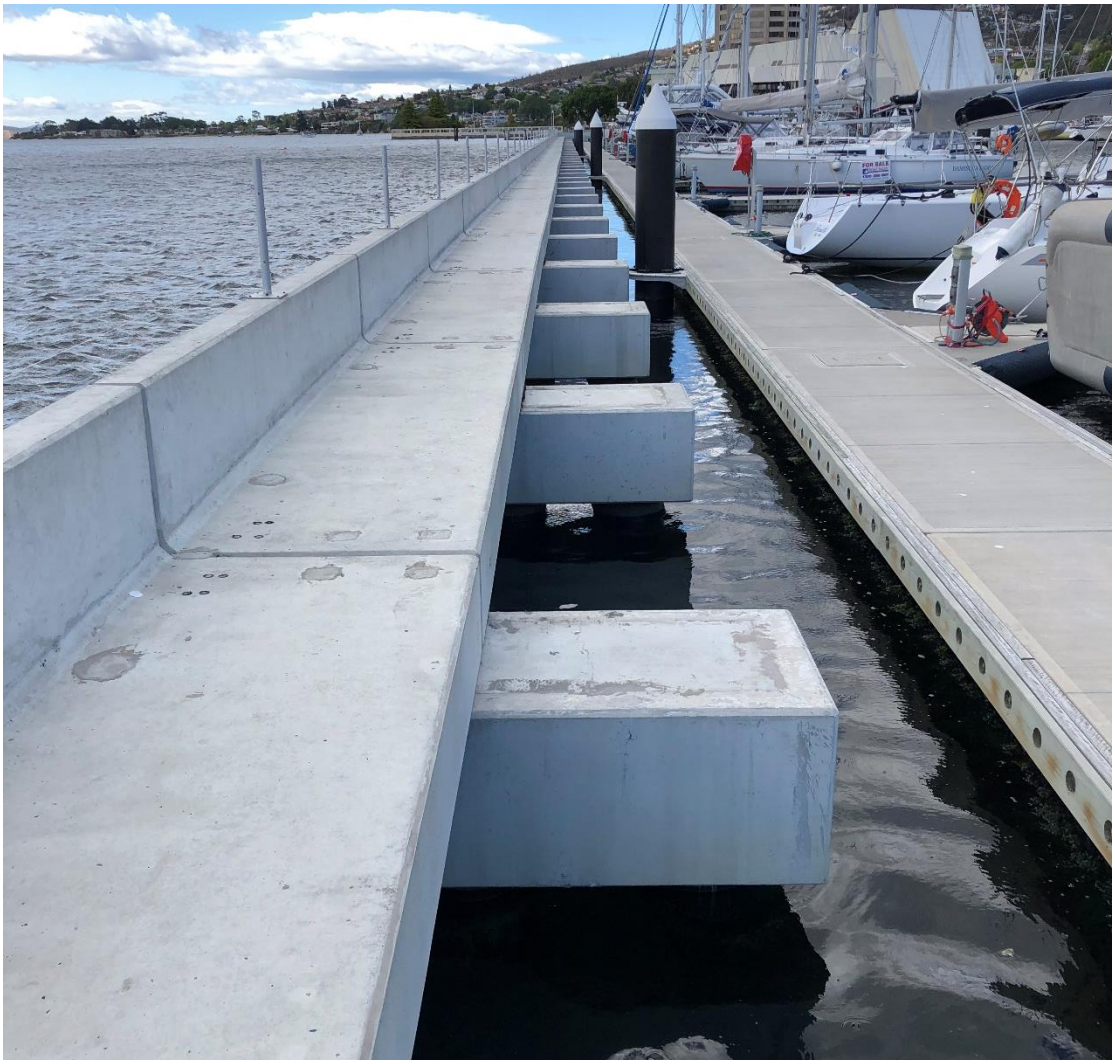
I asked the manager Shaun Tiderman on the 18/11/2019 about the break-wall and he said they are very happy with it, they have done nil maintenance and there are no issues.

Contact Client: Shaun Tiderman, general manager Derwent Sailing Squadron - +61 427 093 941

Engineering Contact: James Burbury - +61 404 859 233

Record of problems with the job

There were no problems with the job, it went smoothly and to program



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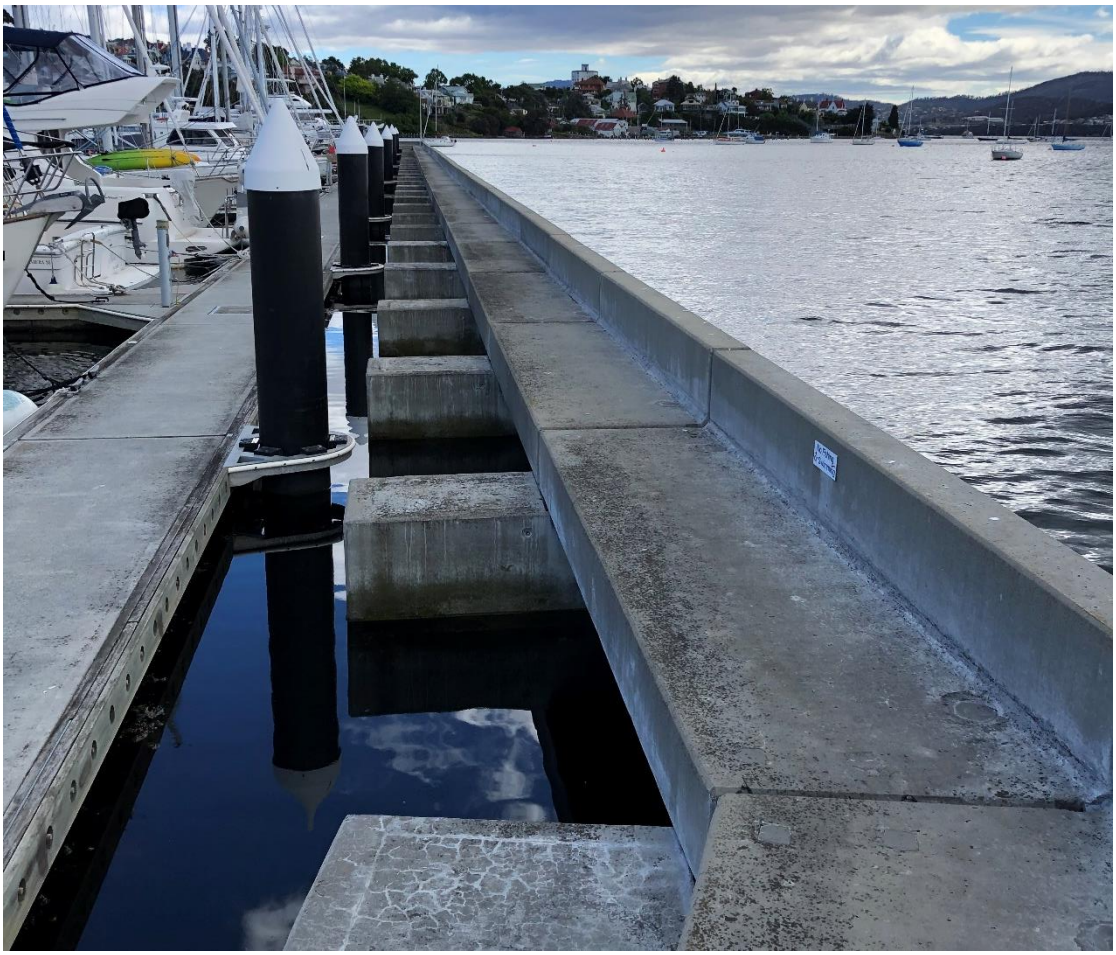
Royal Yacht Club Break-wall



Client: Royal Yacht Club of Tasmania
Engineer: Burbury Consulting
Date completed: June 2007
Total contract sum: 2M

Description of works: 240m long piles break-wall. Average 12m water depth, painted steel piles driven, precast headstocks, concrete pours out on the water.
13t precast wave panels and underwater bolted connections.

Details of Innovations and extra value for money: We spliced the piles in the carpark of the club in a very tight spot and saved a lot of time delivering materials from further away.

Compliance with quality standards	Yes
Completed by due date	Yes
Completed to target performance levels	Yes
Lost time injuries on the project	0

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Client Satisfaction

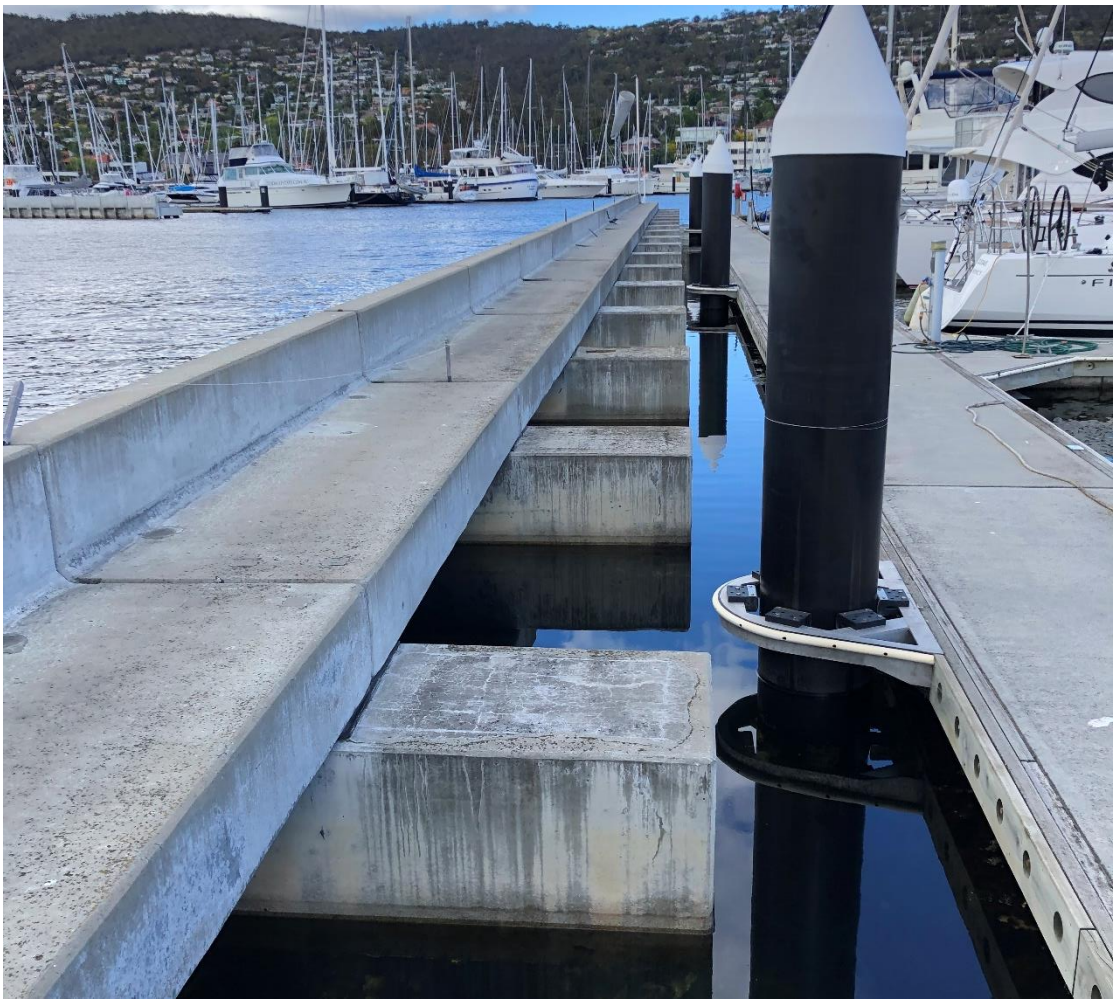
The Royal Yacht club have had no issues with the breakwall which has been in service for over 10 years now. During that time they have done nil maintenance and had no issues apart from putting up a bird string to keep the birds off it.

Contact Client: Darly potter, general manager - +61 474 002 356

Engineering Contact: James Burbury - +61 404 859 233

Record of problems with the job

There were no problems with the job, it went smoothly and to program



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Darlington Jetty Replacement – Maria Island

Client: Marine and Safety Tasmania
Engineer: Burbury Consulting
Date completed: September 2014
Total contract sum: 1.5M

Description of works:
Replace timber jetty with concrete wave panels with reinforced concrete jetty and new wave panels. New wave panels were 4m deep and were supported on two rows of heavy steel UC's bolted back to the piles. Difficult logistics of building a large structure 10 NM off shore from the east coast. Very exposed site to prevailing westerlies made construction difficult.

Details of Innovations and extra value for money:
Despite losing formwork several times to large seas and having to retrieve off the beach and start again we persevered and delivered the project for the contract amount.

Details of any issues

We did have a few issues with this job which were good lessons. This design had a heavy UB underwater whaler system to hold the bottom of the precast panels which were about 1.5m wide and 6m long. After the job was finished the s/s bolts rattled loose and the whaler system dropped and slid down the poly

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sleeves. We went back and fixed that and then the whaler system dropped again, this time ripping the poly sleeve out of the underside of the headstock.
We fixed this by fitting the UB whaler on the top of the bolts so it was effectively being supported by the fender panel.
Another issue this job had was the concrete plugs de-bonded from the inside of the piles and started sliding in and out in heavy weather. We had to go back and drill right through the pile and concrete plug and fit 50mm steel bars.
There have also been ongoing issues with fasteners working through the concrete with the continuous working, making them needing regular tightening. Initially we swapped out all the 316 s/s for galvanised fasteners and that helped. Both the DSS and RYCT break-walls had grout keys between panels which seem to be the best way to stop these things working loose on the fasteners system

Client Contact: Mr Justin Foster - 0418142053

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