



Hello Members,

As some of you will already be aware, the Waterfront Committee and the Board are in the process of confirming the expected need to initiate major maintenance works on the Main Beach Marina in the very near future.

The work has been on the radar for quite a few years, and has driven the Board's efforts to set aside funds toward the project, whereby we are now in a position to undertake the project. Increasing maintenance issues, combined with inflationary cost of repairs on the outdated pontoon design, which has power and water reticulation exposed to seawater submersion, have brought the matter to the fore.

A condition report has been completed by International Coastal Management and an Executive Summary from the report is below. The full report will be available to Members upon request.

Proposals are being sought to complete the maintenance project, and we will be presenting information to Members on 23 and 24 January 2025 at 5:30pm.

We will continue to work through the details of the proposals with a plan to make a recommendation to Members via a Special General Meeting circa February 2025. As you could imagine, the work will be extensive, and the plan will be to undertake the project in staged sections with temporary services installed as needed to limit inconvenience to Members. Notwithstanding, such a project will inevitably require vessels to be relocated, often for a number of months, in sections as they are upgraded.

At this early stage the Board is keen to put some context around this matter for Members, which is the purpose of the information nights. This will give Members the opportunity to ask questions in relation to the project.

The agenda for the information nights is as follows:

1. Present Situation
 - Financial Importance of Marina
 - Condition of the Marina
 - Recommendation from Consultant
2. Proposals from Suppliers
 - Current situation
 - Cost
 - Schedule
3. General Approach to Maintenance Overhaul Project
 - Staged Arm by Arm
 - Detailed schedule
 - Plan to reposition boats
4. Financial Implications
5. Next Steps
6. Questions and Answers

We look forward to sharing further information with you later this month.

Kerry Noyes

Chair, SYC Board

EXECUTIVE SUMMARY

- The marina is a key facility for SYC Members and incoming producing asset.
- It has been expanded and upgraded in stages since initial construction in the late 1970's and over this almost ½ century the demands, technology and industry standards have evolved significantly.
- At present, the marina is home port to 285 boats and 34 jet skis. In addition, there is a mega-yacht berth and a fuel wharf. There is another 360 boats and 53 jet skis on the waiting list.
- The marina is a dynamic floating structure subjected to a range of environmental and operational loads requiring maintenance to maintain it in a sound structural condition. Failure of any of the key elements in a severe event, such as a flood and/or cyclonic winds can lead to further damage and a catastrophic failure and damage to the marina and vessels.
- There are two Australian standards that apply directly to marinas:
 - AS 3962, Marina Design (there have been 3 versions)
 - AS 3004.1, Electrical installations — Marinas and boats, Part 1: Marinas (there have been 3 versions)
- The majority (92%) of the existing marina berths were constructed before 1999 – longer than the minimum design life of 25 years (AS3962) - and uses outdated technology of timber waler connections and services under walers in the water.
- The oldest section, F&G arms were constructed in 1986 and are about 39 years old. It is in poor condition and does not conform to present standards. Major structural works and expenditure are needed urgently to maintain the structure in sound condition. Replacement with modern technology is strongly recommended.
- A-E arms were commissioned in 1998 and are now about 26 years old. Some structural elements such as walers and corner brackets are in poor condition and need urgent replacement. Water pipes and electrical cables are under the walers in the water requiring ongoing maintenance and do not conform to present standards. Replacement needs to be considered.
- Newer sections, the fuel pontoon (2019) and mega-yacht berth (2021), use modern technology (heavy concrete pontoons with euro bolt connection and steel piles with HDPE sleeves and are in excellent condition and require minimal ongoing maintenance.
- The maintenance costs for the sections A-F of the marina are increasing significantly. The cost of maintenance (currently approx. \$0.5M a year) including risks associated with the availability of quality timber waler components, combined with lack of contractors will continue to exacerbate the maintenance burden and increase the risk of damage to the marina and vessels in a severe event.
- The marina in its present condition does not provide a premium class facility for SYC members, supporters and guests. In my opinion, after completing the condition report and following detailed discussions with potential suppliers, the most efficient and cost-effective way forward is to undertake a complete overhaul of F&G arms as soon as practical and then to proceed directly onto the rest of the marina excluding only the fuel dock and mega-yacht berth.