

# **LORD HOWE ISLAND BOARD**

## **Business Paper**

### **OPEN SESSION**

**ITEM**

Boating Now Grant – Next steps

**RECOMMENDATION**

1. That the amended Boating Now project proposal be adopted to fund the purchase of a large vessel hoist trailer and construction of a boat wash-down facility.

**BACKGROUND**

This paper gives the background, current situation and provides a recommendation on the next steps for Lord Howe Island’s Boating Now grant and how this affects the provision of a service to launch, retrieve and maintain large vessels at Lord Howe Island.

The last remaining slipway on the Lagoon Foreshore ceased operations in 2012. It was no longer viable due to the large amount of sand that had to be cleared from the rails ahead of each use. This left the island without a dedicated facility for launching, retrieving and maintaining large vessels. This has proven challenging for owners of large vessels as they have a need to conduct regular maintenance out of the water and to carry out inspections to maintain marine survey requirements. Since 2012 there has been a series of investigations and proposals for constructing a vessel launch, retrieval and maintenance facility.

In 2015 the Board received a NSW Boating Now Grant of \$670,000 to construct a slipway and boat wash-down area at the Waste Management Facility. This original proposal did not proceed to construction and a number of alternative proposals have since been considered. The funding deed has already been extended several times, and a funding amount of \$560,000 is still available. The Boating Now grant office has indicated that if the funds are not spent on an approved project in the near future, the funds will be withdrawn.

The table below gives a summary of the different proposals which have been considered to this point.

<b>Wilsons Landing slipway</b>	Lord Howe Island Community Slipway Association proposed the construction of a slipway and boat wash-down facility at Wilsons Landing, adjacent to the existing boat ramp.
<b>2011-2012</b>	The proposal progressed to an advanced design stage and a development application was submitted. The development application was refused with the Consent Authority finding that the proposal was not in the public interest due to:

	<p>a) The identified impacts of the development on the safe operation of the adjoining public boat ramp, which is used frequently by members of the boating community.</p> <p>b) The impact of the slipway on the scope of the planned future upgrading and reorientation of the public boat ramp to comply with current standards and desired future requirements.</p> <p>c) The impacts of the proposed slipway on adjacent areas, including the picnic and BBQ area, from airborne particulates.</p> <p>d) The availability of alternative methods to a slipway or alternative sites for a slipway that are considered likely to result in less impacts to community and public assets.</p> <p>A recommendation was adopted that <i>The Board work cooperatively with the Lord Howe Island Community Slipway Association and the island community to identify a viable method to provide for the maintenance and periodic survey of marine vessels.</i></p> <p><b>Estimated cost in 2012: \$350,000</b></p>
<b>Boating Now grant 2015</b>	<p>The Board applied for Boating Now funding to construct a slipway and boat wash-down facility on the Lagoon Foreshore adjacent to the Waste Management Facility. A Boating Now grant of \$670,000 was received and a funding agreement reached for project delivery within 18 months.</p>
<b>WMF slipway 2016-2017</b>	<p>The Waste Management Facility slipway and wash-down concept was progressed to design and costing stage and a development application submitted. The development application received conditional approval.</p> <p>During design, various approaches were explored including a proposal to design a custom cradle which could operate on sand without the need for slipway rails. This option was discounted due to design challenges. The chosen option was a railed slipway. Due to the depth of the Lagoon and the beach profile, considerable slipway length was required to achieve suitable water depth. The estimated cost was \$3,000,000</p> <p>Boating Now was not able to provide additional funds and this option was not progressed further. The Boating Now funding was held pending an amended proposal.</p> <p><b>Estimated cost in 2015: \$3,000,000</b></p>
<b>Boat ramp upgrade and trailer 2018</b>	<p>The Boating Now office suggested an alternative approach consisting of an upgrade to the existing boat ramp along with a large vessel hoist trailer. LHIB agreed to progress this proposal and the funding deadline was extended to September 2019.</p> <p>Design and analysis was completed and indicated that the project would cost \$1,500,000 and would only provide access for large vessels on a few days each year when tides were favourable. The cost was well in excess of available grant funds and the project did not proceed. This project and the cost estimate did not include a wash-down facility.</p> <p><b>Estimated cost in 2018: \$1,500,000</b></p>
<b>Multipurpose boat ramp 2019</b>	<p>Preliminary design and costings were completed for a multipurpose boat ramp to be constructed from steel piles and precast concrete panels. The ramp would provide a facility for large vessel launch and retrieval, would</p>

	<p>improve access for recreational boating and could potentially offer improvements for cargo operations. The proposal and cost estimate did not include a large vessel hoist trailer or wash-down facility. Preliminary costing came in at \$2,500,000 and the project was not pursued further because the cost was well in excess of available funds.</p> <p>The Boating Now funding was held but the funding office indicated that unless an approved and viable project could be identified, that the funding would be withdrawn.</p> <p><b>Estimated cost in 2019: \$2,500,000</b></p>
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**CURRENT POSITION**

The LHIB Administration has worked with the Boating Now grant office to identify an alternative proposal which can be achieved with the existing funds and in an acceptable timeframe. This proposal would fund the purchase of a large vessel hoist trailer and the construction of a wash-down facility in the vicinity of the jetty. A summary of the proposal is attached to this paper.

Recent practice for conducting hull maintenance and survey inspections of large vessels has involved lifting the vessels from the water using the LHIB crane staged on the jetty. Vessels are suspended from the crane over the jetty while maintenance and inspections are carried out.

This practice has a number of problems. Space on the jetty is tied up while boats are lifted out for maintenance, restricting access for other activities. The need to limit the time on the jetty also limits boat owners’ windows of opportunity for maintenance. The jetty does not have a sound means of capturing and treating wash-down water from hull cleaning activities. Recently, hull cleaning activities have used geotextile fabric on the jetty to filter waste water, however this approach does not provide sufficient treatment.

There is a clear need for an improved system for retrieving/launching and inspecting/maintaining large vessels. The previous Boating Now proposals for slipways and boat ramps are still out of reach in terms of funding. While the amended Boating Now proposal will not provide the same level of service as a fully-equipped slipway, it will provide an improved level of service over current practice. It will improve the handling of large vessels for inspection and maintenance, and will improve environmental performance of hull cleaning activities.

It is therefore recommended that the amended Boating Now project proposal be adopted to fund the purchase of a large vessel hoist trailer and construction of a boat wash-down facility.

**RECOMMENDATION**

1. That the amended Boating Now project proposal be adopted to fund the purchase of a large vessel hoist trailer and construction of a boat wash-down facility.

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**Endorsed:** Justin Sauvage                      Acting Chief Executive Officer

**Attachments:**  
Attachment A: Summary of Boating Now project proposal

## Boating Now grant – next steps

### Attachment A: Summary of Boating Now project proposal

#### Summary of new proposal – large vessel hoist trailer and wash-down facility

This project would fund purchase of a large vessel hoist trailer and the construction of a wash-down facility in the vicinity of the jetty. The trailer would be used in conjunction with the existing practice of lifting vessels out of the water on the jetty using the Board's mobile crane. The use of the trailer would allow vessels to be transported to the wash-down facility for maintenance, rather than have them occupy the jetty throughout maintenance as is often the case with current practice. This approach will improve the facilities available to the boating community and will reduce environmental impact of vessel hull cleaning activities. The project is believed to be achievable within the existing grant budget and the Board has capacity to deliver the project within 18 months. However, the system of crane lifting will not permit some large vessels to be placed on the trailer, meaning that this option does not provide a solution to all boat owners.

#### Scope and schedule

Dates are indicative of duration; the schedule will be adjusted to reflect the actual start date.

The following key tasks have been identified and a preliminary schedule developed. Additional time has been built into this schedule based on the Board's current activity forecast, however there may be opportunities to condense the schedule.

1. Commission engineering feasibility assessment of jetty-crane-tractor-trailer operation.	<ul style="list-style-type: none"> <li>Reassess functional requirements, confirming size of vessels to be retrieved/launched.</li> <li>Assess the configuration of the crane, trailer and existing tractor, and ensure interoperability.</li> <li>Confirm the structural suitability of the jetty.</li> <li>Confirm suitability of concept for transport to wash-down facility.</li> </ul>	1 July to 31 October 2020
2. Develop operating model.	<ul style="list-style-type: none"> <li>Costs and fee structure.</li> <li>Asset management strategy.</li> <li>Operation, safety and environmental management instructions.</li> <li>Community training educational material.</li> </ul>	1 July 2020 to 31 December 2021
3. Procure trailer and custom tarpaulin.	<ul style="list-style-type: none"> <li>Engage procurement specialist.</li> <li>Manage procurement.</li> </ul>	1 November 2020 to 30 April 2021
4. Commence detailed design and approval process for wash-down facility.	<ul style="list-style-type: none"> <li>Reassess existing designs and costings, confirm functional requirements.</li> <li>Community consultation.</li> <li>Design.</li> <li>Approvals.</li> </ul>	1 November 2020 to 30 April 2021
5. Construct wash-down facility.	<ul style="list-style-type: none"> <li>Approach to market.</li> <li>Engage contractor.</li> <li>Earthworks and hardstand.</li> </ul>	1 May 2021 to 31 December 2021

	<ul style="list-style-type: none"> <li>• Wastewater system.</li> <li>• Fencing, storage.</li> </ul>	
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### Budget

Feasibility assessment	\$ 30,000
Operating model development	\$ 10,000
Trailer and custom tarpaulin, including procurement services and freight	\$ 240,000
Wash-down facility design	\$ 50,000
Project management and administration	\$ 20,000
Wash-down facility construction	\$ 150,000
Develop community training material	\$ 10,000
Contingency	\$ 50,000
<b>TOTAL</b>	<b>\$ 560,000</b>

### Existing information

The new proposal will use information which has been developed for the previously considered project options and other Board activities. This includes:

- Market assessment of large vessel hoist trailers and listing of large vessels at Lord Howe Island (Royal HaskoningDHV, May 2019).
- Report on Lord Howe Island Board wharf condition (Royal HaskoningDHV, January 2017).
- Preliminary design and costing of wash-down facility.

This information has been reviewed in the preparation of this proposal and has found to be of high quality. It provides a sound basis for the next steps.