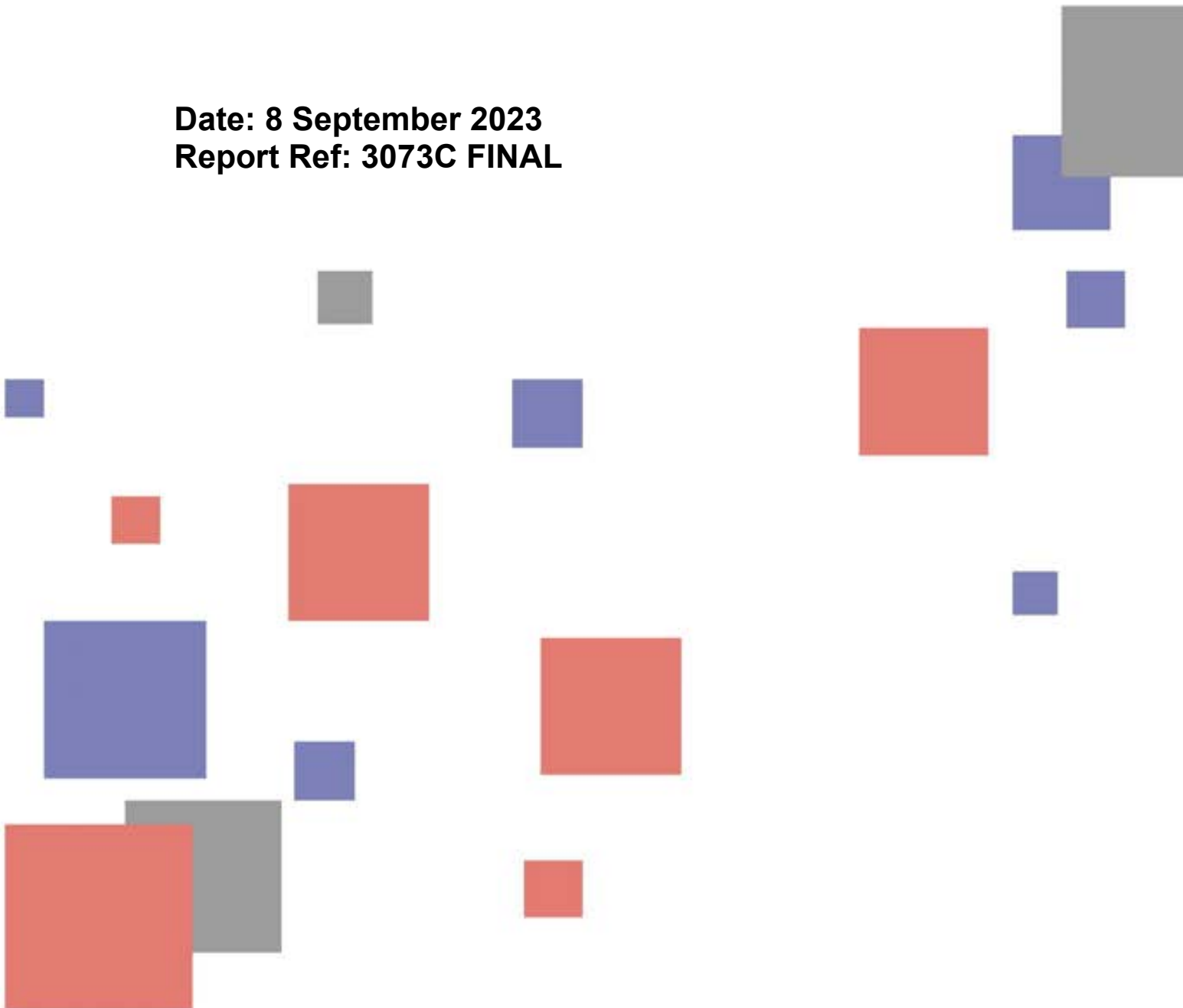


## **Report**

# **Geotechnical Investigation for Coastal Erosion Vulnerability Assessment.**

## **Parry Beach, Shire of Denmark WA.**

**Date: 8 September 2023  
Report Ref: 3073C FINAL**



## DOCUMENT HISTORY

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## EXECUTIVE SUMMARY

A geotechnical investigation has been carried out as part of a coastal erosion assessment at Parry Beach in the Shire of Denmark, Western Australia. During the investigation ground geophysical and intrusive geotechnical testing was conducted within a 1100m corridor of coastal beach and dune formation to support potential future development of the Parry Beach Campsite by the Shire of Denmark.

The investigation scope consisted of acquiring multi-channel analysis of surface waves data as a series of specified transects either along-shore (parallel to the coast) or cross-shore (perpendicular to the coast) and cone penetration testing at spot locations along these transects. This was supplemented with geological mapping of surface rock outcrops and topographic survey using high resolution aerial photogrammetry for the generation of a surface level model and orthomosaic image.

The acquired MASW dataset was processed for the generation of seismic velocity sections along the transects showing variations in the seismic shear wave velocity of the subsurface material to a target depth of 10-15m below ground level. The seismic velocity sections were calibrated with the CPT plots and demarcated into velocity ranges representing different material types and conditions for the generation of interpreted geological sections consisting of loose to compacted sediment and variably weathered to fresh rock.

The interpreted geological sections have been compiled to develop subsurface models of the level to rock substrate (relative to AHD) and overlying sand thickness within the region between the foreshore and the future development. This model will be used to assess the potential vulnerability of the site to erosion and future inundation risk, and whether there is a continuous rock barrier located below the ground surface of sufficient strength and height that may prevent the advancement of erosion to the future development.

The following observations have been made:

- Interpreted rock substrate was observed along the majority of the transects and within the maximum target investigation depth of 10-15m below ground level.
- Interpreted top of rock substrate on the along-shore transect on the beach was highly variable ranging from -11mAHD to -1.5mAHD and averages approximately 6mAHD, and overlain by an average of 7.5m of variably compacted sediment.
- Interpreted top of rock substrate on the along-shore transects on the Parry Road access road was highly variable ranging from -8mAHD to 6.5mAHD and averages approximately -0.5mAHD, and overlain by an average of 6m of variably compacted sediment.
- Interpreted top of rock substrate was typically highest where surface outcropping rock was present including at the existing campsite at the southern end of the site, and was deepest at geographical landforms including the inlet at the northern end of the site and at the location of creek outflow into the ocean.

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## 1 INTRODUCTION

At the request of The Government of Western Australia Department of Transport (DoT), GBG Group carried out a geotechnical investigation at Parry Beach, Shire of Denmark in July 2023. During the investigation seismic geophysical testing and intrusive geotechnical testing was conducted within a 1100m corridor of coastal beach and dune formation to support potential development of the Parry Beach Campsite by the Shire of Denmark.

The objective of the investigation was to provide detailed mapping of the extent, elevation and consistency/strength of the rock underlying the coastal beach and dune formation. In particular, the key outcome of the investigation was to develop a subsurface model of the level to competent rock substrate (relative to AHD) within the region between the foreshore and the future development. This model will be used to assess the potential vulnerability of the site to erosion and future inundation risk, and whether there is a continuous rock barrier located below the ground surface of sufficient strength and height that may prevent the advancement of erosion to the future development.

To achieve the project objectives, data from the following investigation methods was acquired, processed and analysed so as to obtain the required subsurface information within the anticipated geological conditions:

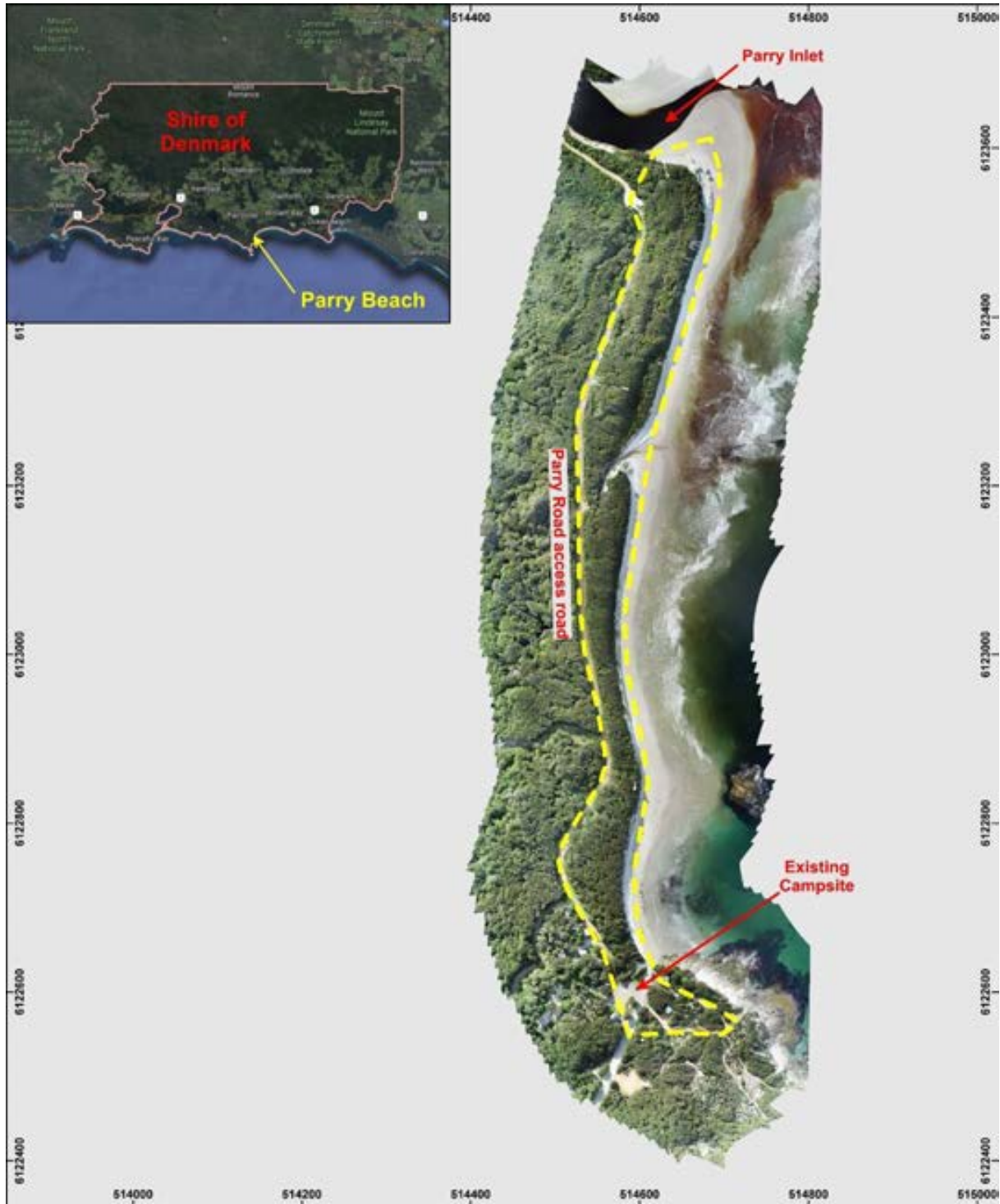
1. **Geological mapping** of surface rock outcrops within the study area using high resolution photogrammetry.
2. **Geophysical testing** by way of Multi-channel Analysis of Surface Waves (MASW) to obtain seismic shear wave velocity models related to variations in subsurface material stiffness.
3. **Intrusive geotechnical testing** by way of Cone Penetration Testing (CPT) to measure sediment strength and compressibility, and for calibration and ground truthing of the geophysical dataset.
4. **Topographic survey** using Differential GNSS receiver and photogrammetry.

## 2 INVESTIGATION SITE

The investigation was carried out within an approximate 1100m corridor of coastal beach and dune formation extending from the foreshore to the east, and to the Parry Road access road to the west from the existing campsite to the Parry Inlet. The extent of the investigation site is shown as a yellow dashed area in Figure 1.

Data was acquired as a series of transects for the seismic geophysical testing and point locations for the intrusive geotechnical testing. These were positioned so as to best utilise existing roads, tracks, and beach whilst not impacting native vegetation and in order to ensure the most optimal, efficient and economical acquisition methodology. Data was not acquired where surface obstructions were present such as thick vegetation, steep topography or where the beach was inundated with seawater. Photographs showing the typical site conditions are provided in Figure 2.

Topography at the site was undulating with an elevation difference between the foreshore at ~0-5m AHD, the dune formation at ~5-15m AHD, and the rocky point at the southern end of the site up to 20m AHD. A topographic map showing surface level is provided in Appendix C drawing 3073C-10.



**Figure 1: The extent of the geophysical investigation (yellow polygon) at Parry Beach. Aerial imagery from drone photogrammetry (main image) and Google Maps (inset image).**



**Figure 2: Site conditions at Parry Beach including the beach foreshore (left image) and the dune system (right image).**

### 3 INVESTIGATION METHODOLOGY

#### 3.1 FIELD SURVEY LOGISTICS

Geophysical data acquisition was carried out on the 10, 11 and 14 July 2023 by a two-person crew from GBG Group consisting of qualified geophysicists. CPT data acquisition was carried out by a technician from Probedrill on the 11 and 12 July 2023. Where required, the site work was carried out under appropriate traffic and pedestrian management commissioned by the Shire of Denmark.

Prior to the commencement of data acquisition, a site assessment was carried out with representatives from the Shire of Denmark. Potential concerns and issues including the placement of and access to the MASW transects and CPT points were addressed and the initial indicative survey plan was adjusted, where necessary.

The site work for the investigation consisted of a total of 2398m MASW profiling acquired as 4 along-shore transects (parallel to the coast) and 2 cross-shore transects (perpendicular to the coast), and a total of 11 CPT points along the transects. Details of the acquired MASW transects and CPT points are provided in Tables 1 and 2 respectively. The extents of the MASW transects and locations of the CPT points overlaid onto aerial imagery are shown in Appendix A drawing 3073C-01.

**Table 1 – Acquired MASW Transects (Coordinates in GDA94, MGA Zone 50).**

Transect ID	Orientation	Start Coordinate		End Coordinate		Length (m)
		East	North	East	North	
MASW01	Along-shore	514698.9	6122565.8	514629.2	6122604.2	80
MASW02	Along-shore	514588.7	6122551.8	514681.8	6123606.3	1080
MASW03	Along-shore	514712.3	6122565.0	514587.1	6122592.7	144
MASW04	Along-shore	514588.3	6122596.3	514589.5	6123540.1	990
MASW05	Cross-shore	514690.7	6123574.1	514620.1	6123591.6	72
MASW06	Cross-shore	514627.3	6123560.2	514604.4	6123540.4	32

**Table 2 – Acquired CPT Points (Coordinates in GDA94, MGA Zone 50).**

CPT ID	Coordinate		Surface Level (mAHD)	Probing Depth (m)
	East	North		
CPT01	514677.9	6123474.9	1.47	7.96
CPT02	514603.7	6123220.0	1.29	5.38
CPT03	514578.4	6123045.6	1.47	12.58
CPT04	514603.7	6122832.4	1.31	3.50
CPT05	514585.9	6122723.5	1.48	8.80
CPT06	514602.1	6123511.5	5.61	12.44
CPT07	514529.6	6123169.8	3.19	7.06
CPT08	514532.2	6123041.5	6.07	8.52
CPT09	514557.6	6122853.0	2.88	5.66
CPT10	514509.4	6122737.6	3.42	5.22
CPT11	514595.5	6122590.6	5.76	1.42

### 3.2 MULTI-CHANNEL ANALYSIS OF SURFACE WAVES

MASW is a seismic geophysical method that utilises phase and frequency information to calculate Shear wave (S-wave) velocities in vertical layer models averaged over an array of linearly spaced geophones. These 1D models can be laterally stacked to provide 2D cross-sections of S-wave velocity in layers. Under most circumstances it is an indicator of material stiffness and as such the method can be used to provide quantitative results on the compaction of the subsurface material.

MASW data was acquired using a Geode (Geometrics) seismograph connected to a receiver array of 24 geophones set at 1m intervals for a total array length of 23m. The receiver array was mobilised on a land streamer whereby the geophones are mounted on base plates attached to webbing, and either towed behind a 4WD light vehicle or manually pulled by the field team. Seismic energy was generated using summed impacts from a PEG-40 (R.T. Clark) vehicle mounted accelerated weight drop or softened steel sledgehammer with source points made at a constant offset from receiver array. MASW acquisition parameters are provided in Table 3. Photographs of MASW data acquisition are shown in Figure 3.

**Table 3 – MASW Acquisition Parameters**

Parameter	Value
Number of geophones	24
Geophone spacing	1 m
Array length	23 m
Geophone frequency	4.5 Hz
Record length	1 s
Sample interval	0.25 ms
Source	40kg AWD or 6.35kg sledgehammer
Source offset	4 m
Sounding interval	8m
Source stacks	3



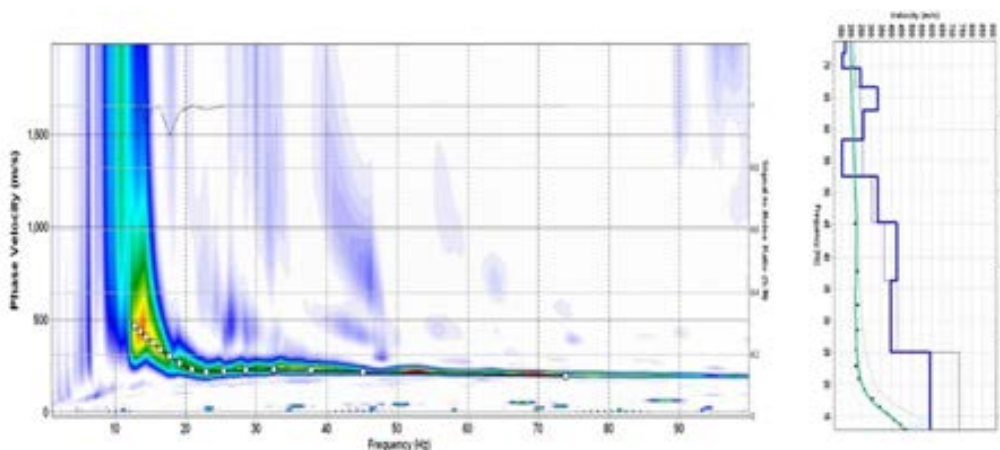


**Figure 3: MASW data acquisition using a seismic streamer.**

The MASW data was observed to be of high quality with the seismic records having high signal to noise ratio. The generated overtone images plotting phase velocity against frequency showed a prominent dispersion curve of the surface wave component. The MASW data was processed using SurfSeis version 6++ (Kansas Geological Survey, 2017) with the following processing routine:

1. Import acquired seismic data files and apply geometry including geophone spacing, source offset and sounding interval.
2. Generate overtone images giving the percentage intensity of phase velocity versus frequency for each seismic record (Figure 4, left image).
3. Pick the maximum intensity across the useful range of frequencies for each overtone image resulting in a dispersion curve.
4. Run the dispersion curves through a 10-layer inversion algorithm to produce 1D soundings plotting seismic S-wave velocity with depth (Figure 4, right image).

The S-wave velocity soundings were compiled with reference to distance along the transects and gridded with Surfer version 25 (Golden Software, 2023). The resulting contoured cross-sections show the variation in the modelled S-wave velocity of the subsurface material in metres per second laterally along each of the transects and with elevation.



**Figure 4: MASW overtone image with high signal to noise ratio and picked dispersion curve.**

### 3.3 CONE PENETRATION TESTING

CPT is a geotechnical test method for evaluating the properties of soils and assessing subsurface stratigraphy including the sediment/rock interface at spot locations. The method involves pushing a calibrated cone and rod into the ground with a measured force with the resulting friction resistance plotted against depth to provide sediment compaction rates as well as the refusal depth indicating the depth to competent rock.

Testing was carried out using a M2 (Morooka) 11 tonne track mounted CPT Rig, specifications of which are provided in Appendix D. The test points were initially marked out at suitable locations within 2m of the intersecting geophysical transects. Dial Before You Dig enquiries and if necessary, utility locating was carried out prior to testing commencing.

CPT readings was made with sufficient ground bearing pressure to obtain a target depth of 10m or prior refusal. Where shallow refusal depths of less than 2m was encountered, when deemed necessary, an additional offset test was made to ascertain whether shallow refusal was due to a rock floater or other shallow obstruction. A photograph of CPT data acquisition is shown in Figure 5.



**Figure 5: CPT data acquisition during a previous coastal investigation.**

### 3.4 SPATIAL POSITIONING AND PHOTOGRAMMETRY

Spatial positioning of the acquired geophysical transects was achieved using Reach RS2 (Emlid) or S631 (Hemisphere) GNSS receivers with a coordinate recorded for each MASW sounding location and CPT point. Coordinates of the geophysical transects have been provided in GDA94, MGA zone 50 for horizontal component and Australian Height Datum (mAHD) for vertical component. An accuracy of +/- 0.2m is expected for both vertical and horizontal components.

To achieve precise reduced levels referenced to AHD, a local base correction with an Atlas Satellite-Based Differential Correction Service (L-Band) was used. This correction was utilised as no Standard Survey Marker were located within the vicinity of the survey area for a base correction reference point.

A reduced level of 0.0m AHD is considered to be the Mean Sea Level (MSL) for the purpose of this investigation. This relationship for Mean Sea Level was established by the Geoscience Australia Survey in 1971 (<http://www.ga.gov.au/scientific-topics/positioning-navigation/geodesy/datums-projections/australian-height-datum-ahd>).

Aerial photogrammetry was carried out to obtain an up-to-date high-resolution aerial image and a surface level model of the survey area. Data was acquired with a Matrice 300 (DJI) multi-rotor drone, equipped with a L1 (Zenmuse) camera for the capture of multiple overlapping images.

The acquired photogrammetry images were processed using Metashape Professional (Agisoft) for the generation of a point cloud, surface level model and orthomosaic image of the survey area. Note: for this investigation, vegetation has not been removed during the processing stage and as such the height of existing vegetation needs to be considered when assessing surface levels.

## 4 RESULTS AND INTERPRETATION

### 4.1 PRESENTATION OF RESULTS

The results of the geotechnical investigation at Parry Beach, Shire of Denmark are presented in Appendices B and C of this report as follows:

#### **Appendix B – Geophysical and Interpreted Sections**

- **3073C-02.** Transects 1 and 3 seismic S-wave velocity model and interpreted geological section.
- **3073C-03, 3073C-04 and 3073C-05.** Transect 2 seismic S-wave velocity model and interpreted geological section.
- **3073C-06, 3073C-07 and 3073C-08.** Transect 4 seismic S-wave velocity model and interpreted geological section.
- **3073C-09.** Transects 5 and 6 seismic S-wave velocity model and interpreted geological section.

#### **Appendix C – Modelled Level to Top of Rock and Sand Thickness**

- **3073C-10 and 3073C-11.** Contoured surface level model derived from aerial photogrammetry.
- **3073C-12 and 3073C-13.** Contoured level to modelled top of rock.
- **3073C-14.** Class post map level to modelled top of rock.
- **3073C-15 and 3073C-16.** Contoured modelled sand thickness over rock.
- **3073C-17.** Class post map modelled sand thickness over rock.

## 4.2 SEISMIC SHEAR WAVE VELOCITY SECTIONS

The seismic S-wave velocity ( $V_s$ ) sections modelled from the MASW data acquired along the along-shore and cross-shore transects are presented at the top of each drawing in Appendix B. These sections show variations in the modelled  $V_s$  as per the colour scale with velocity ranging from 150m/s to 1000m/s representing a wide range of material types and conditions.

Seismic S-wave velocity is governed by the elastic properties of the medium that the wave propagates through as shown in the equation below. In particular, it is primarily a function of soil density, void ratio and effective stress. As such calculated values can provide a useful guide to the subsurface material condition with increasing velocity an indication of increasing material stiffness.

Seismic S-wave velocity

$$V_s = \sqrt{\frac{G}{\rho}}$$

where;  $G$  = Shear modulus,  
 $\rho$  = In-situ material density

## 4.3 INTERPRETED GEOLOGICAL SECTIONS

Below the seismic S-wave velocity sections are the interpreted geological sections based on detectable seismic velocity contrasts correlated with the CPT. Four classes have been defined representing different subsurface material conditions as follows:

1. **Very low seismic S-wave velocity** ( $V_s < 250\text{m/s}$ ). Representing the lowest seismic velocities modelled during the investigation, this class is interpreted as sediment consisting of SAND of low compaction from either the beach or dune formation.
2. **Low seismic S-wave velocity** ( $V_s 250\text{-}350\text{m/s}$ ). This class is interpreted as sediment consisting of SAND of moderate compaction due to increased depth of cover particularly in the beach and dune formation, or due to development adjacent to the settlement.
3. **Moderate seismic S-wave velocity** ( $V_s 350\text{-}475\text{m/s}$ ). This class is interpreted as low strength rock consisting of variably weathered CALCARENITE. Where continuous and at base of the sections it likely represents a transitional zone to stronger, more competent underlying CALCARENITE. Where present as isolated anomalies within the interpreted SAND it is likely to represent partially lithified SAND and/or CALCARENITE lenses.
4. **Moderate to high seismic wave velocity** ( $V_s > 475\text{m/s}$ ). This class is interpreted as moderate strength rock consisting of slightly weathered to fresh CALCARENITE. It is typically observed at the base of the sections as competent rock underlying the variably weathered CALCARENITE.

#### 4.4 CALIBRATION WITH GEOTECHNICAL TESTING AND ROCK MAPPING

The results of the CPTs are presented in Appendix D showing the plots of cone tip resistance in megapascals against depth in metres. The CPT plots are also shown in Appendix B and overlaid onto the interpreted geological sections with the following observations being made:

- **CPT-01 on Transect 2** – refusal due to inclination was at a depth of 8m Below Ground Level (BGL) and approximately 1.5m into interpreted low strength rock suggesting a variably weathered material. An increase in CPT tip resistance was observed at the top of interpreted low strength rock.
- **CPT-02 on Transect 2** – refusal of 80MPa was at of 5.4mBGL within sand and potentially due to a rock floater or partially lithified lens within the beach sand.
- **CPT-03 on Transect 2** – refusal due to rod friction was at 12.6mBGL and approximately 5.2m into interpreted low strength rock, and at the top of interpreted moderate strength rock. This suggests that the interpreted low strength rock has highly variable weathering.
- **CPT-04 on Transect 2** – refusal of 75MPa was at 4.6mBGL which corresponds to the top of interpreted low strength rock.
- **CPT-05 on Transect 2** – refusal of 50MPa plus rock friction was at 8.8mBGL within interpreted moderately compacted sand indicating sleeve resistance on sediment not from increased tip resistance on rock.
- **CPT-06 on Transect 4** – refusal of 70MPa was at a depth of 12.4mBGL, approximately 1.9m into interpreted low strength rock, and at the top of interpreted moderate strength rock. This suggests that the interpreted low strength rock has highly variable weathering.
- **CPT-07 on Transect 4** – refusal of 75MPa was at 7.1mBGL which corresponds to the top of interpreted low strength rock.
- **CPT-08 on Transect 4** – refusal of 80MPa was at 8.5mBGL and approximately 2.6m into interpreted low strength rock suggesting a variably weathered material. An increase in CPT tip resistance was observed at the top of interpreted low strength rock.
- **CPT-09 on Transect 4** – refusal of 75MPa was at 5.6mBGL and approximately 1.6m into interpreted low strength rock suggesting a variably weathered material. An increase in CPT tip resistance was observed at the top of interpreted low strength rock.
- **CPT-10 on Transect 4** – refusal of 50MPa was at 5.2mBGL within sand and potentially due to a rock floater or partially lithified lens within the beach sand.
- **CPT-11 on Transects 2 and 3** – refusal of 90MPa was at 1.4mBGL which corresponds to the top of interpreted low strength rock on both intersecting transects.

The differences in the modelled level to low strength and moderate strength rock as interpreted from the MASW transects and from the CPT data can be attributed to the fact that the geophysical methods used are broad scale whilst the CPT is a point method. Geophysical methods sample a volume of subsurface material with the calculated depths at any particular point representing an average value over this volume. The CPT method samples the subsurface directly below the probe and is influenced by local variations in the subsurface such as rock floaters, highly weathered zones or lenses of partially lithified sediment. The differences in the type of subsurface sampling of the methods will not adversely affect the results as the CPT results have been used to constrain the geophysics interpretation and as such the results represent the best modelled fit between the datasets.

Surface outcropping rock was observed on the beach foreshore at the southern end of the site adjacent to Transect 1 and an offshore rock outcrop was observed approximately 300m along Transect 2. The outcropping rock corresponds to sections in these transects with thin sediment cover over interpreted rock.

#### 4.5 MODELLED LEVEL TO TOP OF ROCK AND SAND THICKNESS

Subsurface models for the level to top of rock substrate and overlying sand thickness within the region between the coastal foreshore and settlement are presented in Appendix C. These have been generated by digitising the interface between the interpreted sediment and underlying rock profile from the interpreted geological sections along the acquired along-shore and cross-shore transects and calibrated with the CPT plots. The modelled sand thickness was then generated by subtracting this from the surface elevation. The following subsurface models have been provided:

- **Contoured Surface Level Model** (drawing 3073C-10 and 3073C-11) – generated from the aerial photogrammetry, this presents the level to ground surface ranging from 0mAHD to 20mAHD. Note: vegetation height has not been removed from these models.
- **Contoured Level to Top of Rock Substrate** (drawing 3073C-12 and 3073C-13) – this presents the level to the top of rock substrate ranging from -12mAHD to 6mAHD.
- **Classed Post Map Level to Top of Rock Substrate** (drawing 3073C-14) – this presents the level to the top of rock substrate along the acquired transects at 2.5m level increments from -10mAHD to 5mAHD.
- **Contoured Sand Thickness Over Rock** (drawing 3073C-15 and 3073C-16) – this presents the thickness of sand overlying the rock substrate ranging from 1mBGL to 14mBGL.
- **Classed Post Map Sand Thickness Over Rock** (drawing 3073C-17) – this presents the thickness of sand overlying the rock substrate along the acquired transects at 2m depth increments from 2mBGL to 12mBGL.

The following limitations should be considered when assessing the subsurface models for the level to top of rock substrate and overlying sand thickness:

The expected accuracy of the top of rock substrate modelled from this investigation is +/-0.5mAHD. Similarly, an accuracy of +/-0.5m is expected for the modelled sand thickness over rock. The quoted accuracies have been based on consideration to the accuracy of the GNSS receivers used during the site work, 1D inversion of the MASW dataset using a 10-layer model, and expected undulations in the sand/rock interface. Note the quoted accuracies are only valid along the geophysical transects. Values given between transects have been interpolated in the contour maps and as such the accuracy in this case is indeterminable.

The generated contours will give the general trend of the top of rock profile however will not image local variations when the extent of these is less than transect spacing. Spatially small features such as karst sinkholes or pinnacle features may not be imaged. The significance of this limitation is considered minor for this investigation since although local geological features such as pinnacles may not be represented in the data, the generated surface of the top of rock will show the broad trends in the geology over the site which is suitable for a coastal erosion assessment.

Transition zones including between fresh and weathered rock and between sediment and lithified/partially lithified sediment may be gradational and as such the interface between these layers are not well defined.

The calculated levels to the top of rock will only be valid along the geophysical transects. Values shown on the contour maps not on the transects have been interpolated using the krigging algorithm and as such the accuracy of these levels is indeterminable. The contour surface will give the general trend of the interface however may not image local variations, it is recommended that the interpreted geological sections presented in Appendix B be used to obtain more accurate top of rock levels and overlying sand thickness.

## **5 PROJECT SUMMARY**

A geotechnical investigation has been carried out as part of a coastal erosion assessment at Parry Beach in the Shire of Denmark, Western Australia. During the investigation ground geophysical and intrusive geotechnical testing was conducted within a 1100m corridor of coastal beach and dune formation to support potential development of the Parry Beach Campsite by the Shire of Denmark.

The investigation scope consisted of acquiring multi-channel analysis of surface waves data as a series of specified transects either along-shore (parallel to the coast) or cross-shore (perpendicular to the coast) and cone penetration testing at spot locations along these transects. This was supplemented with geological mapping of surface rock outcrops and topographic survey using high resolution photogrammetry for the generation of a surface level model and orthomosaic image.

The acquired MASW dataset was processed for the generation of seismic velocity sections along the transects showing variations in the seismic shear wave velocity of the subsurface material to a target depth of 10-15m below ground level. The seismic velocity sections were calibrated with the CPT plots and demarcated into velocity ranges representing different material types and conditions for the

generation of interpreted geological sections consisting of loose to compacted sediment and variably weathered to fresh rock.

The interpreted geological sections have been compiled to develop subsurface models of the level to rock substrate (relative to AHD) and overlying sand thickness within the region between the foreshore and the future development. This model will be used to assess the potential vulnerability of the site to erosion and future inundation risk, and whether there is a continuous rock barrier located below the ground surface of sufficient strength and height that may prevent the advancement of erosion to the future development.

The methods used during the investigation are geophysical and as such the results are based on indirect measurements and the processing and interpretation of seismic wave signals calibrated with limited intrusive geotechnical testing. The findings in this report represent the professional opinions of the authors, based on experience gained during previous similar investigations.

We trust that this report and the attached drawings provide you with the information required. If you require clarification on any points arising from this geophysical investigation, please do not hesitate to contact the undersigned on 08 9354 6300.

**For and on behalf of**

GBG GEOTECHNICS (AUSTRALIA)



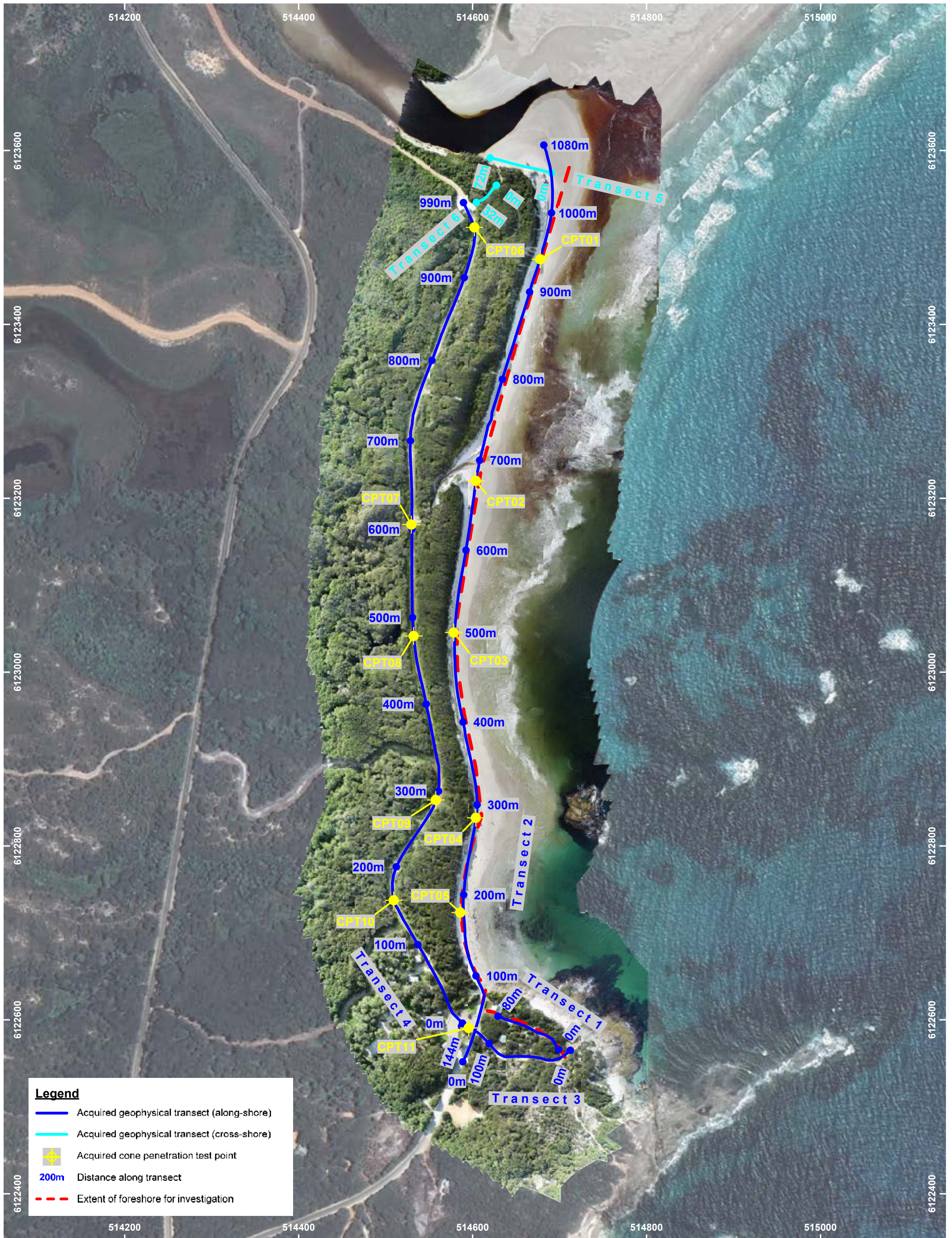
ANDREW SPYROU

Operations Manager, Western Australia / Senior Geophysicist



## APPENDIX A – INVESTIGATION SITE MAP

**INVESTIGATION SITE MAP**



**Legend**

- Acquired geophysical transect (along-shore)
- Acquired geophysical transect (cross-shore)
- Acquired cone penetration test point
- 200m Distance along transect
- - - Extent of foreshore for investigation

**NOTES**  
 Drawing to be used in conjunction with GBG report 3073C.  
 Map Projection GDA94 MGA Zone 50.  
 Aerial image from Google Earth Pro and GBG photogrammetry.



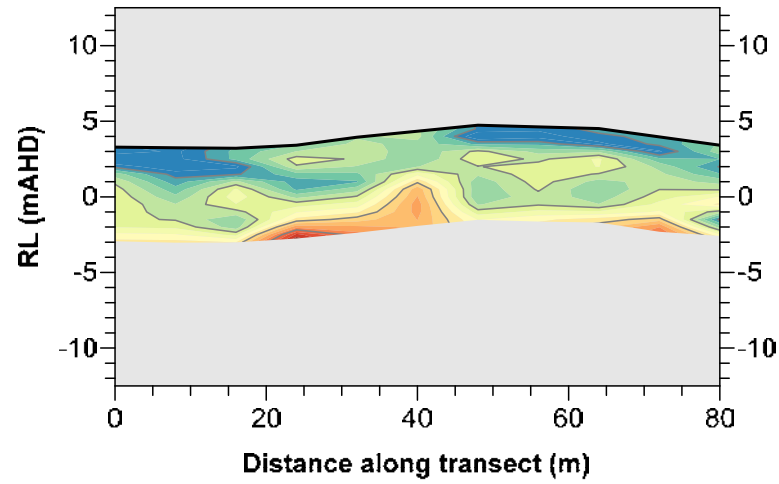
Date	16 August 2023	Paper Size	A3
Scale	1:4000	Drawn	AHWS
Drawing	3073C-01	Revisor	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
 GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.  
 PARRY BEACH, SHIRE OF DENMARK WA

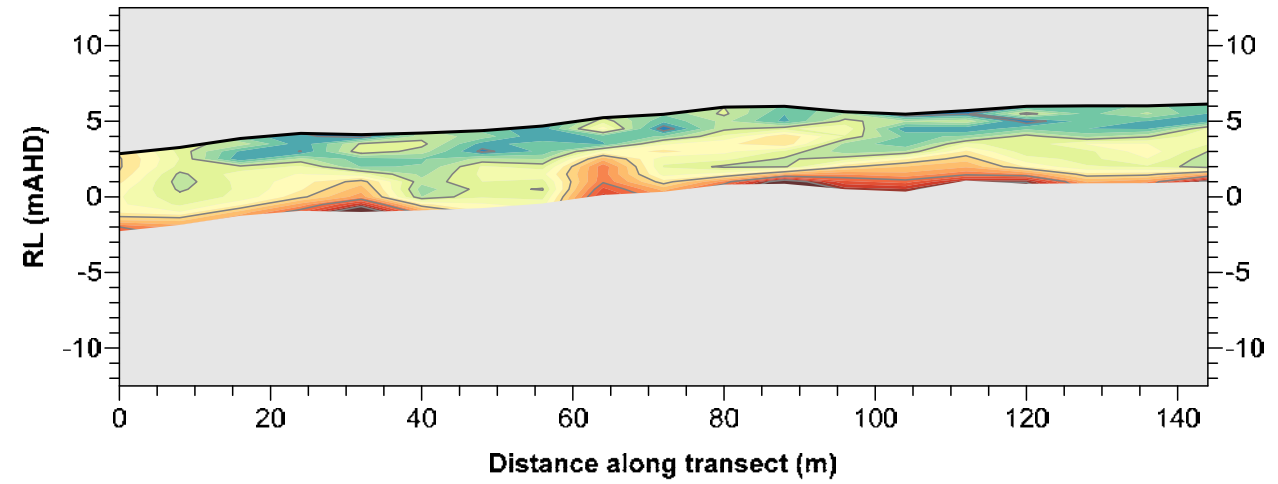
**GBGGROUP**  
 GB Geotechnics (Australia) Pty Ltd  
 ABN: 77 009 550 865  
 Telephone: 08 9354 6300  
 Email: info@gbgoz.com.au  
 Web: gb-group.com.au

## **APPENDIX B – GEOPHYSICAL AND INTERPRETED SECTIONS**

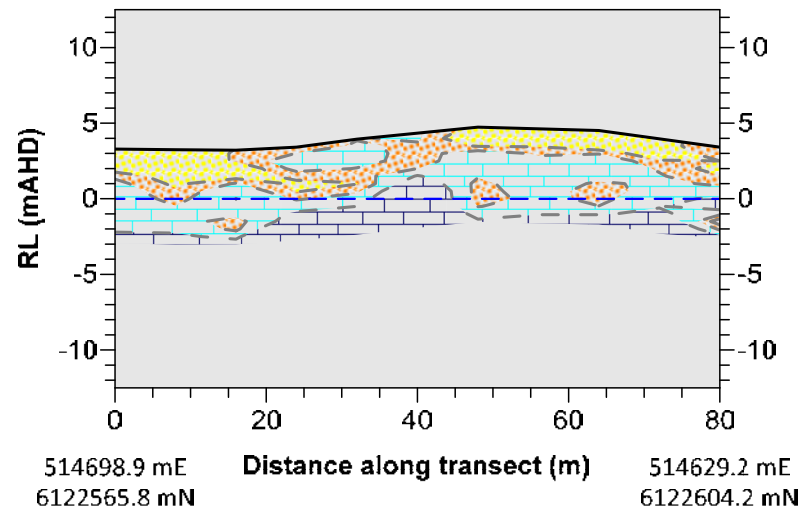
**TRANSECT 1 - SEISMIC SHEAR WAVE VELOCITY MODEL**



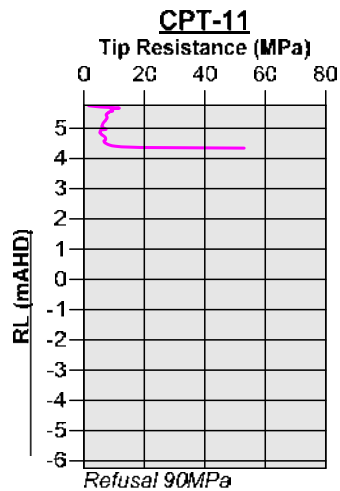
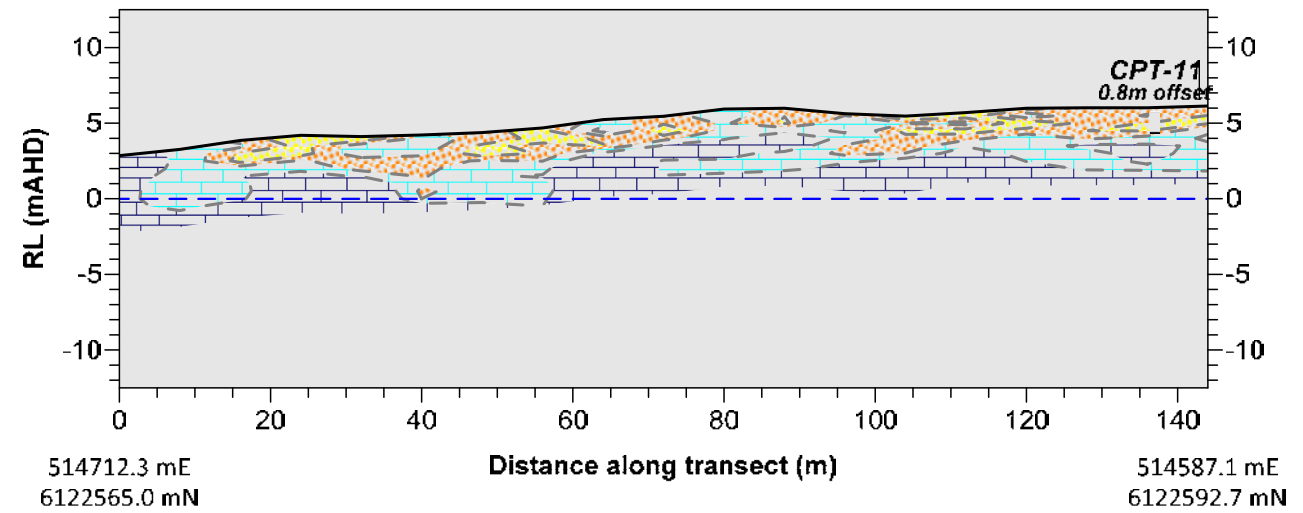
**TRANSECT 3 - SEISMIC SHEAR WAVE VELOCITY MODEL**



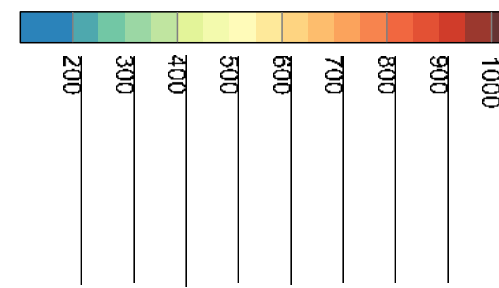
**TRANSECT 1 - INTERPRETED GEOLOGICAL SECTION**



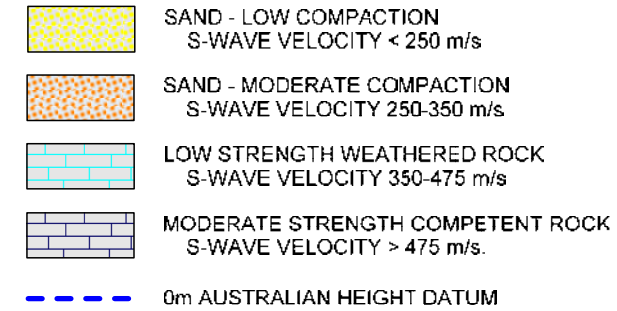
**TRANSECT 3 - INTERPRETED GEOLOGICAL SECTION**



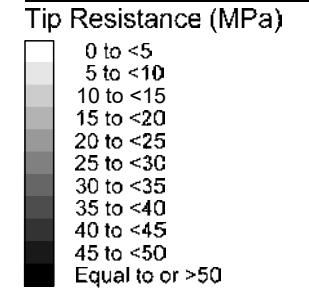
**SEISMIC S-WAVE VELOCITY (m/s)**



**INTERPRETED MATERIAL TYPE**



**CONE PENETRATION TEST**

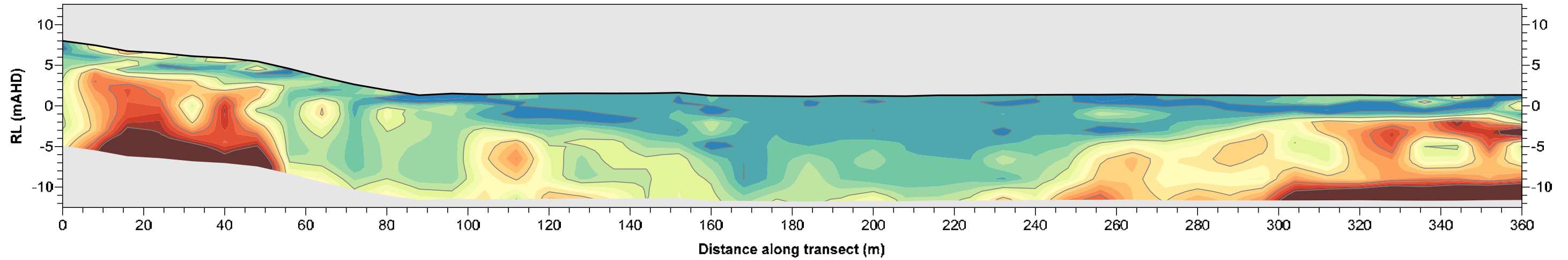


**NOTES**

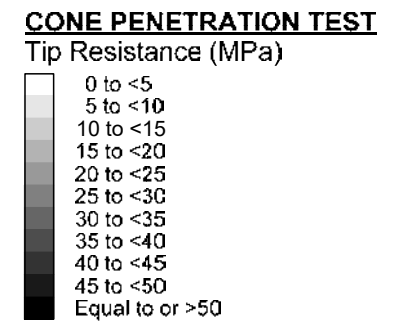
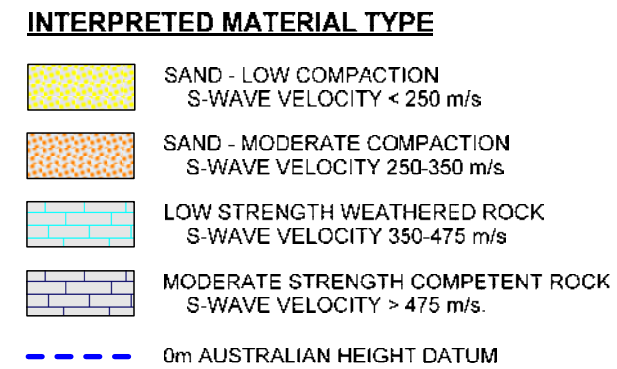
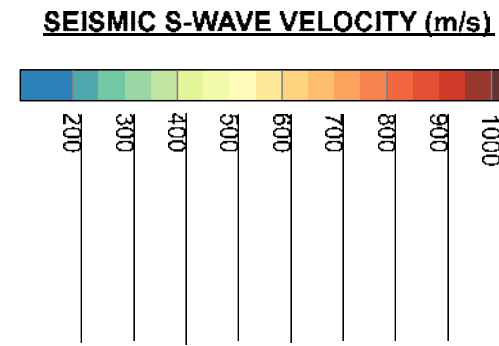
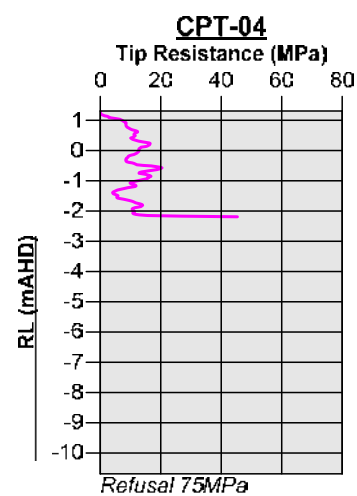
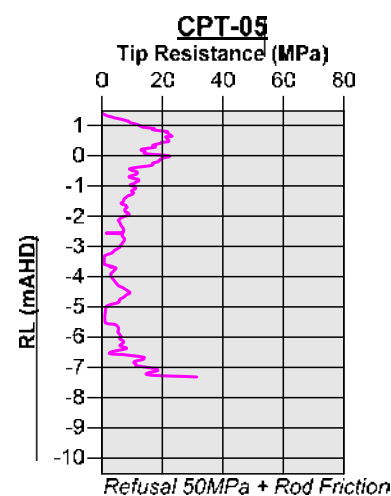
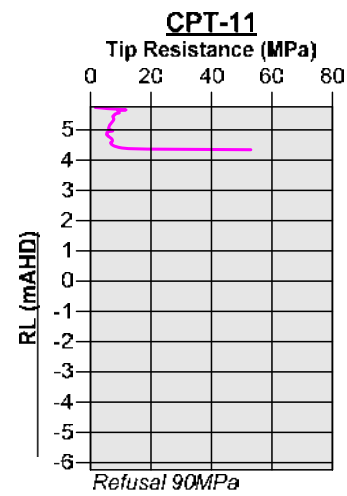
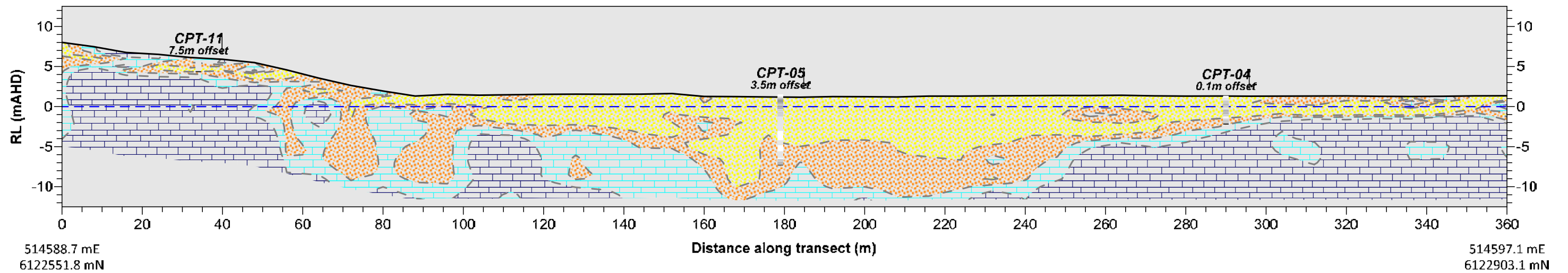
Drawing to be used in conjunction with Report 3073C  
Positioning is given in GDA 94 zone 50.  
Levels are given in Australian Height Datum (AHD).

CLIENT	DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA	Date	16 August 2023	Paper Size	A3
	GEOPHYSICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT PARRY BEACH, SHIRE OF DENMARK WA	Scale	1:1000H, 1:500V	Drawn	PJE
		Drawing	3073C-02	Revised	C

**TRANSECT 2 (0-360m) - SEISMIC SHEAR WAVE VELOCITY MODEL**



**TRANSECT 2 (0-360m) - INTERPRETED GEOLOGICAL SECTION**



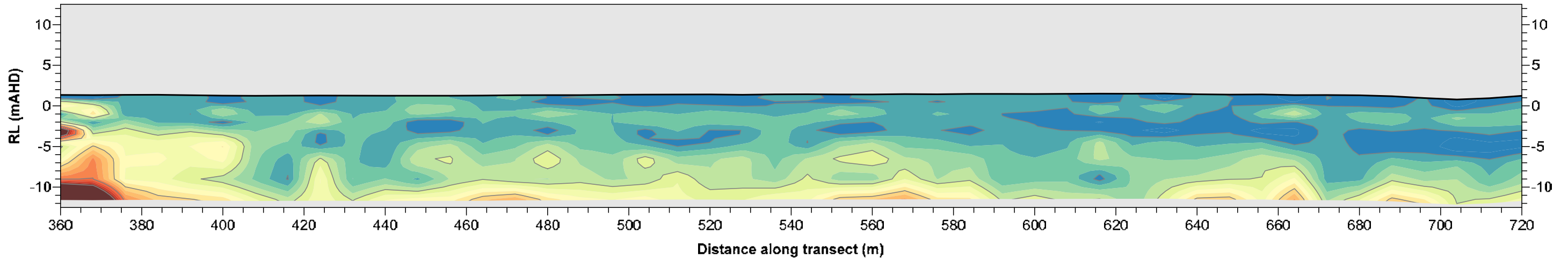
**NOTES**  
Drawing to be used in conjunction with Report 3073C  
Positioning is given in GDA 94 zone 50.  
Levels are given in Australian Height Datum (AHD).

CLIENT **DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOPHYSICAL INVESTIGATION FOR COASTAL  
EROSION VULNERABILITY ASSESSMENT  
PARRY BEACH, SHIRE OF DENMARK WA**

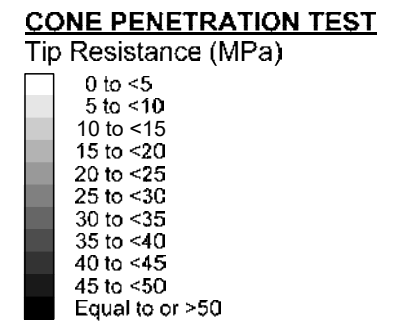
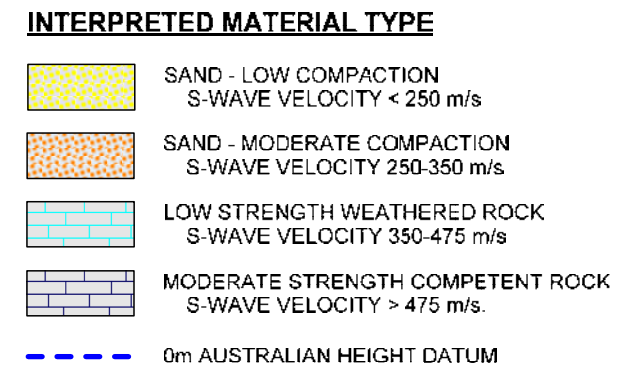
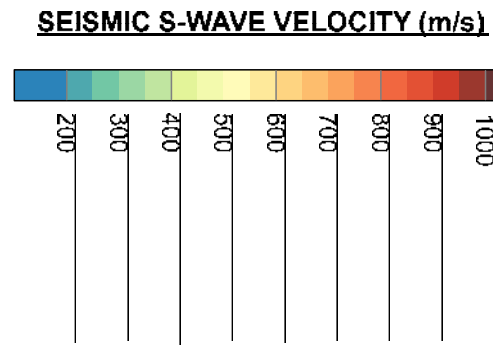
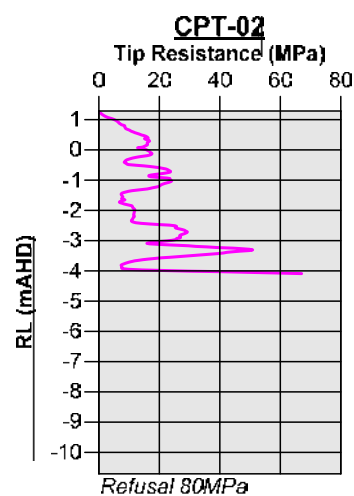
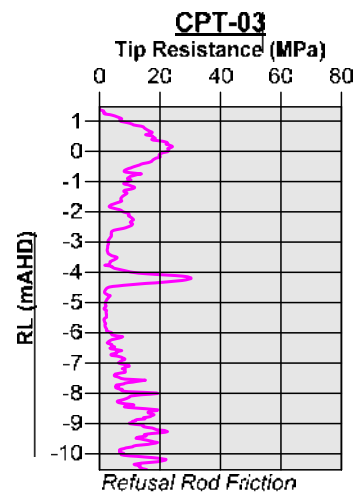
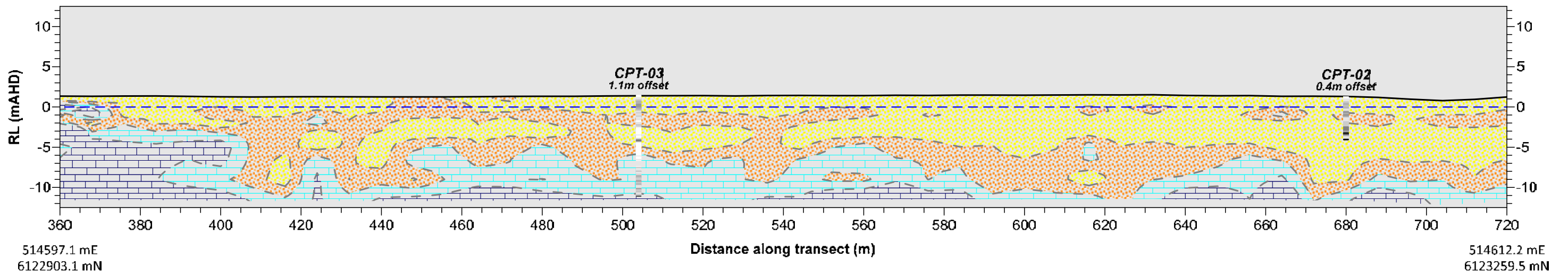
Date 16 August 2023  
Scale 1:1000H, 1:500V  
Drawing 3073C-03

Paper Size A3  
Drawn PJE  
Revised C

**TRANSECT 2 (360-720m) - SEISMIC SHEAR WAVE VELOCITY MODEL**



**TRANSECT 2 (360-720m) - INTERPRETED GEOLOGICAL SECTION**

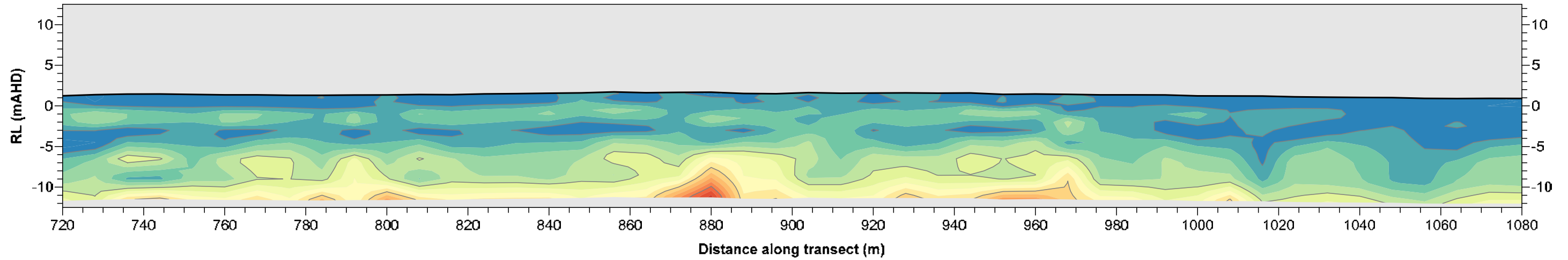


**NOTES**  
Drawing to be used in conjunction with Report 3073C  
Positioning is given in GDA 94 zone 50.  
Levels are given in Australian Height Datum (AHD).

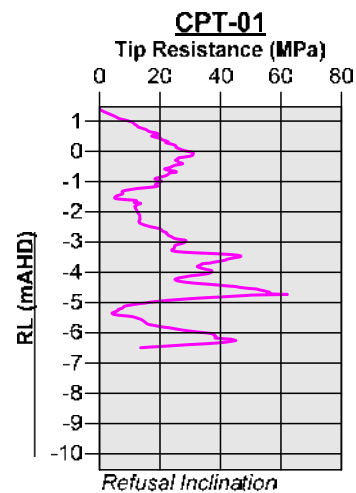
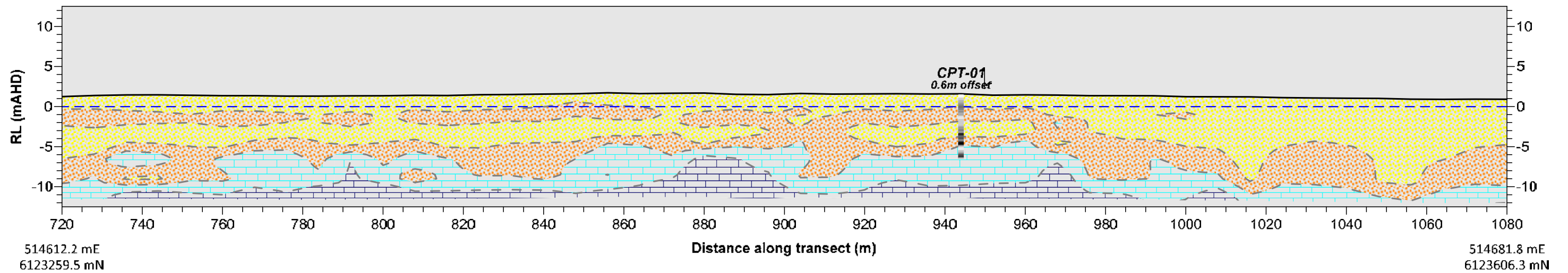
CLIENT	DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA
	<b>GEOPHYSICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT PARRY BEACH, SHIRE OF DENMARK WA</b>

Date	16 August 2023	Paper Size	A3
Scale	1:1000H, 1:500V	Drawn	PJE
Drawing	3073C-04	Revised	C

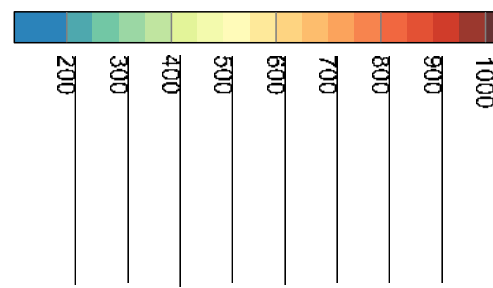
**TRANSECT 2 (720-1080m) - SEISMIC SHEAR WAVE VELOCITY MODEL**



**TRANSECT 2 (720-1080m) - INTERPRETED GEOLOGICAL SECTION**



**SEISMIC S-WAVE VELOCITY (m/s)**



**INTERPRETED MATERIAL TYPE**

- SAND - LOW COMPACTION  
S-WAVE VELOCITY < 250 m/s
- SAND - MODERATE COMPACTION  
S-WAVE VELOCITY 250-350 m/s
- LOW STRENGTH WEATHERED ROCK  
S-WAVE VELOCITY 350-475 m/s
- MODERATE STRENGTH COMPETENT ROCK  
S-WAVE VELOCITY > 475 m/s.
- 0m AUSTRALIAN HEIGHT DATUM

**CONE PENETRATION TEST**

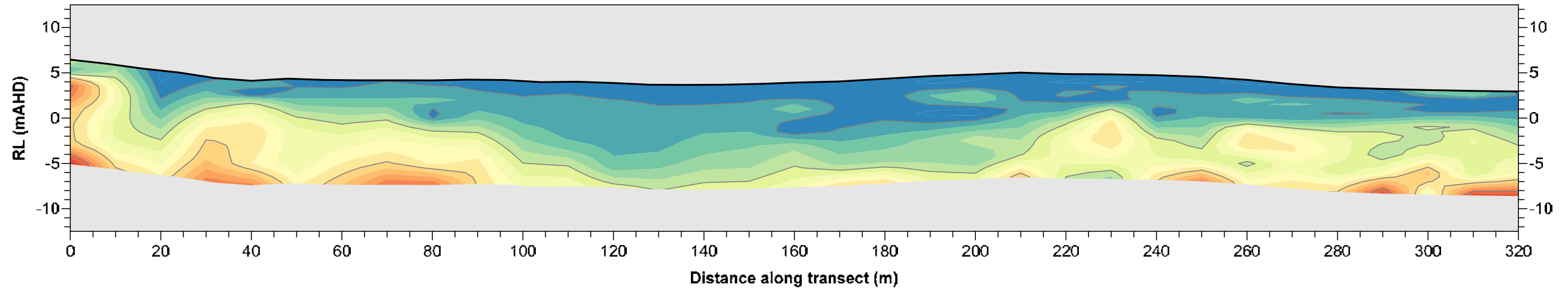
- Tip Resistance (MPa)
- 0 to <5
  - 5 to <10
  - 10 to <15
  - 15 to <20
  - 20 to <25
  - 25 to <30
  - 30 to <35
  - 35 to <40
  - 40 to <45
  - 45 to <50
  - Equal to or >50

**NOTES**

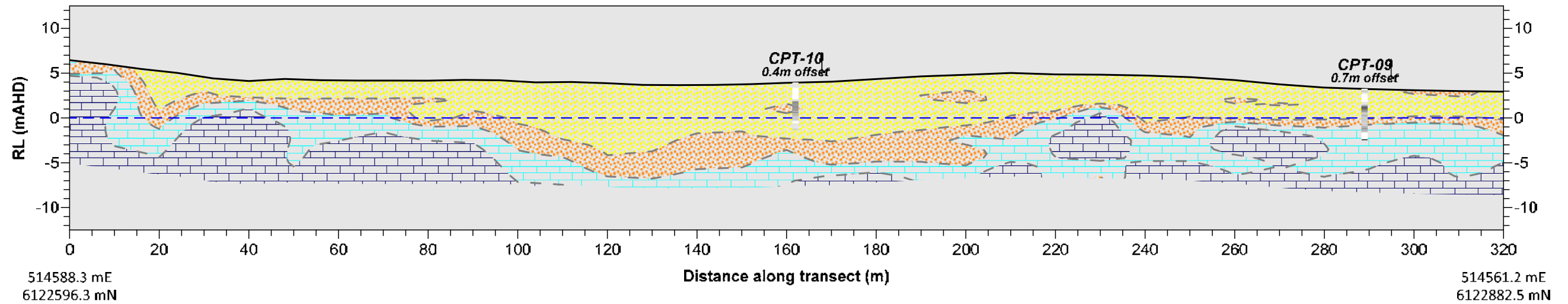
Drawing to be used in conjunction with Report 3073C  
Positioning is given in GDA 94 zone 50.  
Levels are given in Australian Height Datum (AHD).

CLIENT	DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA	Date	16 August 2023	Paper Size	A3
	GEOPHYSICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT PARRY BEACH, SHIRE OF DENMARK WA	Scale	1:1000H, 1:500V	Drawn	PJE
		Drawing	3073C-05	Revised	C

**TRANSECT 4 (0-320m) - SEISMIC SHEAR WAVE VELOCITY MODEL**

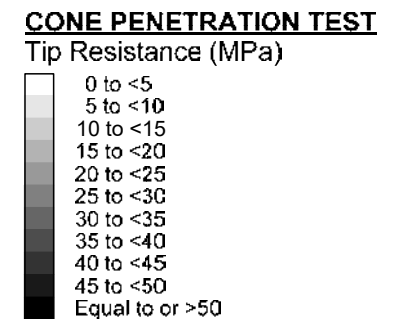
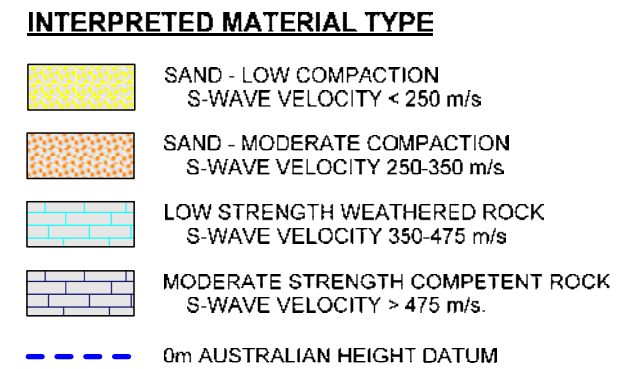
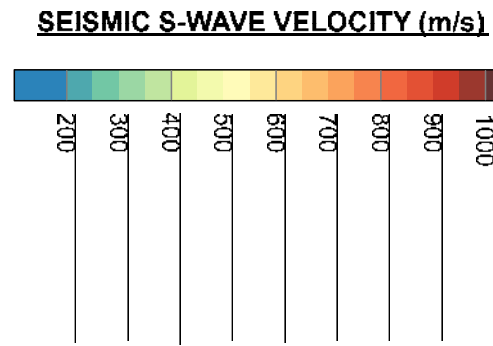
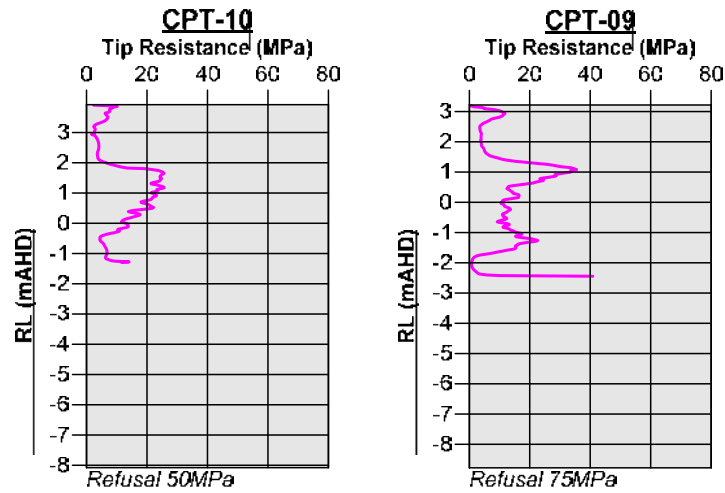


**TRANSECT 4 (0-320m) - INTERPRETED GEOLOGICAL SECTION**



514588.3 mE  
6122596.3 mN

514561.2 mE  
6122882.5 mN

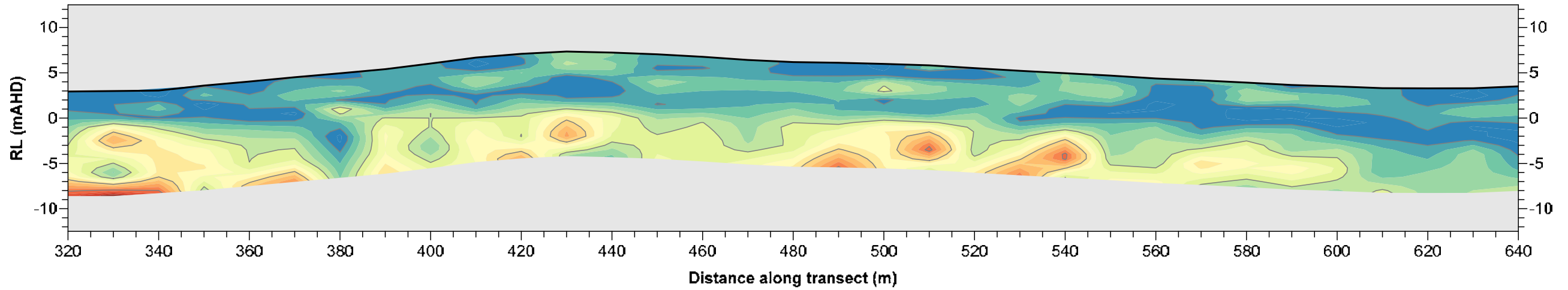


**NOTES**  
Drawing to be used in conjunction with Report 3073C  
Positioning is given in GDA 94 zone 50.  
Levels are given in Australian Height Datum (AHD).

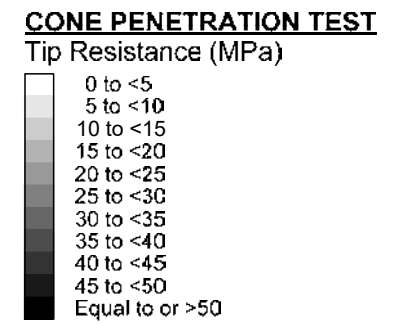
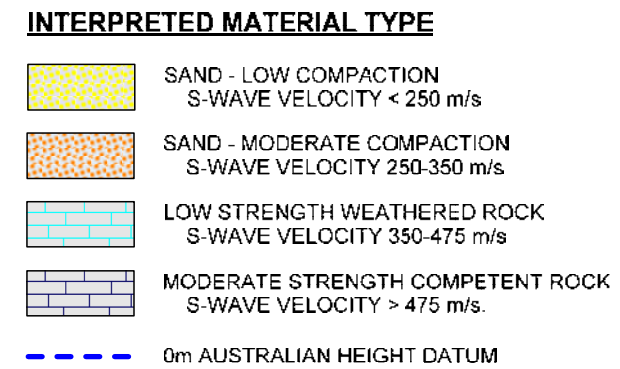
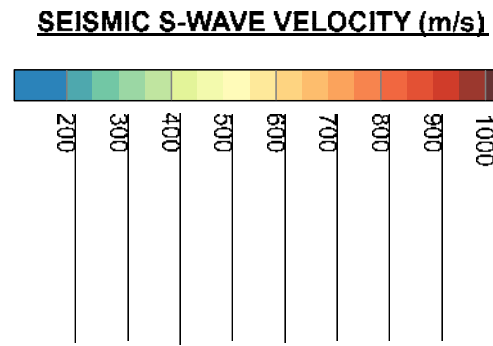
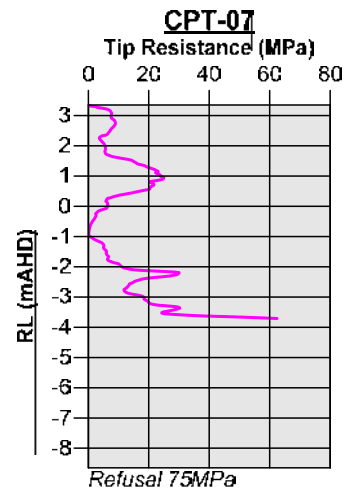
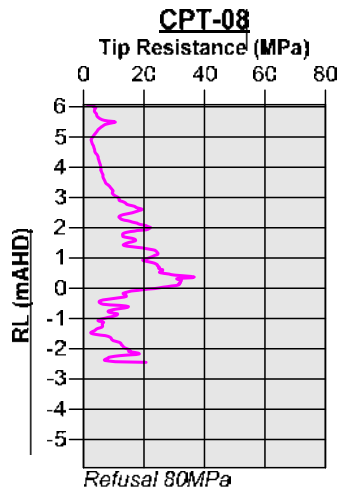
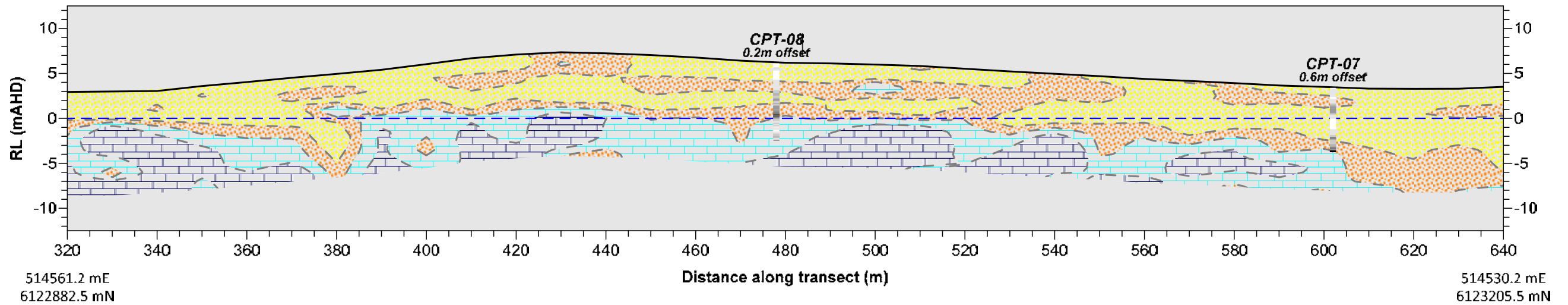
CLIENT	DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA	Date	16 August 2023	Paper Size	A3
	GEOPHYSICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT PARRY BEACH, SHIRE OF DENMARK WA	Scale	1:1000H, 1:500V	Drawn	PJE
		Drawing	3073C-06	Revisior	C



**TRANSECT 4 (320-640m) - SEISMIC SHEAR WAVE VELOCITY MODEL**



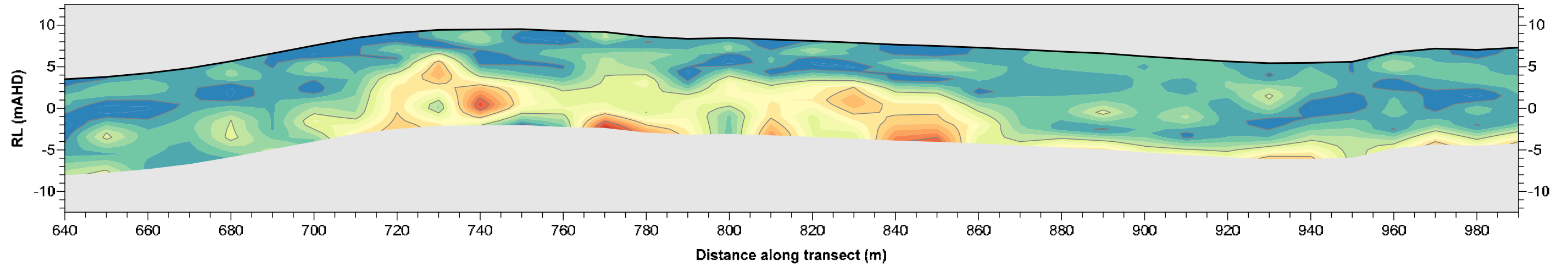
**TRANSECT 4 (320-640m) - INTERPRETED GEOLOGICAL SECTION**



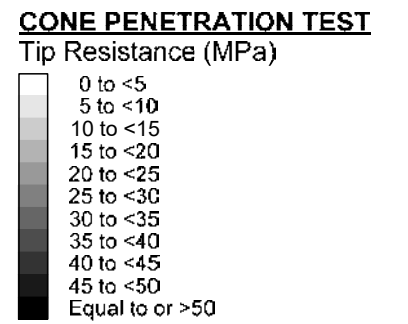
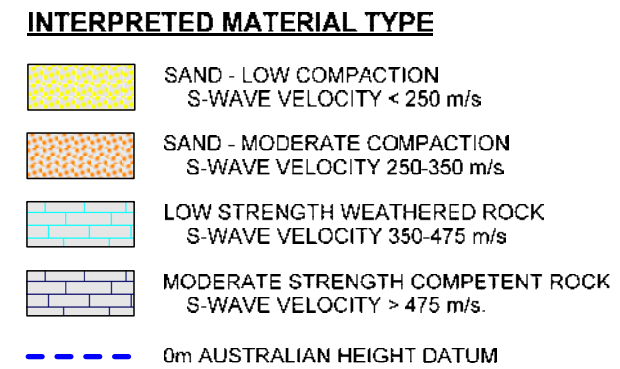
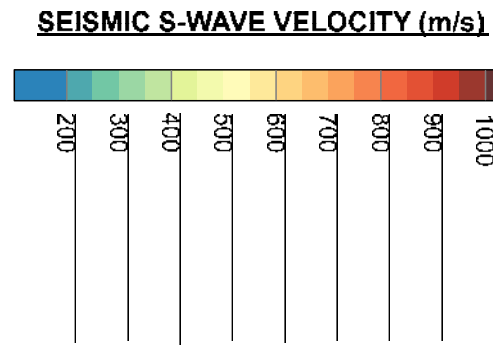
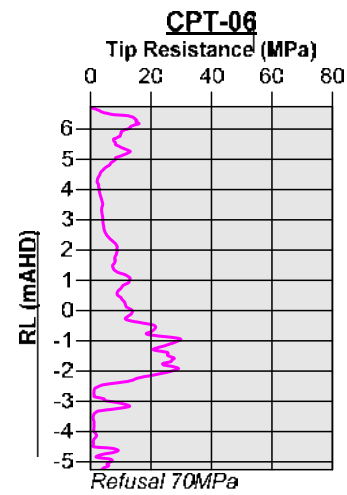
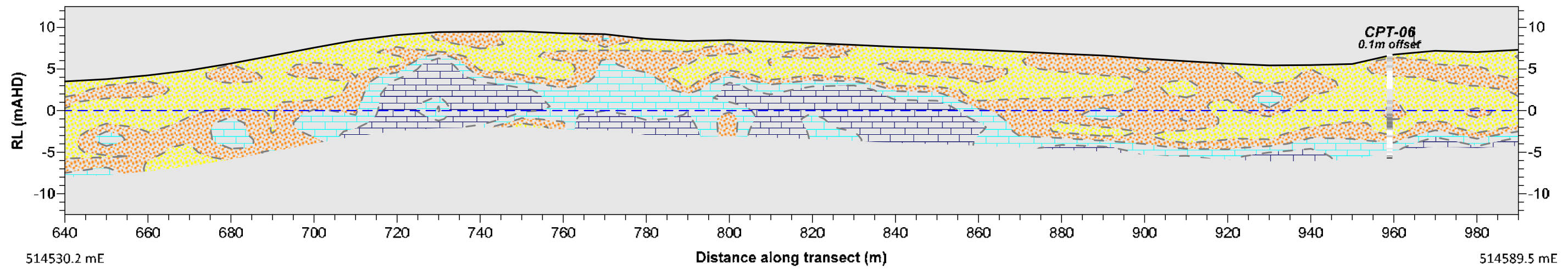
**NOTES**  
Drawing to be used in conjunction with Report 3073C  
Positioning is given in GDA 94 zone 50.  
Levels are given in Australian Height Datum (AHD).

CLIENT	DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA	Date	16 August 2023	Paper Size	A3
	GEOPHYSICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT PARRY BEACH, SHIRE OF DENMARK WA	Scale	1:1000H, 1:500V	Drawn	PJE
		Drawing	3073C-07	Revisor	C

**TRANSECT 4 (640-990m) - SEISMIC SHEAR WAVE VELOCITY MODEL**



**TRANSECT 4 (640-990m) - INTERPRETED GEOLOGICAL SECTION**

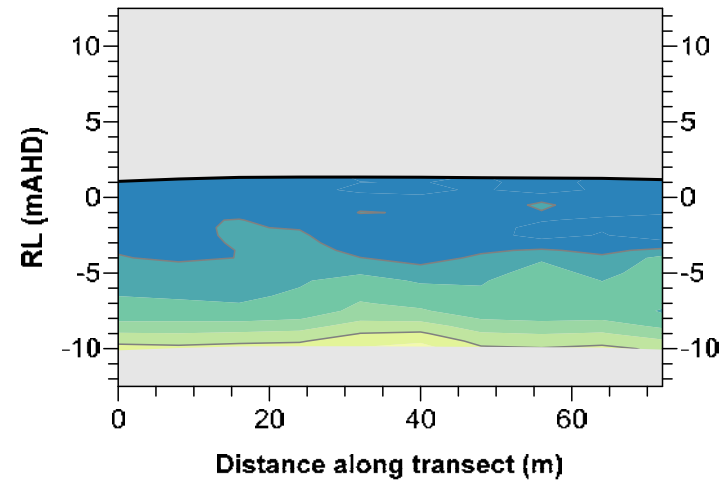


**NOTES**  
Drawing to be used in conjunction with Report 3073C  
Positioning is given in GDA 94 zone 50.  
Levels are given in Australian Height Datum (AHD).

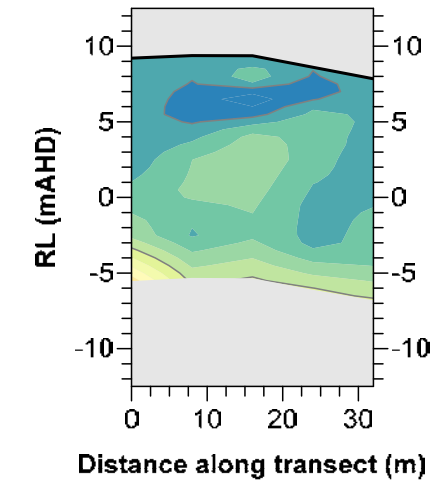
CLIENT	DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA	Date	16 August 2023	Paper Size	A3
	GEOPHYSICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT PARRY BEACH, SHIRE OF DENMARK WA	Scale	1:1000H, 1:500V	Drawn	PJE
		Drawing	3073C-08	Revisor	C

**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT  
PARRY BEACH, SHIRE OF DENMARK WESTERN AUSTRALIA**

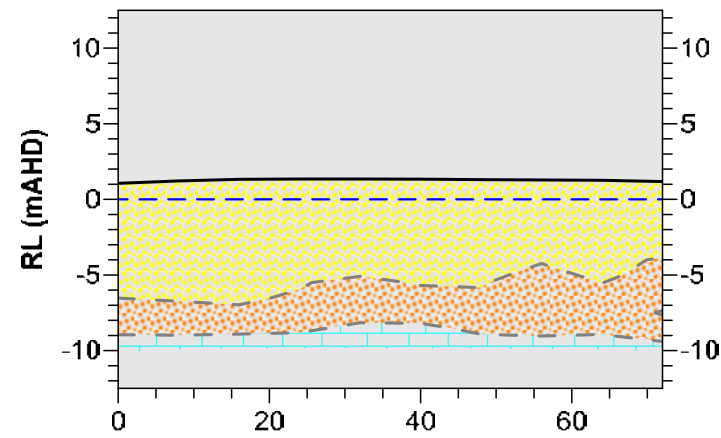
**TRANSECT 5 - SEISMIC SHEAR WAVE VELOCITY MODEL**



**TRANSECT 6 - SEISMIC SHEAR WAVE VELOCITY MODEL**

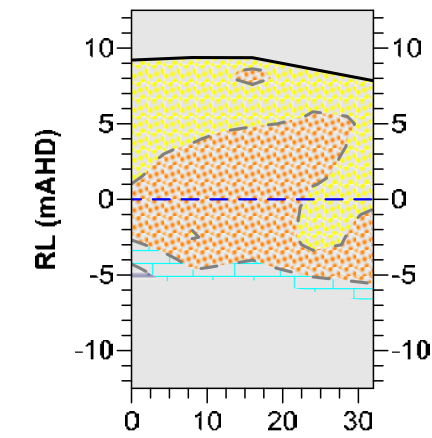


**TRANSECT 5 - INTERPRETED GEOLOGICAL SECTION**



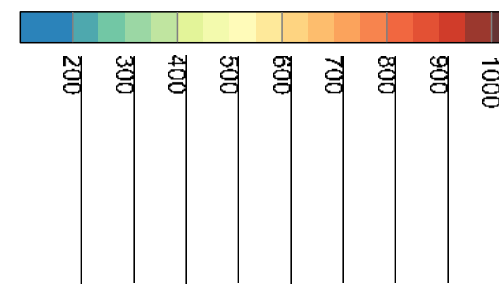
514690.7 mE Distance along transect (m) 514620.1 mE  
6123574.1 mN 6123591.6 mN

**TRANSECT 6 - INTERPRETED GEOLOGICAL SECTION**



514627.3 mE Distance along transect (m) 514604.4 mE  
6123560.2 mN 6123540.4 mN

**SEISMIC S-WAVE VELOCITY (m/s)**



**INTERPRETED MATERIAL TYPE**

- SAND - LOW COMPACTION  
S-WAVE VELOCITY < 250 m/s
- SAND - MODERATE COMPACTION  
S-WAVE VELOCITY 250-350 m/s
- LOW STRENGTH WEATHERED ROCK  
S-WAVE VELOCITY 350-475 m/s
- MODERATE STRENGTH COMPETENT ROCK  
S-WAVE VELOCITY > 475 m/s.
- 0m AUSTRALIAN HEIGHT DATUM

**CONE PENETRATION TEST**

- Tip Resistance (MPa)
- 0 to <5
  - 5 to <10
  - 10 to <15
  - 15 to <20
  - 20 to <25
  - 25 to <30
  - 30 to <35
  - 35 to <40
  - 40 to <45
  - 45 to <50
  - Equal to or >50

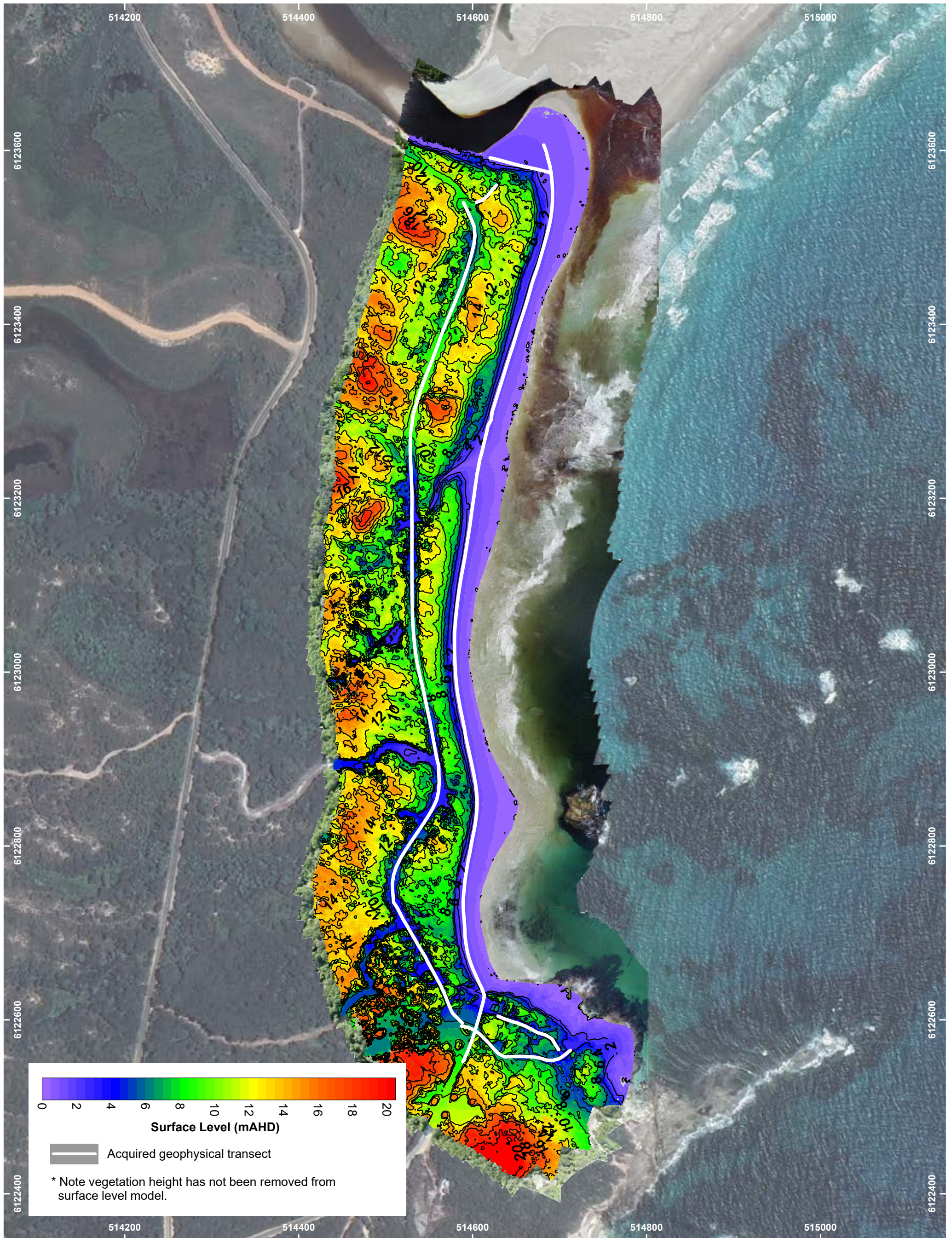
**NOTES**

Drawing to be used in conjunction with Report 3073C  
Positioning is given in GDA 94 zone 50.  
Levels are given in Australian Height Datum (AHD).

CLIENT	DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA	Date	16 August 2023	Paper Size	A3
	GEOPHYSICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT PARRY BEACH, SHIRE OF DENMARK WA	Scale	1:1000H, 1:500V	Drawn	PJE
		Drawing	3073C-09	Revisor	C

## **APPENDIX C – MODELLED TOP OF ROCK AND SAND THICKNESS**

**SURFACE LEVEL MODEL**



**Surface Level (mAHD)**

— Acquired geophysical transect

\* Note vegetation height has not been removed from surface level model.

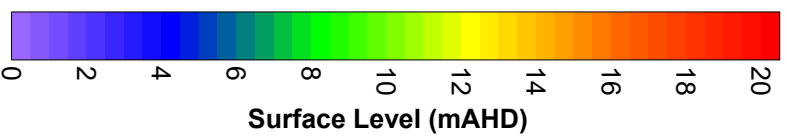
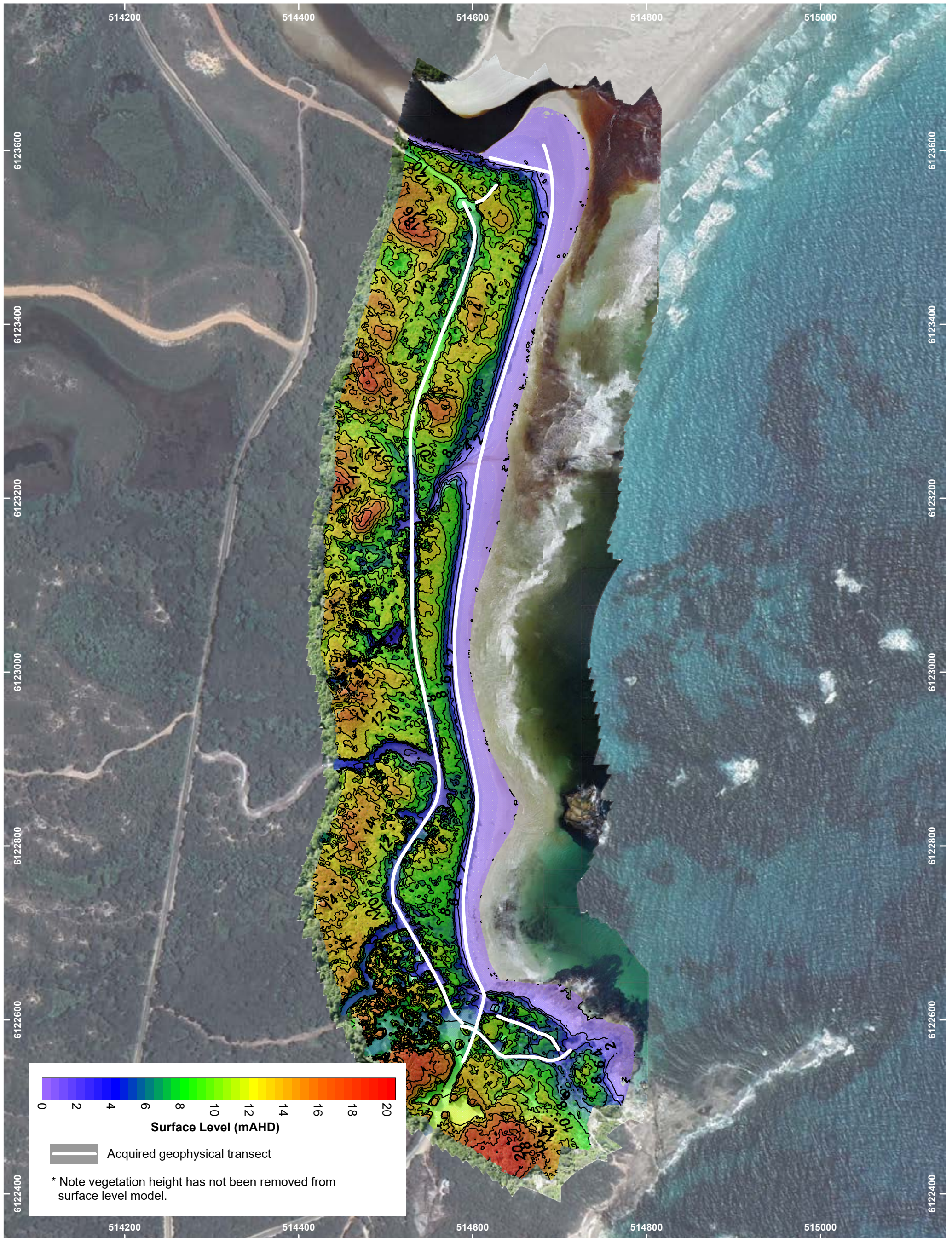
**NOTES**  
 Drawing to be used in conjunction with GBG report 3073C.  
 Map Projection GDA94 MGA Zone 50.  
 Aerial image from Google Earth Pro and GBG photogrammetry.



Date	16 August 2023	Paper Size	A3
Scale	1:4000	Drawn	AHWS
Drawing	3073C-10	Revised	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.**  
**PARRY BEACH, SHIRE OF DENMARK WA**

**SURFACE LEVEL MODEL**



— Acquired geophysical transect

\* Note vegetation height has not been removed from surface level model.

**NOTES**

Drawing to be used in conjunction with GBG report 3073C.  
Map Projection GDA94 MGA Zone 50.  
Aerial image from Google Earth Pro and GBG photogrammetry.

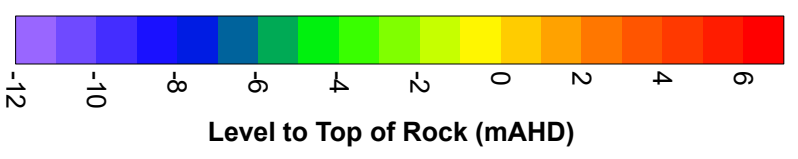
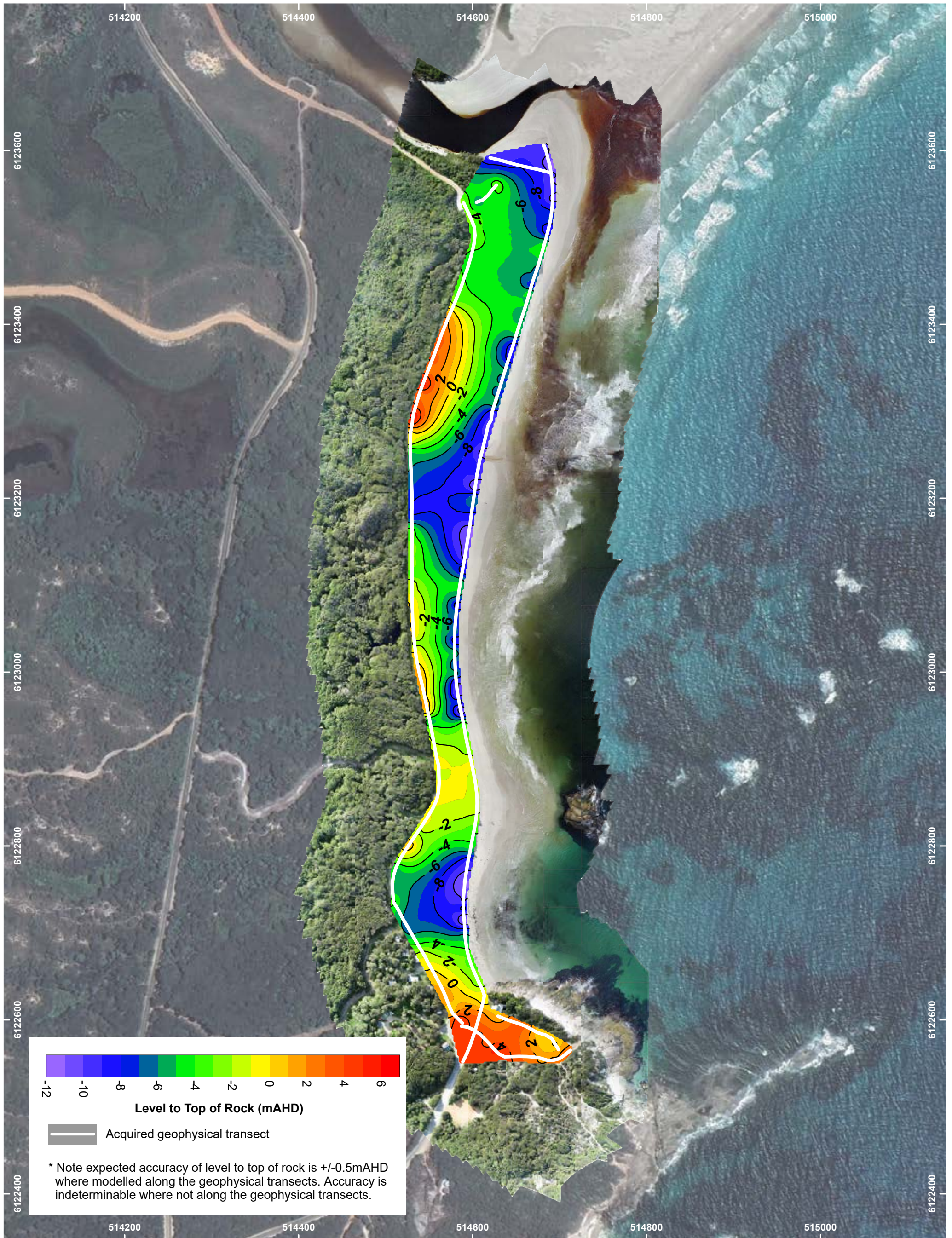


Date	16 August 2023
Scale	1:4000
Drawing	3073C-11

Paper Size	A3
Drawn	AHWS
Revised	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.**  
**PARRY BEACH, SHIRE OF DENMARK WA**

**CONTOURED LEVEL TO TOP OF ROCK**



— Acquired geophysical transect

\* Note expected accuracy of level to top of rock is +/-0.5mAHd where modelled along the geophysical transects. Accuracy is indeterminable where not along the geophysical transects.

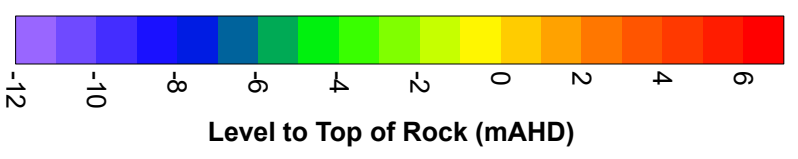
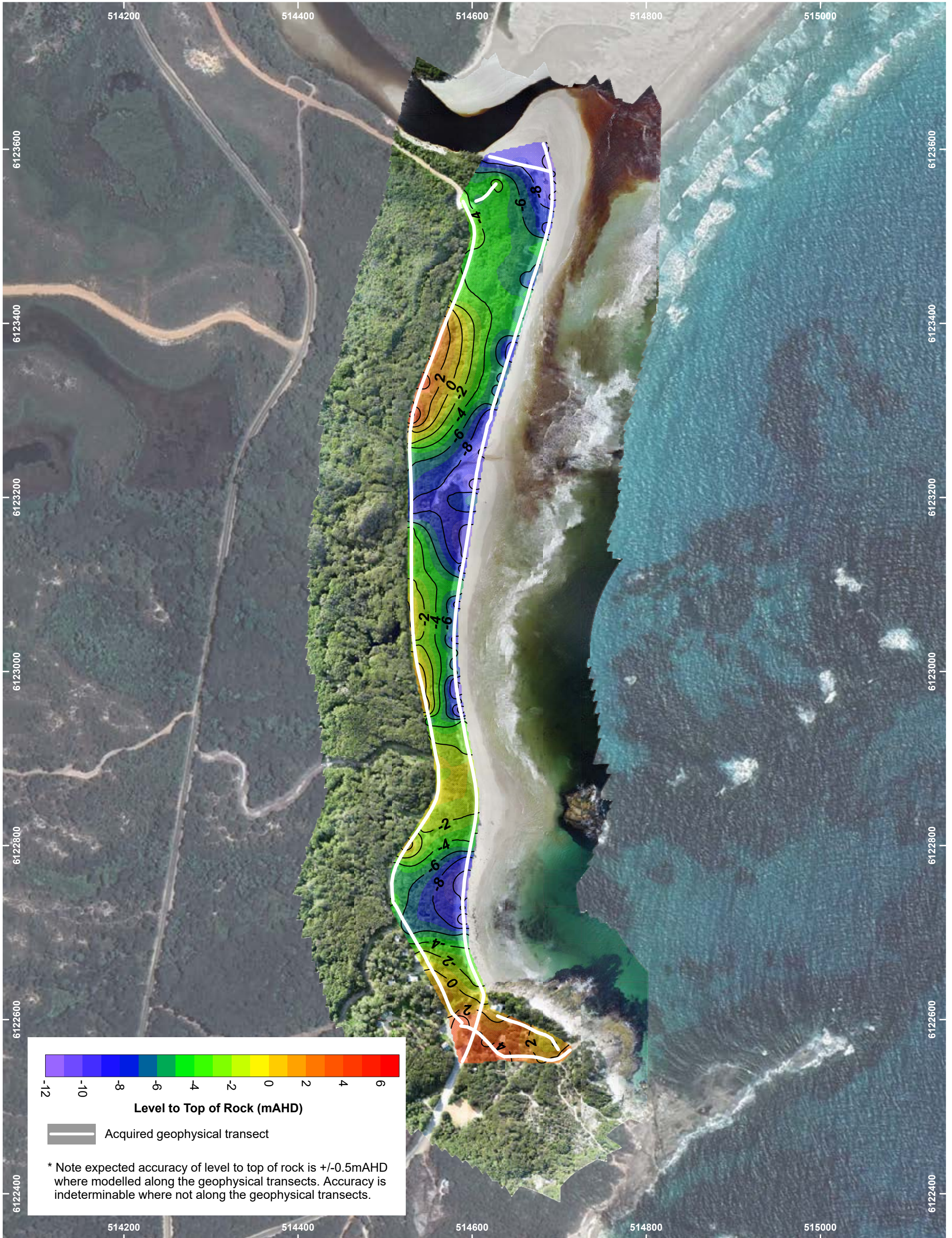
**NOTES**  
Drawing to be used in conjunction with GBG report 3073C.  
Map Projection GDA94 MGA Zone 50.  
Aerial image from Google Earth Pro and GBG photogrammetry.



Date	16 August 2023	Paper Size	A3
Scale	1:4000	Drawn	AHWS
Drawing	3073C-12	Revised	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.**  
**PARRY BEACH, SHIRE OF DENMARK WA**

**CONTOURED LEVEL TO TOP OF ROCK**



— Acquired geophysical transect

\* Note expected accuracy of level to top of rock is +/-0.5mAHd where modelled along the geophysical transects. Accuracy is indeterminable where not along the geophysical transects.

**NOTES**  
Drawing to be used in conjunction with GBG report 3073C.  
Map Projection GDA94 MGA Zone 50.  
Aerial image from Google Earth Pro and GBG photogrammetry.

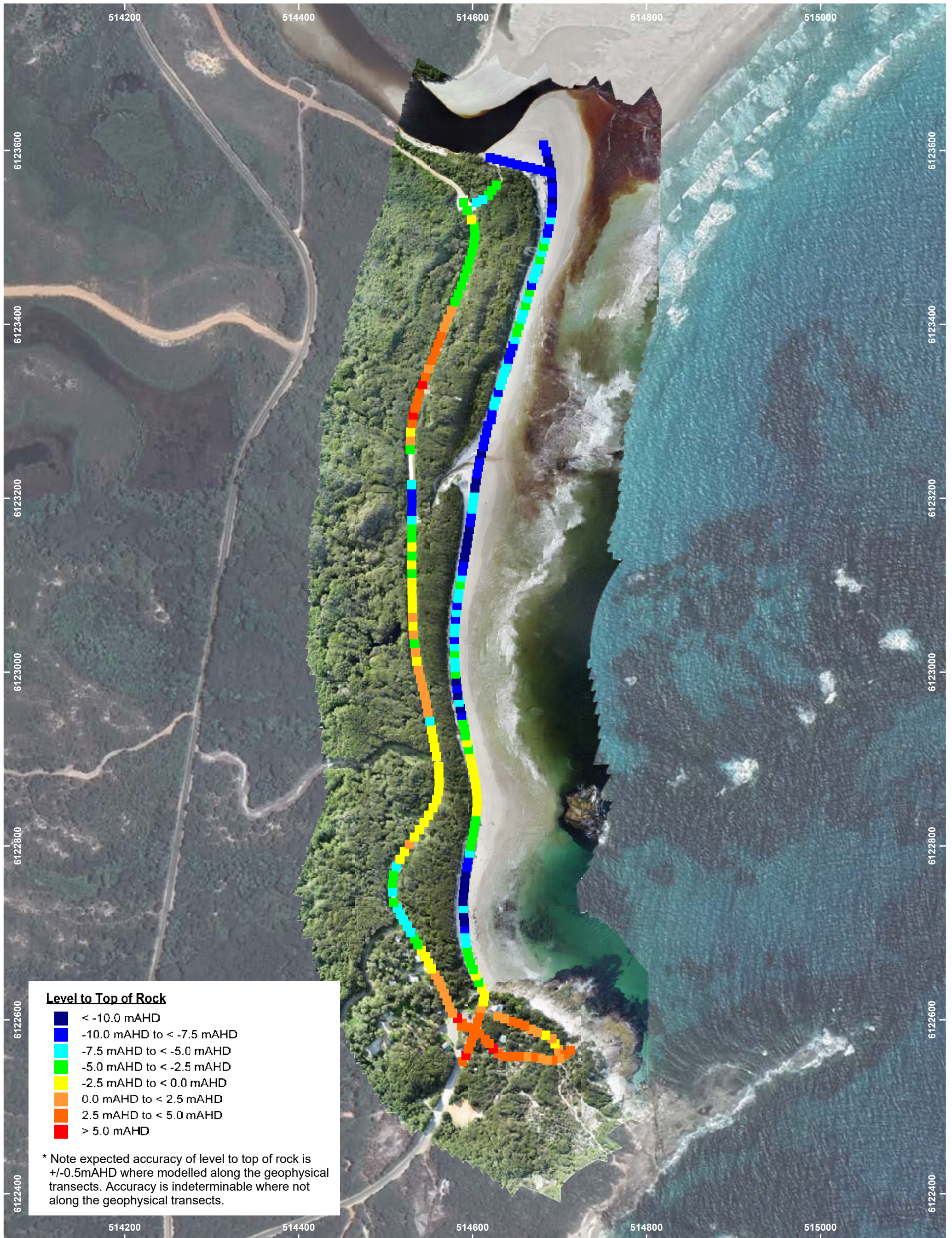


Date	16 August 2023	Paper Size	A3
Scale	1:4000	Drawn	AHWS
Drawing	3073C-13	Revised	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.**  
**PARRY BEACH, SHIRE OF DENMARK WA**



**CLASSED POST MAP LEVEL TO TOP OF ROCK**



**Level to Top of Rock**

- < -10.0 mAHD
- 10.0 mAHD to < -7.5 mAHD
- 7.5 mAHD to < -5.0 mAHD
- 5.0 mAHD to < -2.5 mAHD
- 2.5 mAHD to < 0.0 mAHD
- 0.0 mAHD to < 2.5 mAHD
- 2.5 mAHD to < 5.0 mAHD
- > 5.0 mAHD

\* Note expected accuracy of level to top of rock is +/-0.5mAHD where modelled along the geophysical transects. Accuracy is indeterminable where not along the geophysical transects.

**NOTES**

Drawing to be used in conjunction with GBG report 3073C.  
Map Projection GDA94 MGA Zone 50.  
Aerial image from Google Earth Pro and GBG photogrammetry.

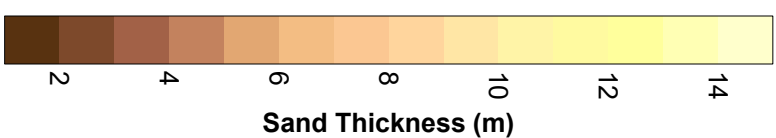
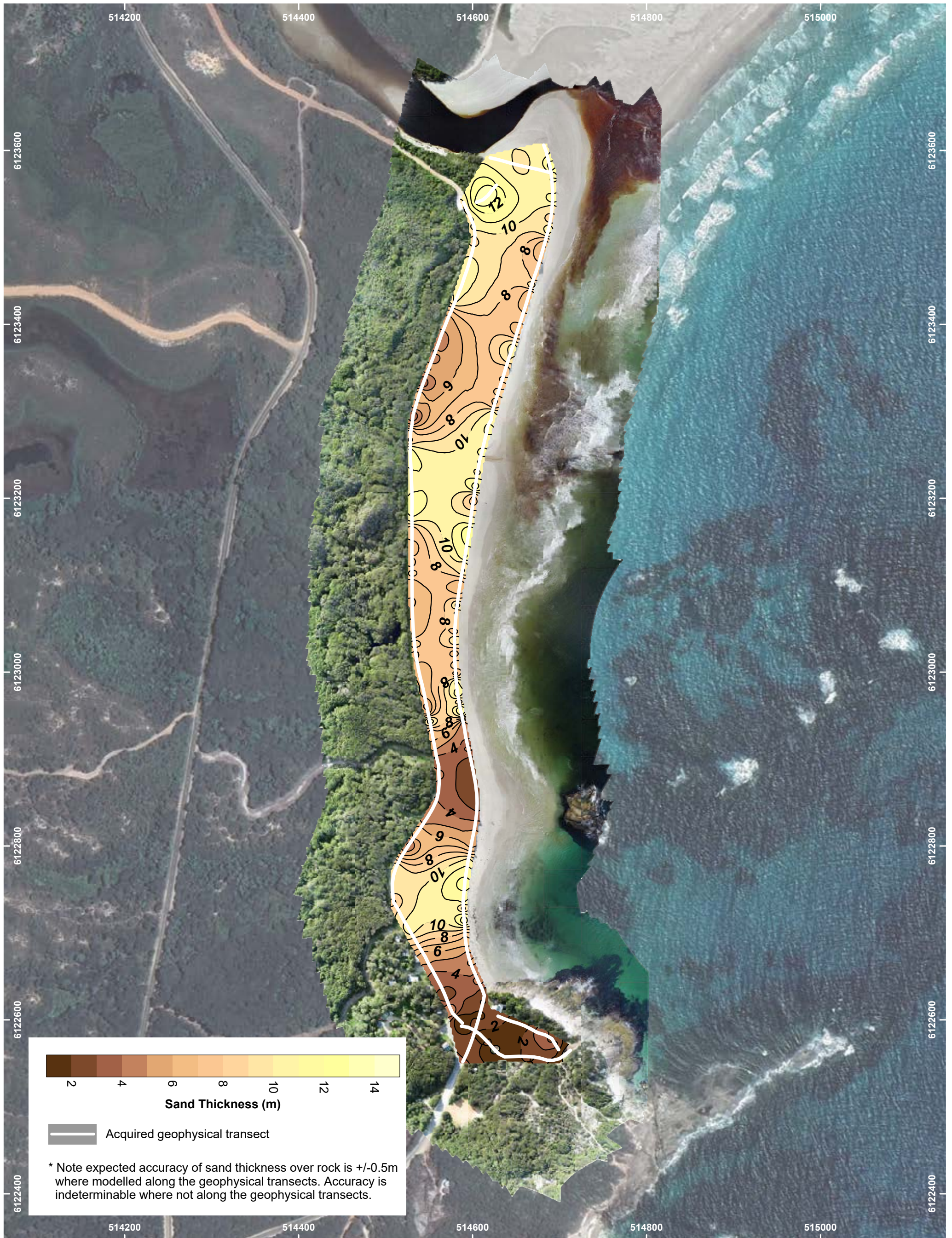


Date	16 August 2023
Scale	1:4000
Drawing	3073C-14

Paper Size	A3
Drawn	AHWS
Revised	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.**  
**PARRY BEACH, SHIRE OF DENMARK WA**

**CONTOURED SAND THICKNESS OVER ROCK**



— Acquired geophysical transect

\* Note expected accuracy of sand thickness over rock is +/-0.5m where modelled along the geophysical transects. Accuracy is indeterminable where not along the geophysical transects.

**NOTES**

Drawing to be used in conjunction with GBG report 3073C.  
Map Projection GDA94 MGA Zone 50.  
Aerial image from Google Earth Pro and GBG photogrammetry.

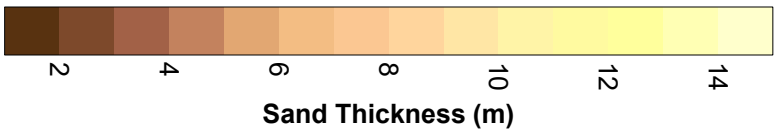


Date	16 August 2023
Scale	1:4000
Drawing	3073C-15

Paper Size	A3
Drawn	AHWS
Revised	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.**  
**PARRY BEACH, SHIRE OF DENMARK WA**

**CONTOURED SAND THICKNESS OVER ROCK**



— Acquired geophysical transect

\* Note expected accuracy of sand thickness over rock is +/-0.5m where modelled along the geophysical transects. Accuracy is indeterminable where not along the geophysical transects.

**NOTES**

Drawing to be used in conjunction with GBG report 3073C.  
Map Projection GDA94 MGA Zone 50.  
Aerial image from Google Earth Pro and GBG photogrammetry.

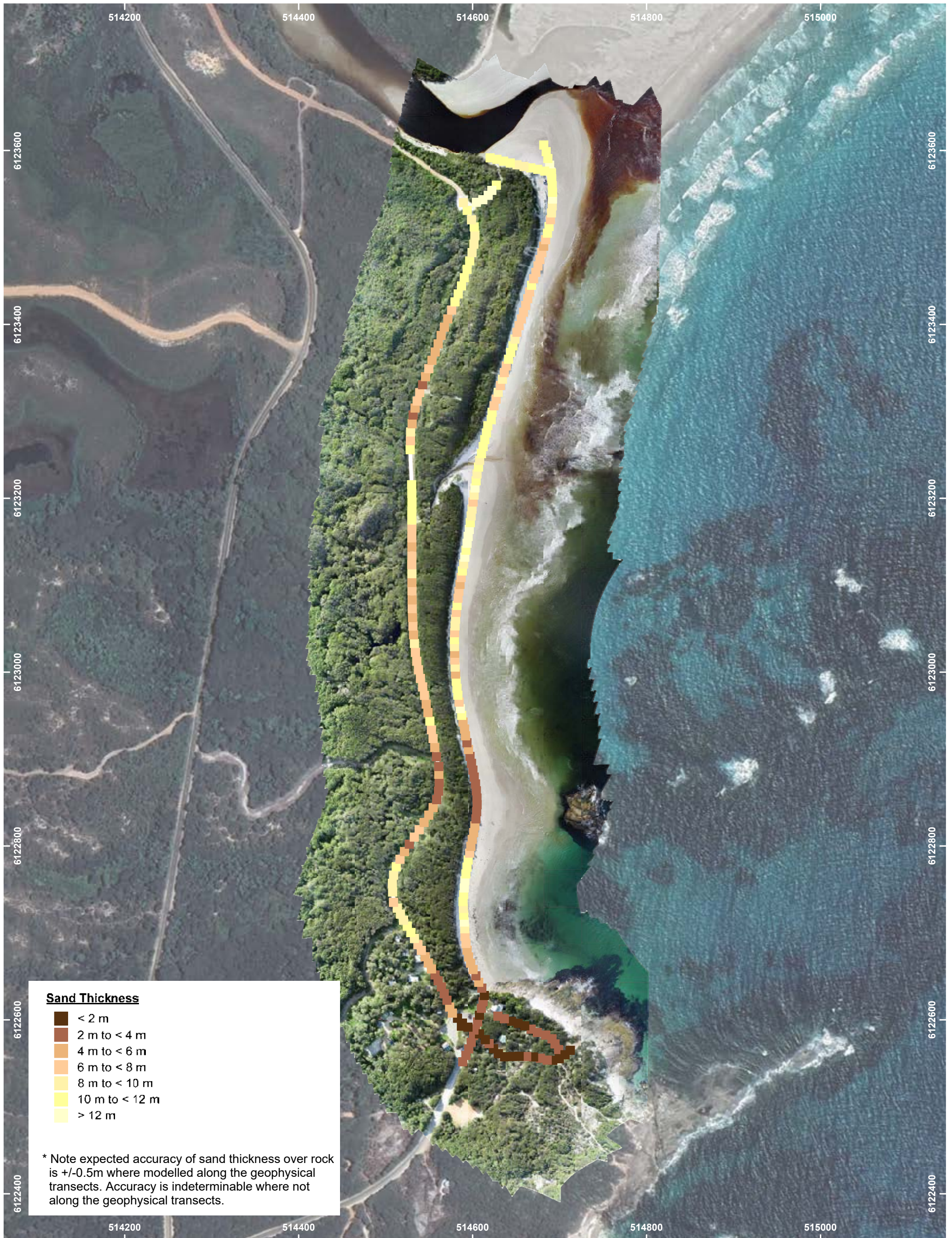


Date	16 August 2023
Scale	1:4000
Drawing	3073C-16

Paper Size	A3
Drawn	AHWS
Revised	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.**  
**PARRY BEACH, SHIRE OF DENMARK WA**

**CLASSED POST MAP SAND THICKNESS OVER ROCK**



**Sand Thickness**

- < 2 m
- 2 m to < 4 m
- 4 m to < 6 m
- 6 m to < 8 m
- 8 m to < 10 m
- 10 m to < 12 m
- > 12 m

\* Note expected accuracy of sand thickness over rock is +/-0.5m where modelled along the geophysical transects. Accuracy is indeterminable where not along the geophysical transects.

**NOTES**

Drawing to be used in conjunction with GBG report 3073C.  
Map Projection GDA94 MGA Zone 50.  
Aerial image from Google Earth Pro and GBG photogrammetry.



Date	16 August 2023
Scale	1:4000
Drawing	3073C-17

Paper Size	A3
Drawn	AHWS
Revised	C

**DEPARTMENT OF TRANSPORT, WESTERN AUSTRALIA**  
**GEOTECHNICAL INVESTIGATION FOR COASTAL EROSION VULNERABILITY ASSESSMENT.**  
**PARRY BEACH, SHIRE OF DENMARK WA**

## **APPENDIX D – CONE PENETRATION TEST PLOTS**

# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

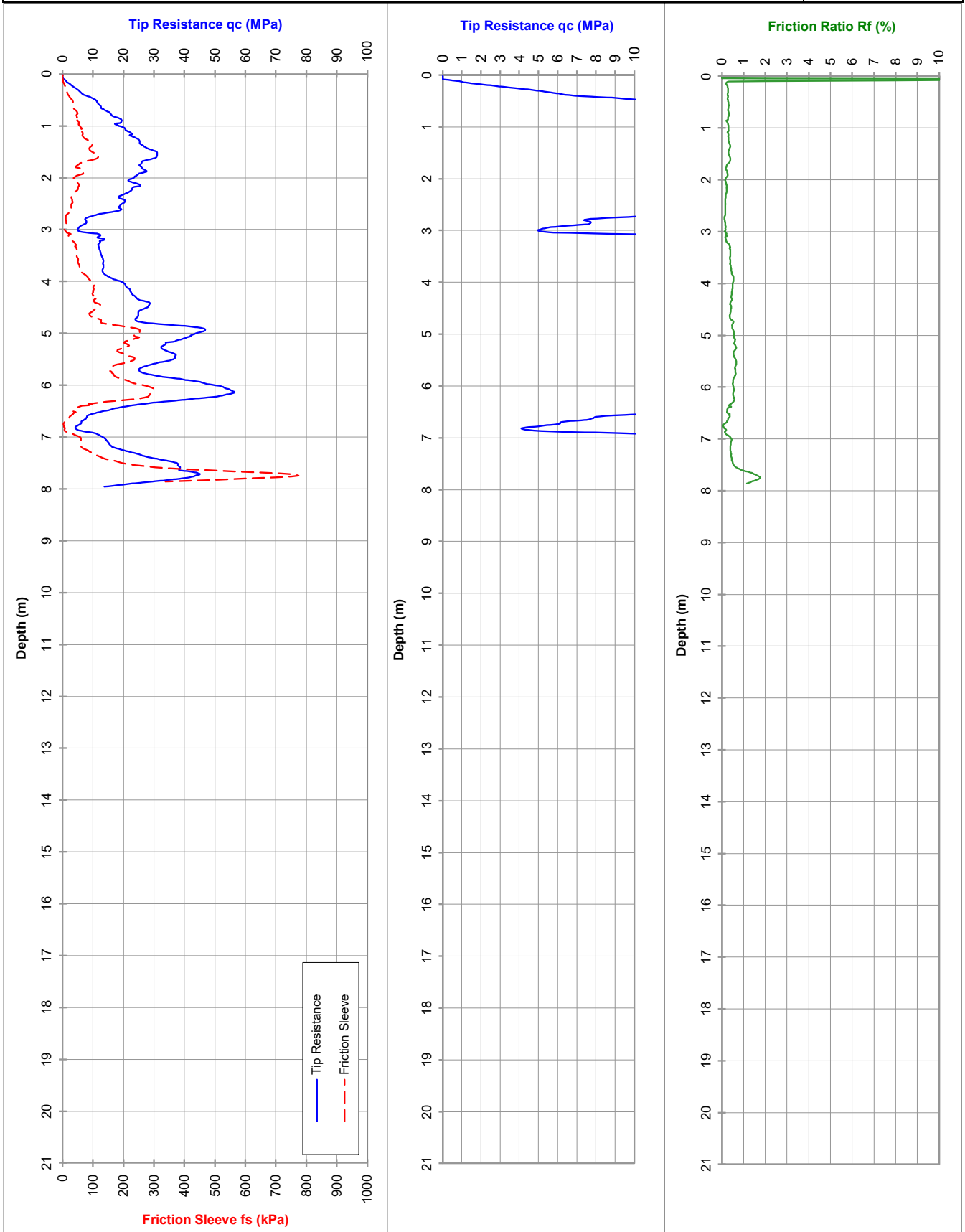
RL (m):

**CPT 01**

LOCATION: Parry Beach

Co-ords:

11-Jul-23



# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

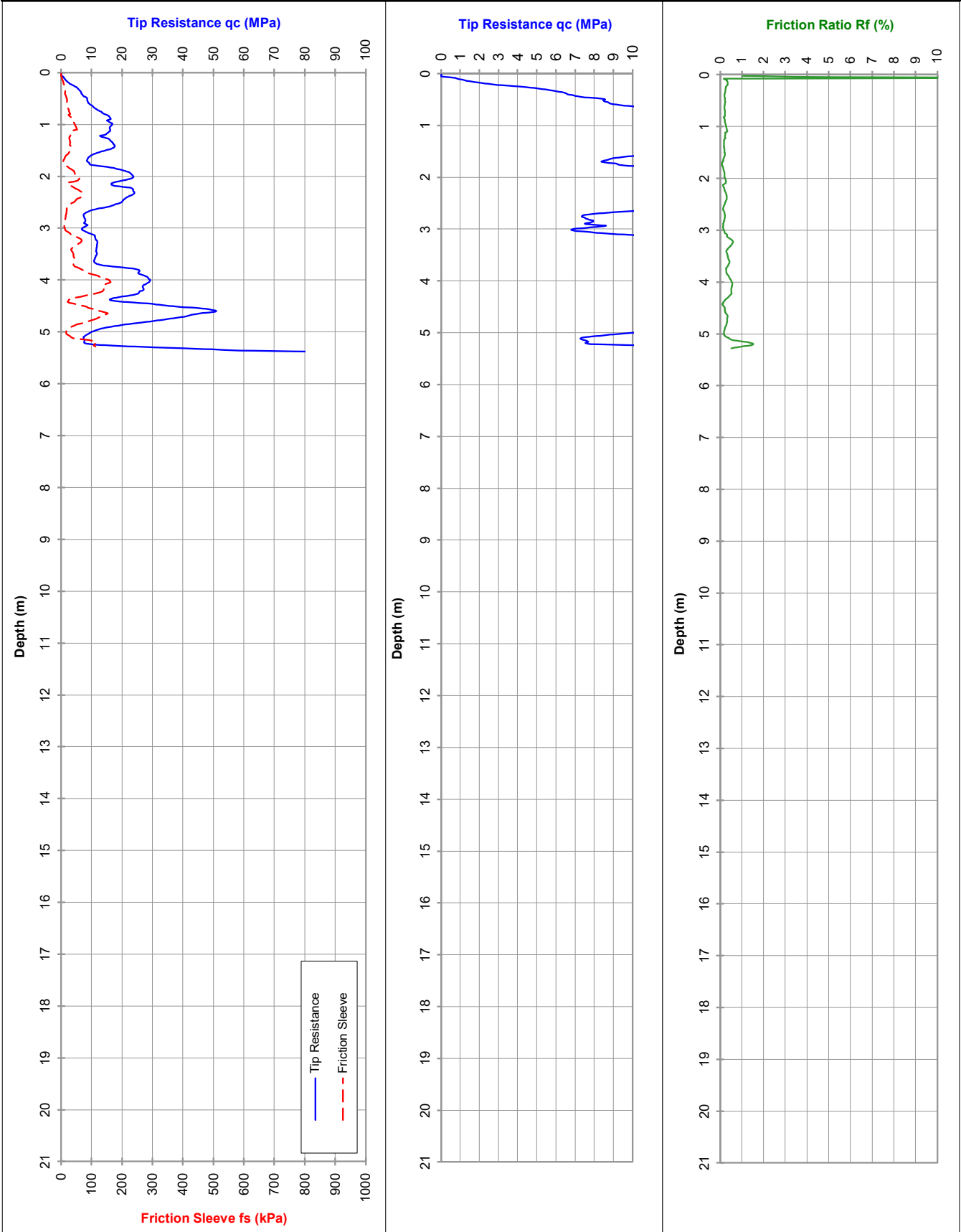
RL (m):

**CPT 02**

LOCATION: Parry Beach

Co-ords:

11-Jul-23



Tested in accordance with AS 1289.6.5.1-1999 and IRTF 2001 for friction reducer

Approx. water (m): 0.4

Dummy probe to (m):

Refusal: 80 MPa

Cone I.D.: EC08

File: GB0033M2

Rig Type: 11t track (M2)

# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

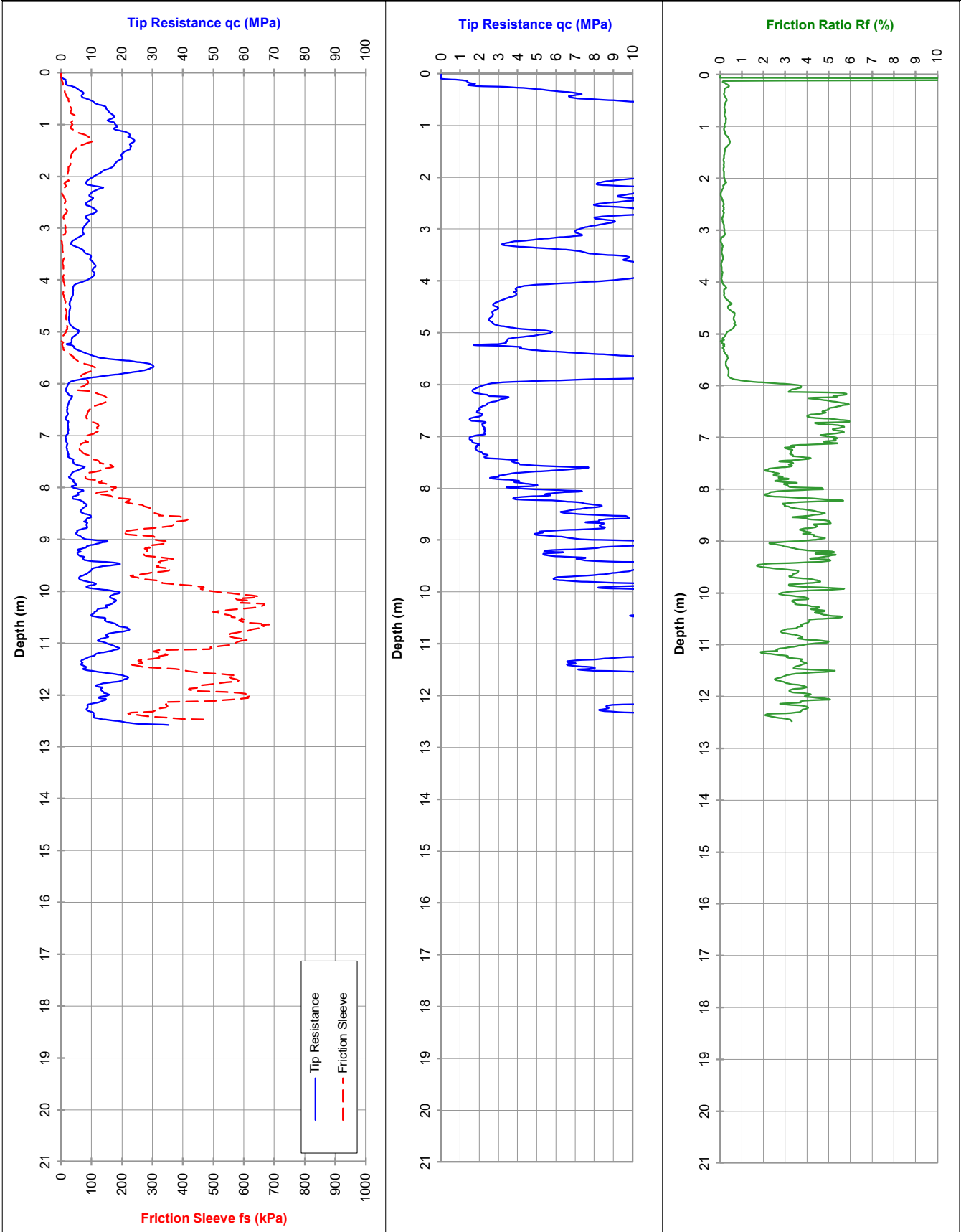
RL (m):

LOCATION: Parry Beach

Co-ords:

**CPT 03**

11-Jul-23



Tested in accordance with AS 1289.6.5.1-1999 and IRTTP 2001 for friction reducer

Approx. water (m): 0.5

Dummy probe to (m):

Refusal: Rod Friction

Cone I.D.: EC08

File: GB0032M2

Rig Type: 11t track (M2)



# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

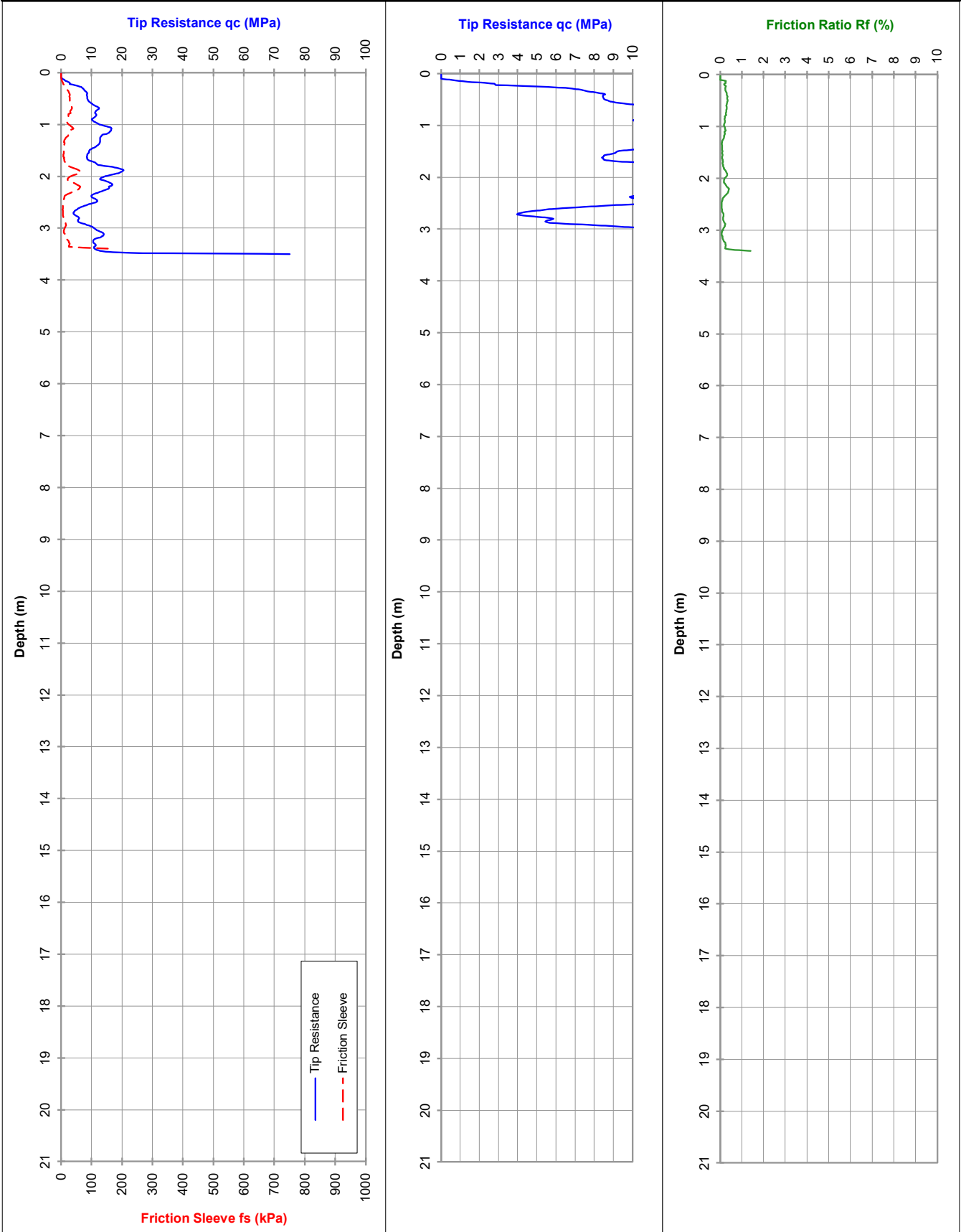
RL (m):

LOCATION: Parry Beach

Co-ords:

**CPT 04**

11-Jul-23



Tested in accordance with AS 1289.6.5.1-1999 and IRTF 2001 for friction reducer

Approx. water (m): 0.7

Dummy probe to (m):

Refusal: 75 MPa

Cone I.D.: EC08

File: GB0031M2

Rig Type: 11t track (M2)

# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

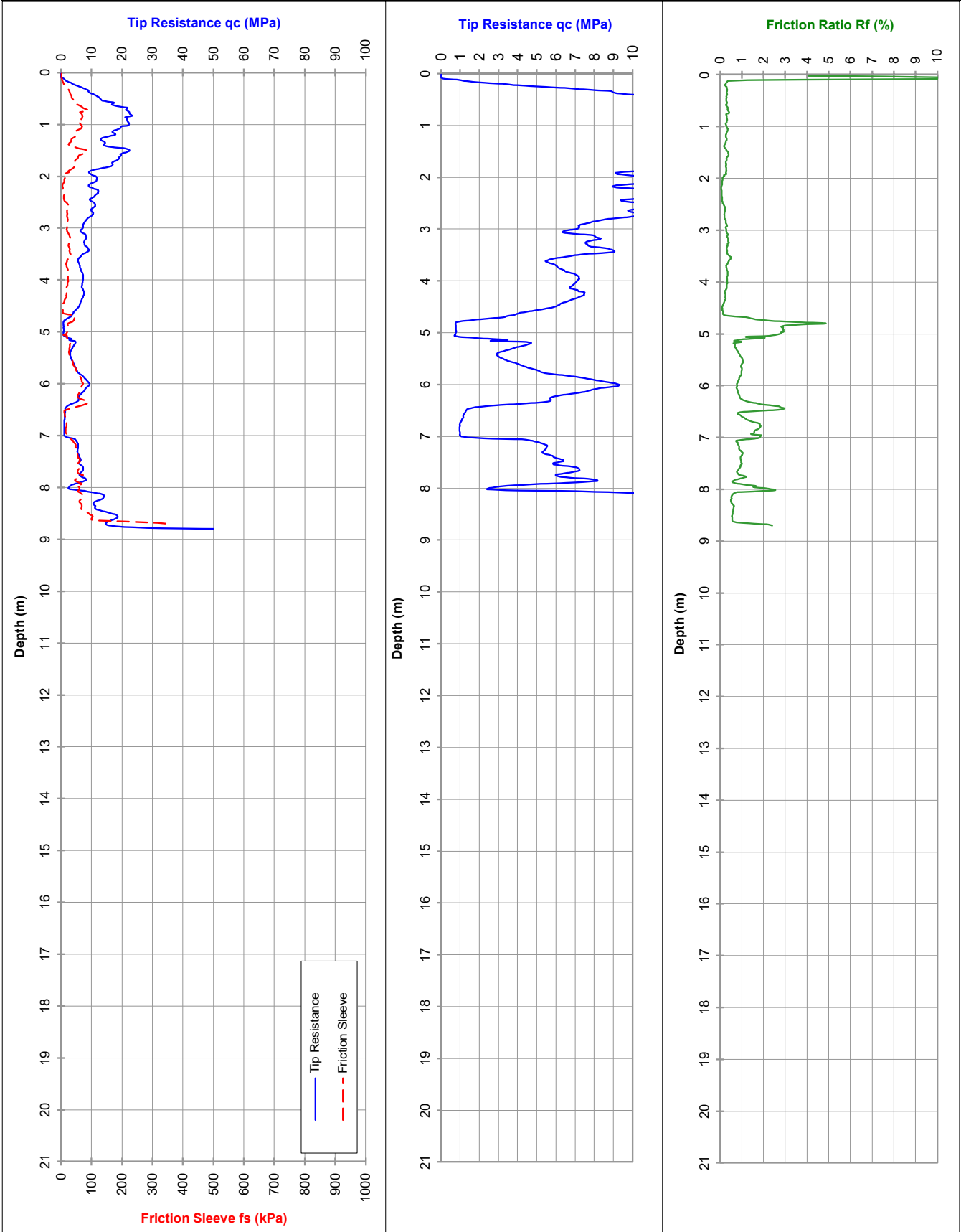
RL (m):

**CPT 05**

LOCATION: Parry Beach

Co-ords:

11-Jul-23



Tested in accordance with AS 1289.6.5.1-1999 and IRTF 2001 for friction reducer

Approx. water (m): 0.8

Dummy probe to (m):

Refusal: 50 MPa + Rod Friction

Cone I.D.: EC08

File: GB0030M2

Rig Type: 11t track (M2)

# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

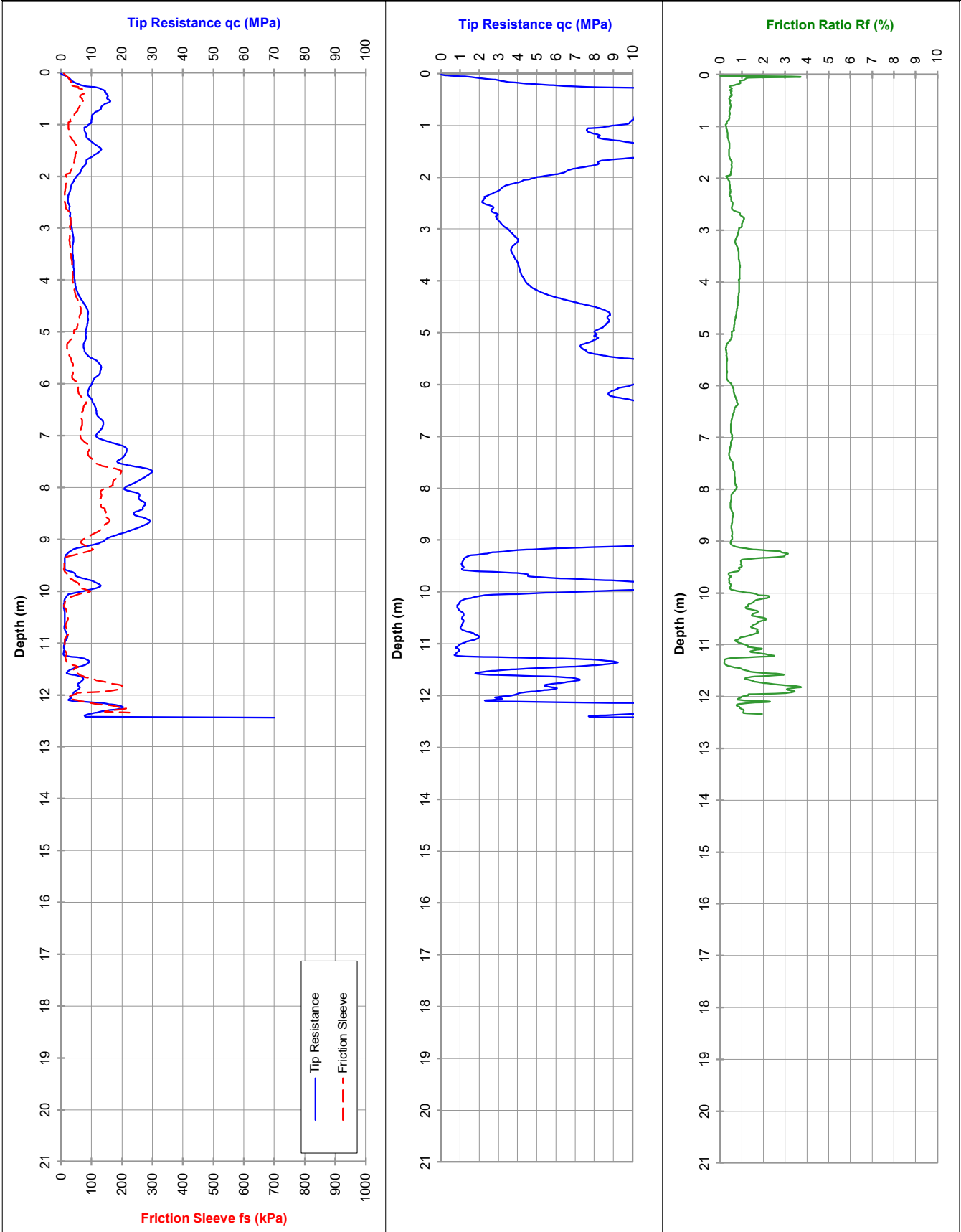
RL (m):

LOCATION: Parry Beach

Co-ords:

**CPT 06**

12-Jul-23



Tested in accordance with AS 1289.6.5.1-1999 and IRTF 2001 for friction reducer

Approx. water (m): 5.3

Dummy probe to (m):

Refusal: 70 MPa

Cone I.D.: EC08

File: GB0039M2

Rig Type: 11t track (M2)

# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

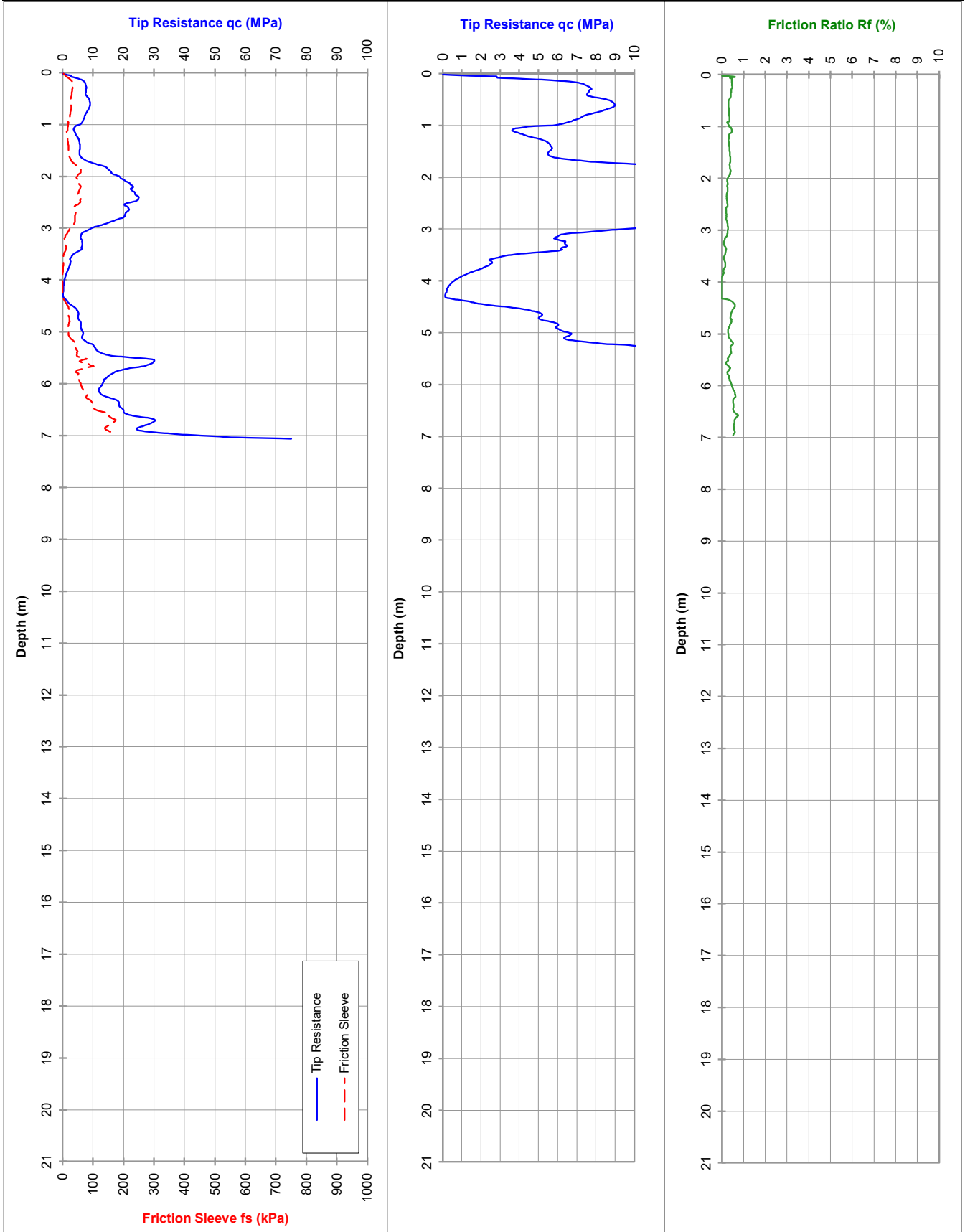
RL (m):

LOCATION: Parry Beach

Co-ords:

**CPT 07**

12-Jul-23



Tested in accordance with AS 1289.6.5.1-1999 and IRTF 2001 for friction reducer

Approx. water (m): 1.2

Dummy probe to (m):

Refusal: 75 MPa

Cone I.D.: EC08

File: GB0038M2

Rig Type: 11t track (M2)

# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

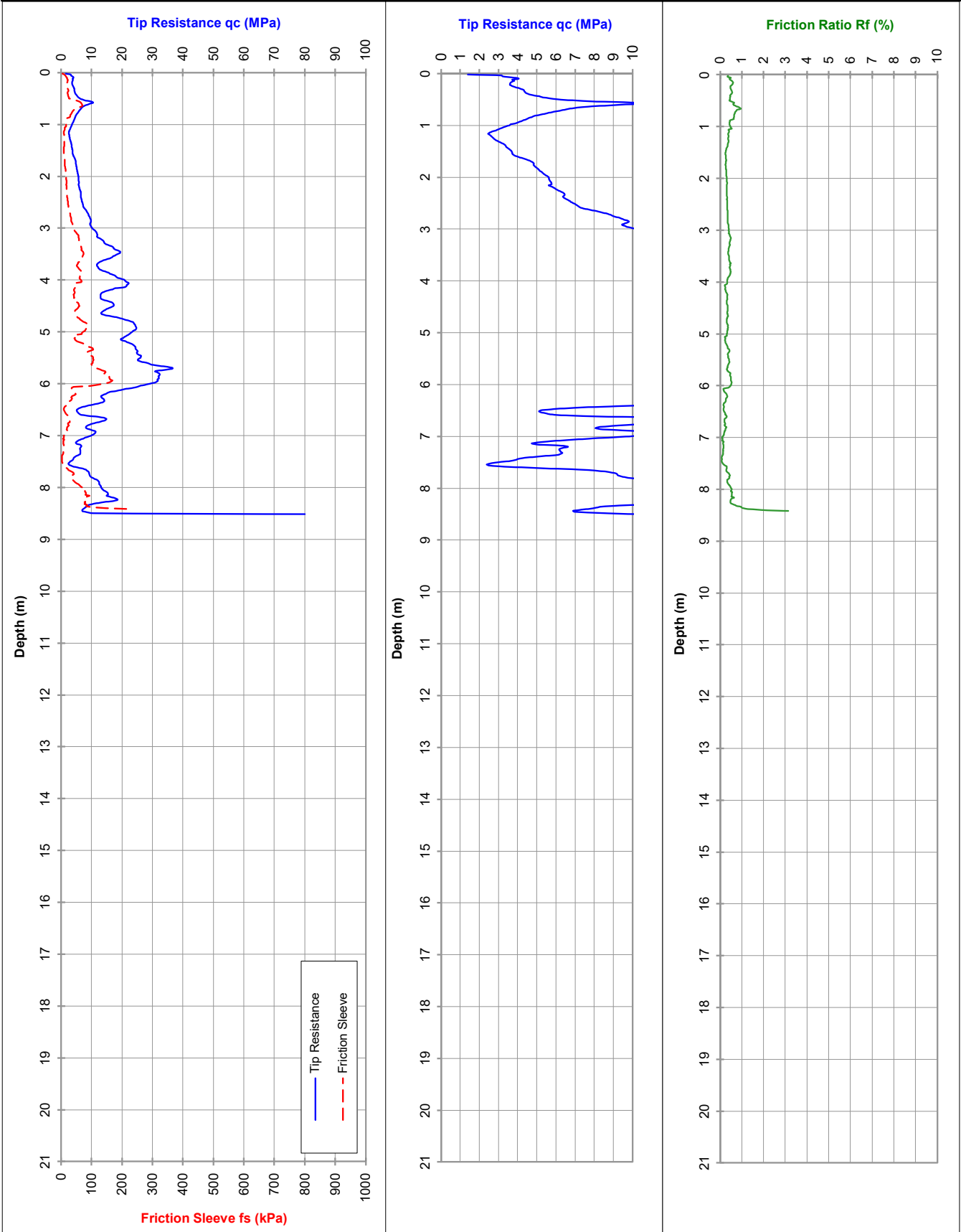
RL (m):

LOCATION: Parry Beach

Co-ords:

**CPT 08**

12-Jul-23



Tested in accordance with AS 1289.6.5.1-1999 and IRTF 2001 for friction reducer

Approx. water (m): 4.4

Dummy probe to (m):

Refusal: 80 MPa

Cone I.D.: EC08

File: GB0037M2

Rig Type: 11t track (M2)

# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

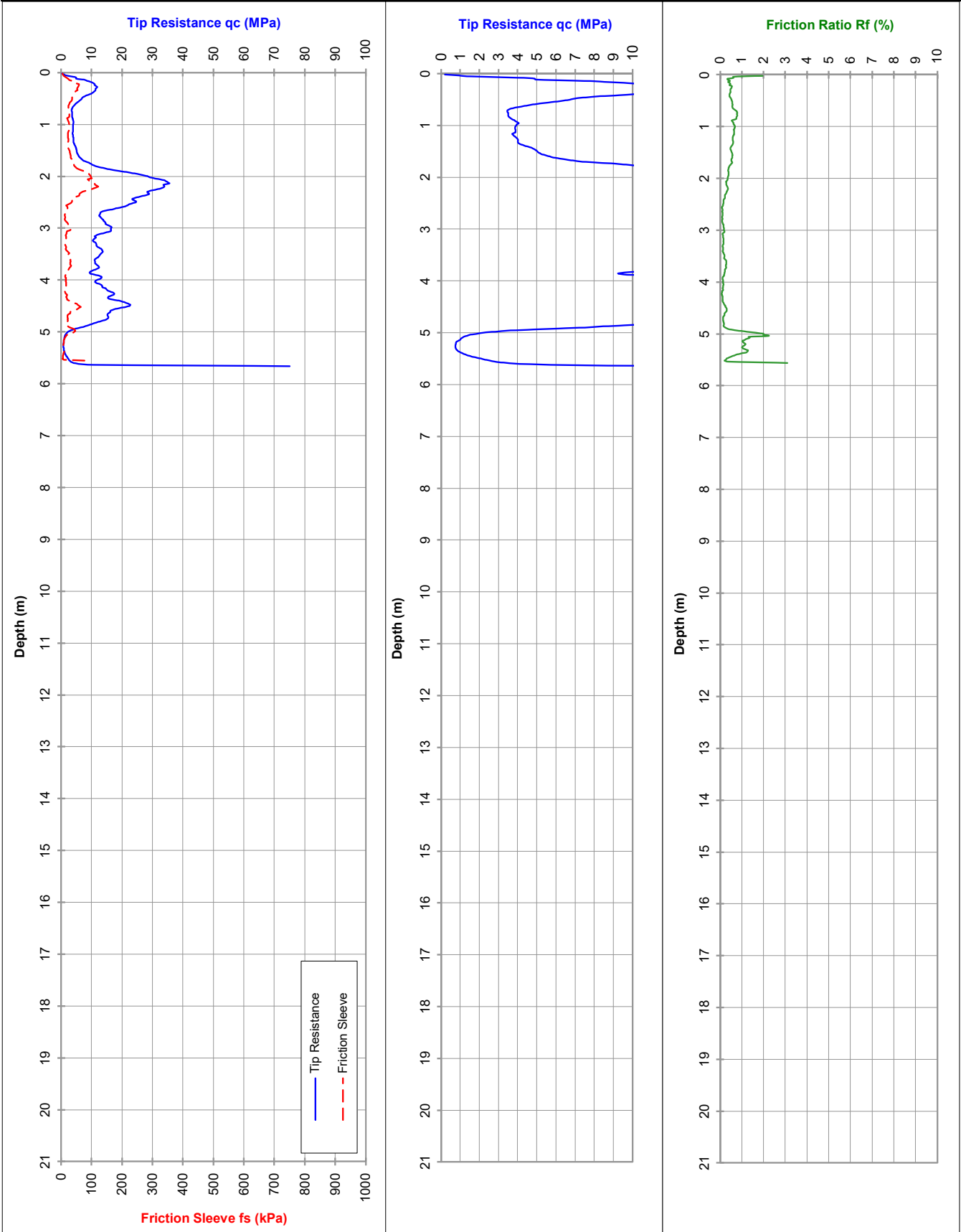
RL (m):

LOCATION: Parry Beach

Co-ords:

**CPT 09**

12-Jul-23



Tested in accordance with AS 1289.6.5.1-1999 and IRTF 2001 for friction reducer

Approx. water (m): 1.5

Dummy probe to (m):

Refusal: 75 MPa

Cone I.D.: EC08

File: GB0036M2

Rig Type: 11t track (M2)

# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

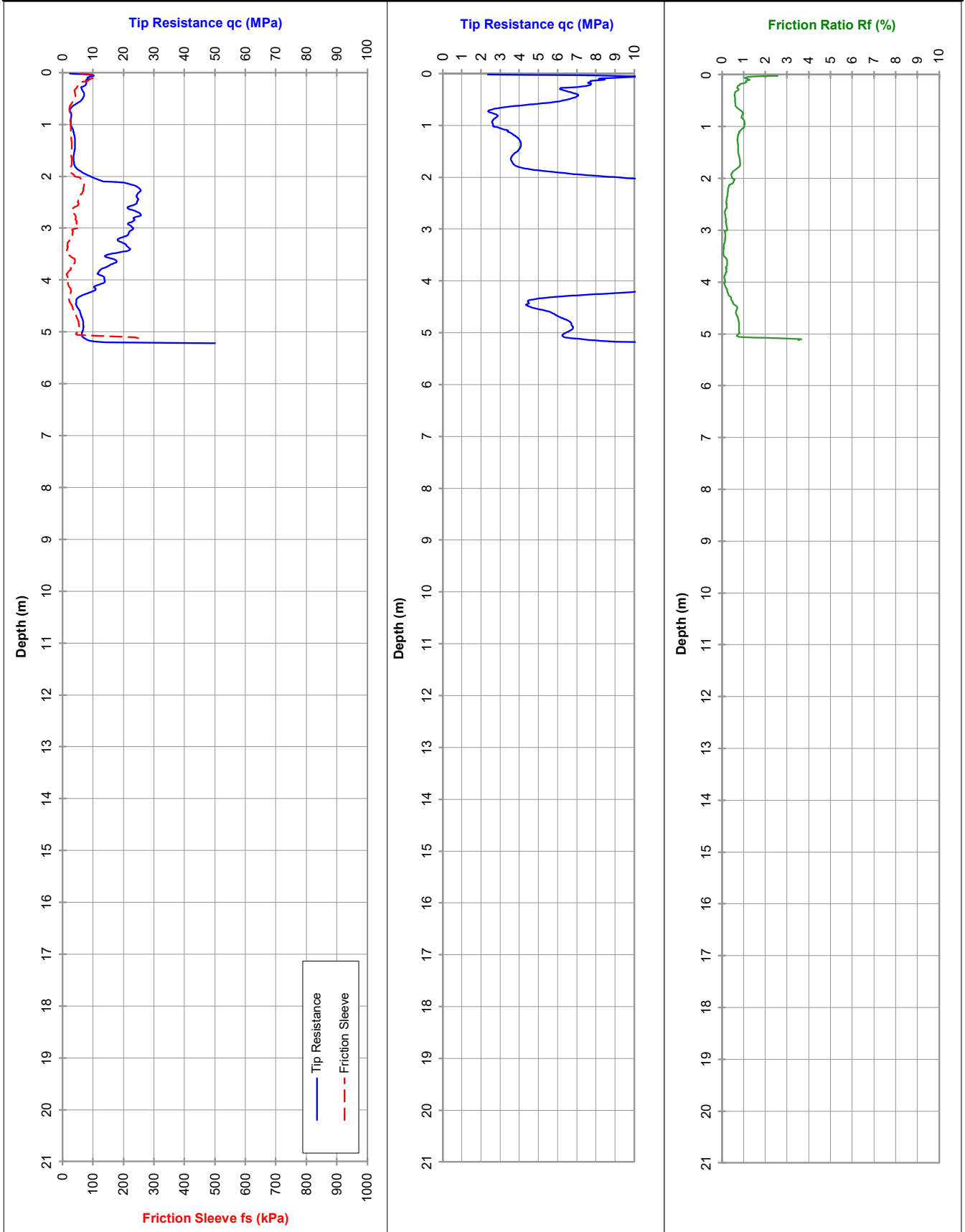
RL (m):

LOCATION: Parry Beach

Co-ords:

**CPT 10**

12-Jul-23



# ELECTRIC FRICTION-CONE PENETROMETER

Probe I.D

CLIENT: Department of Transport

Job No.: 3073

PROJECT: Geophysical Investigation for Coastal Erosion Study

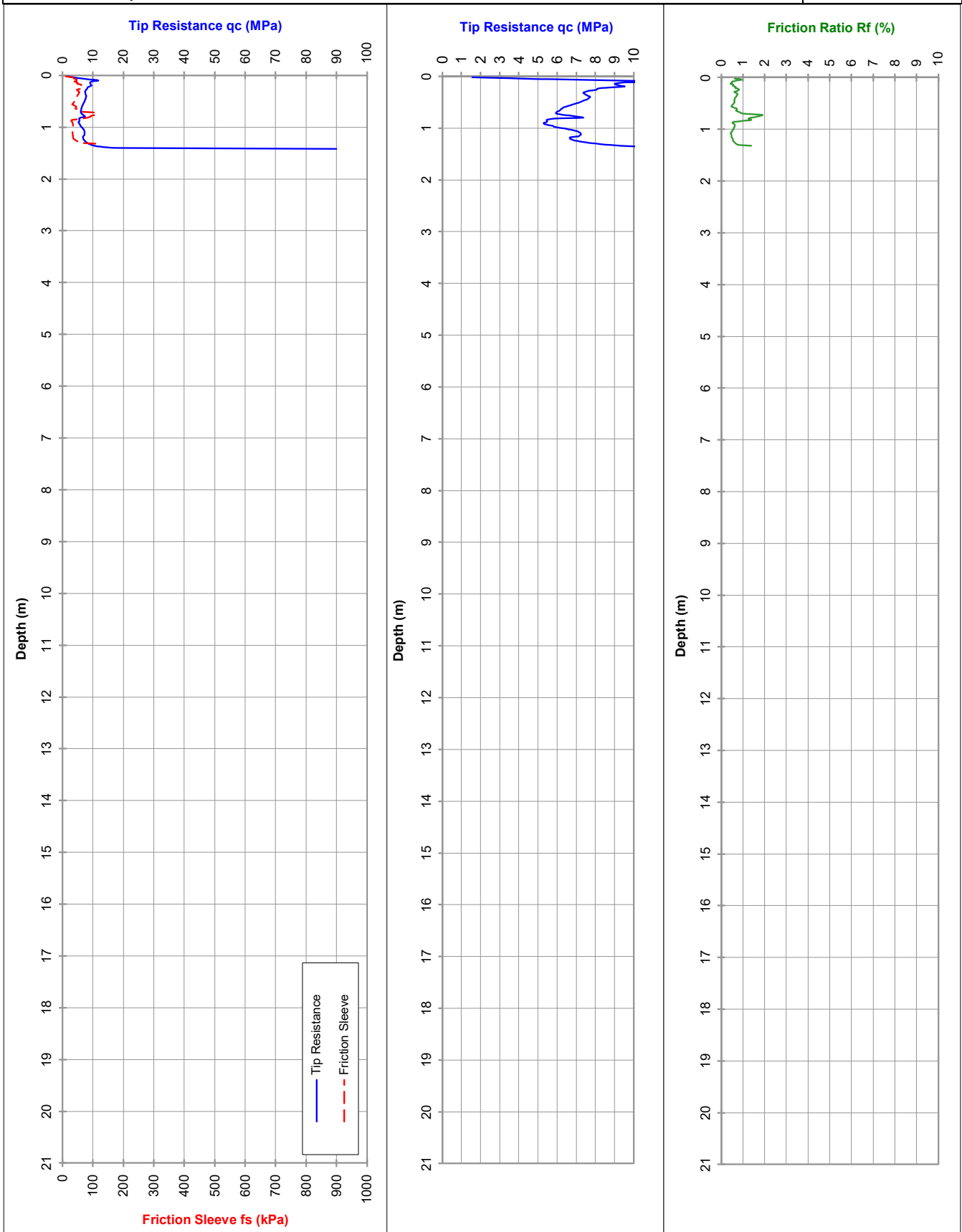
RL (m):

LOCATION: Parry Beach

Co-ords:

**CPT 11**

12-Jul-23





# CALIBRATION CERTIFICATE

**CONE ID:**

**EC08**

Cone Type:	Compression
Calibration Date (qc/fs):	2 June 2023
Calibration Date (u):	21 March 2023
Preliminary Inspection:	Pass
Calibrated By:	Sean Wilkins
Calibration Procedure:	ISO 22476-1:2012, IRTP 2001
Force Application:	Compression
Reference Equipment:	PT - S type 100kN Serial # 5126009 (Calibrated 10/03/23 - NATA approved Cert. No. 230664) Bongshin - S type 50kN Serial #W05345 (Calibrated 10/03/23 - NATA approved Cert. No. 230663) Digitron Panel Meter Serial #: 060213/01 (Calibrated 09/03/23 - NATA endorsed Report No. 230658, 230659, 230660)

Note: In accordance with AS1289 F5.1 the force calibration derived by NATA Calibration Certificates are converted to a qc reading in MPa and fs reading in kPa by dividing by 1000 mm<sup>2</sup> and 15000mm<sup>2</sup> respectively.

## Results of Calibration:

qc (tip resistance):		
Capacity:	100 (MPa)	
Area	1000 (mm <sup>2</sup> )	
Applied Load kN	Eqv. Pressure MPa	Mean Observed Reading Volts
0	0	0.000
10	10	0.784
20	20	1.583
30	30	2.383
40	40	3.183
50	50	3.981
60	60	4.777
70	70	5.573
80	80	6.368
90	90	7.164
100	100	7.959
90	90	7.173
80	80	6.385
70	70	5.591
60	60	4.797
50	50	4.003
40	40	3.206
30	30	2.406
20	20	1.604
10	10	0.802
0	0	0.002
R <sup>2</sup> Value =	1.000	

fs (sleeve friction):		
Capacity:	2000 (kPa)	
Area	15000 (mm <sup>2</sup> )	
Applied Force kN	Eqv. Load kPa	Mean Observed Reading Volts
0	0	0.000
3	200	0.804
6	400	1.585
9	600	2.377
12	800	3.175
15	1000	3.971
18	1200	4.769
21	1400	5.567
24	1600	6.363
27	1800	7.166
30	2000	7.967
27	1800	7.176
24	1600	6.379
21	1400	5.578
18	1200	4.776
15	1000	3.979
12	800	3.179
9	600	2.375
6	400	1.583
3	200	0.808
0	0	0.003
R <sup>2</sup> Value =	1.000	

u (pore pressure):		
Capacity:	3500 (kPa)	
Position	u2	
Applied Pressure bar	Eqv. Pressure kPa	Mean Observed Reading Volts
0	0	0.000
3	300	0.348
6	600	0.695
9	900	1.042
12	1200	1.390
15	1500	1.737
18	1800	2.083
21	2100	2.430
25	2500	2.890
30	3000	3.464
35	3500	4.037
30	3000	3.469
25	2500	2.894
21	2100	2.433
18	1800	2.087
15	1500	1.741
12	1200	1.393
9	900	1.045
6	600	0.697
3	300	0.349
0	0	0.000
R <sup>2</sup> Value =	1.000	

Zero Load Error: 0.02%  
Max. Linearity 0.22%  
Max. Hysteris 0.29%

Zero Load Error: 0.04%  
Max. Linearity 0.18%  
Max. Hysteris 0.20%

Zero Load Error: 0.01%  
Max. Linearity 0.21%  
Max. Hysteris 0.23%

MPa/Volt: **12.551**

kPa/Volt: **251.08**

kPa/Volt: **865.87**  
Net Area (calibrated): **0.83**

**"Class 1"** Application Accuracy achieved (in accordance with ISO 22476:2012 classification)

Calibration Checked & Authorised: Kylie Walker

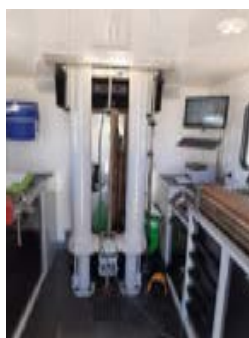
Job Details

Client: GB Geotechnics  
Rep: Peter Eccleston  
Location: Parry Beach

Date of Job: 11/07/23  
Tip Diameter: 35.65  
Sleeve Diameter: 36.0

## MOROOKA (M2)

11 tonne track mounted CPT Rig



### SPECIFICATIONS

Overall Dimensions	Width: 2.3m; Length: 5.3m; Height: 3.2m (while travelling) Height: 4.4m (while probing)
Gross Weight	11 tonne
Ground Bearing Capacity	0.38 kg/cm <sup>2</sup> (37kPa / 5.4psi)
Speed (Low/High)	Low gear: 8.3km High gear: 12km/h on level ground
Grade ability	60%
Engine	Mitsubishi (3910cc) 110 HP @ 2,800 rpm
Fuel Tank	80 L (Diesel)
Drive System	HST
Tracks	600mm wide rubber tracks
Levelling Jacks	0.8m stroke

### EQUIPMENT / FEATURES

Other Equipment / Features	2.4m x 1.2m Plastic Bog Boards 1 x 9kg ABE Fire extinguisher Air conditioned work cabin and drive cabin
Transport	Prime Mover & 10m Drop-deck trailer with ramps

### SERVICES

Geotechnical Services provided	CPT, CPTu, SCPT, SCPTu (1, 5, 10, & 15 tonne cones) DMT, SDMT Dissipation Testing Ball Penetrometer CPT casing for additional rod support Dual Tube (percussion) sampling Piston Sampling MOSTAP and PROBEDRILL soil sampling Vane Shear Testing (Electronically driven) Vibrating Wire Installation Water Sampling Standpipe Installation (20mm; 32mm & 50mm)
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