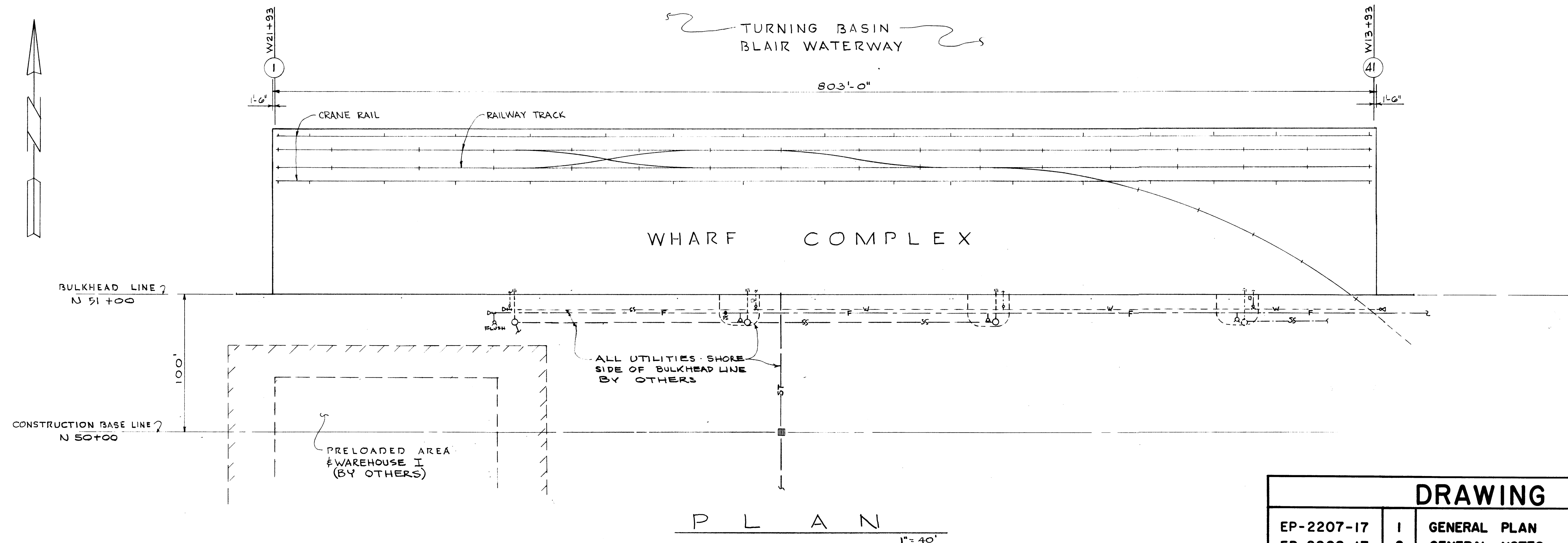
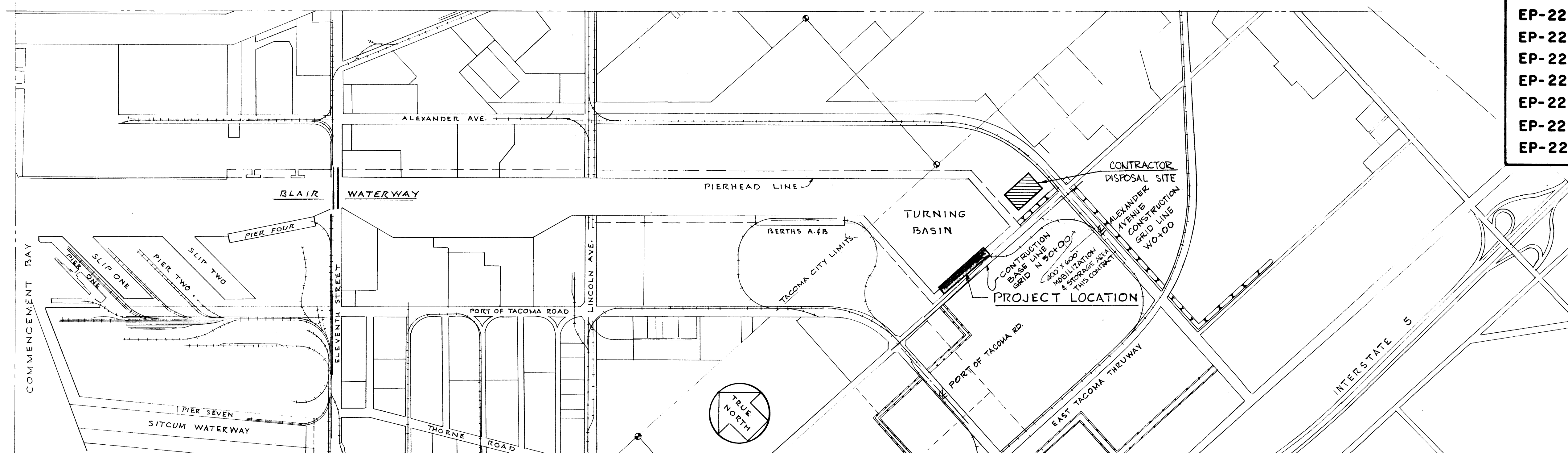




DRAWING LIST

EP-2207-17	1	GENERAL PLAN
EP-2208-17	2	GENERAL NOTES
EP-2209-17	3	LOG OF TEST BORINGS
EP-2210-17	4	CROSS SECTIONS
EP-2211-17	5	CROSS SECTIONS
EP-2212-17	6	PILE PLAN
EP-2213-17	7	DECK PLAN - BENTS 1 THRU 11
EP-2214-17	8	DECK PLAN - BENTS 11 THRU 21
EP-2215-17	9	DECK PLAN - BENTS 21 THRU 31
EP-2216-17	10	DECK PLAN - BENTS 31 THRU 41
EP-2217-17	11	TYPICAL WHARF SECTION
EP-2218-17	12	WHARF DETAILS - SHEET NO. 1
EP-2219-17	13	WHARF DETAILS - SHEET NO. 2
EP-2220-17	14	WHARF DETAILS - SHEET NO. 3
EP-2221-17	15	PRESTRESSED CONCRETE PILE & DECK PANEL
EP-2222-17	16	TRACKAGE PLAN AND DETAILS
EP-2223-17	17	FENDER SYSTEM AND TIMBER DETAILS
EP-2224-17	18	WHARF SERVICE PLAN
EP-2225-17	19	WHARF SERVICE DETAILS



VICINITY MAP

1" = 800'

REFERENCE DRAWING ENTITLED PORT OF TACOMA INDUSTRIAL DEVELOPMENT DISTRICT DRAWING No. EP-1791-18 REVISED APRIL 29, 1969



WHITACRE ENGINEERS, Inc.
Consulting Engineering & Land Planning
2124 So. K St., Tacoma, Wash. 98405

PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-1-00717		
WHARF COMPLEX		
GENERAL PLAN		
DRAWN B.R.P.	CHECKED J.P.	SCALE AS NOTED
DATE 10/15/71	DATE 3/1/72	DRAWING No.
APPROVED	3-1-72	DATE
Wesley E. Tait		CHIEF ENGINEER
FIELD BOOK	SHEET 1 OF 19	

EP-2207-17

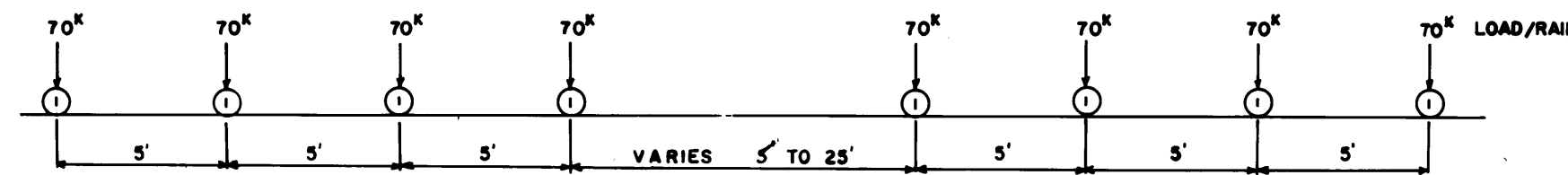
GENERAL NOTES

- All methods and materials shall conform to the current edition of Tacoma Building Code.
- All dimensions and details shall be verified by the Contractor before fabrication or construction.
- Reference Elevations and Base Lines:
Elevation datum and construction base line to be established by Port of Tacoma.
- Shop drawings shall be prepared by the Contractor and submitted to the Port for review prior to fabrication and construction.
- Soils Report: The logs of soil borings made by Neil H. Twelker & Associates are shown on Drawing No. 3. This data is shown for Contractor's information only. The Owner and/or Engineer cannot be responsible for variations which might be found during construction.
- Piling:
 - All precast prestressed concrete piles shall be constructed in conformance with the details shown on drawing and called for in specifications. Each pile shall develop a minimum bearing capacity in place of 100-Tons and shall be driven into the bearing stratum tentatively located as indicated on "Tentative Pile Length For Bidding" Section on Dwg. No. 5 (see soils report prepared by Neil H. Twelker & Assoc. dated Sept. 29, 1971 and Supplement dated Feb. 1, 1972). The penetration resistance of the pile is to be measured in blows per foot for each foot of the final five feet of driving. See Specification Section 2D.
 - Jetting not permitted except when driving resistance becomes sufficiently excessive to cause physical damage to pile. Each case of jetting will be considered a special case and determination of required penetration shall be made by the Port. Jetting shall be restricted to short increments and driving shall be attempted at the conclusion of each increment of jetting. Jetting shall not be permitted within five feet of the final tip elevation.
 - Design Loads - Precast Piles:
 - Vertical piles - 100-Ton compression and 50-Ton tension.
 - Batter piles - 100-Ton compression and 50-Ton tension.
 - Timber fender piles shall be Pacific Coast Douglas Fir, pressure treated piles (see specifications). The fender piles shall have a minimum penetration of 20 feet below dredge El. -45.00.
 - Pressure treatment of fender piles shall be in accordance with the American Wood Preserver's Association (AWPA) Standards C1-70, C3-69, and P13-65 for marine piling using 12# retention.
 - Field treatment of pressure treated fender piles, where their surfaces have been accidentally damaged or where field fabricated connections are required, shall be in accordance with the specific instructions outlined in the appendix of the U.S. Dept. of Commerce Commercial Standard CS249-62.
- Reinforced Concrete:
 - All methods and materials shall conform to the recommended practices for concrete work as given in the latest edition of American Concrete Institute (ACI) "Building Code Requirements for Reinforced Concrete".
 - Typical Reinforcing Requirements:
 - Prestressing tensions shall be uncoated, stress relieved seven wire strands having a guaranteed minimum ultimate tensile strength of 270 KSI. Strands shall conform to ASTM A416.
 - Reinforcing Steel shall be deformed billet steel bars ASTM Designation A615-68. The grade shall be as follows:
 - Bars #5 and smaller in diameter shall be Grade 40.
 - Bars #6 and larger in diameter shall be Grade 60.
 - Welding of reinforcing steel shall be in accordance with the latest specifications of the American Welding Society (AWS).
 - Concrete coverage over steel shall be 3" for concrete poured directly against ground and 2" for formed concrete exposed to soil or weather, unless specifically noted otherwise on the drawings.
 - All bars shall have a minimum splice of 40 Bar Diameters.
 - All corners shall be reinforced with corner bars of same size and spacing as main steel running to corner. Minimum length of each leg of corner bar shall be 48 Bar Diameters.
 - Concrete:
 - All poured-in-place structural concrete shall develop 4000 psi compressive strength in 28 days (see specifications - Division 3.)
 - Prestressed concrete - See Drawing 15 for specific requirements.
 - All exposed corners of concrete caps, beams and halls shall be chamfered 3/4" or as directed.
- Structural Steel:
 - All structural steel shall be ASTM A36 unless specifically noted otherwise on the drawings or in the specifications.
 - All bolts and nuts shall be A307 unless specifically noted otherwise on the drawings.
 - All structural steel shall conform to the latest specifications of the American Institute of Steel Construction (AISC).
 - All welding shall conform to the latest specifications of the American Welding Society (AWS).
 - All steel and hardware, exposed to elements, shall be galvanized except where specifically noted otherwise (see specifications).

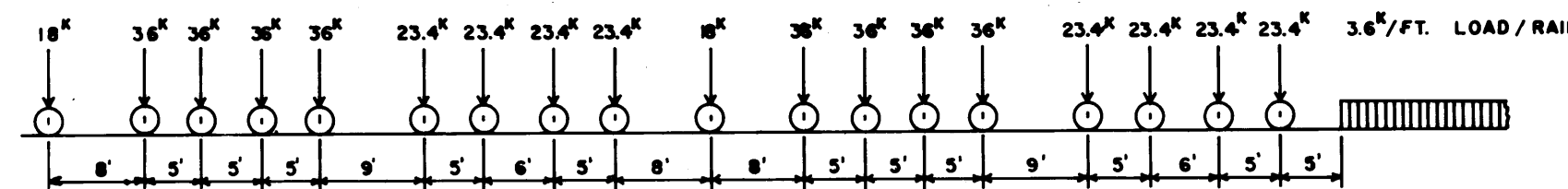
- Structural Timber:
 - All timber shall be Pacific Coast Douglas Fir, construction grade and shall conform to latest specifications of the West Coast Lumber Inspection Bureau (WCLIB).
 - All timber shall be surfaced four sides (S4S) unless specifically noted otherwise on the drawings.
 - Holes for bolts shall be 1/16" larger than the bolt holes for dowels and pins shall be predrilled 1/16" undersize.
 - All timber, including rail ties, shall be pressure treated in accordance with AWPA Standards C1-70, C2-70 and P13-65 with a retention of 8-lbs. of creosote per cubic foot.
 - Field treatment of pressure treated timber, where the surface has been accidentally damaged or where field fabricated connections are required, shall be done in accordance with the specific instructions outlined in the Appendix of the U.S. Dept. of Commerce Commercial Standard CS249-62.

- Crane and Railroad Track:
 - All straight railroad rail, tie plates, and angle bars shall be furnished by the Port of Tacoma and shall be installed by the Contractor in accordance with the drawings and specifications.
 - All other rails, turnouts, crossovers, switches, throw mechanisms, frogs, guard rails, splice bars, wheel stops, track bolts, tie plates, and track spikes in the quantities and types required shall be furnished and installed by the Contractor in accordance with the drawings and specifications.

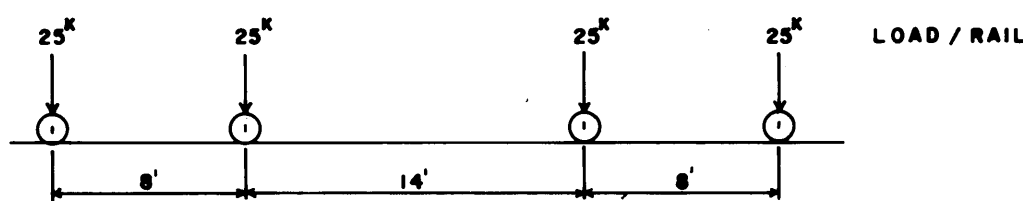
- Wharf Design Criteria:
 - Uniform Live Load:
1000 psf on all or any combination of spans.
 - Crane Wheel Load:



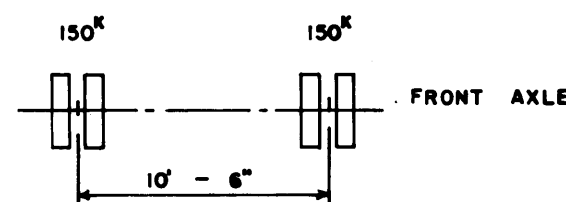
- Railroad:
 - Cooper E72 Loading.



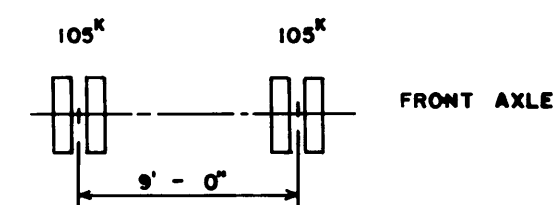
- 100-Ton Diesel Locomotive:



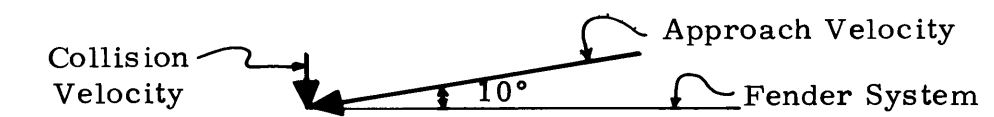
- 60-Ton Forklift



- 40-Ton Forklift

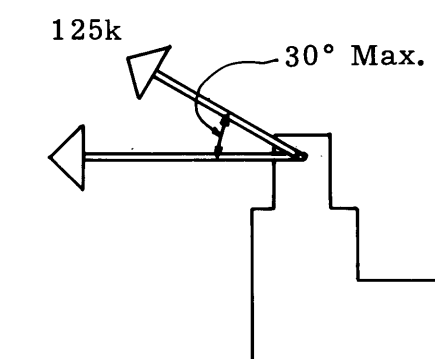


- Ship Impact
Kinetic energy of ship striking fender system:



Ship	Approach Velocity	Collision Velocity
Long Tons	Knots	Ft/ Sec.
100,000	0.68	0.20
25,000	1.36	0.40

- Force on Bollard:



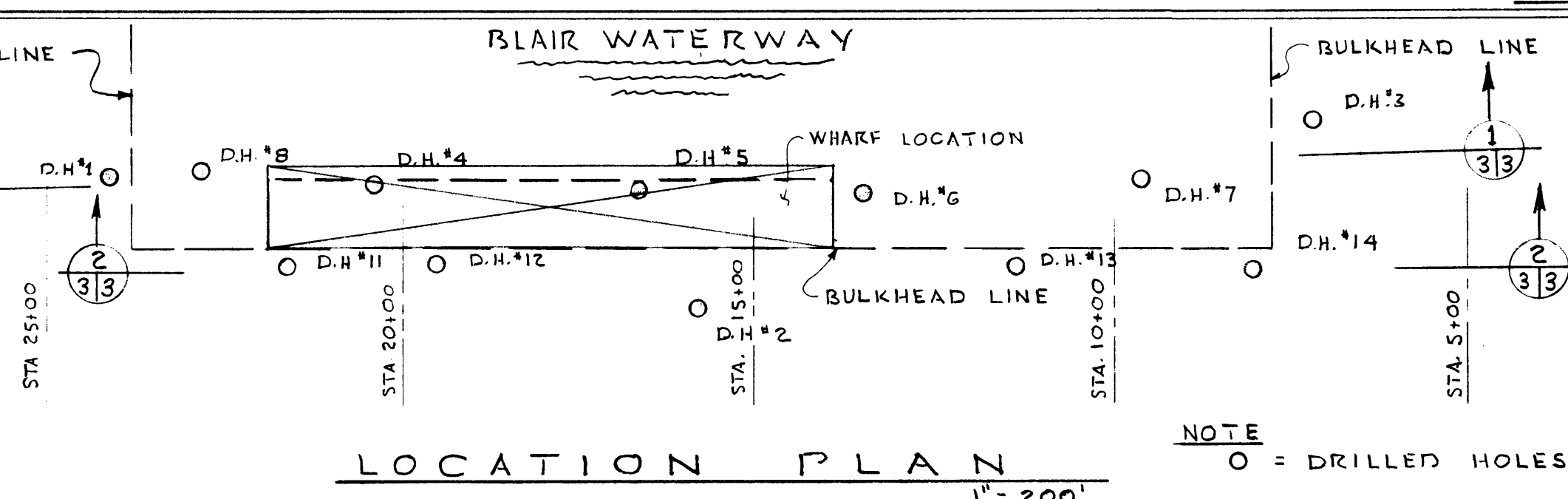
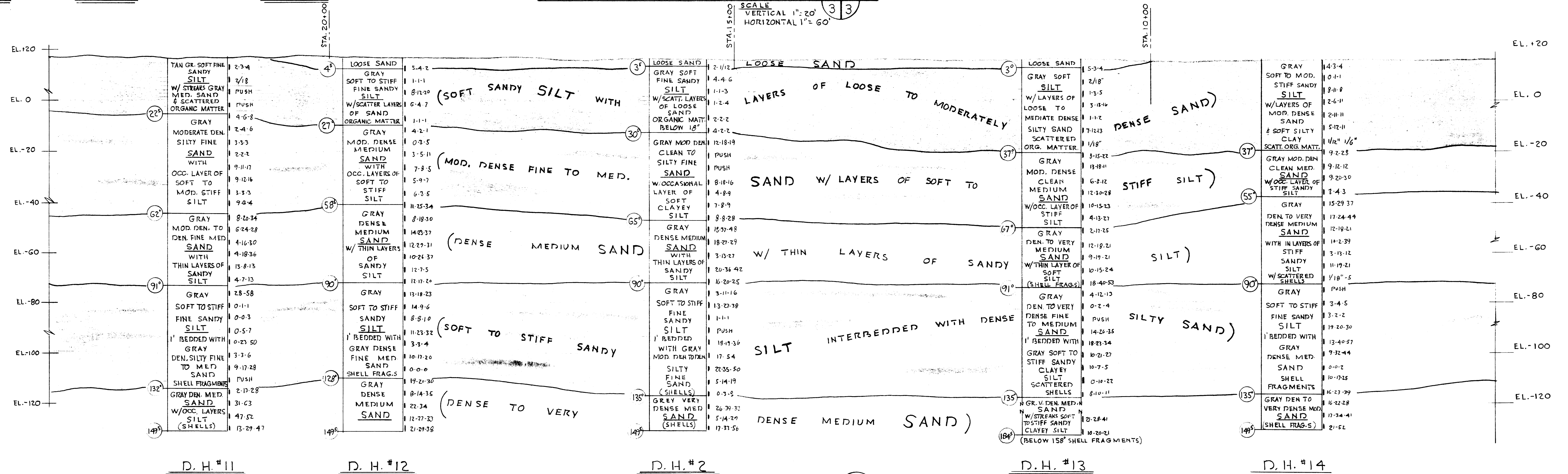
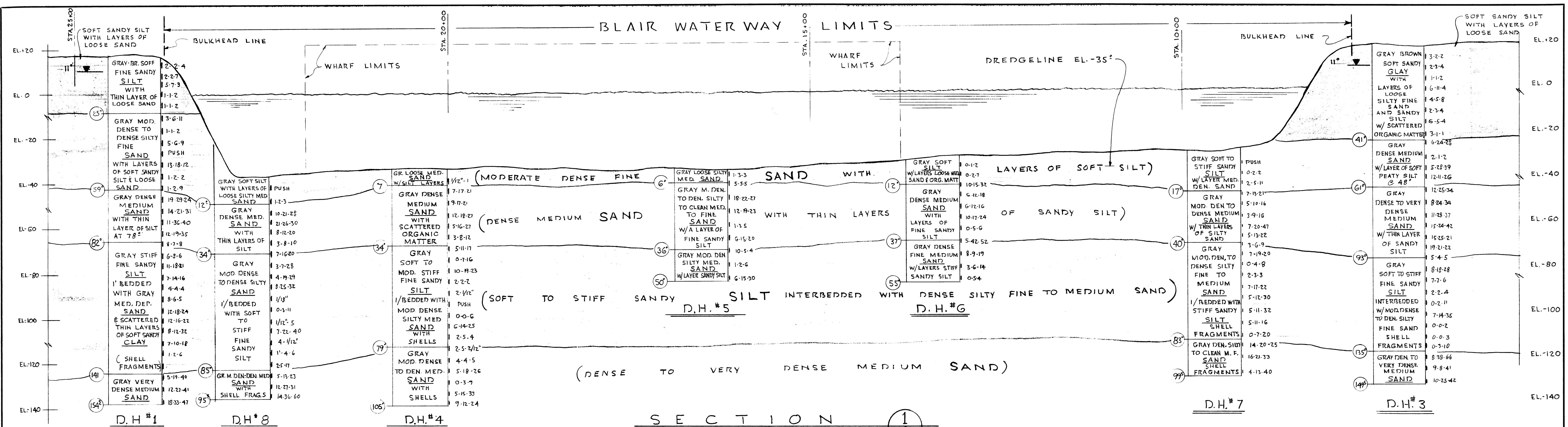
Force on bollards is based on 75 mph wind on light drafted SS Manhattan or CVA 59 design per Dept. of Navy Publication "NAVDOKS DM-26" revised July 1968. Eight bollards with outward loads of 125 Kips on each, are required for SS Manhattan in 75 mph wind.

- Seismic:
Lateral Load applied in any direction
 $V = 0.1 \times (D.L. + 0.1 L.L.)$



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PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-I-00717		
WHARF COMPLEX		
GENERAL NOTES		
DRAWN BRP	CHECKED JP	SCALE NONE
DATE 10/8/71	DATE 3/9/72	DRAWING NO.
APPROVED		3-3-72
Blair L. Mendenhall		DATE
CHIEF ENGINEER		EP-2208-17
FIELD BOOK		SHEET 2 OF 19



NOTE

1. SOIL AND FOUNDATION INVESTIGATION FOR PIERCE COUNTY TERMINAL ON BLAIR WATERWAY PREPARED BY NEIL H. TWELKER & ASSOCIATES REPORT DATED SEPTEMBER 24, 1971 AND SUPPLEMENTED ON FEBRUARY 11, 1972.
2. LAYERS SHOWN BETWEEN BORINGS ARE ASSUMED ONLY.

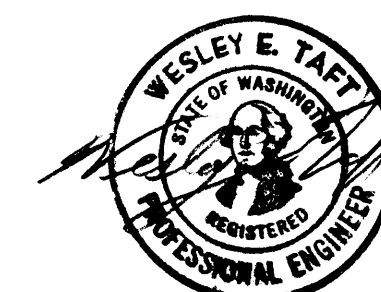
DATUM - USGS
MLLW - 0.00 ELEV.

D.H. #13

LEGEND

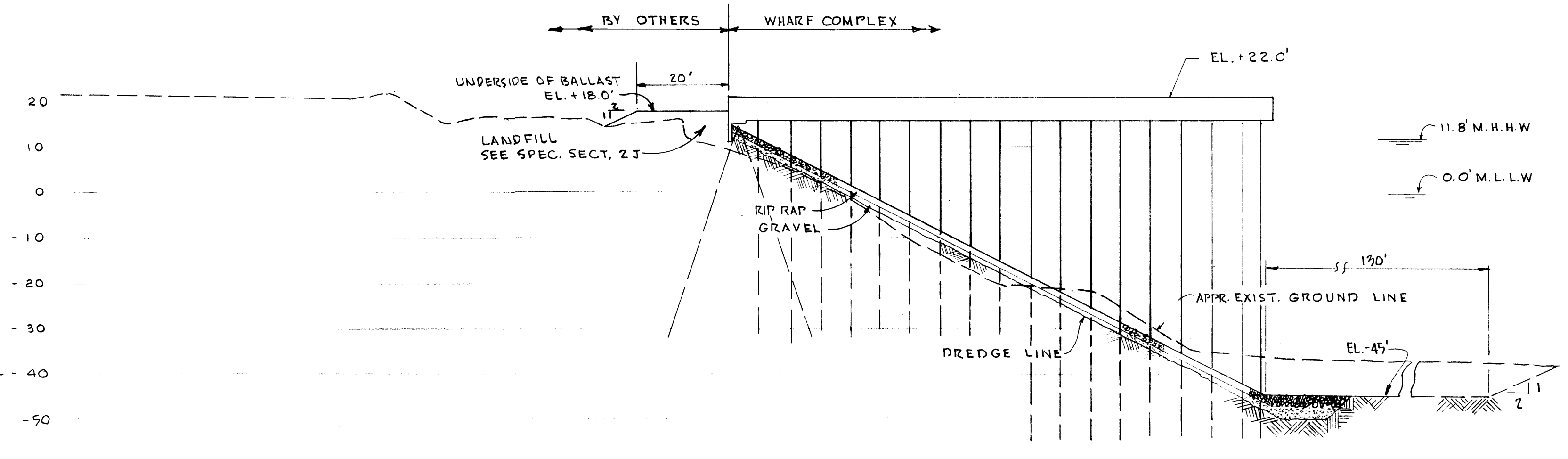
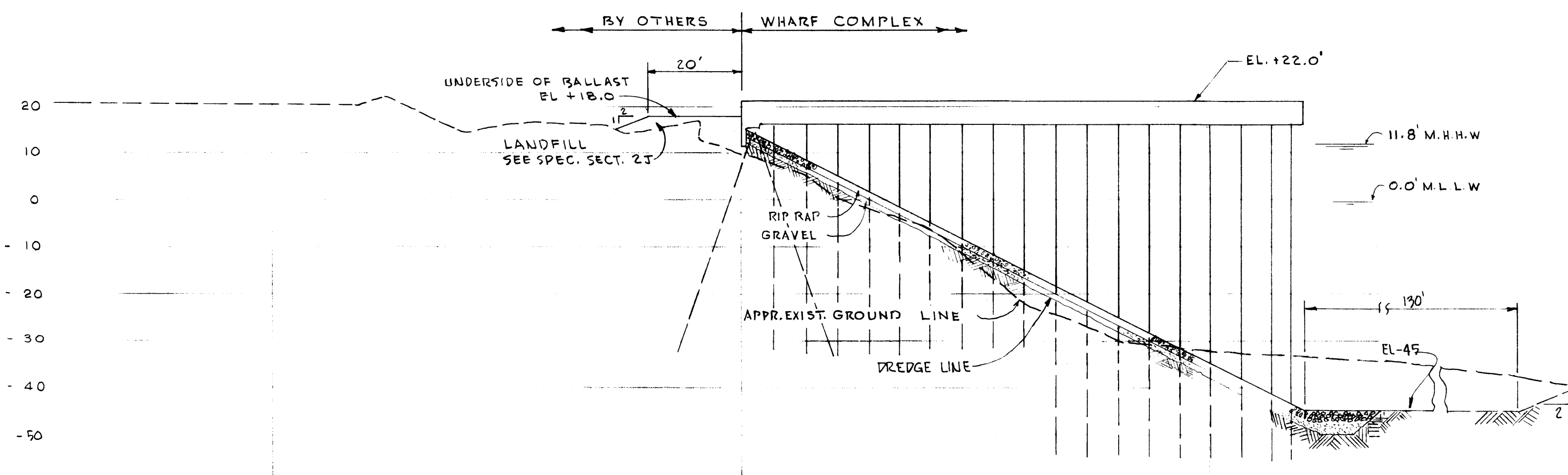
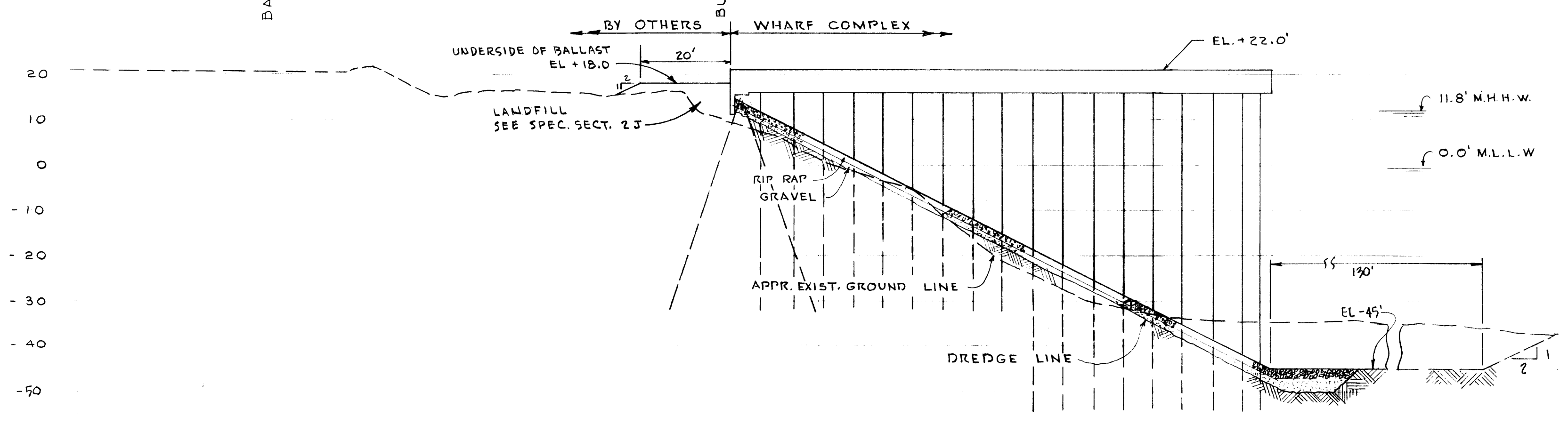
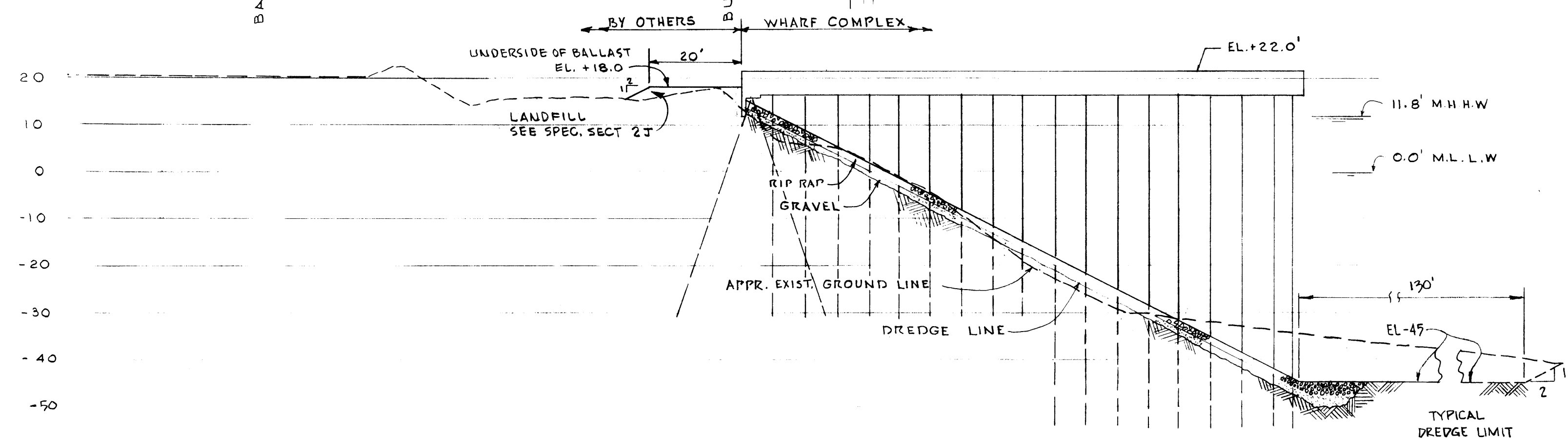
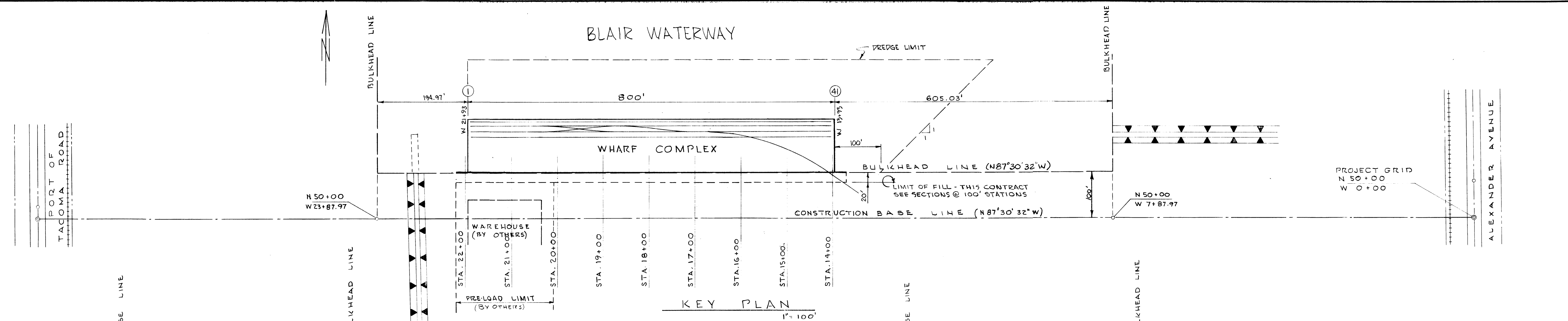
2-3-4 NUMBER OF BLOWS REQUIRED WITH 140 lb. WEIGHT FALLING 30" TO DRIVE 2" ϕ O.D. SAMPLER 18" WITH BLOWS RECORDED EVERY 6" OR AS NOTED

GROUNDWATER LEVEL



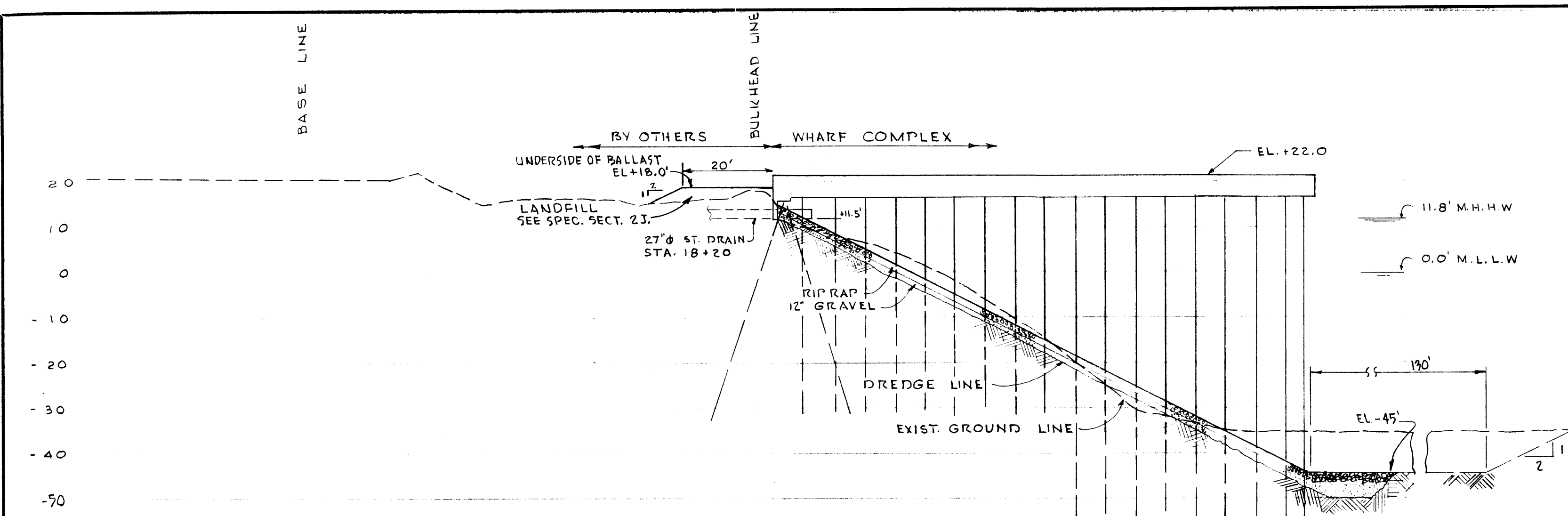
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2124 So. K St., Tacoma, Wash. 98405.

PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-I-00717		
WHARF COMPLEX		
LOG OF TEST BORINGS		
DRAWN <u>B.R.P.</u>	CHECKED <u>P.C.</u>	SCALE <u>AS NOTED</u>
DATE <u>8/20/71</u>	DATE <u>9/15/71</u>	DRAWING NO.
APPROVED <u>3-3-72</u> <u>James L. Thomas</u> DATE CHIEF ENGINEER	EP-2209-17	
FIELD BOOK	SHEET <u>3</u> OF <u>19</u>	

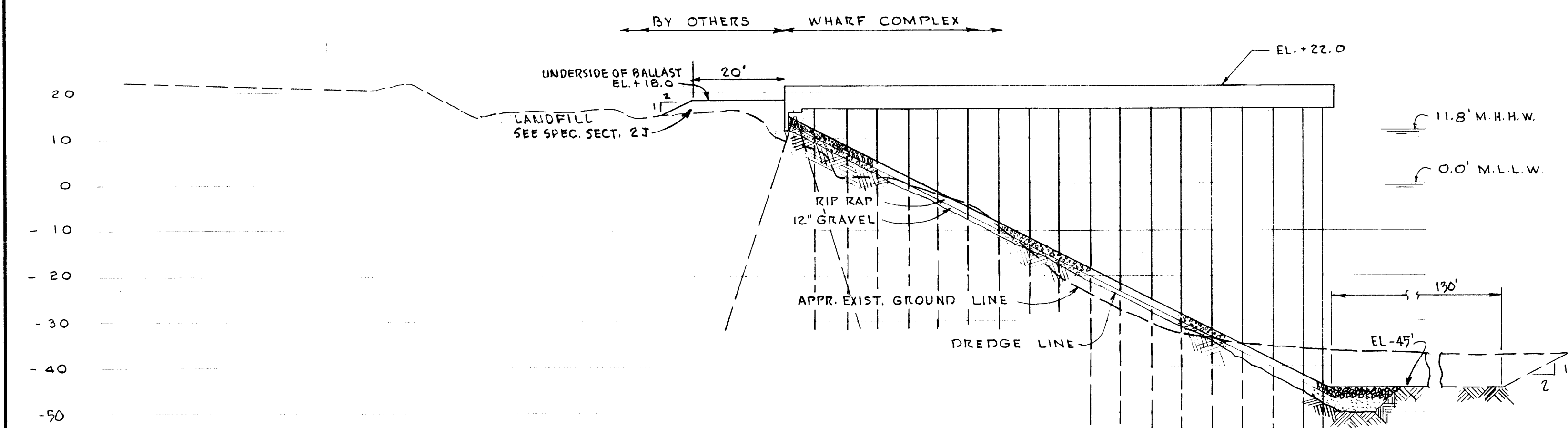


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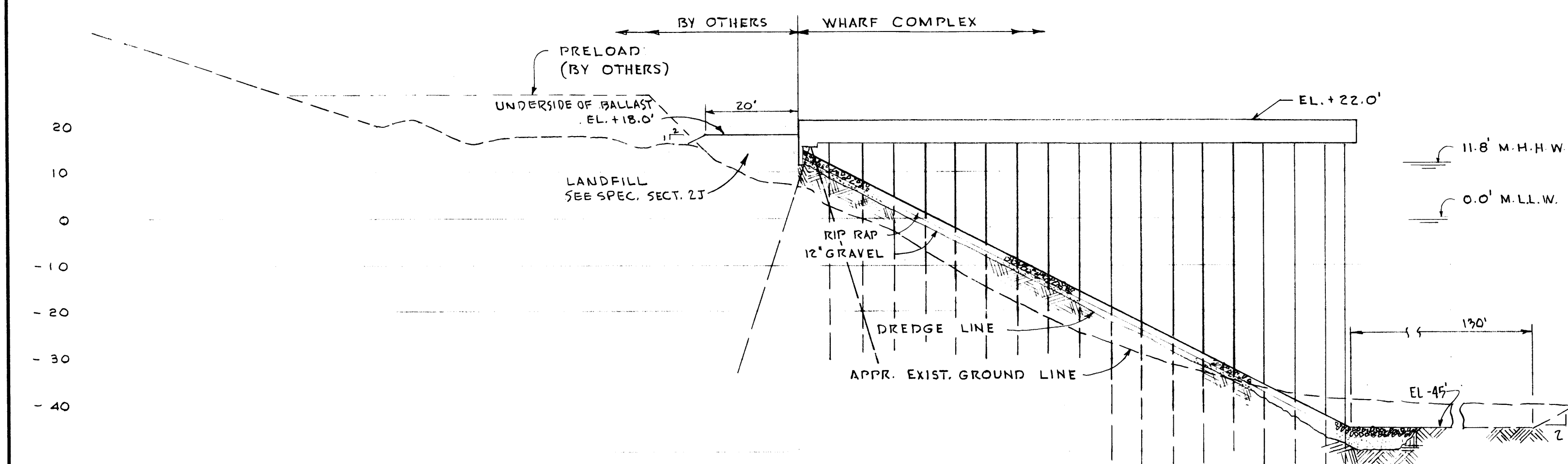
PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-1-00717		
WHARF COMPLEX		
CROSS SECTIONS		
DRAWN BRP	CHECKED JP	SCALE AS NOTED
DATE 8/10/71	DATE 3/3/72	DRAWING NO.
APPROVED	3-3-72	EP-2210-17
	DATE	
	CHIEF ENGINEER	
FIELD BOOK		SHEET 4 OF 19



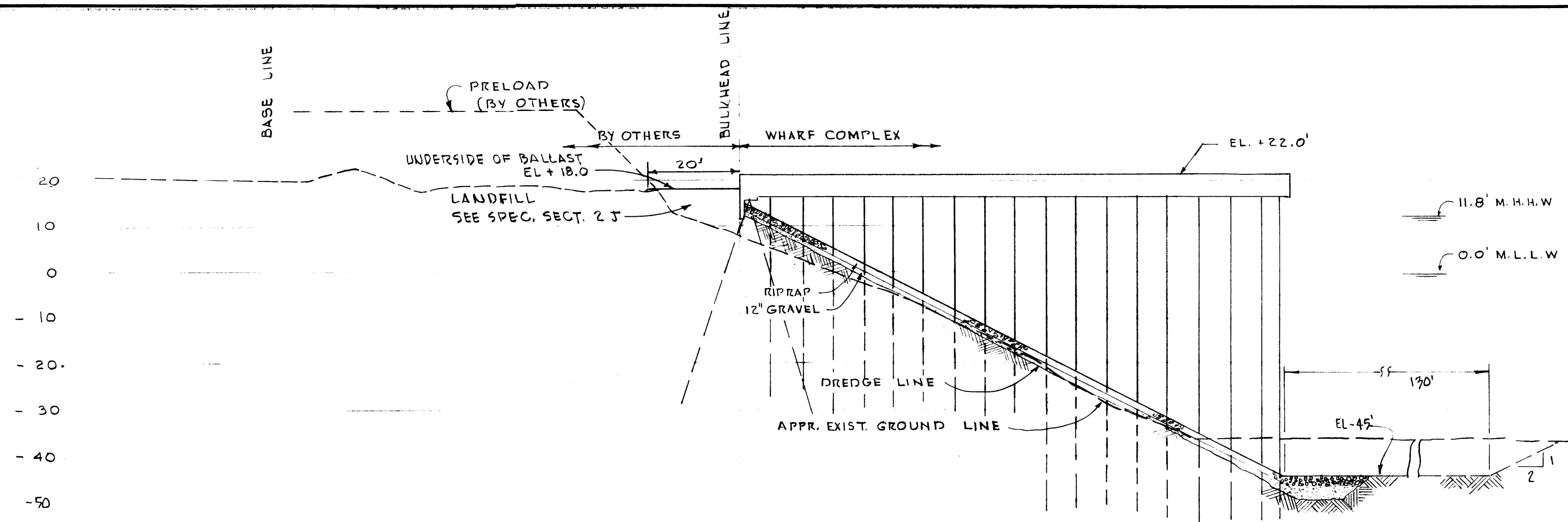
STATION 18+00
1" = 20'



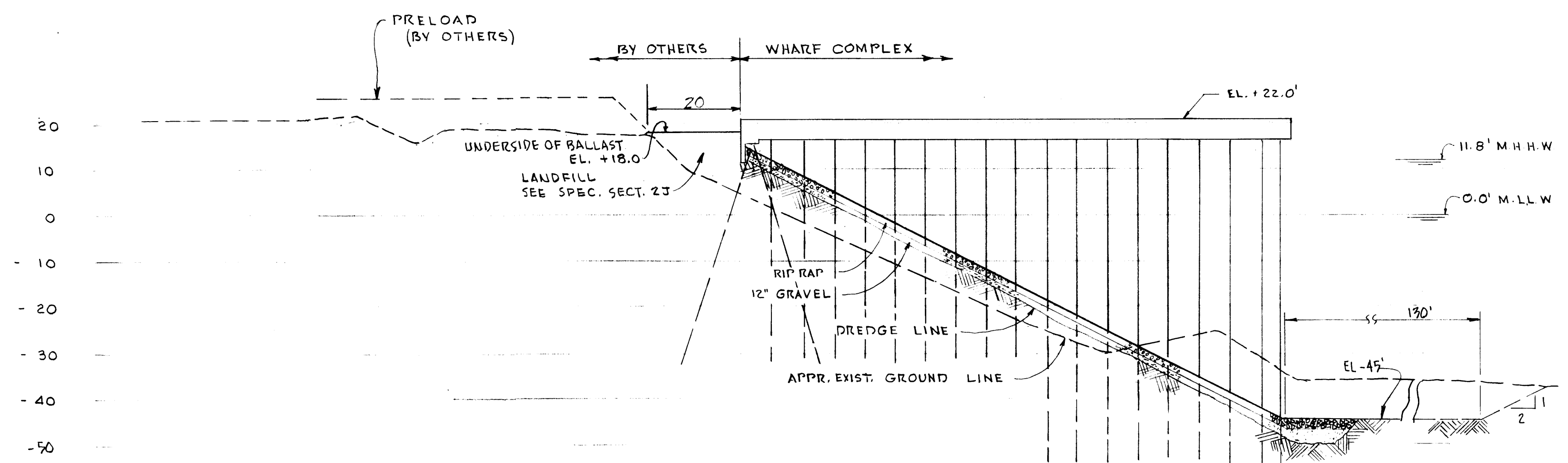
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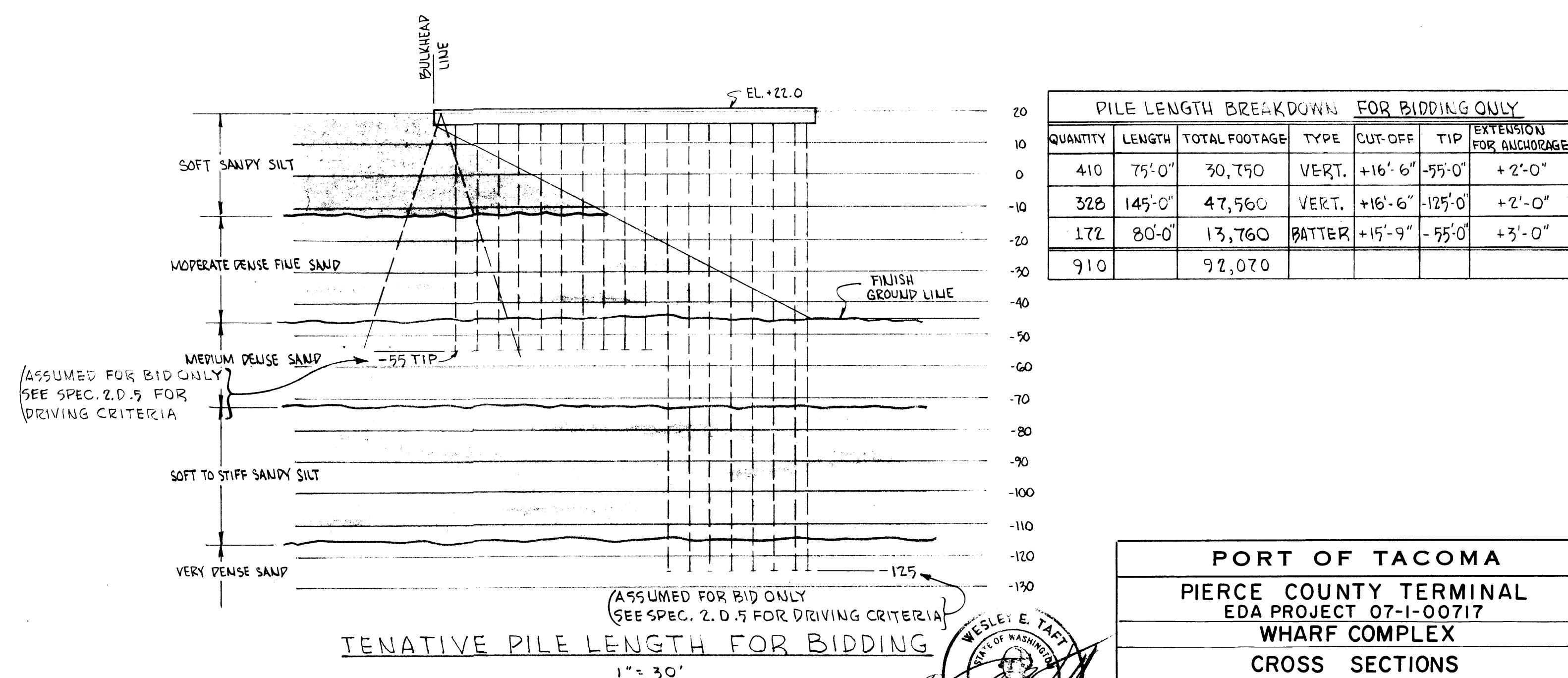
STATION 20+00
1" = 20'



STATION 21+00
1" = 20'



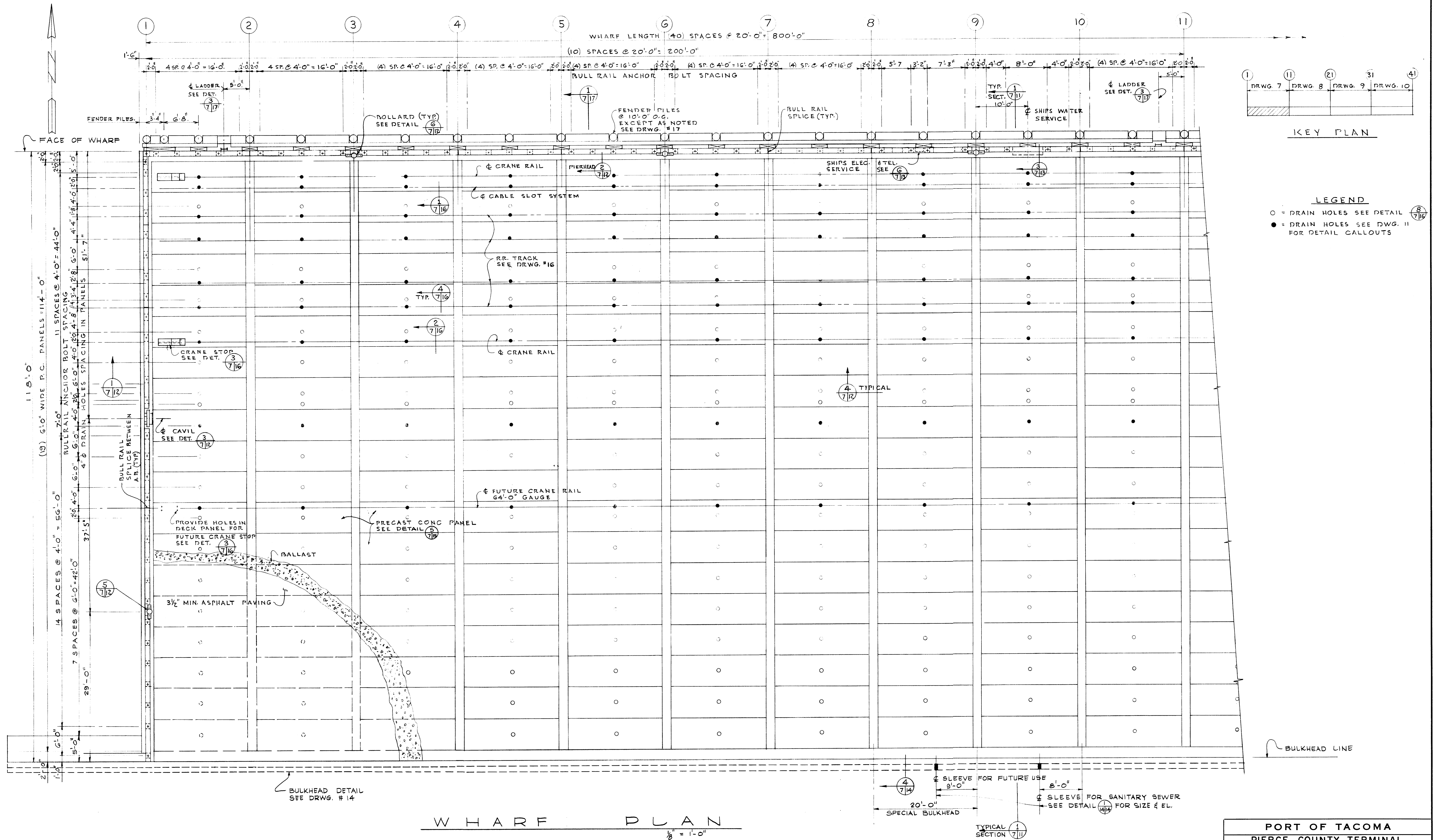
STATION 22+00
1" = 20'



PILE LENGTH BREAKDOWN FOR BIDDING ONLY						
QUANTITY	LENGTH	TOTAL FOOTAGE	TYPE	CUT-OFF	TIP	EXTENSION FOR ANCHORAGE
410	75'-0"	30,750	VERT.	+16'-6"	-55'-0"	+2'-0"
328	145'-0"	47,560	VERT.	+16'-6"	-125'-0"	+2'-0"
172	80'-0"	13,760	BATTER	+15'-9"	-55'-0"	+3'-0"
910		92,070				

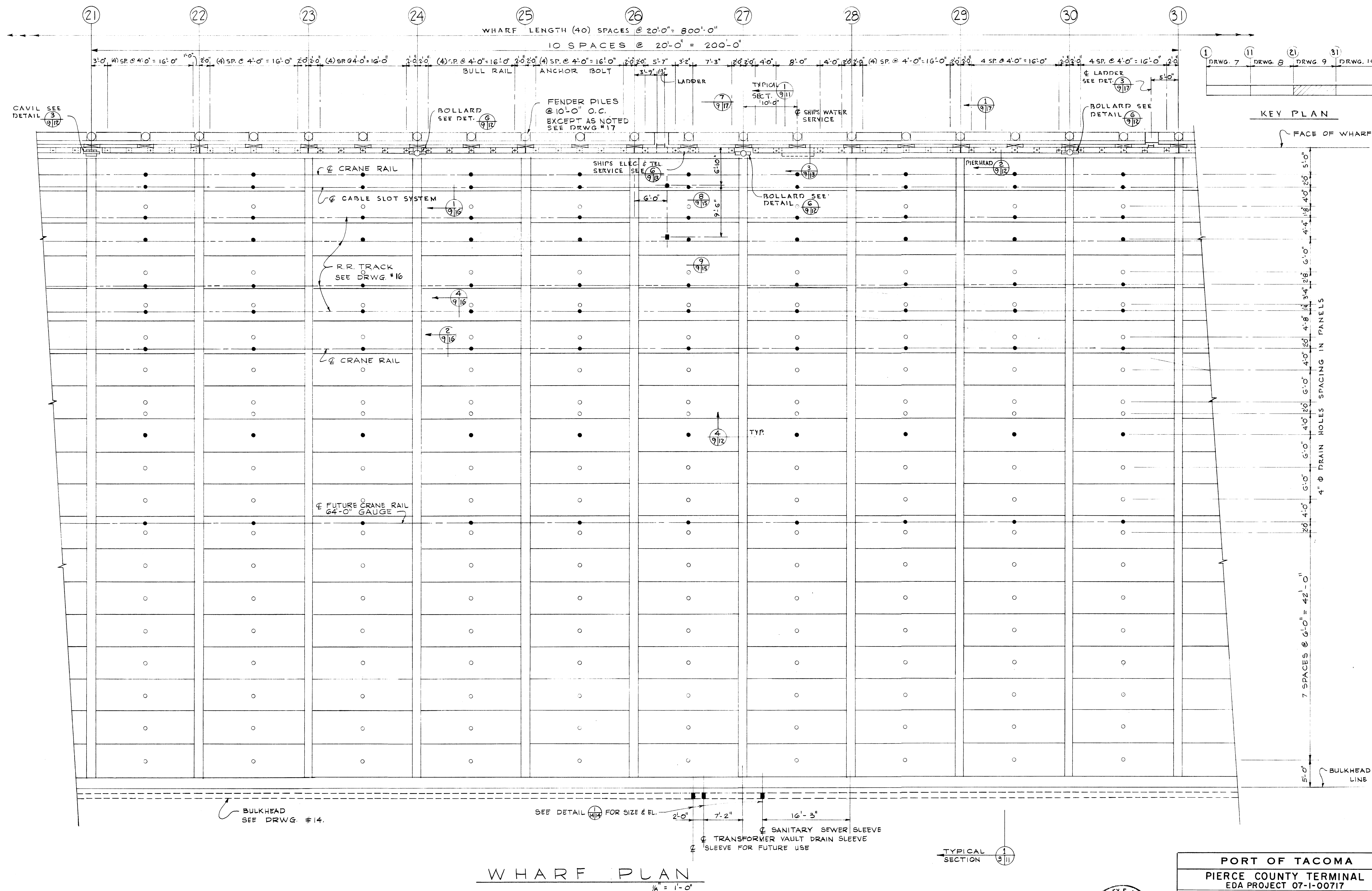
PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-1-00717		
WHARF COMPLEX		
CROSS SECTIONS		
DRAWN BRP	CHECKED JP	SCALE AS NOTED
DATE 8/10/71	DATE 3/3/72	DRAWING NO.
APPROVED		3-3-72
DATE		EP-2211-17
FIELD BOOK		SHEET 5 OF 19

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PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-1-00717		
WHARF COMPLEX		
DECK PLAN - BENTS 1 THRU 11		
DRAWN: B.R.P.	CHECKED: G.A./JP	SCALE: AS NOTED
DATE: 10/15/71	DATE: 3/3/72	DRAWING NO.
APPROVED: <i>Donald L. Mosman</i>	DATE: 3-23-72	EP-2213-17
FIELD BOOK	CHIEF ENGINEER	SHEET 7 OF 19



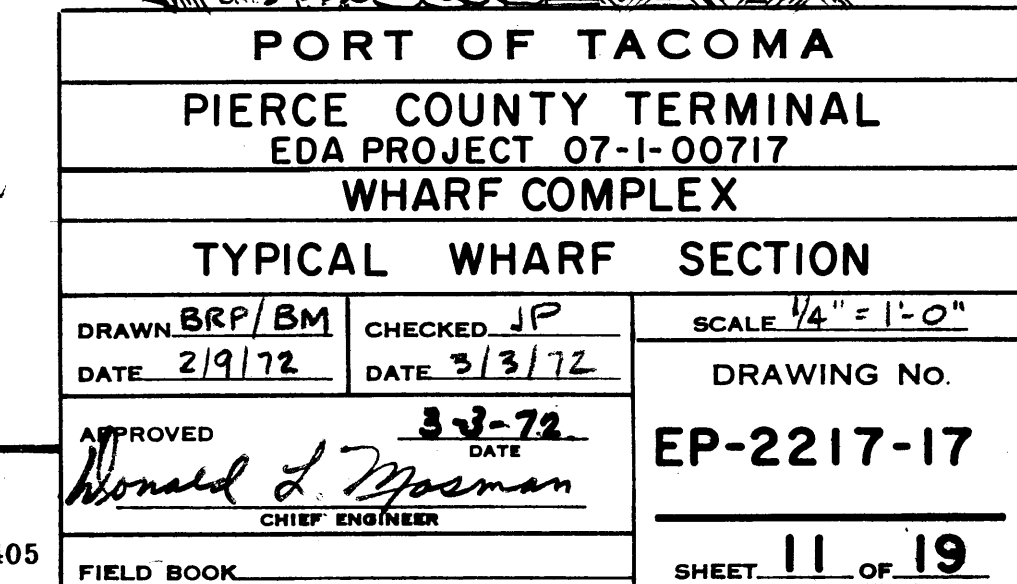
WHARF PLAN
1/8" = 1'-0"

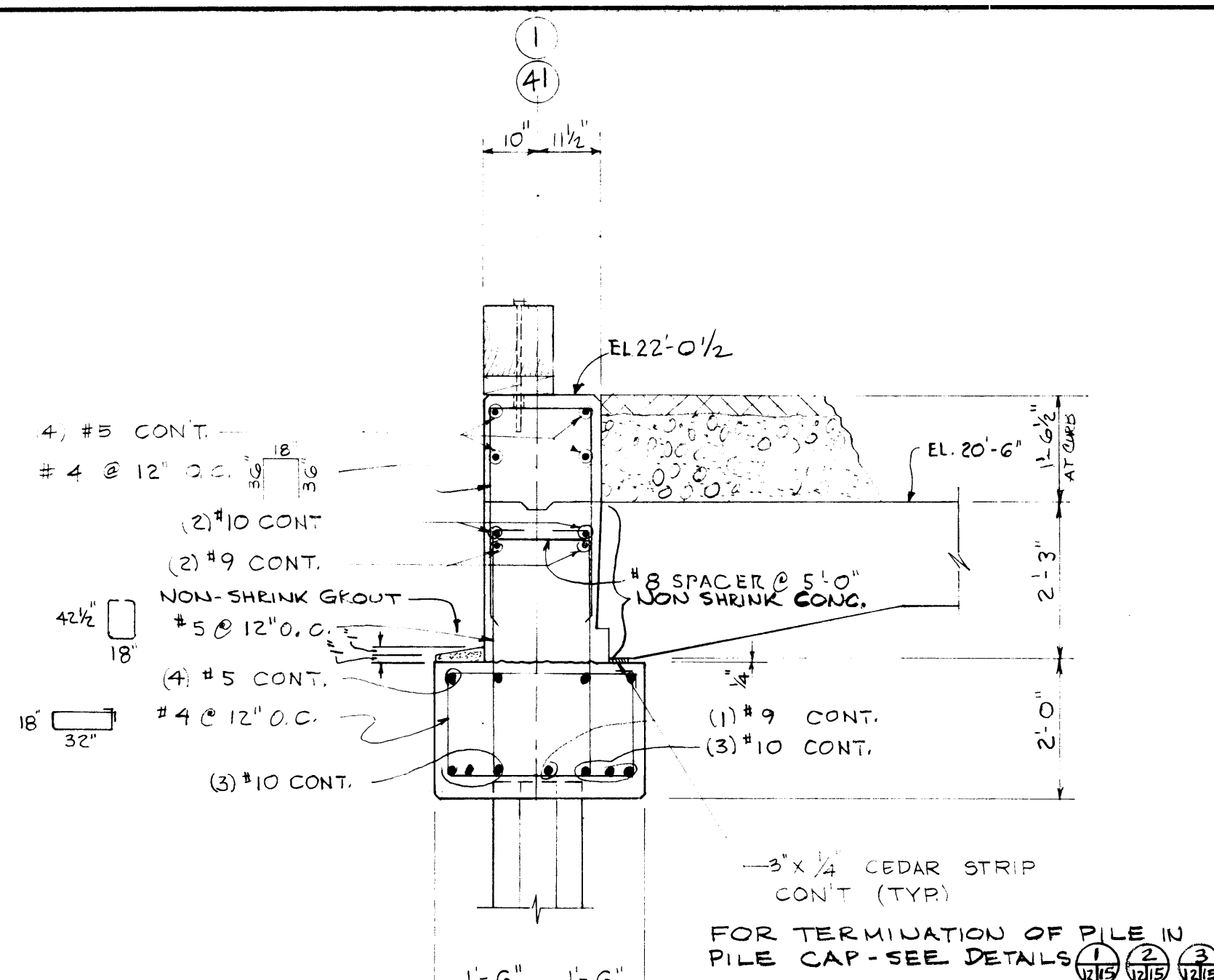
- LEGEND
- - DRAIN HOLES SEE DETAIL 1/11
 - - DRAIN HOLES SEE DRWG. 11 FOR DETAIL CALLOUTS.



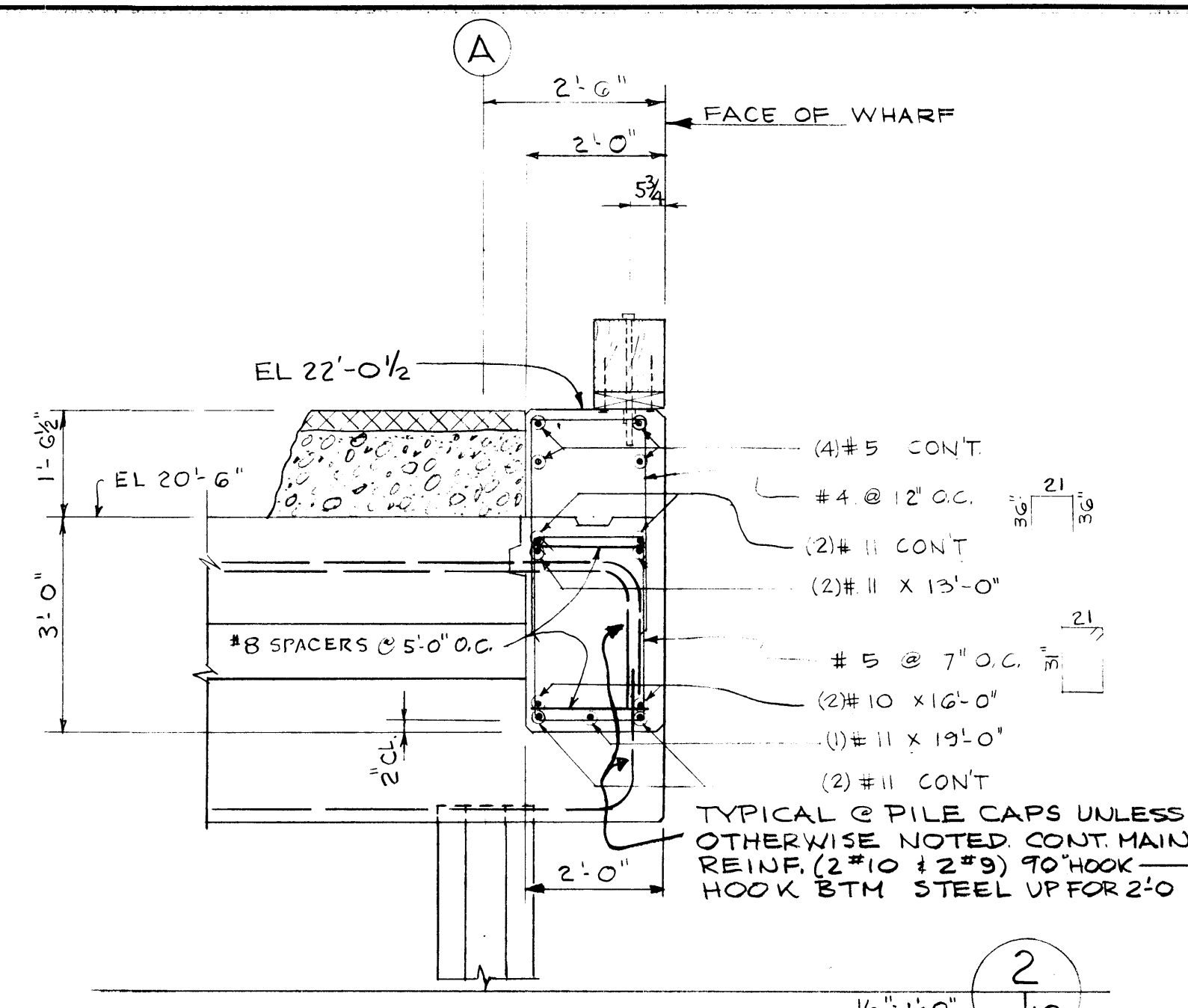
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PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-1-00717		
WHARF COMPLEX		
DECK PLAN - BENTS 21 THRU 31		
DRAWN BY: EGA	CHECKED: GA/JP	SCALE: 1/8" = 1'-0"
DATE: 10/15/71	DATE: 3/3/72	DRAWING NO.
APPROVED: 3-3-72 DATE: 3-3-72 Ronald L. Mosman CHIEF ENGINEER		EP-2215-17
FIELD BOOK		SHEET 9 OF 19

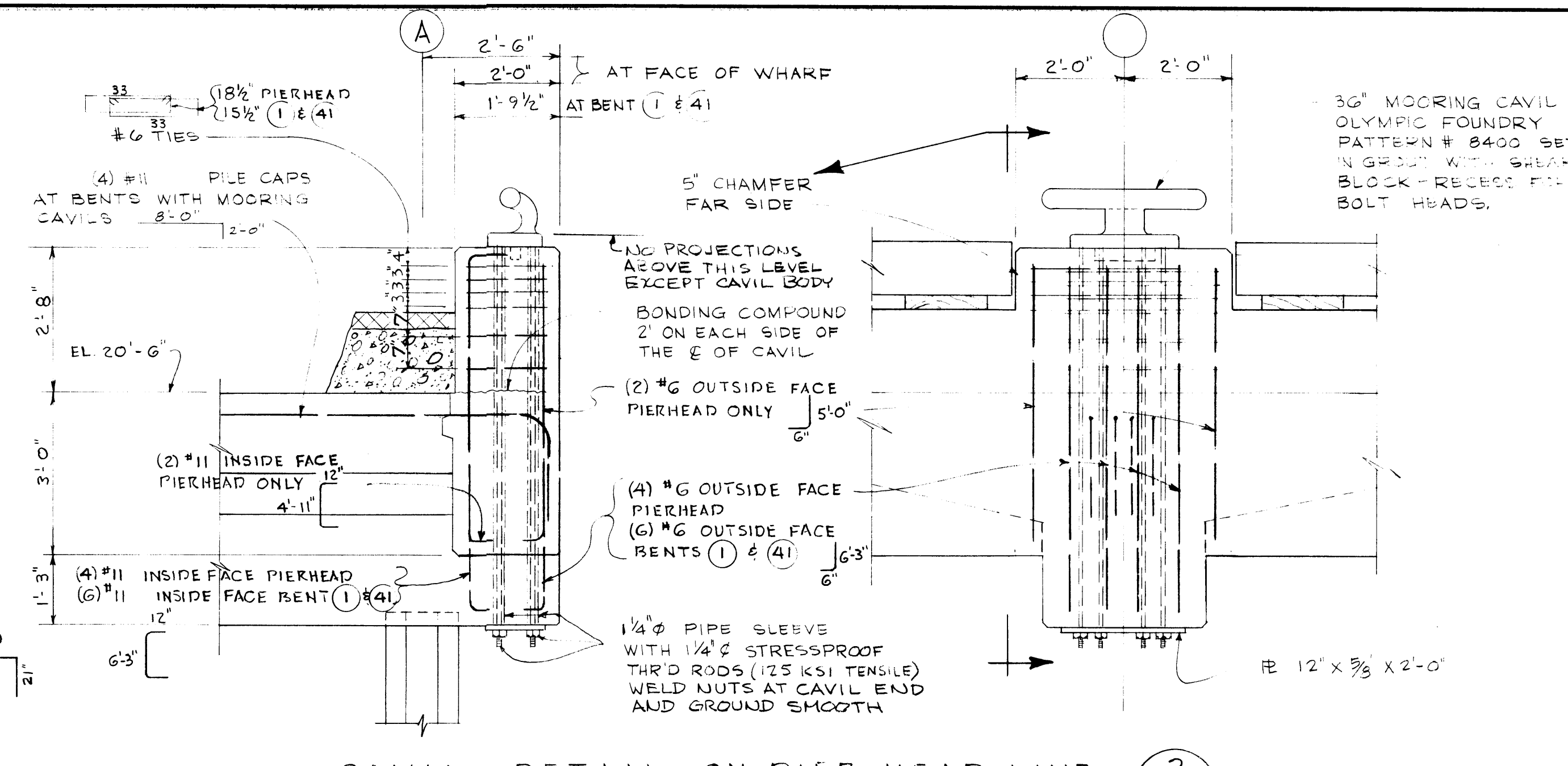




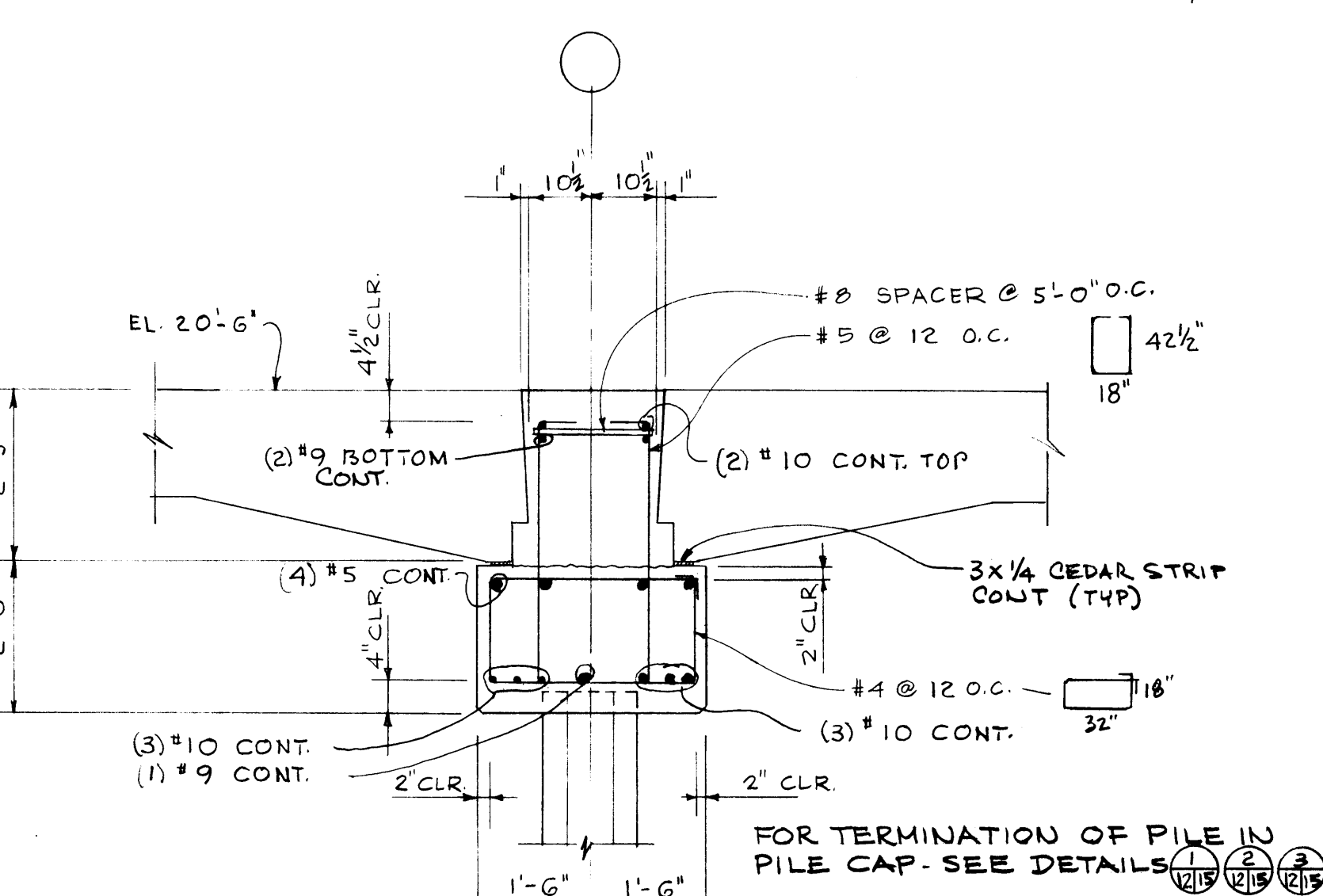
PILE CAP & CURB @ BENTS 1 & 41



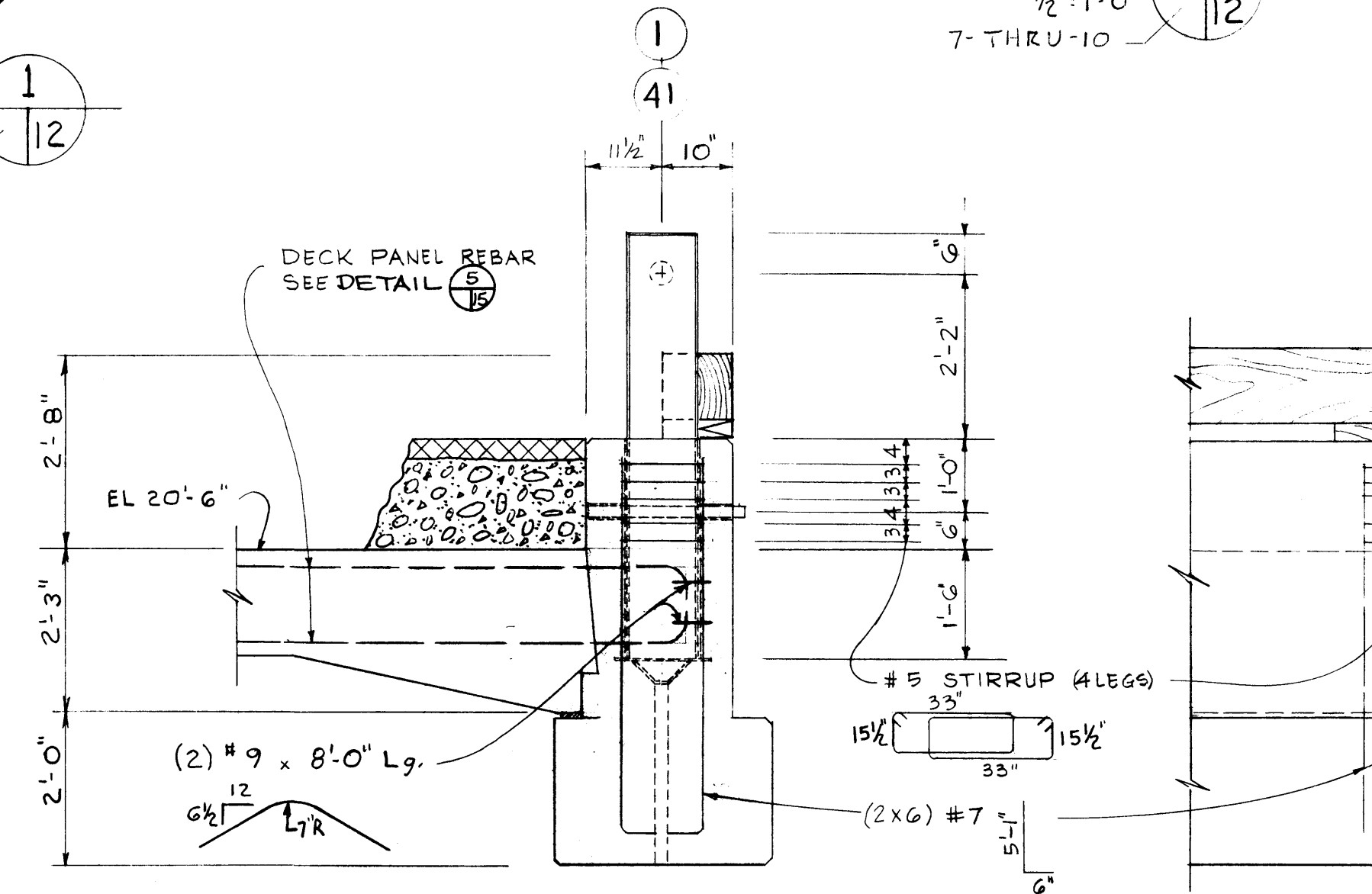
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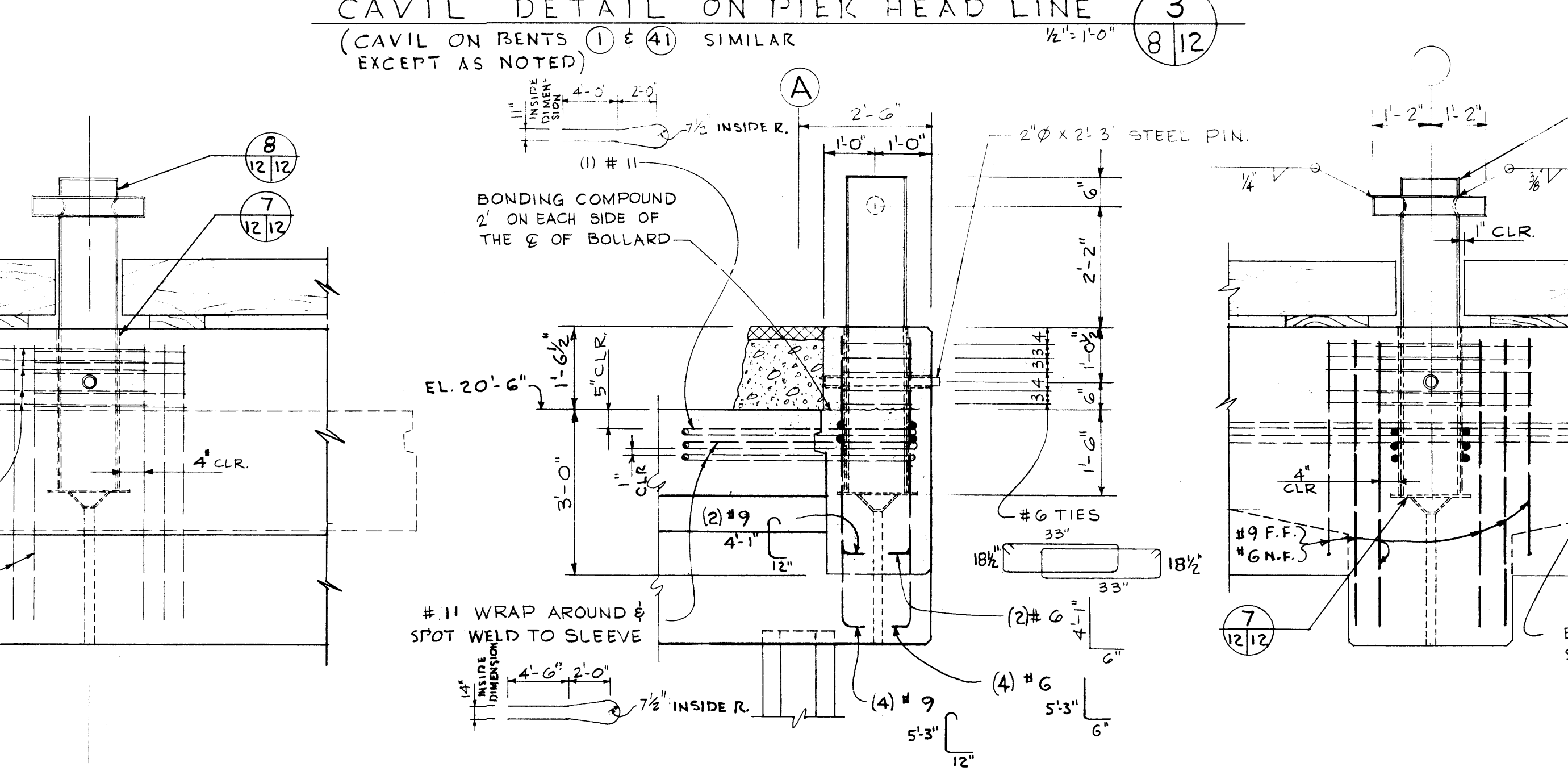
CAVIL DETAIL ON PIER HEAD LINE (CAVIL ON BENTS 1 & 41 SIMILAR EXCEPT AS NOTED)



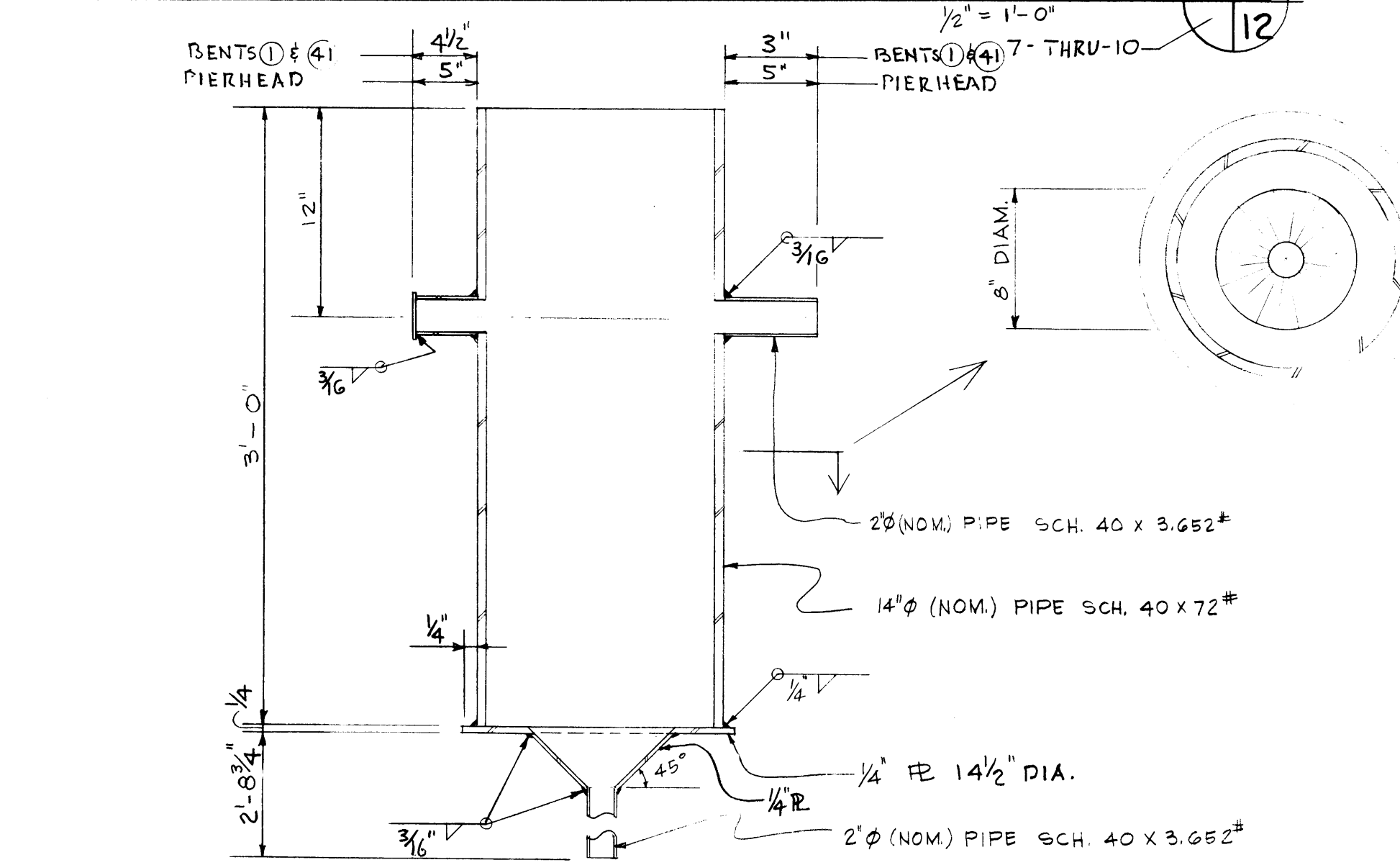
PILE CAP @ BENT 2 THRU 40



BOLLARD DETAIL @ BENTS 1 & 41

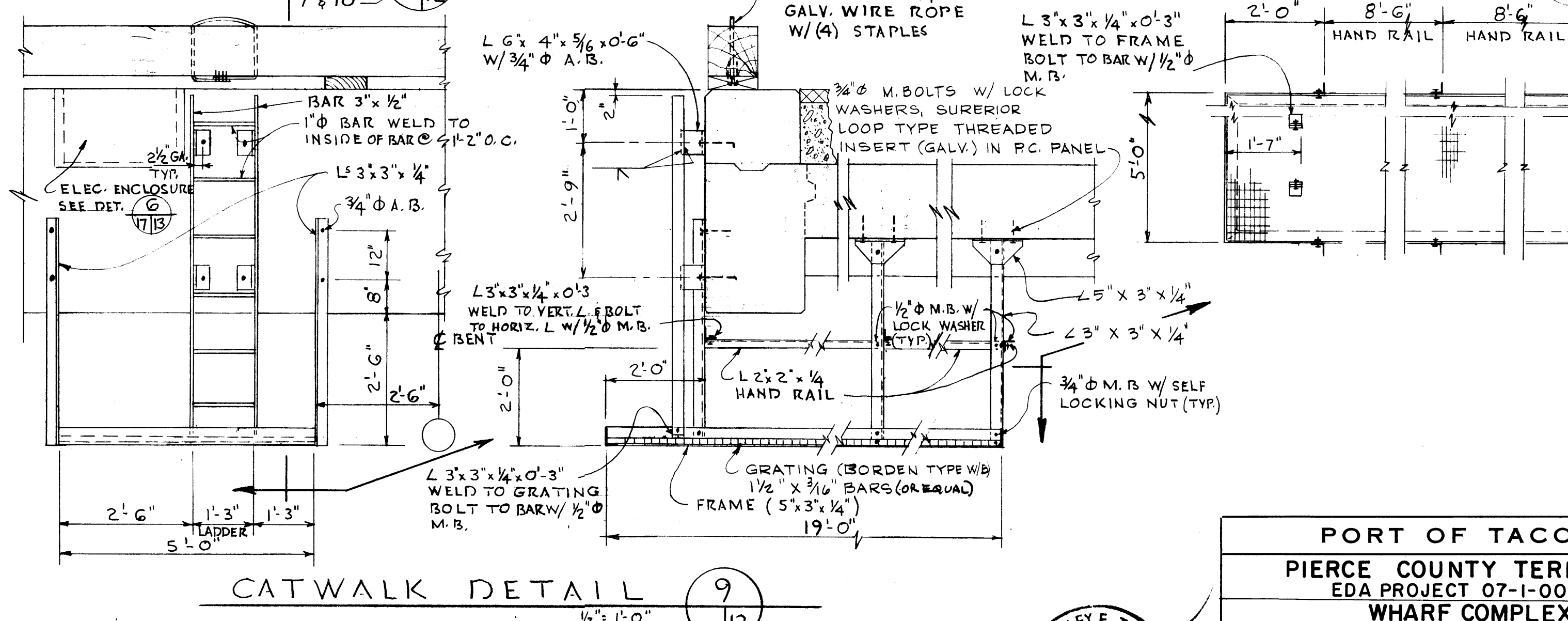
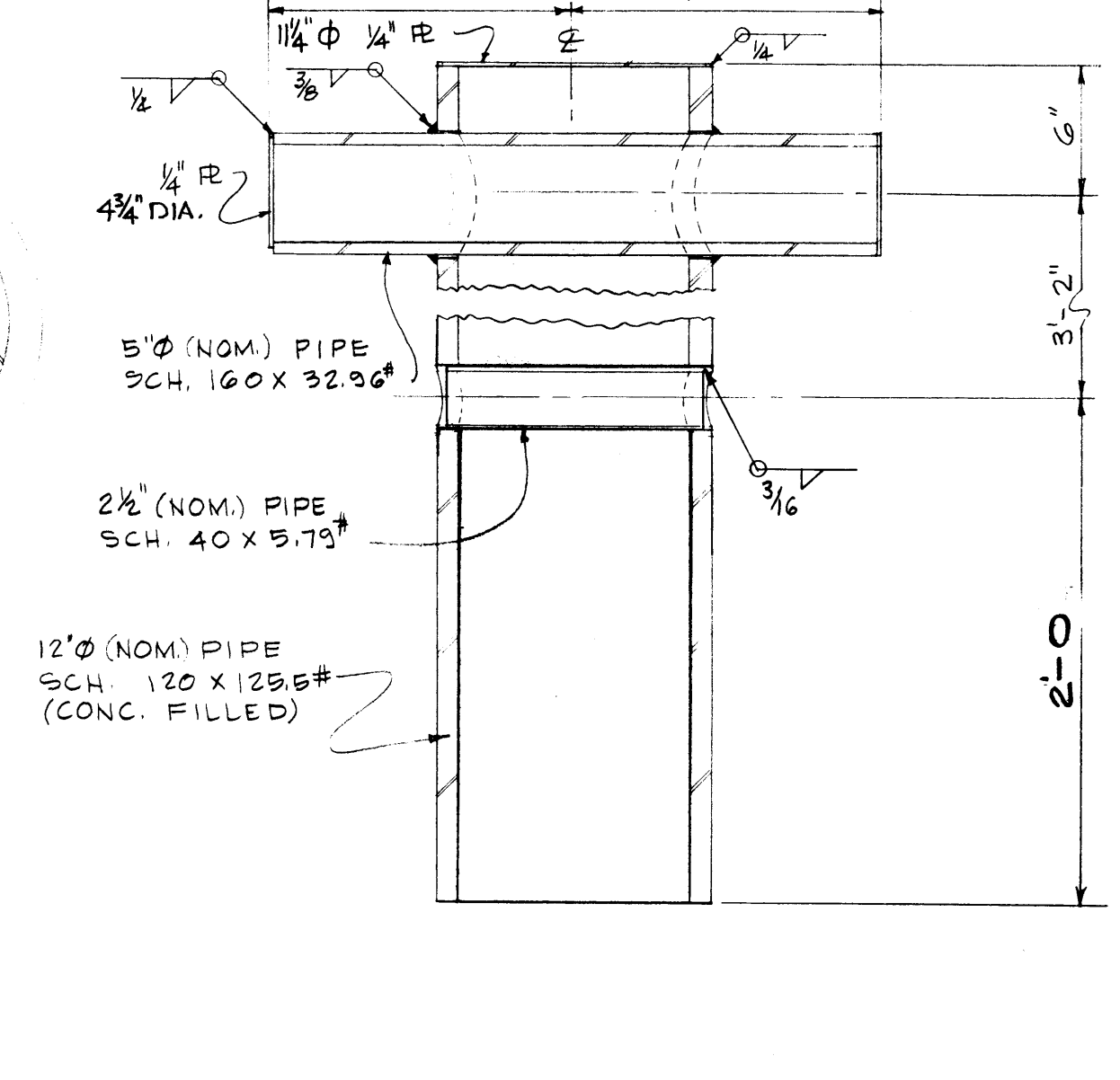


BOLLARD DETAIL ON PIER HEAD LINE



DETAIL

(12 REQUIRED)



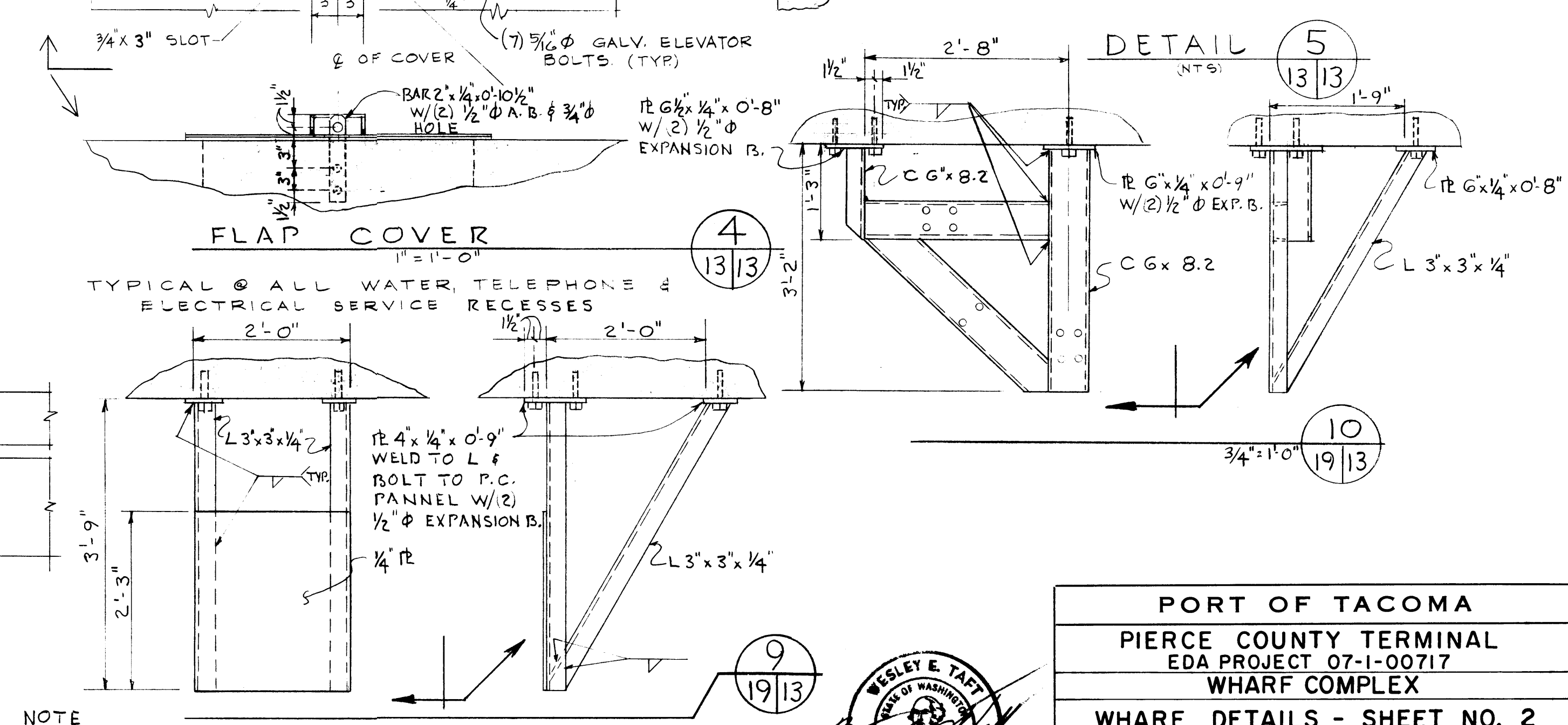
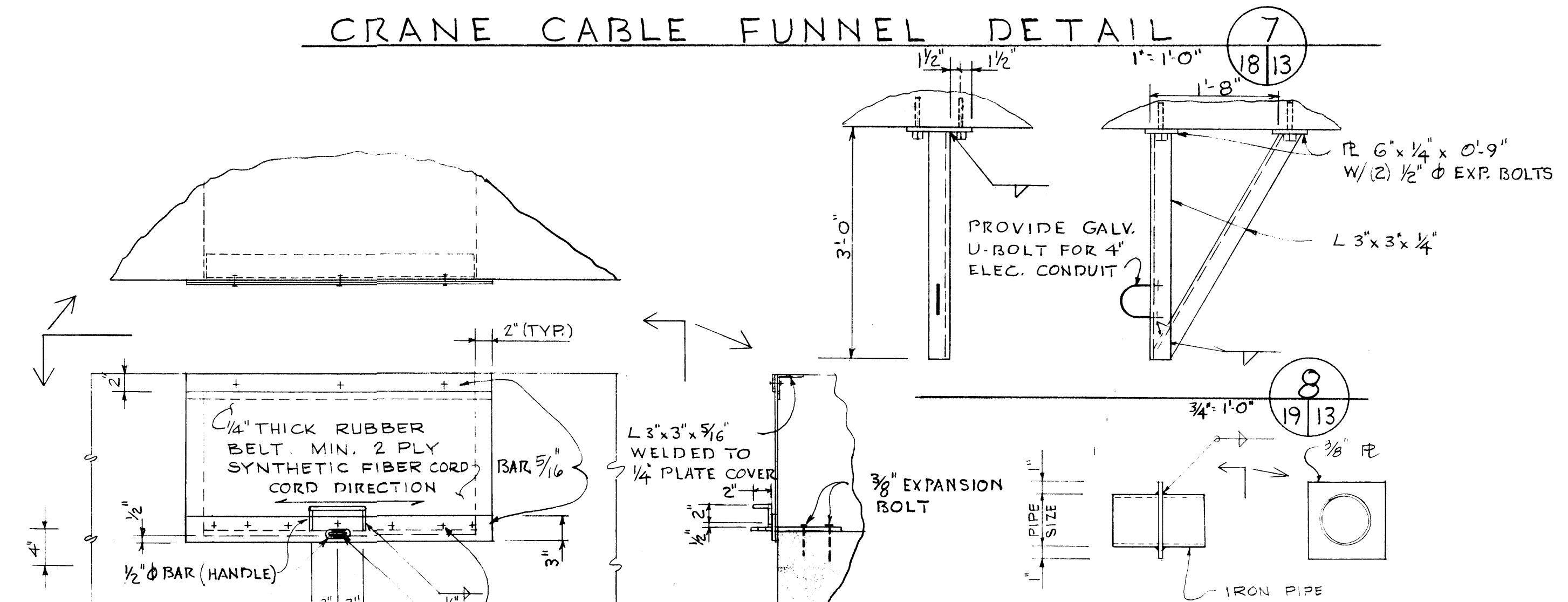
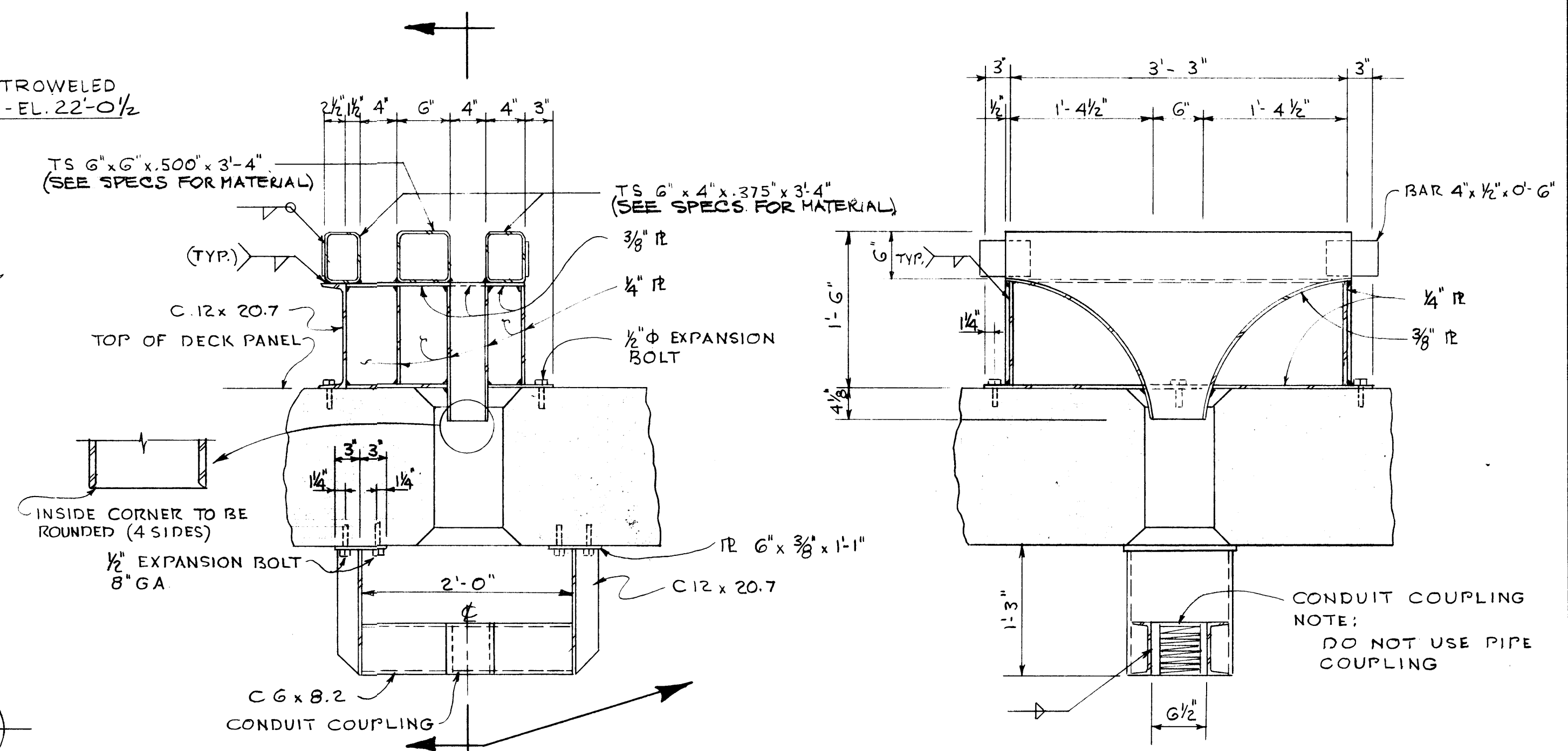
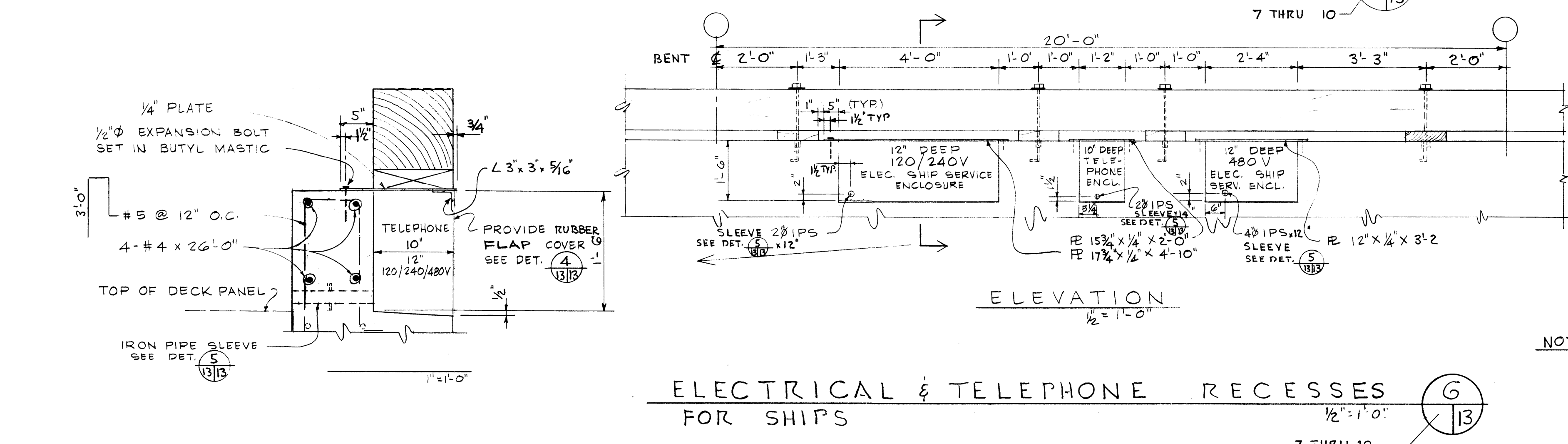
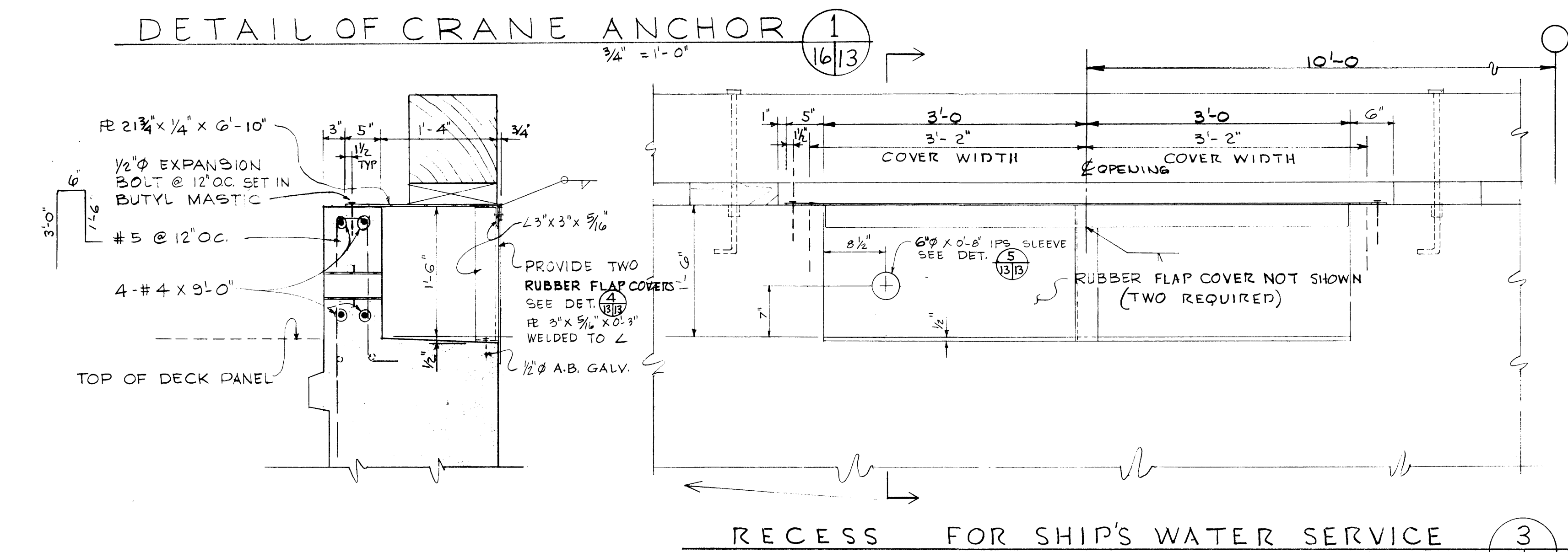
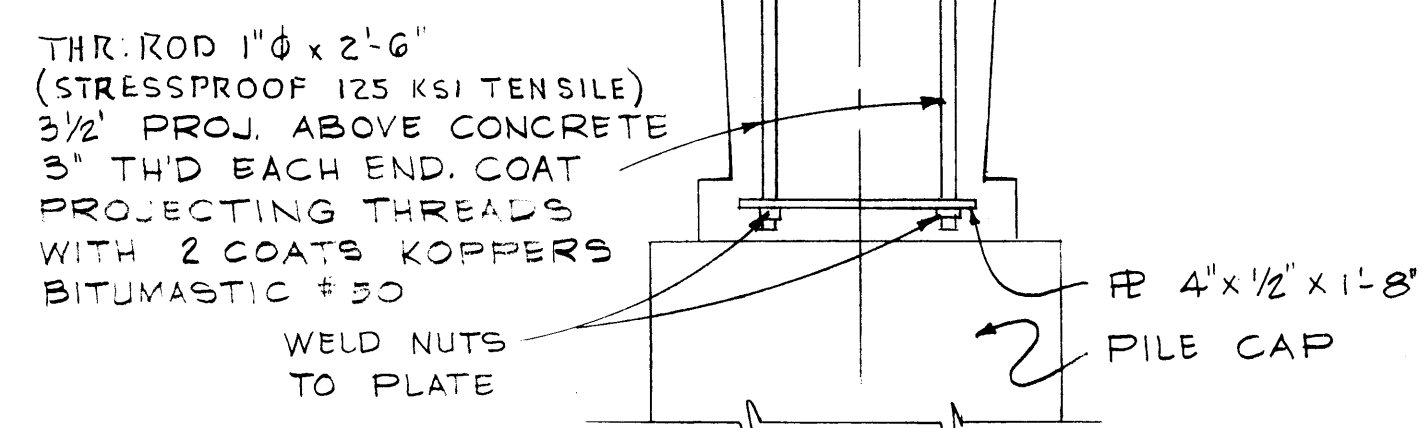
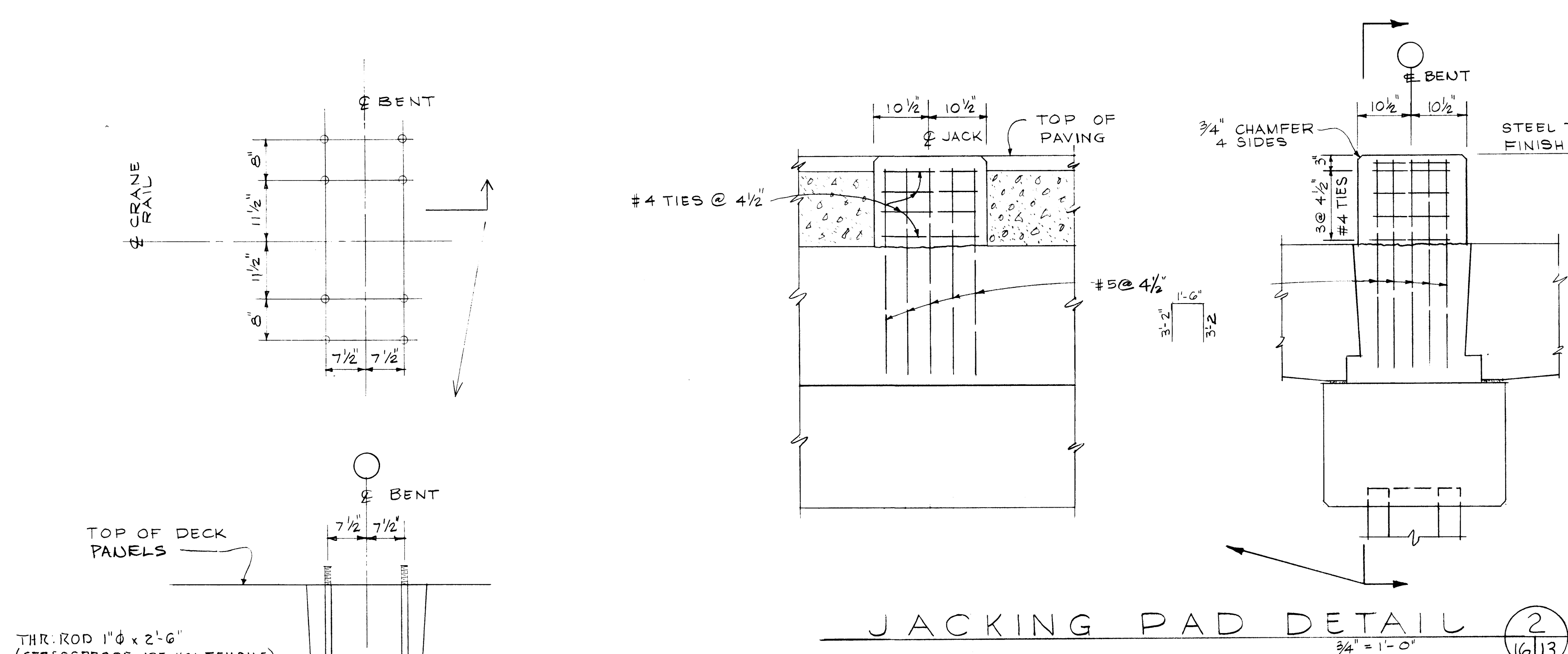
CATWALK DETAIL

NOTES:
1. GALVANIZE ALL MISCELLANEOUS STEEL AFTER FABRICATION



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PORT OF TACOMA			
PIERCE COUNTY TERMINAL			
EDA PROJECT 07-1-00717			
WHARF COMPLEX			
WHARF DETAILS - SHEET NO. 1			
DRAWN G.A.B.R.P.	CHECKED B.M./A.H.	SCALE AS NOTED	
DATE 10/15/71	DATE 2/3/72	DRAWING NO.	
APPROVED		3-3-72	
Donald L. Moorman		DATE	
CHIEF ENGINEER		EP-2218-17	
FIELD BOOK		SHEET 12 OF 19	

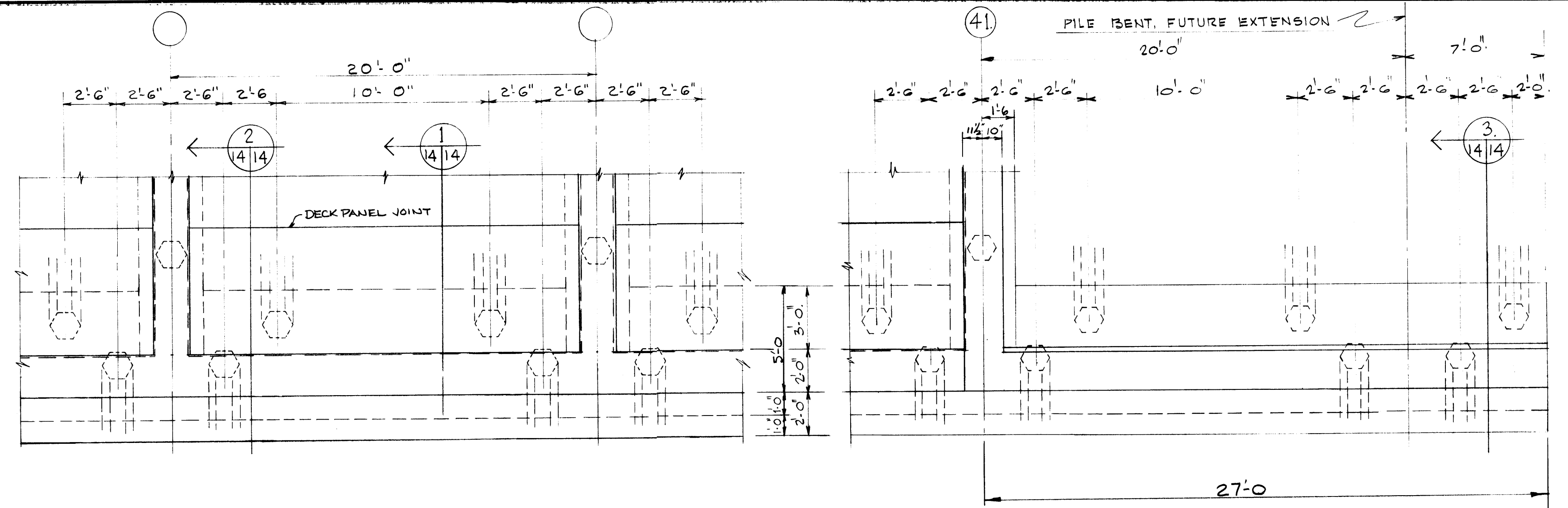


- NOTE**
1. VERIFY ALL DIMENSIONS, EQUIPMENT MOUNTING, HOLE SIZES, & LOCATIONS WITH ELECTRICAL CONTRACTOR
 2. GALVANIZE ENTIRE ASSEMBLIES AFTER MANUFACTURING (SEE SPECS.)

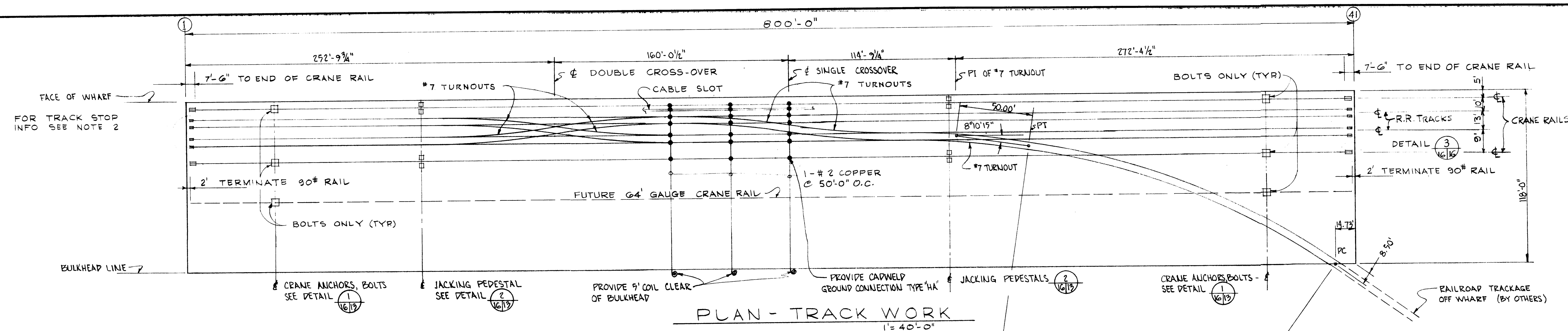


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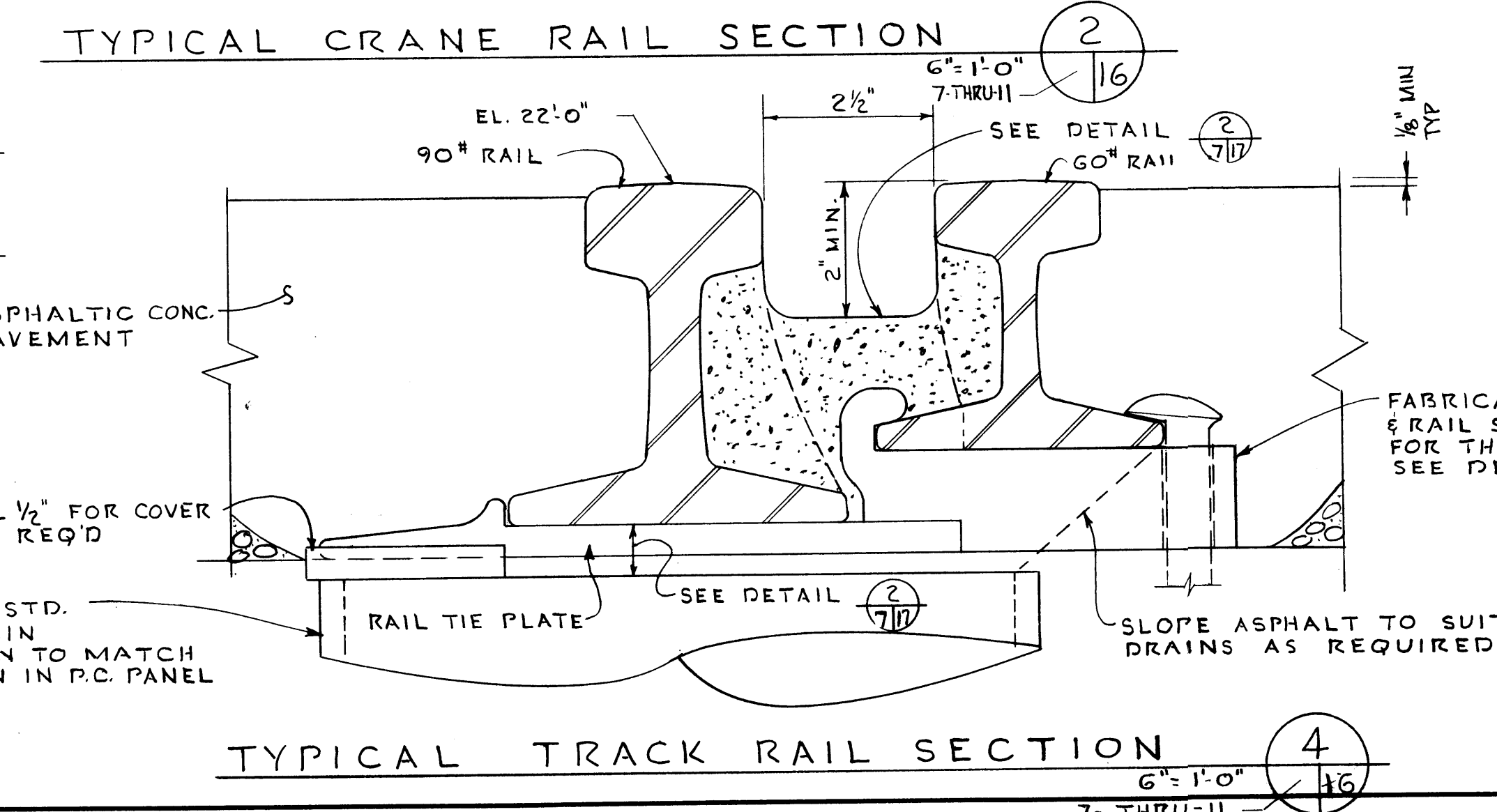
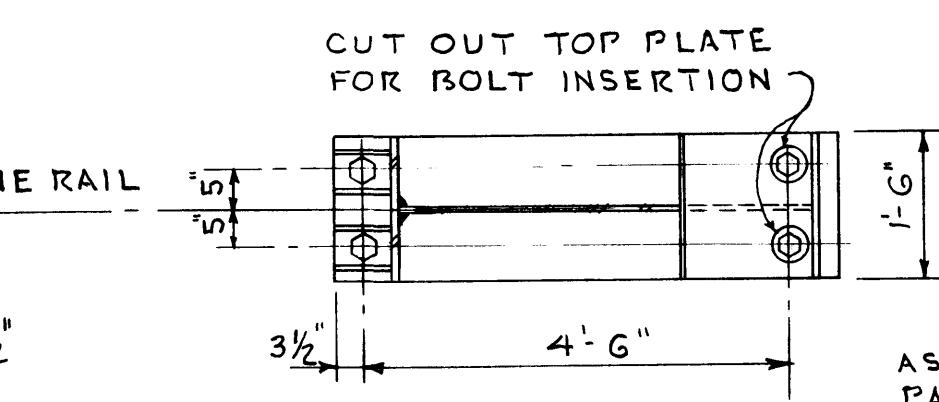
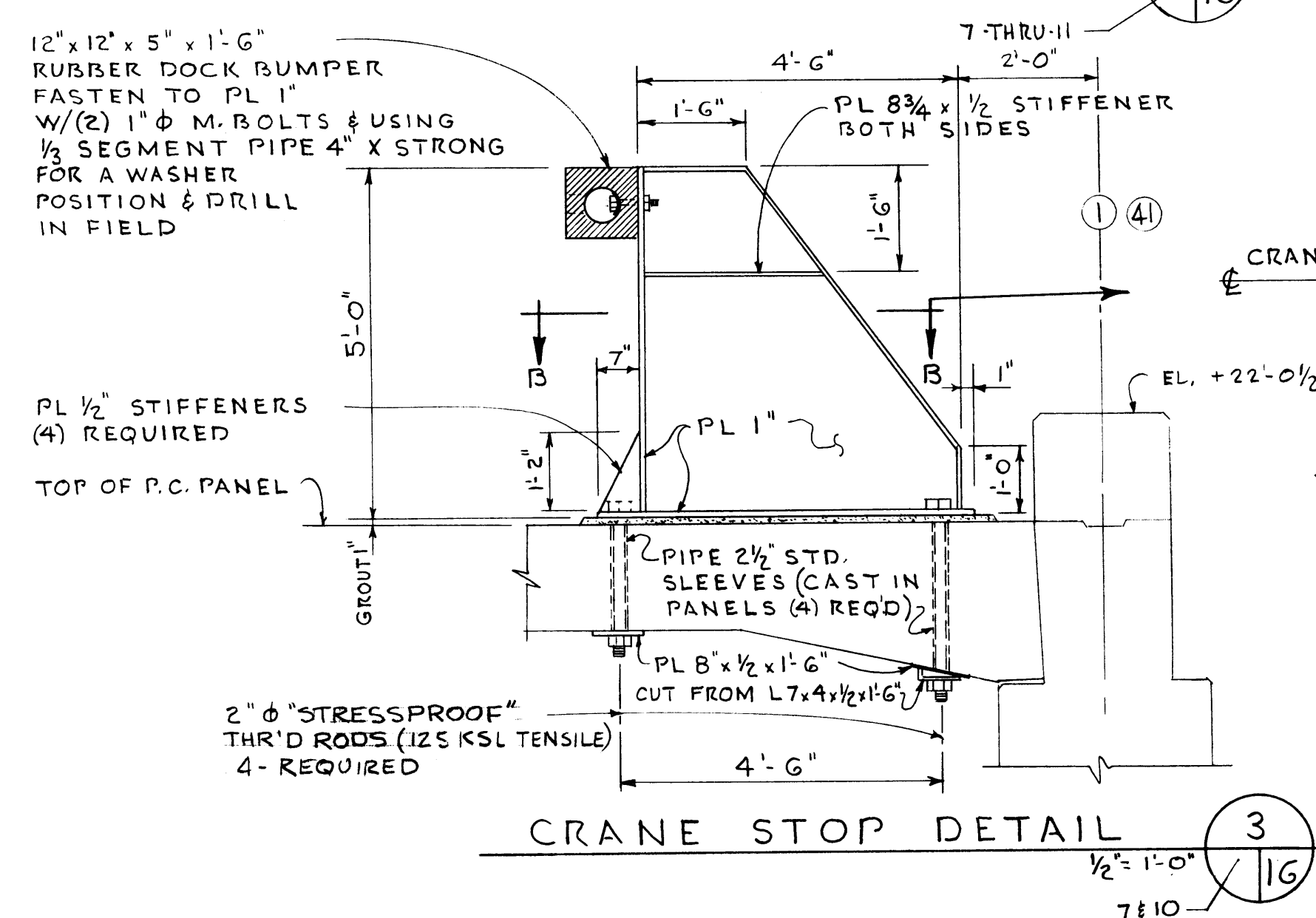
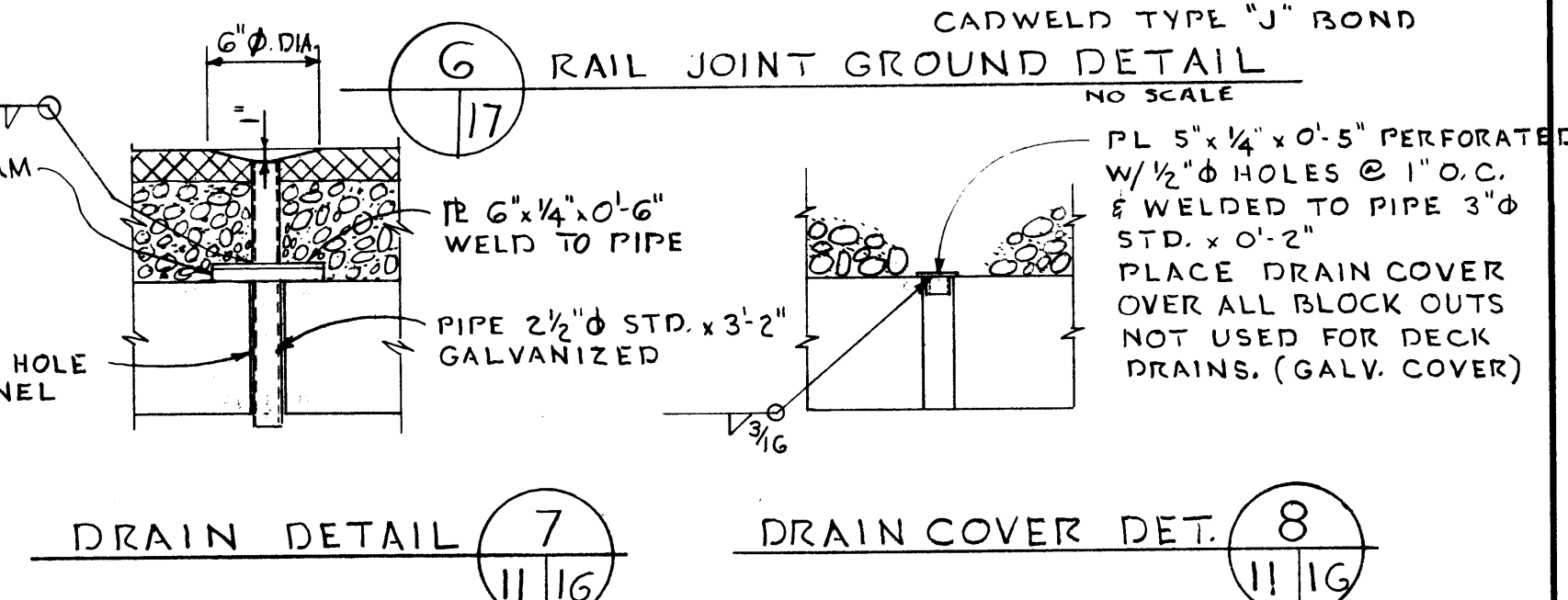
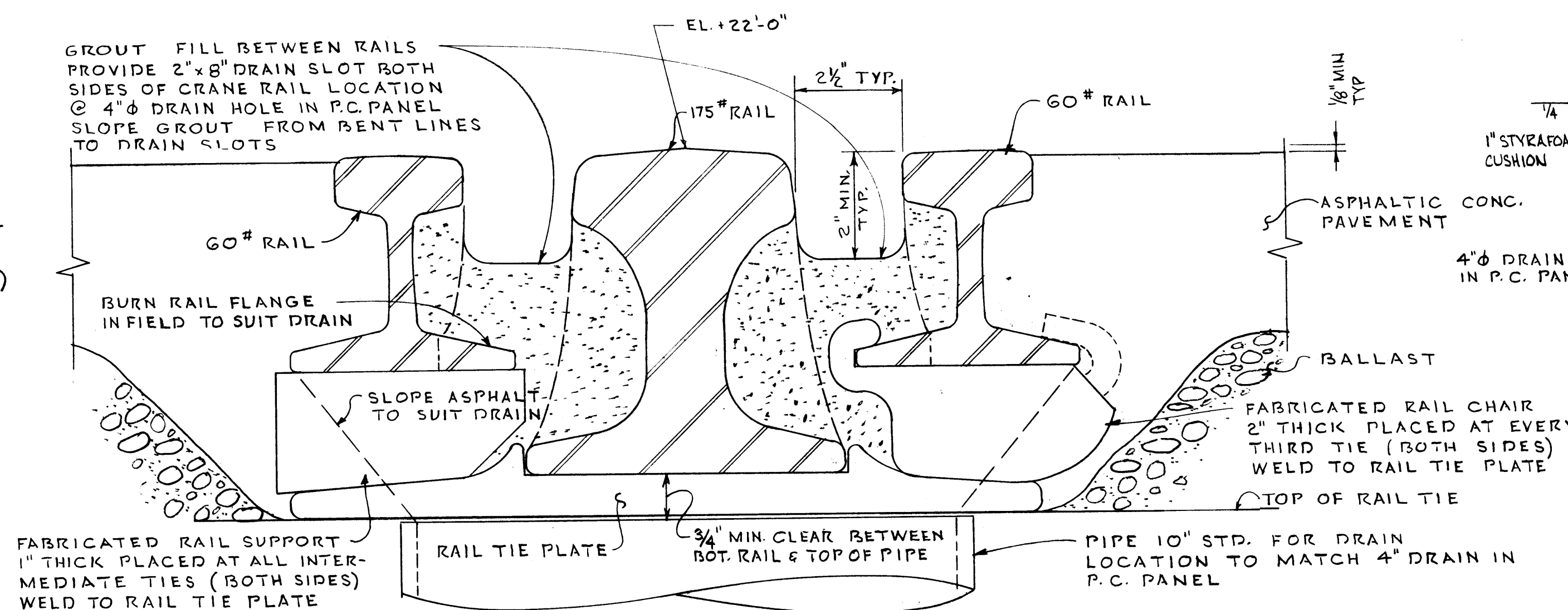
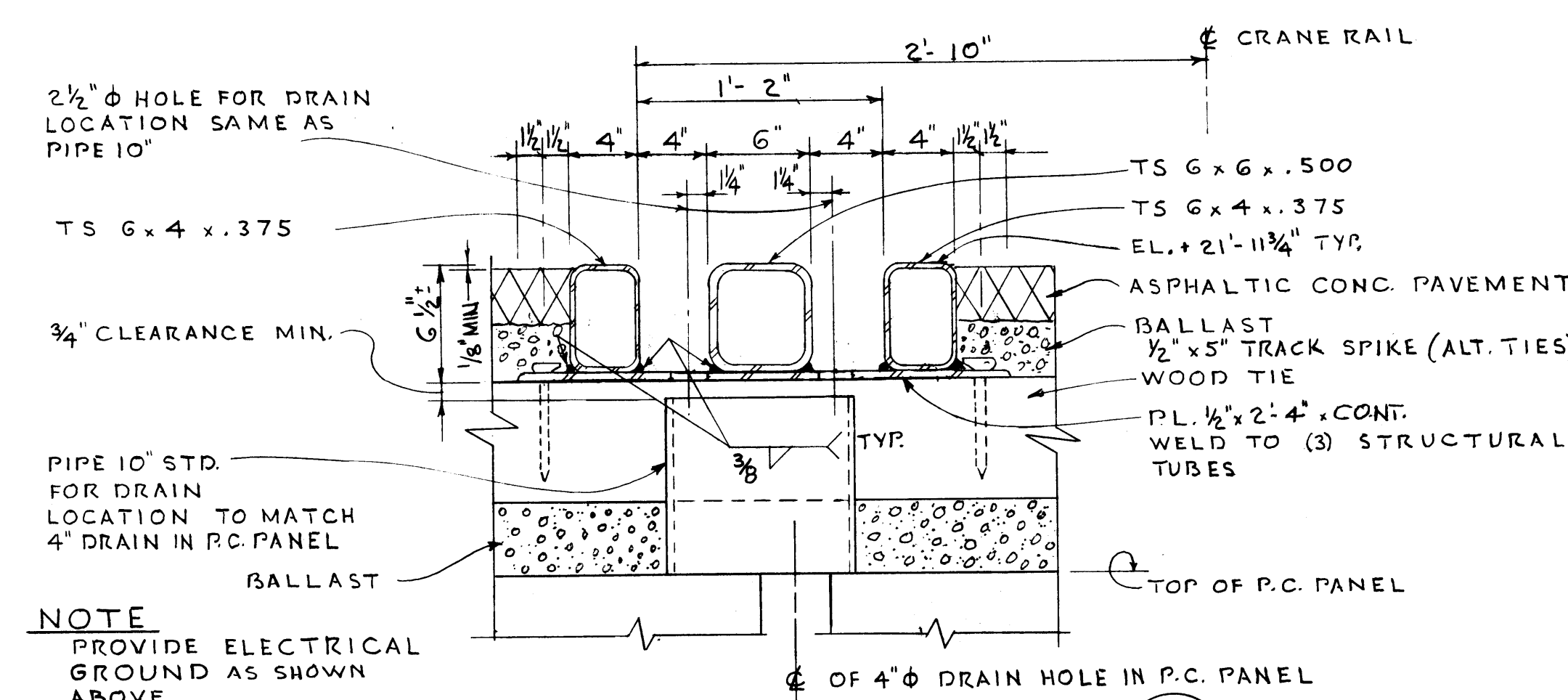
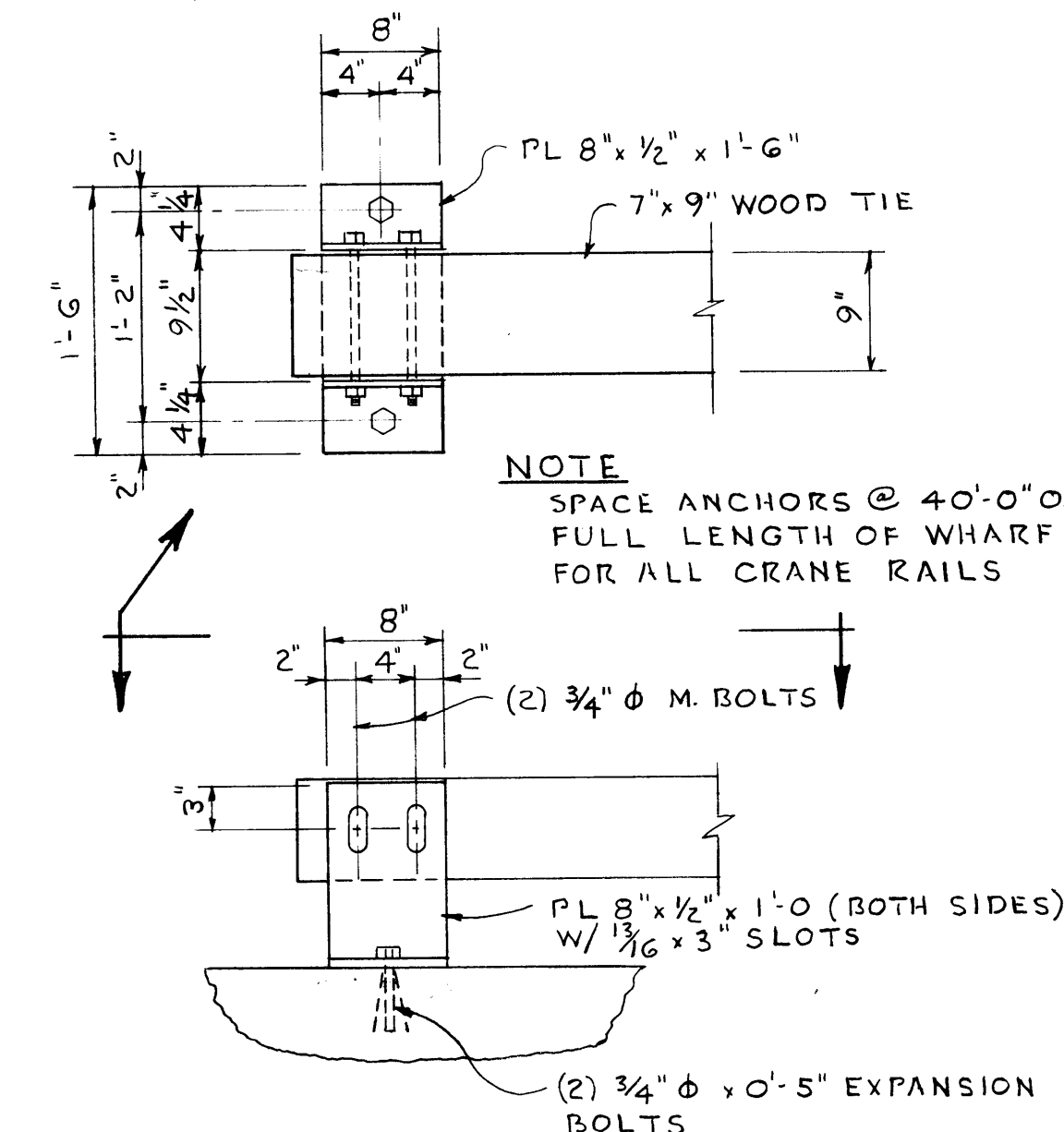
PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-1-00717		
WHARF COMPLEX		
WHARF DETAILS - SHEET NO. 2		
DRAWN: GA & BRP	CHECKED: PC & JP	SCALE: AS NOTED
DATE: 10/15/77	DATE: 3/3/78	DRAWING NO.
APPROVED: <i>Donald L. Bosman</i>	DATE: 3-3-78	EP-2219-17
FIELD BOOK	CHIEF ENGINEER	SHEET 13 OF 19



PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-1-00717		
WHARF COMPLEX		
WHARF DETAILS - SHEET NO. 3		
DRAWN <u>BRP</u>	CHECKED <u>BM A-</u>	SCALE <u>AS NOTED</u>
DATE <u>10/15/71</u>	DATE <u>2/3/72</u>	DRAWING NO.
APPROVED <u>Donald L. Gasman</u> CHIEF ENGINEER	<u>3-3-72</u> DATE	EP-2220-17
FIELD BOOK		SHEET <u>14</u> OF <u>19</u>



RAILROAD CURVE DATA
 $\Delta = 12^\circ$
 $R = 478.34'$
 $\Delta = 27^\circ 05' 08''$
 $T = 115.23'$
 $L = 226.13'$

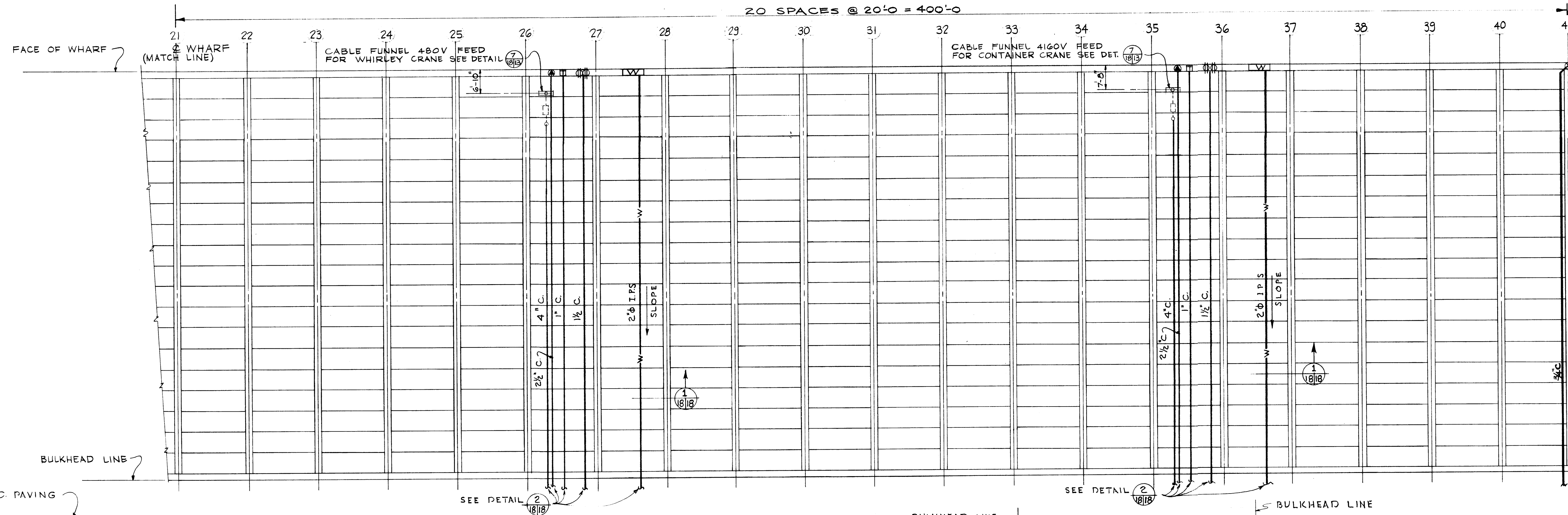
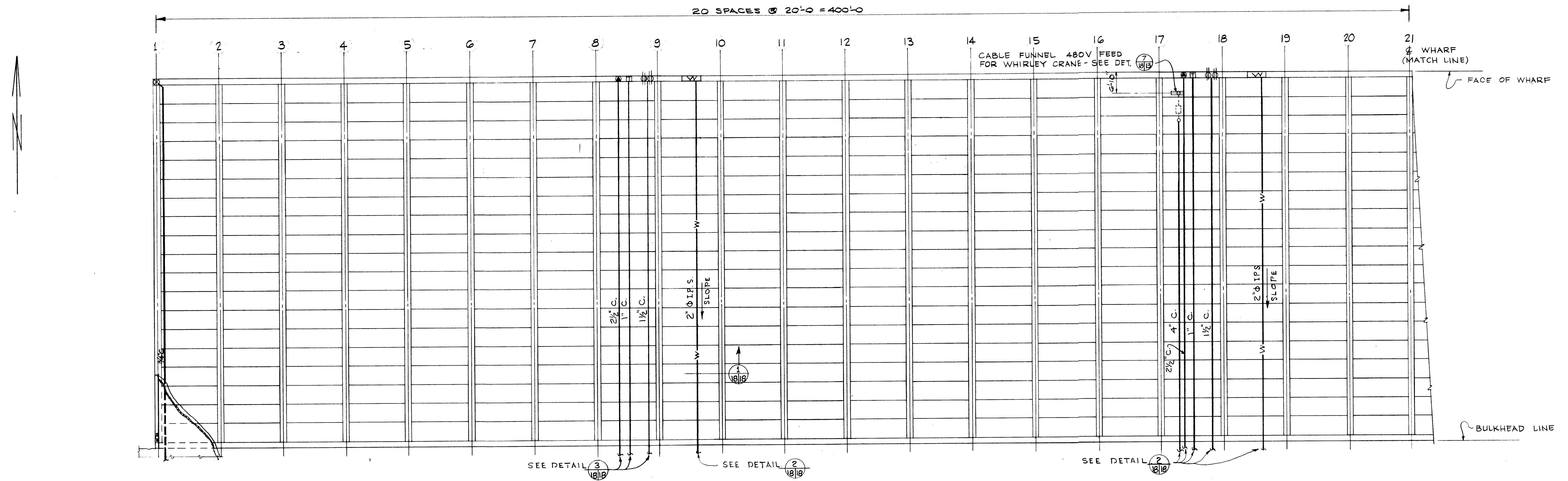


- NOTES**
- 1- FABRICATE CABLE SLOT ASSEMBLY IN MINIMUM LENGTHS OF 18'-0" SEE SPECIFICATIONS FOR MATERIAL. CO-ORDINATE FABRICATING LENGTHS, ATTACHMENTS AND DRAINS WITH SPACING OF RAIL TIES, DRAIN HOLES IN PANELS AND LOCATION OF CABLE FUNNEL, BUTT ASSEMBLIES OVER RAIL TIES LENGTHS OF FABRICATED SLOT ASSEMBLIES TO BE IN MULTIPLES OF 1'-6"
 - 2- ON EACH 90# RAIL, 1'-0" FROM EACH END OF TRACK - INSTALL CAST STEEL WHEEL STOPS, NELSON IRON WORKS, DESIGN NO 425
 - 3- SEE SPECIFICATIONS FOR DATA AND RELATED INFORMATION REGARDING FROGS, TURNOUTS AND CROSS-OVERS
 - 4- VERIFY LOCATION OF JACKING PEDESTALS AND CRANE ANCHORS WITH PORT OF TACOMA FOR COMPATIBILITY WITH CRANE, RAILWAY TRACK WORK, BOLLARDS AND CAVILS



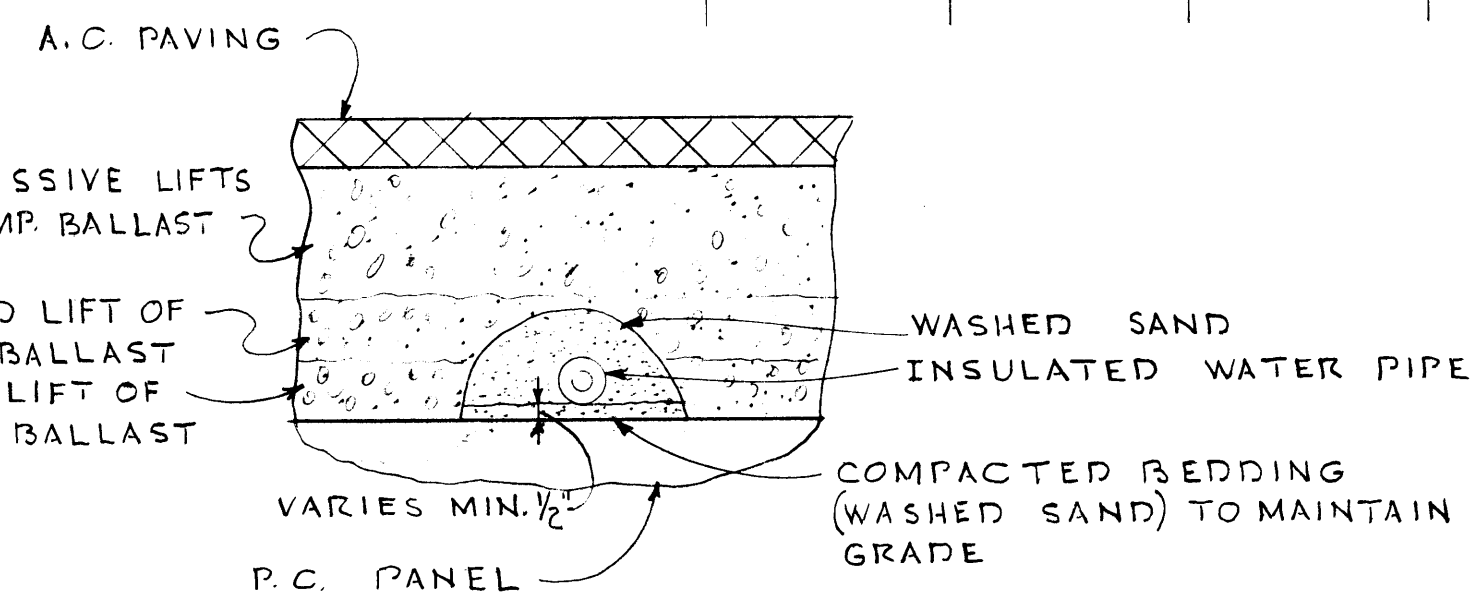
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PORT OF TACOMA			
PIERCE COUNTY TERMINAL			
EDA PROJECT 07-1-00717			
WHARF COMPLEX			
TRACKAGE PLAN AND DETAILS			
DRAWN BRP/BW	CHECKED GA/PC	SCALE AS NOTED	
DATE 10/15/11	DATE 3/3/12	DRAWING NO.	
APPROVED		3-3-72	
Monrad L. Moorman		DATE	
CHIEF ENGINEER		EP-2222-17	
FIELD BOOK		SHEET 16 OF 19	



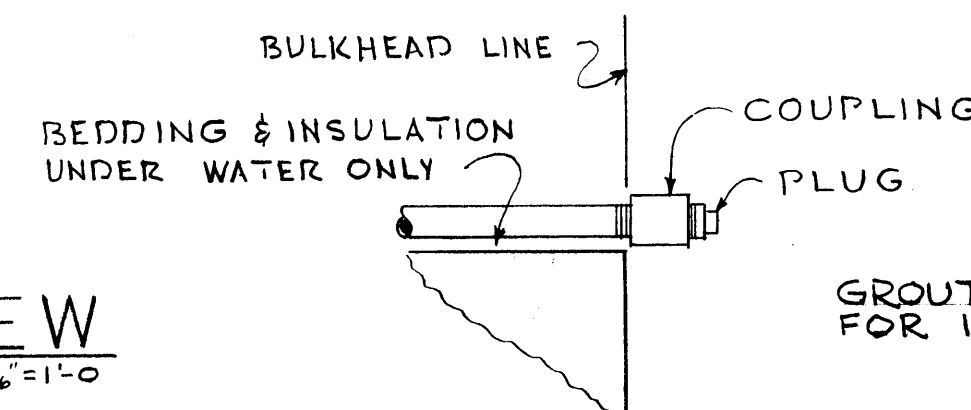
LEGEND

- 480V-3P POWER OUTLET-SEE DETAIL 18/19
- ⊞ 120/240-1P POWER OUTLETS-SEE DETAIL 18/19
- ⊗ 120V OBSTRUCTION LIGHT-PYLE NATIONAL TYPE BYMB-3600AHQ WITH 7-AP53R LENS GENERAL ELECTRIC LAMP-700A21/49-180V
- TELEPHONE OUT LET-SEE DETAIL 18/19
- W SHIPS WATER SERVICE -SEE DETAIL 18/19
- W WATER PIPING-RUN IN BALLAST (INSTALLED PER SPECIFICATIONS)
- 1/2" ELECTRICAL CONDUIT SIZE AS NOTED RUN IN BALLAST (INSTALLED PER SECS)



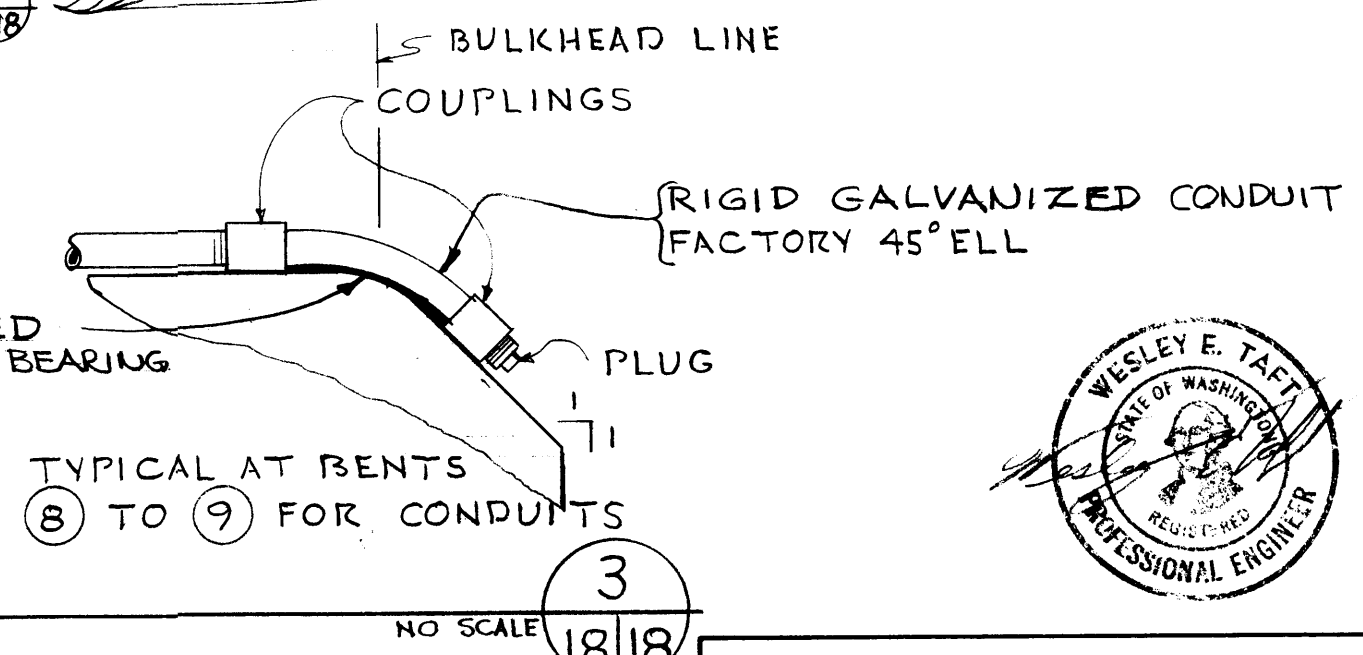
SERVICES PLAN VIEW

SCALE 1/8"=1'-0"



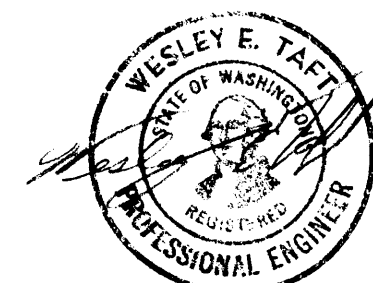
TYPICAL TERMINATION OF SHIPS WATER AND CONDUITS AT BULKHEAD LINE EXCEPT AT BENTS 8 TO 9

NO SCALE 18/18



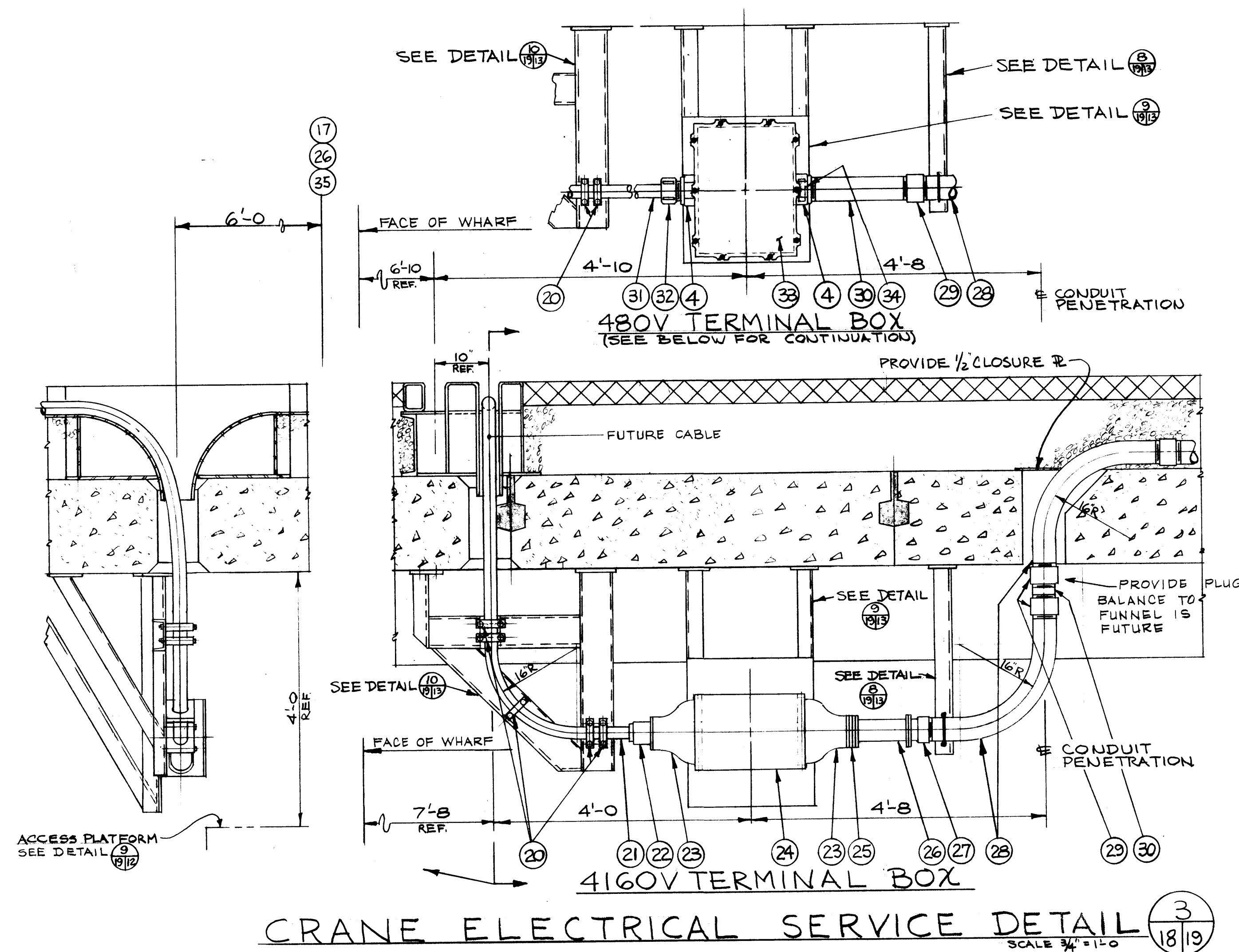
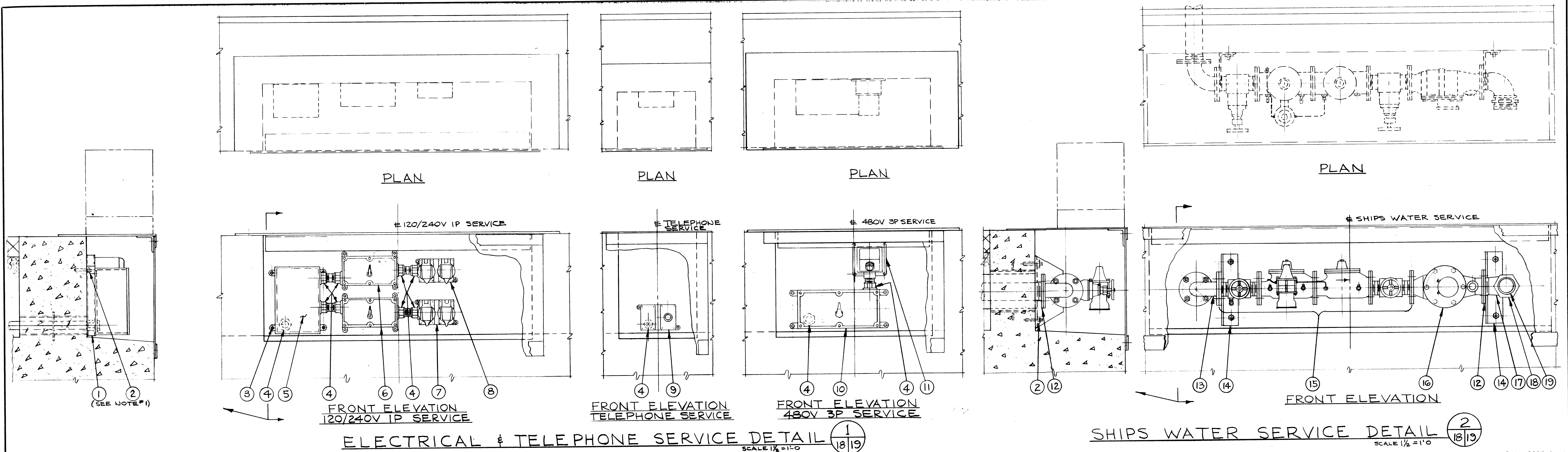
TYPICAL AT BENTS 8 TO 9 FOR CONDUITS

NO SCALE 18/18



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PORT OF TACOMA		
PIERCE COUNTY TERMINAL		
EDA PROJECT 07-I-00717		
WHARF SERVICE PLAN		
DRAWN: PC	CHECKED: JP	SCALE 1/8"=1'-0"
DATE 10/15/71	DATE 2/3/72	DRAWING NO.
APPROVED: <i>Donald J. Mosman</i>		EP-2224-17
CHIEF ENGINEER		SHEET 18 OF 19
FIELD BOOK		



- BILL OF MATERIAL
- Support Channel - "Kindorf" B-905, See Note #1.
 - Anchor Bolts - "Wej-It" Standard Type, See Note #1. - 3/4" Min. Length
 - Mounting Hardware - "Kindorf" Corrosion Resistant.
 - Watertight Hubs - Appleton "Uni-Seal" HUB Series.
 - Junction Box - Crouse-Hinds - Type WAB 120806 Galv. Feraloy with Mounting Lugs and Internal Mounting Pads - No Bosses.
 - Circuit Breaker - Enclosed type - Crouse-Hinds #DVS 122-DT 20-2, 120/240V, 2P-1PH.
 - Convenience Outlets - Crouse-Hinds FD02 Box with Mounting Lugs, Two Hubbell #7423 Gray Fiberglass covers with gaskets, One Hubbell #230006 and One #5361 Receptacles.
 - Convenience Outlet - Crouse-Hinds FD02 Box with Mounting Lugs, Two Hubbell #7423 Gray Fiberglass covers with gaskets, One Hubbell #5361 and One #6810G Receptacles.
 - Telephone Outlet - Crouse-Hinds FD02 Box with Mounting Lugs with one Hubbell #6088 blank cover. (Other cover and jack furnished by telephone company.)
 - Circuit Breaker - enclosed type - Crouse-Hinds #DVS149-DT100-3, 480 V/3P-3PH.
 - Receptacle - Pyle National #ZREBB 6C 2040 SR.
 - Flange - 2" IPS screwed - Class 125#. (Provide gasket and bolting hardware.)
 - Elbow - Flanged ASA Class 125#. (Provide gaskets and bolting hardware.)
 - Bracket - L 5"x3"x1/4" Galvanized after fabrication. (Cut and drill as shown.)
 - Back Flow Device - Cla-Val Model RP 2" IPS Flanged (add elbow to test cock on upstream gate valve.) See Note #2.
 - Water Meter - Gamon-Calmet Model TM 2" IPS Flanged. (Provide gaskets and bolting hardware.) See Note #2.
 - Street Elbow - 2" IPS Galv. Malleable.
 - Reducing Bushing - 2" to 1 1/2" IPS Galv. Malleable.
 - Male Hose Nipple - Powhatan #146 1 1/2" IPS to 1 1/2" Hose with Cap and Chain #126, Chromium Plated.
 - Cable Clamp - Kindorf #C-750 (impregnated maple hardwood).
 - Cable - 5KV Type SH-D with shield (by others).
 - Stuffing Box - G&W #RS 44 (sized by Port of Tacoma) (Part of 24).

- Cable Head - 4/Cond. Shape "C". (Part of 24).
- Cable Box - 5 KV Special G&W Type WG 2 Way- 4/Cond. 250 Amp. with Burndy Lugs. Similar to G&W drawing #D8150-89. (By Others)
- Stuffing Box - Double Plate - G&W #DP-4 (Part of 24).
- Conduit Extension - Split Type - G&W #CC4E-10F. (Part of 24).
- Conduit Coupling - G&W #CC 440 (Part of 24).
- Conduit Elbow - 4" Rigid Galvanized Factory Bend - 16" R - Tangent length 7" (Pittsburgh Std. Div. Robroy Industries.) (ONE BY OTHERS)
- Conduit Coupling - 4" Rigid Galvanized. (By Others)
- Conduit Nipple - 4" Rigid Galvanized.
- Cable - 600 Volt Type "G" (by others).
- Cable Connector - Watertight - Crouse-Hinds Type CGB with Gland Nut and Tapered Neoprene Bushing.
- Cable Junction Box - Watertight (for 600V cable) Crouse-Hinds #WTB 241808 Feraloy, Hot Dipped Galvanized with Std. Mounting Feet and Internal Mounting Pads.
- Conduit Sealing Fitting - "OZ" Type CSBI-400-Verify Conductor Holes.

NOTES

- All items of Electrical Equipment are to be mounted on support channel 1 which are to be attached to the concrete by anchor bolts 2.
- In the Ships Water Service the backflow system must be assembled as detailed above. The water meter must be oriented as shown with dial reading horizontal.
- See Drawing 13 for Details of Service Recesses, Crane Cable Funnels and Miscellaneous Support Details.



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PIERCE COUNTY TERMINAL		
EDA PROJECT 07-1-00717		
WHARF COMPLEX		
WHARF SERVICE DETAILS		
DRAWN PC	CHECKED JP	SCALE AS NOTED
DATE 10/15/71	DATE 3/3/72	DRAWING NO.
APPROVED	3-3-72	EP-2225-17
DATE		SHEET 19 OF 19
Ronald L. Masman CHIEF ENGINEER		
FIELD BOOK		