Neptune Diving Services

Completion Report

DPC Small Boat Landing Inspection

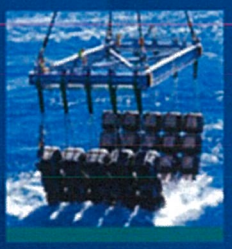
Date: May 2012







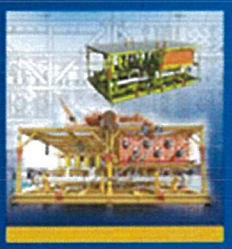














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Contract Details:	Inspection of Small Boat Landing, Stokes Hill Wharf
Client:	Darwin Port Corporation

Authorisations

Document approval and release for distribution

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1 Introduction

Neptune Diving Services was contracted to undertake a subsea inspection of the small boat landing at Stokes Hill Wharf to determine the condition of the mooring chains present.

This report is an accurate account of what the diver observed, measured and reported. The report does not offer any opinion as to the future life expectancy or any other future outcome nor any cause or pre-existing condition that may have caused or contributed to the details reported herein.

2 Operations

Neptune Diving Services conducted the in-water investigation under instruction of the DPC representative Alastair Black.

All work was completed without incident utilising local dive personnel.

All necessary isolations were in place on board the dive vessel to ensure safety of divers at all times and DPC was informed via VHF Channel 10 of all dive operations.

3 SCOPE / WORK PERFORMED

The objective of the investigation was ascertain the condition of the mooring chains of the small boat landing.

The NDS team were located on the DSV Joshsarelle tied off to the small boat landing .

The diver executed a visual survey of the small boat landing, swimming along each chain from surface to seabed and obtaining photos where necessary to document mooring chain condition.

4 Summary of Findings

Summary of findings are presented in the below tables which should be read with reference to Fig 4.1 below detailing numbering convention of the mooring chains.

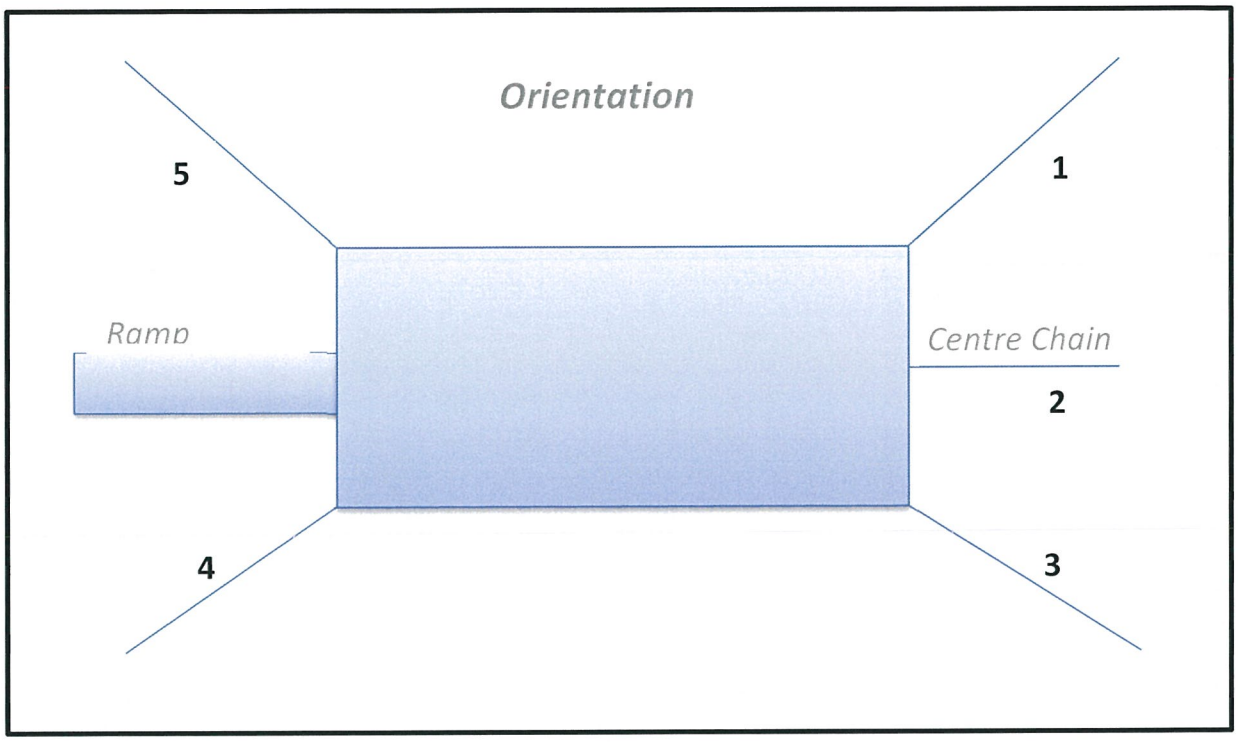


Fig 4.1 Numbering convention of small boat landing mooring chains for purpose of inspection

No clump weights or attachments to seabed were visible by diver.

Chains 1, 2 and 3 show visual signs of wear – See findings below.

Chains 4 and 5 appear upon visual inspection to be in better condition that chains 1, 2 and 3.

Chain #1 Description

Condition Report:

Surface to 15 Foot: 100% Coverage Marine Growth. Approximately **60% wear.**

15 Foot – Seabed: Approximately 30 Foot; Approximately 40% wear.



Fig 4.2. Mooring chain #1



Chain #2 Description

Condition Report:

Surface to 15 Foot: 100% Coverage Marine Growth. Approximately **60%** wear.

15 Foot – Seabed: Approximately 30 Foot; Approximately **40%** Wear.



Fig 4.4. Mooring chain #2

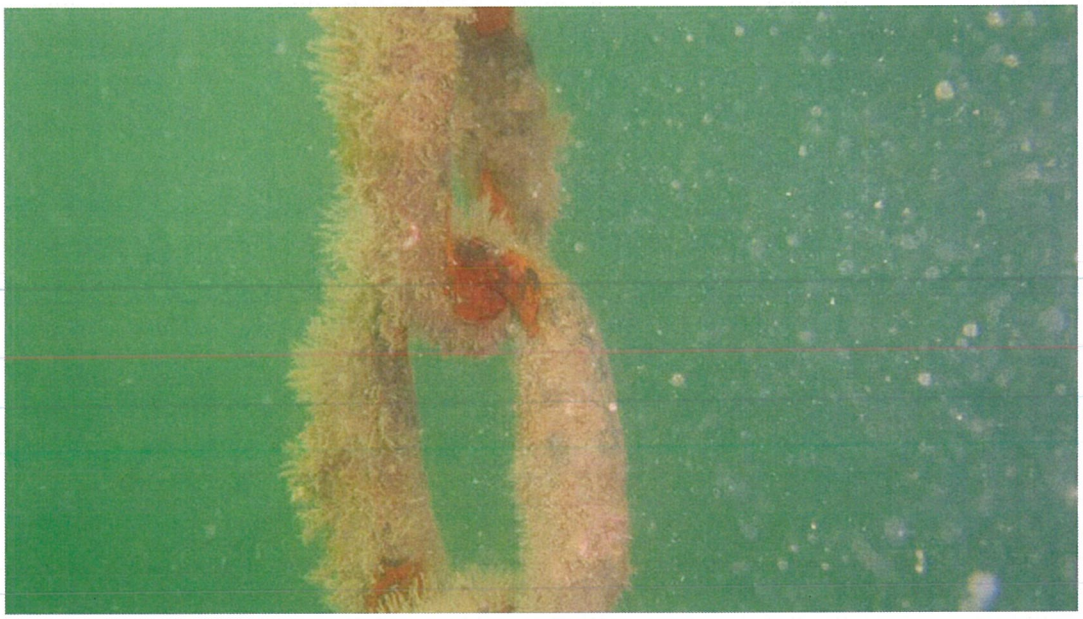


Fig 4.5. Mooring chain #2

Chain #3 Description

Condition Report:

Surface to 15 Foot: 100% Coverage Marine Growth. Approximately **60%** wear.

15 Foot – Seabed: Approximately 30 Foot; Approximately **40%** Wear.



Fig 4.6. Mooring chain showing approximately 60% wear

Chain #4 Description

Condition Report:

Surface to 15 Foot: 100% Coverage Marine Growth. Minimal wear visible.

15 Foot – Seabed: Approximately 30 Foot; 100% Coverage Marine Growth Minimal wear visible.

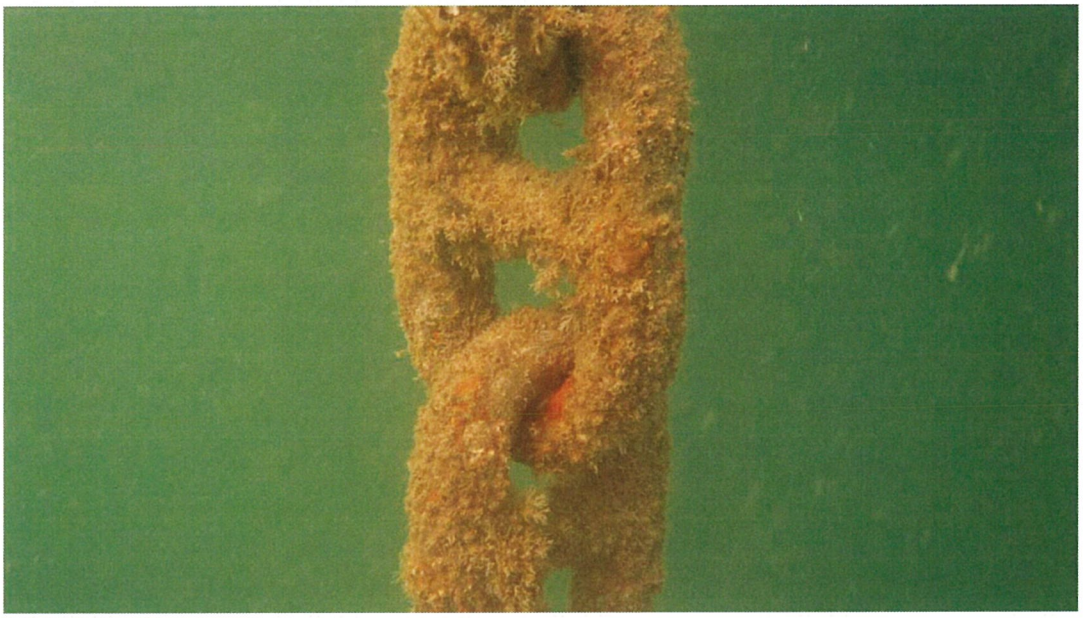


Fig 4.7. Mooring chain #4

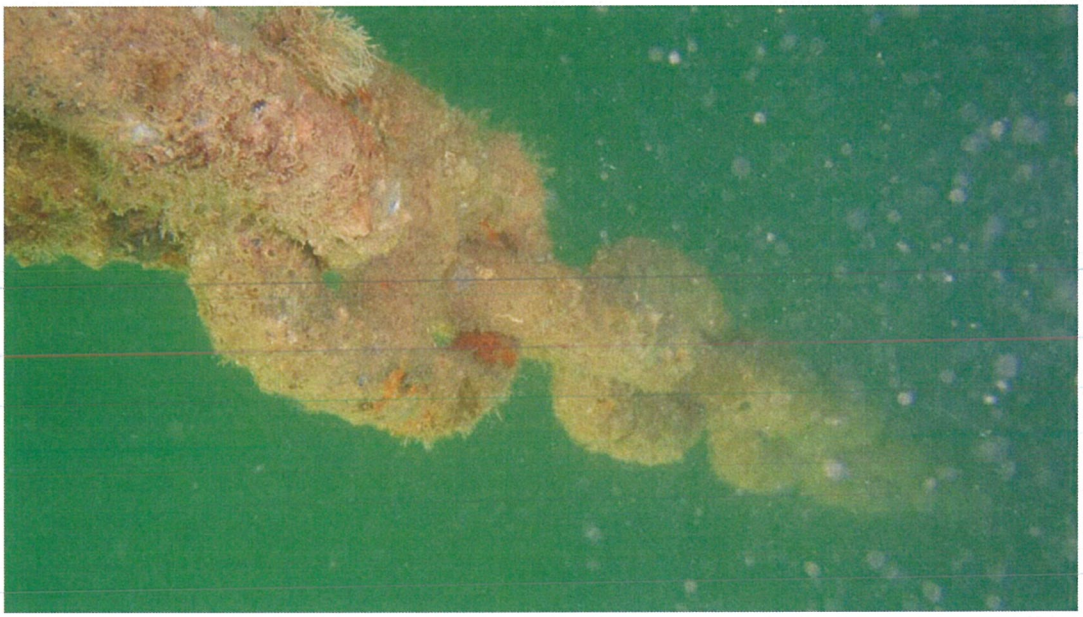


Fig 4.8. Mooring chain #4

Chain #5 Description

Condition Report:

Surface to 15 Foot: 100% Coverage Marine Growth. Minimal wear visible.

15 Foot – Seabed: Approximately 30Foot; Approximately **40%** Wear.

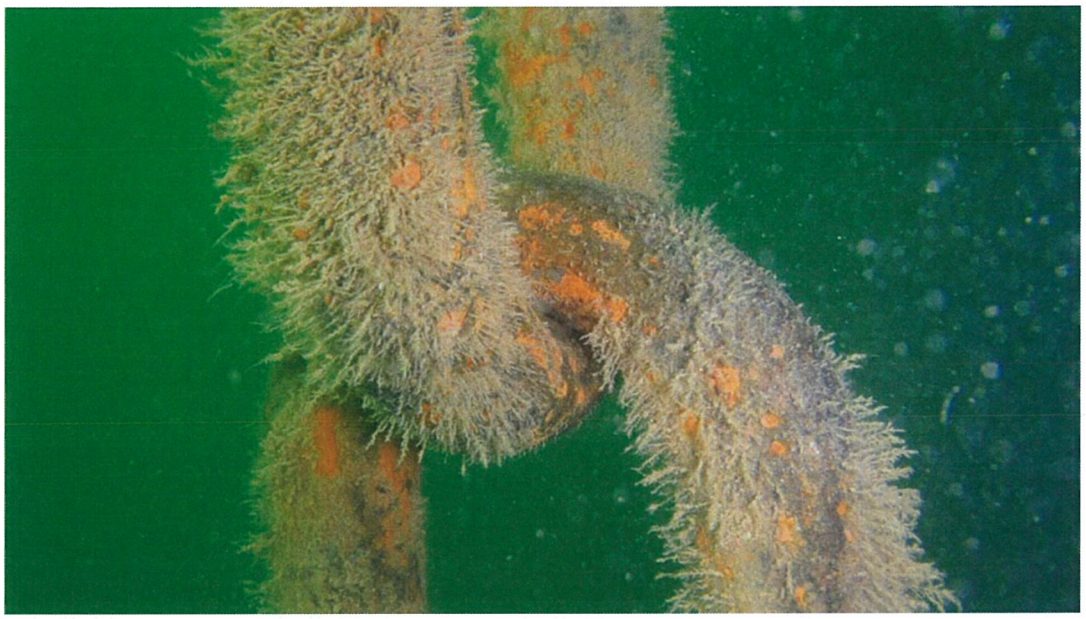


Fig 4.9. Mooring chain #5

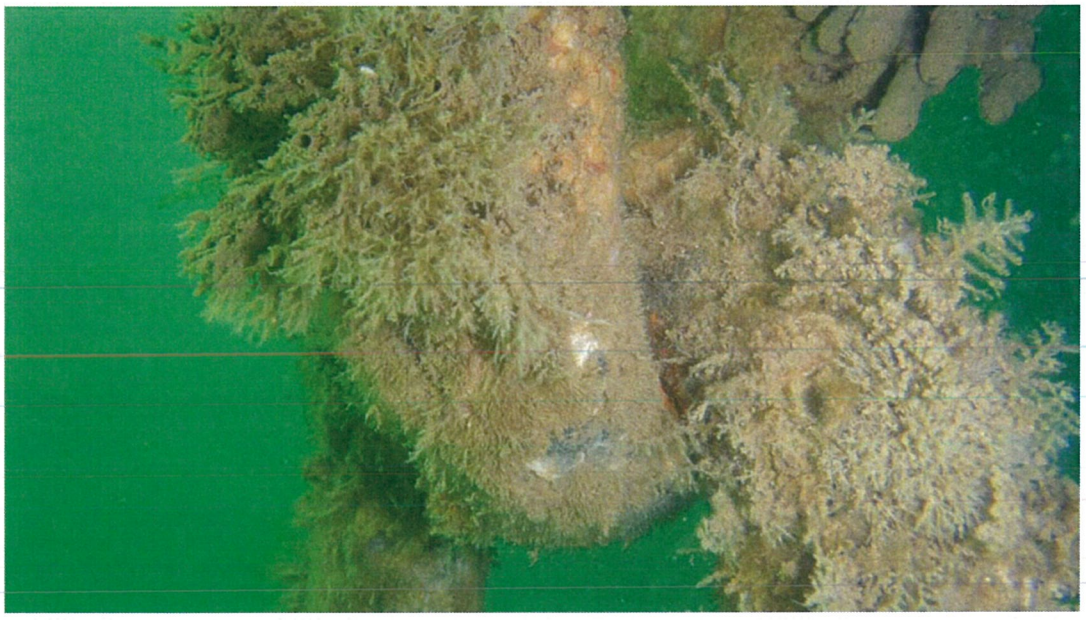


Fig 4.10. Mooring chain #5

5 Recommendations

Chains 1-3 show signs of extended wear. A full assessment would be advised prior to the commencement of the next wet season period with the investigation of replacement of Chains 1-3.

Chains 4 and 5 should continue to be monitored on a regular basis to ascertain wear levels.