

# Marina

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the country's premier full-service marina facility



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**Front cover:** Lands' End on the  
Lake of the Ozarks near Osage  
Beach, Missouri, has undergone  
an extensive refurbishment  
with ShoreMaster docks and  
wave attenuators. ShoreMaster  
installed galvanised steel-  
framed covered docks with  
reinforced pre-cast concrete  
decking.

# MARINETEK

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More information: [www.marinetek.net](http://www.marinetek.net)



## Design complete for POLA marina

**USA:** Moffatt & Nichol has redesigned Cabrillo Way Marina in San Pedro, California, on behalf of the Port of Los Angeles (POLA). The brief was to create a vibrant village atmosphere that would increase local business opportunities and appeal to boaters, tourists and residents.

Efficient use of space and environmental awareness were key factors in the design, which makes use of green technologies in support of POLA's Clean Marina initiative. Space is maximised by a combination of dredging and landfill to re-shape the marina basin for a better layout and an increase in slips. The new marina will have 700 wet slips, ten of which will accommodate vessels of 100 feet and above.

The new concrete floating docks will have power, water and communication connections for telephone, email and cable television. Electrical power will be sufficient for larger craft and pump-out facilities will be provided at designated docks. To the south of the facility, hard stand will be created for 400 vessels and four cranes will be installed for boat launch and haul-out.

The design of the shoreside facilities includes a 4,000ft granite inlay promenade, security, utilities, signage, site furnishings and building pads. The plan also incorporates access roads to serve the marina and future outer harbour development. Site plans allow for more than 1,400 parking spaces.

## Luxury complex for Kiev

**UKRAINE:** A 300-berth marina at the new Dniprovska Wharf Yacht Club in Kiev is to be designed and built by Bellamer Marinas of Helsinki, Finland.

Situated on General Vatutina Avenue along the left bank of the Dnieper River, the club is part of the spectacular US\$150 million Dniprovska Wharf shopping, entertainment and residential development – the first large multi-use 'international standard' project in Kiev.

Ideally located beyond the Moscow Bridge in the direction of Troeschiny, the marina will enjoy excellent protection from winds and currents during the summer and floating ice in the winter.

Bellamer is building the marina using its newest concrete floating pontoon design, manufactured from 100% recyclable materials and claimed to offer excellent stability. The company will also install 'new look' waterproof electricity bollards. The first phase of 150 berths will be complete this month (September) with phase two scheduled for completion in May 2009.

The yacht club complex will offer saunas, showers and changing rooms, restaurants,



Artist's impression of QE2 anchored at Palm Jumeirah.

## Final berth for world famous cruise liner

**UAE:** Property development company Nakheel has revealed the new home for the world famous cruise liner, QE2, as the anchor of a luxurious marina development on the eastern trunk of Palm Jumeirah. Purchased last year by Nakheel's parent organisation, Dubai World, QE2 will embark on her ultimate journey from Southampton, England to Dubai in November.

QE2 will grace the end of a pier stretching 300m out from the trunk into the waters of the Arabian Gulf. She will be transformed into an ultra-luxurious floating hotel featuring public promenades, retail outlets, cafés and restaurants, and will also house a heritage museum displaying artefacts from her maritime history.

A grand entrance to the pier will provide the gateway to a residential and hotel quarter, which will feature elegant apartments, a private club, bars, restaurants and gardens. A high-end yacht club will service a major marina attached to the pier.

"The arrival of QE2 is one of the most anticipated events of the year and Nakheel is proud to be the custodian of such a historic treasure," said Palm Jumeirah director, Johann Schumacher. "The world's most famous ocean liner will form the focal point of an exciting new development that will be a spectacular and must-see attraction on Palm Jumeirah."

QE2 has circumnavigated the world 25 times, crossed the Atlantic more than 800 times, carried over 2.5 million passengers and is a record breaker for both speed and endurance.



luxury boutiques and a chandlery. A 1,000 sq m exhibition area has been reserved for the display of new yachts and on-site boat repair facilities will be installed.

## Falmouth plans unveiled

**UK:** Plans for the new 300-berth Port Falmouth Marina in Falmouth, Cornwall, have been unveiled.

Part of the regeneration of Falmouth Docks by A&P, the marina will transform the area between Queens and Duchy wharves. A floating breakwater will also be built to protect the marina from prevailing winds and provide additional berths for commercial vessels and superyachts.

The marina will cater for boats of all sizes and will be served by a large car park and a renovated building with showers, washrooms, launderette and the marina office.



## Be prepared

As we go to press with this issue, US Gulf Coast marinas are heaving a collective sigh of relief that Hurricane Gustav spared New Orleans another tragic onslaught and, in general, packed less of a punch than was feared. High winds and surging sea levels are, however, expected to strike a large swathe of the US coastline from southern Florida to North Carolina later this first week of September with the arrival of Tropical Storm Hanna.

Marina operators and boat owners are well aware of the devastating risk to life and property in such storm prone regions but the key to best survival lies in best preparation. The American recreational boating organisation, BoatUS, is recommending its 650,000 boating members to take steps now in order to be best prepared for Hanna. BoatUS offers various free online 'tools' in its Hurricane Resource Center ([www.BoatUS.com/Hurricanes](http://www.BoatUS.com/Hurricanes)) including easily downloadable storm planning materials such as a hurricane preparation worksheet, an in-depth 'Guide to Preparing Boats and Marinas for Hurricanes' and checklists for what to do before and after a hurricane strikes.

The website is as valuable for marina operators as boat owners and well worth a look for essential advice, tips and background. It also features the odd instructive story such as the fate of Masonboro Boatyard in North Carolina following Hurricane Fran's all-night gusting in 1996. Despite plenty of sensible precautions, manager Susie Brigman woke up the following morning to an empty harbour. Some of the boats had floated away with docks attached, a few had sunk and the rest were piled haphazardly ashore. Her marina is now rebuilt along more appropriate lines but if that story doesn't chill your spine, what will?

Although many marina operators do not have to consider such violent climatic extremes, each and every site has its challenges, and repair, refurbishment, maintenance and the occasional total re-build all need to be thought through with care. We hope that the A-Z Guide in this issue, which gives details on 53 pontoon and breakwater manufacturers worldwide, and the special decking feature will help narrow your search for essential core marina hardware. As the best manufacturers will attest, selecting equipment that best suits your site rather than just your ideal budget, will pay dividends in terms of life cycle and customer satisfaction. Choose wisely - quality has many rewards.

Carol Fulford, Editor



## Izmir marina in private hands

**TURKEY:** The Turkish Government has officially handed over Cesme Marina near Izmir to Camper & Nicholson's Marinas. The marina, currently under development, is set in a natural harbour and offers 180 berths up to 30m in length.

When complete in spring 2009, capacity will be increased to 375 berths and will accommodate yachts up to 60m long. All marine technical facilities will be provided and services include fuel, as well as fresh water and

electricity. An 80 ton travel hoist will also be available, along with technical support for yacht maintenance, engine repairs and electronics.

Shops, sports and health centres, yacht clubs, restaurants and bars will be constructed on site to position Cesme as a hub for luxury yachting in the eastern Mediterranean.

## Extra berths in Channel Islands

**UK:** Jersey Harbours is to provide new berths at its key marinas as part of a move to improve facilities for boat owners on the island of Jersey.

Extra berths are being created by reconfiguring space at existing pontoons. Twenty-six 10m berths have been released at St Helier Marina and 12 berths for commercial vessels of 10-15m at Elizabeth Marina. An additional 42 berths at Elizabeth Marina will be extended to 14m over the next year.

This first phase is just the beginning of a wider programme to expand the capacity of the island's marinas. Quotes have been obtained for the provision of dry stacking at St Helier, which may prove a cost-effective way of providing new 'berths' close to the sea while freeing up valuable marina space for larger craft.

## Clean Boating Act signed

**USA:** President Bush signed S.2766 'The Clean Boating Act of 2008' on 30th July to permanently restore recreational boats from permitting requirements under the Clean Water Act.

The move follows a two-year campaign by legislators and industry associations such as BoatUS, the Association of Marina Industries (AMI) and the National Marine Manufacturers Association to encourage government to scrap the programme. If lobbying had proved unsuccessful, the permit would have dictated maintenance and operation procedures, subjected boaters to potential citizen lawsuits and put recreational boats under a penalty system designed for industrial polluters.

"The real success of this campaign rests squarely on the shoulders of this country's millions of recreational boaters and anglers," said Margaret Podlich, BoatUS vice president of government affairs. "Without their loud collective voice, we would not have reached this momentous event." More than 156,000 messages were sent to Capitol Hill in 2008 in support of the Clean Boating Act.

## Atlantic-Meeco buys Sullivan Flotation

**USA:** Atlantic-Meeco has acquired a majority interest in fellow dock manufacturer Sullivan Flotation Systems. Atlantic-Meeco, based in Oklahoma, markets itself worldwide and manufactures and installs about 300 marinas a year. Sullivan is based in New York and has its greatest market strength in the northeastern states and Atlantic seaboard. It builds around 100 marinas a year.

Steven and Robert Sullivan of Sullivan Flotation Systems will continue to actively manage and retain ownership interest in the company. "We are both excited about the opportunities this union will bring to our company and employees," they said. "We're looking forward to working with Atlantic-Meeco to provide a broader array of products to our customers. We anticipate growing the business through increased market presence and synergies between the two companies."

"This is a marriage of two well run companies with good products and good reputations," commented Atlantic-Meeco president and CEO, Paul Durlacher. "Because both companies are so healthy and well run, there is no immediate need for substantive change in either operation. I want to add how pleased we are to have Steven and Robert as partners."

Both companies were founded in the early 1960s and will continue to operate from their existing separate premises with the same personnel.

## Ingemar wins more Ligurian contracts

**ITALY:** Ambitious plans at Imperia on the Ligurian Riviera to create one of the largest tourist harbours in the Mediterranean have progressed with the award of further contracts to Italian marina engineering company, Ingemar.

The new marina at Imperia is part of a wide-ranging plan that includes regeneration of historic Porto Maurizio and plans for a new harbour at San Lazzaro. Almost all of the existing maritime structures will be integrated into a new design that comprises two inner marina basins separated by the jetty of the yacht club (Molo Corto). A total of 1,296 berths of 5-90m, shipyards and slips, shops, apartments, services and car parking are planned for the 268,000 sq m state-owned property.

Ingemar has already supplied 730m of floating pontoons with galvanised steel frames, concrete encased polystyrene floats and FSC-certified exotic hardwood decking. The pontoons will provide 502 berths for boats of 8-12m. It is also building floating pontoons and fingers for 1,100 boats at the nearby Marina di Loano.

Hope Harbour Marina is now part of the IMDM portfolio.



## New player scoops up Queensland marinas

**AUSTRALIA:** A newly established venture, International Marina Development & Management (IMDM), has purchased Hope Harbour from developer John Fish for \$38 million. The move is part of an aggressive opening foray into the marina market that also included purchase of Townsville Breakwater Marina and the rights to develop Townsville Future Development Area from City Pacific.

IMDM, spearheaded by Queensland businessman Craig Gore, is intent on establishing a worldwide portfolio of marinas. "We are already running the rule over a number of possible acquisitions in a number of markets," Gore explained. "Acquiring marinas at this time is a fantastic

## Marinetek expands network

**WORLDWIDE:** Finnish company Marinetek has signed new distribution agreements for North America, Korea, Turkey, Bulgaria and Cyprus.

In the USA, Marinetek has joined forces with marina design and construction specialist Christopher C. Clark who has been involved with the development of over 600 marinas during the past 26 years. Marinetek NA was formed early this year and is currently negotiating projects.

In Cyprus, Marinetek has joined forces with Stain Care, in Bulgaria it has signed a distributor agreement with Sailmarine and in Turkey now works with Marinetek DAS, jointly owned by Marinetek and its long term Turkish partner Das Oto va Jen. The company has just completed the first phase of Etibank Marina in Göcek and is now concentrating on setting up pontoon production in Turkey for next season.

Floatec and Area Marketing System have both joined forces with Marinetek to promote marinas to the fledgling Korean market.

counter-cyclical move that will give IMDM a great opportunity as the market matures."

Gore considers that Hope Harbour could not be bettered as an introductory purchase. "When you look at statistics produced by industry groups such as Marine Queensland, you can see the trend of demand for marina berths should only grow," Gore explained. "According to Marine Queensland, boating registrations in the state alone at the end of January totalled 219,643. Also, since 2002 on the Gold Coast, the number of vessels over 10m increased by 47% and vessels over 15m increased by 93%."

IMDM purchases so far give it more than 1200 potential marina berths, with Hope Harbour Marina providing 290 berths, Townsville Breakwater Marina 434 berths and the future possibility of a further 500 berths in the Townsville development area.

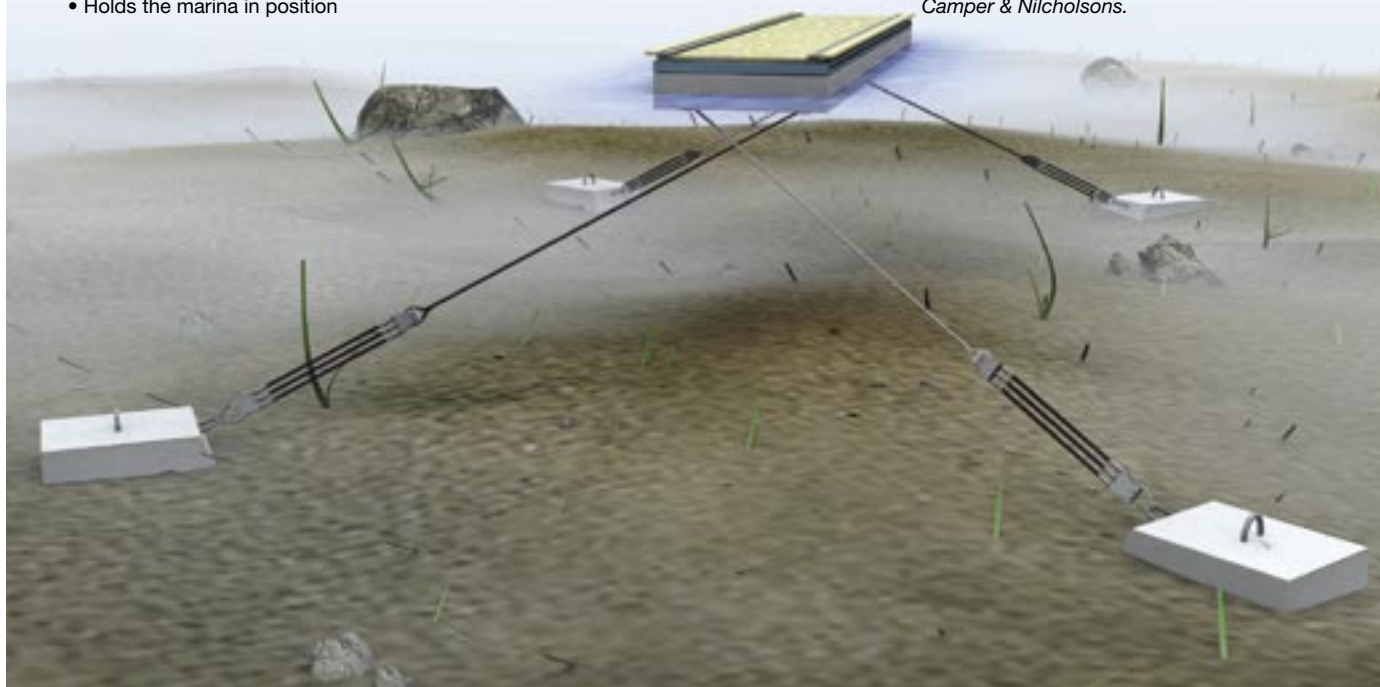


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*Bill Green, Technical Director,  
Camper & Nicholson's.*



## What have the biggest marina projects in the world got in common?



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*Nicola Saunders, Lundy Island Warden, UK.*



## Diary Dates

### National Dry Stack Conference

26th-28th October 2008

**USA:** The eighth National Dry Stack Conference organised by the International Marina Institute (IMI) will be held in West Palm Beach, Florida, immediately prior to the start of the Ft Lauderdale International Boat Show. The first two days of the conference will showcase topics such as new drystack developments and technology, reconfiguring an older marina, financial feasibility of drystack and optimising yard space for upland storage. The event dovetails into the 'South Florida Marina & Boatyard Study Tour'.

Further details: [www.marinaassociation.org](http://www.marinaassociation.org)

### WaterfrontExpo 2008

3rd-5th November

**UK:** The sixth annual WaterfrontExpo will be held in Liverpool. The 2008 conference programme includes eleven case studies drawn from countries such as the USA, China, Serbia, Australia, Italy and the UK. For the first time, there will also be a series of special sessions covering finance and investment for waterfront regeneration and development projects. The keynote presentation will be given by top international architect, David Mackay.

Further details: [www.waterfrontexpo.com](http://www.waterfrontexpo.com)

### Beijing International Boat & Marina Development Show

20th-22nd November 2008

**CHINA:** This new event, to be held in the New China International Exhibition Centre, has been designed to foster the development of water sports in northern Chinese cities. The move is influenced by recent reports that coastal cities such as Shanghai, Qingdao and Guangzhou continue to see strong economic growth at 10% per annum and estimates from industry experts that the overall boating market size will reach US\$10 billion in the next decade.

Further details: [www.beijingboatshow.net](http://www.beijingboatshow.net)

### International Marina & Boatyard Conference

25th-28th January 2009

**USA:** Online registration is now available for IMBC, the annual conference and exhibition organised by the Association of Marina Industries (AMI) and the American Boat Builders and Repairers Association (ABBRA). The event is exclusively aimed at marina owners and operators, and boatyard professionals. Over the course of three days, around 600 conference attendees from around the world will choose from a dozen seminars, roundtable discussions and product demonstrations. The 2008 event is being held in Ft Lauderdale, Florida.

Further details: [www.marinaassociation.org/imbc](http://www.marinaassociation.org/imbc)



## Revamp for Oxnard facility

**USA:** A community-wide effort is under way in Channel Islands Harbor, Oxnard, California, with marina operators and landside business owners working hard to restore the harbour's infrastructure. Steve Buenger, owner of Marine Emporium Landing, is investing over \$10 million alone in improvements to his retail centre. The first phase, which was completed in July, included replacement of both the 34 year old dock system and the shoreside buildings.

One of the Landing's two buildings burned down in October 2005 and Buenger, an active tenant at Channel Islands Harbor for decades, was determined to rebuild. Development of a third building, approved long ago in the city's public works plan for the centre, was added to the project. "Since we would be engaged in the complex administrative process to permit the rebuild, it made sense to do it all at once," explained project manager, Jane Semones.

The 34 year old timber docks were also in need of replacement. "The design was a team effort.

Bellingham Marine and URS Cash & Associates worked with us to optimise the use of our site and to build a marine facility that was beautiful as well as functional," Semones noted.

A permit had been granted for a 65ft gangway, which meant compact dock design and efficient use of space was important. ADA compliance was also essential. Unifloat concrete floating docks were used to give slip sizes of 80-100 feet with a few 65ft slips. Dockside power and water pedestals, and fire safety equipment were also installed.

## Marina completes at Esprit

**USA:** Marina construction at Esprit, the new residential marina development at Marina del Rey, California, is complete. Engineering and construction has been managed by Oklahoma-based Atlantic-Meeco.

Designed as a high-end facility, the marina has 227 slips ranging from 35-70 feet (11-21m). Three amenity platforms of around 4,500 sq feet (418 sq m) have been built by Atlantic-Meeco to house showers, toilets, laundry and other services.

All pontoons and platforms are fabricated using the company's Atlantic saltwater marine system that uses a glue-laminated monocoque frame over polyethylene-encased floats. This gives enclosed but easily accessible above-water channels for all necessary plumbing and wiring. The pontoons are decked with wet-case reinforced concrete with exposed aggregate, and anchored by pilings.

The project has been nine years in the making as Atlantic-Meeco vice president, Dan Adams, recalls. "My memory is that our first discussions about this marina were back in early 1999. We started real work on the project in October of '05. The developer faced a lot of technical hurdles but today it's done – and the result is absolutely beautiful."



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# Berth boost in Paris

**FRANCE:** Poralu Marine was selected as part of a consortium tasked by City Hall Paris to boost boating along the city's canals. Working with Fayolle Marine, architects Catherine Assemat and Hydratec, Poralu has helped modernise the Port de l'Arsenal and is developing a marina at the Bassin de la Villette.

Bassin de la Villette, a manmade canal that is the longest stretch of water in Paris, now has 24 moorings for boats up to 15m in length. Poralu delivered 120m of pontoons, ten walkways and two bridges in May and a further two automatic sliding bridges in June. The latter limit access to the pontoons to *bona fide* berth holders.

Work at the historic Port de l'Arsenal

*The marina at Bassin de la Villette features two automatic sliding bridges.*



is designed to bring the city's only canal marina in line with current regulations for public health, environment and security. Plans are to extend the width (2m instead of 1.65m) of the 840m stretch of new pontoons to provide 158 berths for vessels up to 25m long. Work will be undertaken in phases from November 2008.

Fayolle Marine and Poralu face organisational challenges at the construction site as there is insufficient space on both land and water to allow separate dismantling and assembly of the floating structures. Existing pontoons will, therefore, be dismantled in sections and immediately replaced. The contractors also have to ensure that water and electricity services are not disrupted during the work.

Visual appeal has been taken very seriously at both marinas. All pontoons are decked with eco-certified tropical hardwood and feature hidden pump-out points. Aluminium guard rails have been designed with fine stainless steel mesh in-fills to give a stylish, light effect.

# Septech and BMI renew partnership

**UAE:** Dubai-based Septech has renewed its existing partnership agreement with Bellingham Marine (BMI). The agreement, which sees Septech build and engineer marinas using Bellingham pontoons, has been renewed for a minimum of ten years. An automatic renewal of an additional ten year period (20 years total) will be based on Septech executing successful projects throughout the Middle East.

"Our existing seven year partnership with Bellingham Marine has proved extremely beneficial to both parties, and renewing our agreement signifies a huge step forward in Septech's dynamic marina growth strategy for the region," commented Septech CEO, David Heffernan.

The renewal of the contract comes at a time when Septech is undergoing significant expansion. Regional contract prospects are good, as 2,500 additional berths are expected to come on line across the UAE in the next 12 months.

"The UAE, with its sizeable natural shoreline and enthusiasm for waterfront activities, represents a marvellous opportunity for our companies," explained BMI president, Everett Babbitt. "Our partnership with Septech has proved extremely successful primarily due to the company's specialised expertise and first-hand understanding of the region."



*BMI president, Everett Babbitt (left), shakes on the deal with Septech's CEO David Heffernan.*



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*A bird's eye view of Marina Pez Vela shows the marina basin protected by the new breakwater.*

## Sportfish heaven in Costa Rica

With just a few months to go before the boats move in, Marina Pez Vela is set to become Costa Rica's premier full-service marina facility. "We are incredibly excited at buyer demand and enthusiasm about the marina's opening," says project founder, Harold Lovelady. "The combination of our state-of-the-art facility and extraordinary location makes it an obvious choice for boaters and anglers."

Take up by an international customer base has, indeed, been swift. Phase one of the 308-slip marina sold out by June prompting the release of phase two in July. This includes 40 slips with a starting price of US\$175,000.

Designed and owned by sportfishing enthusiasts, Marina Pez Vela is located in the sportfishing mecca of Quepos. The marina will provide a safe haven and base of operations for fishing along the Pacific coast of Central America – opening up thousands of miles of ocean that were previously nearly impossible to fish. It will also include the first and only truly complete boatyard south of San Diego, California, and as such will meet the needs of an under-served market.

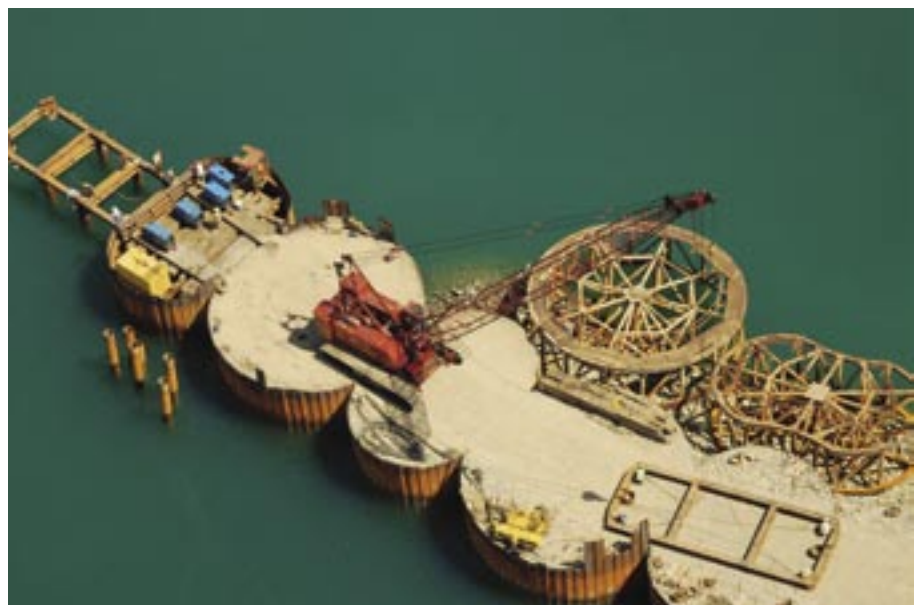
### Innovative infrastructure

The marina features Bellingham Marine (BMI) floating concrete docks and one of the most sophisticated breakwaters ever built for a recreational marina. Slip owners will have access to a wide range of services and amenities including: dockside power, water and

high-speed Internet; high-speed fuelling and pump-out; concierge services; and numerous recreational facilities. The development also features a full service maintenance and repair yard and a drystack for 120 boats of around 35

feet. The entire site will be covered by 24-hour security systems.

The Unifloat concrete docks cater for vessels of 30 to 200 feet in length. Construction should start on 1st November with a view to the marina opening in January/February 2009. Work is, meanwhile, under way on the breakwater, a cofferdam design which is just one of a number of technologies in use for the marina that are new to Costa Rica. As far as can be ascertained, a cofferdam structure – a cellular steel structure filled with material – has never been used in a private marina setting before although it has been used in port applications primarily in Japan. "We did not want to use all rocks because transporting the material would put too much stress on the local



*The cofferdam breakwater is a first for Costa Rica and may well be the first worldwide for a private marina.*

# The 'Pearl' is our jewel



Re-development of Three Fishing Harbours in Dubai: - (Left) Jumeira, (Centre) Umm Suqain 1, (Right) Umm Suqain 2



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infrastructure,” Lovelady explains. “We chose the cofferdam concept because it is a process we could teach our Costa Rican contractor and it was also an opportunity to do something that was unique for a sport fishing marina.”

At Marina Pez Vela the largest cells in the cofferdam are 18.5m in diameter and the smallest, 12m. So far, 70,000 cu m of dredge spoil has been used to fill the breakwater cells out of an estimated 270,000 cu m of spoil that will be removed to create a basin with a water depth of 4m at low tide. The north arm of the breakwater will measure 790m long and the south arm 560m.

“In a project of this size there are thousands of details and every day is a challenge – but we’re moving forward,” Lovelady confirms. “One of the major challenges has been related to the fuel system. As stated by code, fuel tanks must be 30m from power lines and we currently have power lines 15m from the fuel tank site. Getting the lines moved 15m has been a political challenge. It’s been nine years since we first started the project and the last one and a half have been construction.”

Stan Reimer, general manager Bellingham Marine Costa Rica has, however, avoided political tangles and benefitted from early customer investment. “Since some of the slips were pre-sold, we were able to configure the power at those slips to the exact requirements of the owner. This has given us the opportunity to provide a truly customised design on an individual slip level,” he reveals.

On the spot manufacture is also helping. “Bellingham has relocated several key employees to Costa Rica, where we have set up operations to manufacture and construct Marina Pez Vela. We will actually be casting floats just a few miles from the site – cutting down the cost and the environmental impact of transporting the floats from a remote location,” he says.

## Full-service yard

The boatyard at Marina Pez Vela will be the only full service yard of any substance for nearly 1000 miles of coastline. All consultancy for the design and operations is being undertaken by Jim Bronstien, a partner in the Marina Pez Vela project, who is developing, organising, staffing and promoting the boatyard and all the sales and marketing



functions that make it a key part of the overall marina project. Bronstien, currently the owner of Marine Business Advisors – a consulting firm specialising in the boatyard and marine service business – is most widely known as the former owner and president of Rybovich in West Palm Beach, Florida.

When complete, the four-acre yard will have hauling capacities up to 130 feet and will be served by both 75-ton and 200-ton Marine Travelifts. Plans call for covered out-of-water sheds to house up to three boats with 45ft high roof lines. The yard will have all the amenities expected to meet US and international standards with fully staffed workshops, storage sheds, fully paved ground, and ample power, air and water utilities.

The workshops will employ both US and Costa Rican trained employees, and services will include: air conditioning service and repair; bottom painting; canvas service and repair; carpentry work; electronic services and repair; engine and generator service and repairs; electrical repairs; glass fibre work; running gear repairs; and varnishing and topside painting.

More will follow, Bronstien tells *Marina World*: “In addition, we expect to receive full authorisation to be a trade free zone. This will result in a duty-free parts centre and

*BMI is building a casting site just a few miles from the marina site. This will minimise the environmental impact of transporting floats from a remote location.*

purchasing department with the ability to have Customs clearance for products directly on site, streamlining the delivery of parts that may be sent from the US or elsewhere.”

## Luxury location

The marina will begin accepting boats for slip customers in early 2009 with dry storage and boatyard operations available shortly thereafter. Associated landside development is part of future plans and will comprise two and three-bedroom residences with sea views. Additional features will include a boutique hotel with spa, restaurants and shops and an additional 150,000 sq ft of retail with marine-related services such as bait and tackle, deli, and marine parts and supplies.

In the meantime, visitors and slip owners will scarcely feel underprivileged. Quepos is a tropical oceanside village with open air cafés, intimate restaurants, exotic boutiques and a legendary port. Surrounded by tropical rainforest, it is an ideal starting point for activities that range from surfing and sailing to kayaking, scuba diving, white water rafting, zip lining, canopy tours, nature reserves, hiking or just lounging on the beach.

Minutes from Quepos is the world-renowned Manuel Antonio National Park and upscale resort area with beautiful white-sand beaches, five-star hotels, casinos, shops and restaurants. Transportation is good, too, with direct and frequent commercial air access from San José.

For Marina Pez Vela, everything about the location is perfect – to say nothing of calm waters and short distances to the finest offshore and inshore fishing in all of Central America. And it could be the start of something bigger. “The Pez Vela marina is not only a great opportunity for developing a new world class marina in Costa Rica but an exciting opportunity to establish a permanent presence in Costa Rica,” muses BMI project manager, Mike Mills. “By establishing a BMI division here in Costa Rica it opens the way to multiple marina projects throughout Central America.”



# WHAT'S THE SECRET TO BUILDING A GREAT MARINA?

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*TimberTech WPC planks in situ and close up (below).*



## Wood Plastic Composite – an exact science

**Lumber has been a building product mainstay for centuries due to its abundance and the lack of viable alternatives. In recent years, there have been numerous efforts to protect natural resources to ensure their long-term viability and to reduce the negative effect of over-harvesting on fragile ecosystems.**

In response, forward-thinking companies have heavily invested in research and development to create alternative building products that closely mimic the strengths of wood, while eliminating many of its shortfalls. One such product is Wood Plastic Composite (WPC), manufactured by companies like US-based TimberTech.

According to a 2007 Fredonia Group study, 'Demand for wood-plastic composite and plastic lumber is projected to advance about 10% per year through 2011 to US\$5.4 billion. Decking will be the largest end use for these alternative building materials, accounting for 44% of demand.'

WPC has a major advantage over wood as it can be manufactured to meet almost any desired application, even the most demanding conditions associated with docks and marinas. WPC products behave much like wood and can be cut or routed using conventional woodworking tools. But, unlike wood, they are moisture-resistant, resistant to rot and insects, and engineered to prevent cracking, splitting or splintering.

In short, they don't require the usual annual maintenance of sanding, sealing, staining or painting. Because of this, most manufacturers offer warranties that cover at least ten years and some offer 25-year warranties.

There are a number of ingredients integral to the overall composition of WPC boards that can affect the overall aesthetics, weather-resistance and structural integrity. It is an exact science that only the best manufacturers have been able to consistently achieve. These manufacturers have been able to strike a balance between the amount of wood and plastics to overcome issues such as water absorption, dimensional changes, heat build-up and deflection between joists.

The wood content gives the plank its

functional characteristics. However, if planks contain too much wood content, they are subject to accelerated deterioration, mould growth and warping or twisting when exposed to water. If planks have too much polymer (or plastic) content, there can be heat retention issues. Over many days of sun exposure, boards with too much polymer content can begin to sag, bend or warp. WPC does not suffer from these shortfalls because the wood balances with the plastic content and provides the benefits of heat release and plank strength.

Additionally, many docks are made with hollow deck planks, which - according to TimberTech - can break down more quickly under high traffic and heavy use than WPC planks. Hollow planks have the benefit of being lighter than solid core planks, but solid core planks offer the greatest strength and rigidity. A solid WPC deck board will allow for greater load-bearing capacity and will last longer, even spanning 24inch on-centre.

In wood-plastic composite products, the use of the right amount of plastics increases resistance to the elements and ensures durability of the plank by acting as a sealant. This also enables manufacturers to decrease scratching on the board surfaces.

Many manufacturers also offer complete composite systems—from deck boards to railing systems to fencing.

Although the initial material costs are more than treated lumber, these costs are easily recouped over the lifespan of the product by eliminating many of the annual maintenance costs and increasing the amount of time before replacement.

Two examples of wood plastic composite products are TimberTech deck planks and one product specifically offered for docks, DockSider. TimberTech, one of the first companies in the world to produce a WPC decking product, manufactures its composite wood products from post-industrial wood from the cabinet and hardwood floor industries. This is then ground into wood flour. Each year, the company uses more than 100 million pounds of scrap that would otherwise end up in landfill.

The wood flour is combined with plastics to extrude decking, railing and fencing products. The end result is a more standardised, durable product with fewer defects and a longer life cycle.

TimberTech decking planks are made with high quality raw materials blended with UV-inhibiting pigments to produce products with consistent colour. Because of the quality of material used, most TimberTech products are claimed to fade less than other composites. Additionally, TimberTech colours were developed with highly reflective, inorganic pigments that minimise heat build-up.

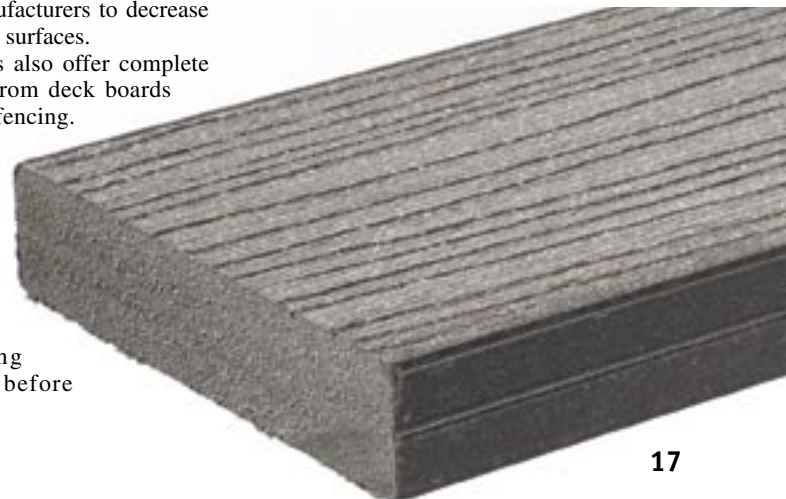
TimberTech's DockSider plank is a 1¼ inch × 5½ inch solid plank, engineered for maximum strength to weight efficiency, that allows the boards to span 24 inch on-centre, which is one of the most common configurations. Most planks, according to the company, are only 1 inch thick, which does not provide enough structural integrity to span 24 inches. DockSider planks, along with all other TimberTech planks, are ADA compliant for slip-resistance.

WPC boards offer a low-maintenance alternative to traditional wood that will pay dividends in the long run due to reduced maintenance costs and longer cycles between plank replacements.

Composites possess many other characteristics not found in traditional wood materials. For example, the plastic additive helps the product resist rot and insects, making it particularly suitable for docks and marinas. In addition, the material absorbs less moisture than wood and often exhibits greater dimensional stability. Once formed, it will not crack, warp, split or twist.

When considering wood plastic composite products, TimberTech advises that it is best to look to companies that have a long history of producing quality products while staying ahead of the curve by introducing innovative products that meet user demand.

*The above article was prepared in association with TimberTech ([www.timbertech.com](http://www.timbertech.com)), one of the world's largest manufacturers of alternative decking products.*



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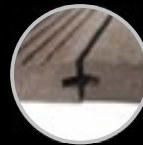
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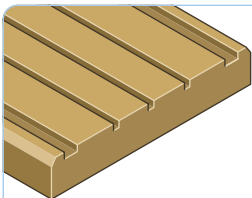


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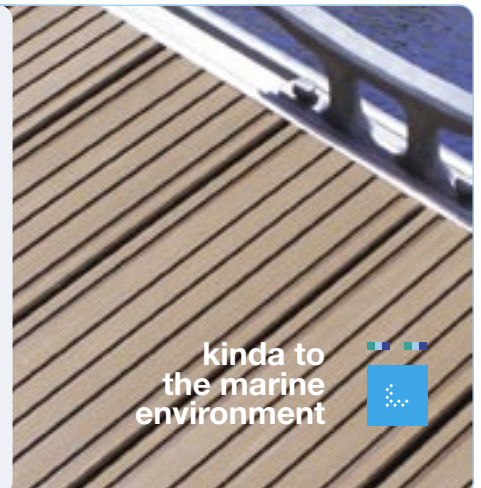
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# Name change reflects broader product range

In a strategic move to better reflect its broader range of products, UK company Fibreglass Grating, has been renamed Dura Composites. The company, which has been trading since 1995, reports a solid sales performance for the first half of 2008 which augurs well for an annual sales increase of over 50% by the end of the year.

Dura Composites director, Stuart Burns, sums up: "The market for the solutions we offer is developing at a very rapid pace. Whether for industrial flooring, construction materials, wall cladding or pontoon decking, our products are



increasingly in demand," he says. "We have acquired a strong reputation in the industry as a supplier of innovative yet price competitive solutions and have established an impressive customer base in a wide range of sectors.

Changing the company name at this time is a natural progression as it will allow us to continue to expand and innovate. Moving forward, we have ambitious growth plans which will see us bring three new products to market and also open an international sales office in the fourth quarter of 2008."

The newest marina product from Dura Composites is Dura Deck composite timber decking (left). Tested to destruction and in accordance with British Standards prior to its launch, the product is of cored construction and claimed to provide the dual advantages of low weight and high strength. In addition to its anti-slip surface, the planks are secured with concealed fixings for additional safety when walking barefoot on the pontoon.

Interestingly, Dura Deck features alternative surface patterns on either side of the plank enabling the marina operator to choose a display of either a broad or narrow groove pattern.

Contact Dura Composites in the UK on email: [info@duracomposites.com](mailto:info@duracomposites.com)



## Easy-fit self-clean panels

US company True Harbor has introduced TrueDeck. Specifically designed for marina use, the new decking is manufactured from engineering resin, is fully UV protected and offered in various panel sizes in an attractive four-way pattern design.

Maintenance-free, TrueDeck provides a self-draining, slip-resistant surface that is said to practically clean itself. The panels are environmentally-friendly and designed to allow light, water, wind and debris to pass through. Openings are compliant with ADA standards and permit 42% light transmission to meet environmentally-sensitive installations over sea grass while enhancing underwater plant growth and fish habitats. The panels will not support mould and algae and are unaffected by marine borers or salt water.

Weighing just 1¼lbs per sq ft, TrueDeck is offered in 3ft x 4ft, 4ft x 4ft and 5ft x 4ft panel sizes. According to the company, these are larger than comparable decking panels thus reducing labour costs and installation time. Installation is facilitated by recessed top fastenings. Panels are offered in two colours – Cape Cod Gray and Sarasota Sand – and come with a 12-year limited warranty.

Contact True Harbor in MI, USA on email: [trueharbor@trueharbor.net](mailto:trueharbor@trueharbor.net)

Diglis Basin Marina in Worcester, UK, looks smart and sharp with SolDeck composite decking.



## Timber look-alike

Pontoon manufacturer, Solent Marine, is the exclusive worldwide supplier of SolDeck, a new type of synthetic decking option that is said to offer a more sympathetic alternative to hardwood. It looks and feels identical to timber with a similar fibrous appearance and non-slip surface but is claimed to significantly outlive the product it mimics.

After a season's use, SolDeck will still maintain a fresh, newly laid appearance in contrast with hardwood, which will already have become dull grey in colour. Being impervious to UV attack and water ingress, SolDeck does not discolour or rot, either in storage or when *in situ* at a marina and it keeps its fresh appearance and integral safety

for many seasons to come. SolDeck is priced at £50 per sq m.

Solent Marine has also launched an innovative solar reactive decking option called Simbro-Lite for finger ends (see *Products & Services*).

Contact Solent Marine in the UK on email: [marc@solentmarine.com](mailto:marc@solentmarine.com)

## The Future...

“Lankhorst has seen a growing concern for the environment with the target group over recent years. This concern will only continue to grow. Use of recycled materials will be the solution in the eyes of many people, now and in the future. Both forest cut-down and re-use of plastic waste are immensely important issues to many groups. Everyone who is involved with public spaces has to realise that we have to treat the earth well. Plastic decking contributes to that,” Sjouke Tjalsma, director Lankhorst Recycled Products

“There is no doubt that marina owners are becoming more environmentally aware while facing concerns about long term costs of maintenance and replacement. These elements point to the greater use of composite decking materials which will reduce the use of tropical hardwoods. The development of advanced materials, which will resist UV, salt water and biological attack, will ensure marina decking lasts longer and looks fresher throughout its life thereby extending the replacement cycle and saving costs,” Marc Simmonds, director Solent Marine

“Marina decking in the future will need to follow the path of ecologically sensitive products that respect environmental policy in terms of their production, use and legacy,” Bénédicte Palisse, service marketing, Poralu Marine

“Wood Plastic Composites are the future as hardwood prices, quality and supply issues are constantly increasing. With this in mind, marina managers and pontoon suppliers are now embracing materials which give a greater aesthetic look, are environmentally friendly, reduce maintenance and generate a greater return on investment,” Steve Barnes, sales director KindaGroup



Ecostyle decking is non-slip and maintenance-free.

## Multiple choice for all customers

French marina systems provider, Poralu Marine, has become famous for its innovative, environmentally-friendly Ecostyle decking product. Manufactured from 100% recyclable polypropylene, it comes with a 10 year warranty covering colour-fading, cracking and warping and has a 50 year life expectancy.

Unlike timber decking, it retains its original appearance for many years and it allows light to filter through to the seabed to preserve the fauna and flora underneath.

Ecostyle is maintenance-free, has a non-slip finish and is also available with an extra fire retardant specification. Tiles are connected with quick locking discs that give easy access to service ducts.

Although Poralu has made its mark with Ecostyle decked systems, it also frequently supplies hardwood

decking (preferring badi and ipe for their fine grain and excellent durability) and, more recently, has introduced the well researched composite wood alternative, Ecotek. Ecotek is 100% recycled and 100% recyclable, and soft and warm to the touch with the appearance of newly laid real wood. It is manufactured from 70% wood and 30% high density polypropylene.

Contact Poralu Marine in France on email: [b.palisse@poralu.com](mailto:b.palisse@poralu.com)

## ‘Fit and forget’ with recycled plastic

Dutch company Lankhorst Recycled Products is a pioneer in recycled plastic and has a 30 year track record of manufacturing high quality products from recycled plastic waste.

Its key marina decking product, KLP Deck, is made from 100% recycled plastic granulate, and the system is described as a ‘fit and forget’ solution. Offering all the advantages of plastic with the appearance of wood, it has been in use for over 40 years, does not splinter and does not become slippery when wet.

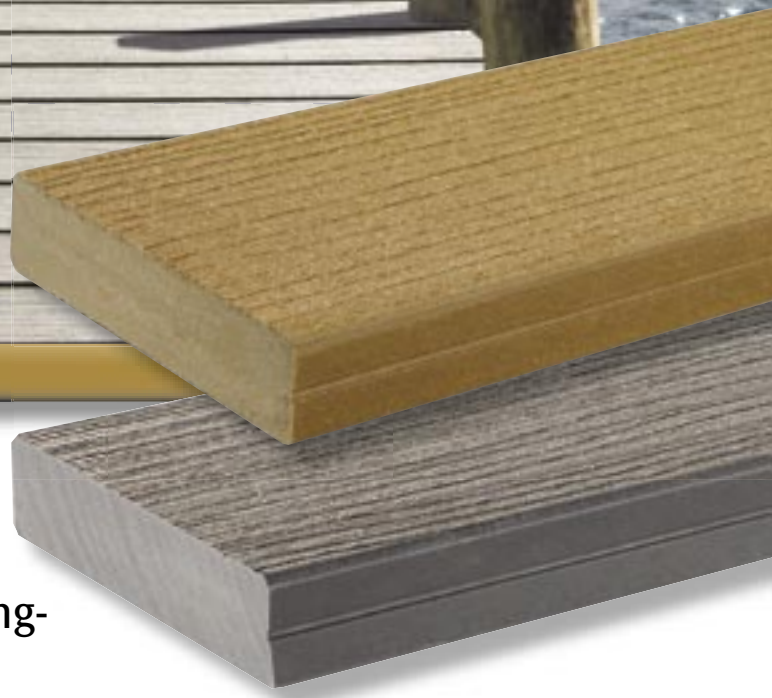
The product is very versatile and, when used in conjunction with KLP-S – a steel reinforced plastic beam – it can be used to create a single span of up to 5m. Using these beams when constructing a pontoon can make for serious cost reductions as fewer beams and supports translate into lower material costs. Savings also accrue over time as all KLP material is maintenance-free.

Lankhorst stresses that knowledge of materials and manufacturing processes are crucial in an industry where safety and environmental sensitivity are so important. The company prides itself on having a thorough understanding of the characteristics of its raw materials and an insistence on quality.

Contact Lankhorst Recycled Products in the Netherlands on email: [info@lankhorst-recycling.nl](mailto:info@lankhorst-recycling.nl)



KLP Deck is made from recycled plastic granulate for long life.



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## Operator view: Russell Mathieson, marina services manager, Auckland City Marina, New Zealand

**Current status:** Westhaven Marina has over 1400 marina berths and nearly 400 pile and swing moorings. Hobson West Marina caters for larger vessels (16-50m) at 22 berths. Westhaven has seven timber decked steel framed piers and 25 concrete floating docks. Since 1994, all new pontoon installations have been of Bellingham Marine (BMI) Unifloat manufacture with the exception of one wave attenuator constructed by local firm, Total Floating Systems. Timber decking over concrete was specified for the attenuator as it is also used for dinghy storage and timber is less abrasive than concrete when dinghies are dragged across it. All pontoons at Hobson West are Unifloat with steel 'I' beam walers.

**Future plans:** Westhaven has been developed in stages over the past 45 years. Four of the steel pontoons are 40-45 years old and will be replaced in the next two to three years. The three others (approximately 30 years old) are still in good condition and the timber decking was replaced last year with minimal disruption. The concrete systems vary in age from 10-26 years and renewal is scheduled in 10-30 years. Renewals will, again, be concrete using the BMI Unifloat system or a similar product based on this design.

**Decking overview:** Timber has a higher maintenance cost and a shorter economic life than concrete. We are dubious about recycled plastic because of the high UV levels in New Zealand and plastic becomes brittle with age. Wood composites have not been on the market long enough for us to make a judgement.

We have experienced good longevity with our steel pontoons. These were constructed in steel pipe, bolted to welded steel girder junctions and decked with timber. At 45

years old, despite a lack of general smartness and with visible wear and tear, they actually require less maintenance expenditure per berth than the newer concrete pontoons. Provided the correct cathodic protection is in place and maintained, these units keep their watertight integrity for many years. The junctions and deck supports have, however, become badly corroded after 40 years and any disturbance is likely to speed up deterioration.

We favour concrete over other options for fabrication cost, strength, rigidity, stability, non-slip finish and longevity provided there is a regular through-rod maintenance programme in place that is tailored to local conditions.

**Environment and longevity:** Timber is, perhaps, better for the environment as it's a renewable resource. Concrete floats have great longevity and are also benign provided the polystyrene is fully encased, but there is arguably a disposal issue at end of life.

The Bellingham Unifloat system is robust and stable and doesn't corrode or rattle as



in other systems. The concrete deck surface is safe, non-skid and permanent. It offers excellent wave resistance and protection for boats. Concrete units can end up requiring a lot of maintenance if through-rods are not tightened on a scheduled basis according to the amount of movement in the marina. Corrosion can become a costly problem with through-rods and as part of our ongoing maintenance programme we are treating through-rod nuts with LanoCote and protecting them with Coros-X-Cap covers.

Timber walers on our older (1982) floats are approaching end of life, which poses the question of refurbishment versus replacement. The majority of the 26-year-old concrete pontoon units have 15-20 years estimated remaining life but the process of replacing walers and through-rods over an entire pier is costly and time-consuming, resulting in significant loss of revenue. It may be more cost-effective to rebuild than refurbish.



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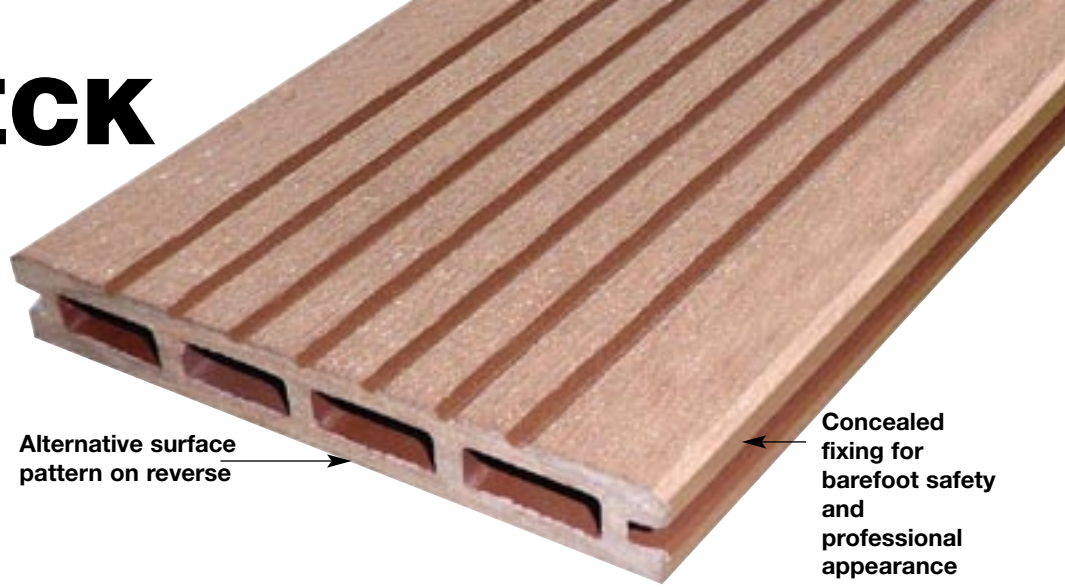
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# DURA DECK

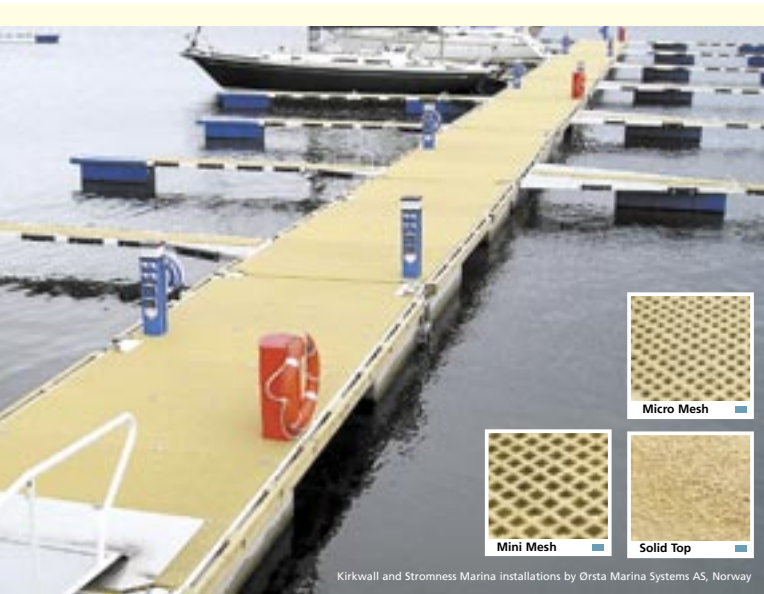
## Composite Timber Pontoon Decking

### Applications:

Pontoons  
Fingers  
Jetties  
Entrance gangways  
Leisure patio decking  
Piers



**Traditional appearance and zero maintenance**



# MARINA DECK

## Fibreglass Pontoon Decking

### Applications:

Pontoon decking  
Entrance gangways  
Fingers  
Jetties  
Fuelling areas  
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### Benefits:

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# DURA DOCK

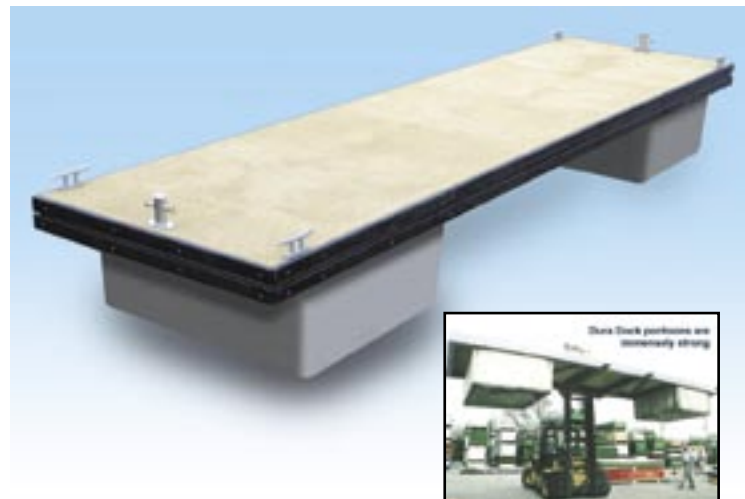
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A man with short dark hair and glasses is shown in a close-up, black and white style on the left side of the page. The background is a color photograph of a marina with several boats docked at a pier. The sky is clear and blue.

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## Operator view: Monica de Vast, manager special projects, Marina Port Zélande, the Netherlands

**Current status:** Marina Port Zélande is one of the biggest marinas in the Netherlands with over 800 berths. It is situated on a saltwater lake and was built in 1990. At the moment we have timber decked System 2000 pontoons supplied by Walcon Marine and we're very happy with this product. We still have all of our original pontoons and whenever a timber plank is broken or damaged we renew it. We have chosen the same Walcon system for all the extensions we have completed over the years because we believe the structure to be durable. Every year we tour the marina to check pontoon connections and, when floats are damaged, repair them.

**Future plans:** When we re-deck at Marina Port Zélande, we will use hardwood again. We have developed our marina to suit our customers and we want to have one 'image' – decking is important for this 'image'. However, when it comes to developing other new marinas we're involved with, we will definitely investigate other materials because our marina director, Co Schot, believes that hardwood pontoons are no longer the 'done thing'. Boat owners are becoming more and more aware of the environment and we have to bear this in mind when we decide on new decking material. More and more options are appearing on the market and, although hardwood decking is traditional and in use at many marinas, in the



future we believe this will change.

**Decking overview:** Timber remains beautiful over the years and it's easy to renew planks and sections but, as it attracts algae, it is high maintenance to clean. We think concrete is clinical and is unforgiving when boats bump into it but it is very easy to maintain, environmentally friendly and very stable. It's good to use as a breakwater but isn't flexible to change. Recycled plastic is environmentally friendly but the colours aren't very fancy. They are easy to maintain and user-friendly for the marina owner. It's hard for me to comment about wood composites because we have no marinas nearby that use this product but I'm not sure I'd use them. Composite looks the

same as timber so it's nothing new in my eyes unlike glass fibre, which is environmentally friendly and has the potential to look very different in terms of colour and shape. It's also super strong and light in weight.

**Environment and longevity:** I think that all decking materials are better for the environment than hardwood. I expect that concrete and various plastics are easier to maintain than traditional wood but I can't comment on their longevity. I hope that pontoon manufacturers will focus more and more on sustainability. We hope that in the future they can develop cradle-to-cradle pontoons. In terms of pontoon development, many improvements can still be made!

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## Operator view: Jean-Michel Gagné, director Saint-Quay Port d'Armor, France

**Current status:** Saint-Quay Port d'Armor is a 1,000+ berth marina in Brittany, northern France. Our newer pontoons (about 10 years old) are decked with bilging hardwood but we still have older pontoons with impregnated pine decking that has shown surprisingly good durability.

**Future plans:** We change sections of pontoons every year. For example, if we have a walkway that is 180m long formed by fifteen 12m sections, we may decide to change four sections and change three sections on another pontoon and so on. Of course, we prioritise sections that suffer most wear and tear – if they're used by larger boats or in a less sheltered part of the marina say. We never just replace the decking, we change the pontoon itself including the frame.

**Decking overview:** We have chosen to keep timber decking for two reasons. Firstly, because we change our pontoons by section and don't want a patchwork of different products on the same walkways and, secondly, because we are happy with wood which offers a pleasant touch for bare feet, just requires an annual high pressure clean-up with salt water, has good durability and is not too slippery when wet.

The downside of timber is that it tends to shrink or twist a bit when the wood used by the manufacturer isn't dried sufficiently. Concrete is good for fuel or service pontoons – it's tough but it looks a little bit rough. Recycled plastic and glass fibre mesh are slippery when wet, breakable but easy to clean. Wood composites look almost like wood, are not too slippery, require little maintenance but are more expensive than wood.

**Environment and longevity:** The best decking material from an environmental perspective is wood composite.

Unless you have a very sheltered marina, or are situated in a basin in which you can expect to keep your pontoons for a few decades, most of the time you have to change the frame of the pontoons and the decking together. If you have to renew a complete walkway, you can choose a different decking from the adjacent one. Otherwise, it's difficult to mix timber and plastic on the same walkway. The best choice for me would be composite wood, which is pleasant at a glance, long lasting and has the main qualities of timber without the inconvenience of shrinking or twisting. And its surface doesn't erode as much as wood when brushing or high pressure cleaning.

## Kinda to the environment

Over the past three years, UK company KindaGroup has been developing and perfecting a Wood Plastic Composite (WPC) decking product that offers all the positive attributes of hardwood without the penalty of timber's maintenance, supply and rising price issues. The result – KindaDek Marine – can be worked like hardwood but keeps its colour as years go by.

Tested in-house and by customers for fire resistance and load bearing to British Standards, KindaDek Marine is water-resistant and is guaranteed not to rot, split, crack or splinter. It has several anti-slip texture options and is claimed to have passed BS testing with excellent results in the wet/dry.

While marina operators will happily testify that nothing contributes more than decking to the look of a marina, marinas in different parts of the world face different climatic challenges. With this in mind, KindaGroup has developed a new enhanced material for the Mediterranean and Middle East markets. Special additives and material changes increase the decking board's resistance to the

extremes of heat – and it has been tested (with good results) for this kind of weathering, along with UV damage.

KindaDek Marine is installed using normal woodworking tools and is offered in standard solid deckboards measuring 145 x 24mm. No hidden clip systems are used, making it cheaper and easier to fit or replace one or more boards for maintenance issues like fuel line replacements etc. A 145mm x 24mm deckboard costs £4.50 ex-works.

The company offers bespoke profiles to match current timber sizes and provides solid and hollow plank options.

Contact KindaGroup in the UK on email: [steve@kindadekmarine.com](mailto:steve@kindadekmarine.com)

## Operator view: Kevin Lussier CMM, Amelia Island Yacht Basin, USA

**Current status:** At Amelia Island Yacht Basin in northeast Florida, we have 138 wet slips at concrete floating docks. The oldest docks were installed in 1986 and, since that time, the marina has undergone a number of improvements, the most recent being in 2003.

**Future plans:** Our plan is to continue maintaining and updating our older docks as necessary and to continue meeting the needs of our growing facility with additional concrete floating docks. In our particular environment, which consists of minimal current, 4-6ft tides and prevailing winds, floating concrete docks have proven to be the most effective product for us. We would not hesitate to use this product again.

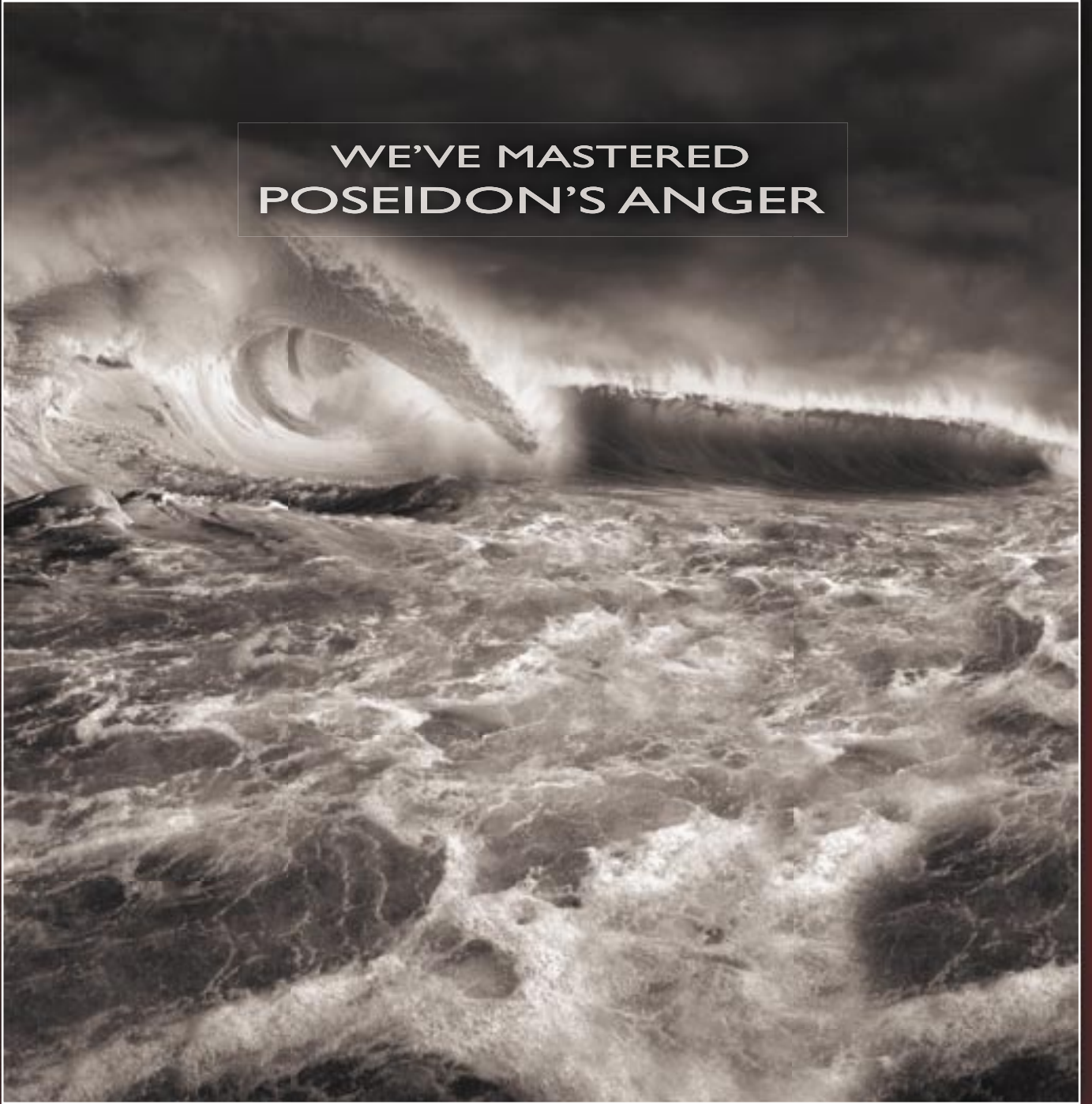
**Decking overview:** In my opinion, it is crucial that you keep your environment and budget in mind when choosing a product. All of the decking products available to marina operators

can be kept in optimum shape and can meet the needs of our boaters adequately with proper maintenance care.

**Environment and longevity:** I trust that all of the types of docks available create a wonderful reef for the marine environment. In terms of maintenance and longevity, we have been very happy with our concrete system and the life of our floats. However, that being said, I also believe that it does not matter what system you have as long as you have a good yearly maintenance programme which has proven to dramatically increase the longevity of your investment.



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# Making a successful choice

Choosing a pontoon decking material is no longer as straightforward as it used to be. Although the benefits and shortfalls of traditional materials such as timber and concrete are well documented, the newer recycled and composite options can be more difficult to quantify. Belgian company, Govaerts, gives some advice.

The essential steps when buying any material can easily be remembered using the mnemonic, SUCCESS. This breaks down as:

- S:** Start with a clear view of what you are buying and why – consider the benefits as well as the features
- U:** Understand what your customers really want – it may differ from your opinion
- C:** Compare alternative materials
- C:** Centre your buying around your customer needs
- E:** Educate yourself regarding alternatives
- S:** Sincerity is the key to lasting customer relationships – don't try to 'sell' your own prejudices
- S:** Start from the beginning each time you buy whilst remembering to build on previous relationships where value was obtained

When any new project is planned, it is normal for the procurement manager to issue procurement procedures well in advance. These determine how the vendors will be selected and how awards will be made. Often, the premise is to buy the cheapest material that is technically acceptable and, as such, customer requirements can be compromised. Ensure that all requirements are established at an early stage.

## Customer needs

The following are minimum requirements for decking material, in no particular order of priority. The product should be:

- safe for pedestrian traffic
- weather-resistant and rot-free
- value for money with good whole life costs
- structurally sound and durable
- environmentally friendly (sustainable in production, use and eventual disposal)

## Making your choice

Marina operators can choose from various decking options. For the purposes of this article, we will look at data comparing recycled plastic decking and composite decking (see Table 1) and tests undertaken by Cranfield University in the UK to compare the slip resistance of recycled plastic and hardwood deck planks.

The results outlined in Table 1 are self-explanatory. To achieve results for Table 2, a sample was provided of a tongue and groove plank made from recycled plastics. The plank had a grained surface texture. Comparative samples of commercial square edged profiled surface hardwood were tested. These surfaces presented 3, 3, 5 and 10 flats between 4mm, 1mm, 1mm and 4mm deep recesses in each 138mm wide surface, giving a flush top surface of 90%, 90%, 51% and 58% of the area respectively.

Two tests were undertaken: dry surface slip

resistance to BS 7976/BS812 (Department of Transport TRRL); and wet surface slip resistance to BS7976/BS812 (Department of Transport TRRL). The results are outlined in Table 2 (items marked with an asterix fail to meet the minimum requirement for slip resistance in the BS - in some cases in excess of 50%).

Under both dry and wet conditions, the plastic plank's slip resistance exceeded the recommended minimum of 40 for a pedestrian area.

The slip resistance of the hardwood is much more variable, depending on grain orientation, grain width and surface finish. Although the 10 flat profile was significantly better than the other hardwood timber planks, even it did not achieve anywhere near the desired slip resistance along the grain direction. Timber slip resistance tends to be better when damp rather than when it is very dry or when puddle water sits on the surface, so the figures quoted do not reflect well for the timber samples. However, timber also provides a nutrient source for algae growth and slip resistance of low single digits have been measured for these conditions in the past.

There appears to be no exterior situation in which the recycled plastic plank sample did not better the performance of the hardwood timber planks.

Some of the composites have been tested for slip resistance and achieved creditable readings. These readings are acceptable as tested when new because the product will have cellulose wood exposed plus surface irregularity. However, as wood flour comprises up to 50% of their makeup, it is likely to grow algae so the wet values are unlikely to be sustained in the long term.

## Green thinking

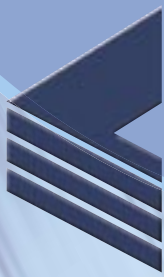
A great deal can be learned from a wealth of data published in scientific papers and general media about the environmental effect of the manufacturing process for both recycled and composite products, and the use of sustainable and non-sustainable hardwoods.

Some of the more pertinent and straightforward points are:

- Hardwood from non-sustainable sources will permanently damage the environment.
- Hardwood from sustainable sources can help the environment and provide employment although the effect of transport should be taken into consideration.
- Recycled products use less energy but transportation increases their carbon footprint.
- The resin type used in the manufacture of composites and glass fibre decking is critical. If, as is likely, it is polyester, it is

Table 1. Comparison of recycled plastic decking and composite decking.

Recycled Plastic Decking	Composite Material Decking
<p>Plastic materials are made from high quality recycled plastic residue mainly from the nutrition and packaging industry. The various constituent plastics are ground, mixed and fused at high temperature and pressed into moulds.</p>	<p>Composite decking boards can be formed from a mixture of wood flour and ground recycled plastic mixed together with virgin polymer resins and curing agents before being extruded to the required section. If polyester resins are used, durability can be compromised.</p>
<p><b>Properties</b> (relevant material characteristics)</p> <ul style="list-style-type: none"> <li>• Maintenance-free – no algal growth</li> <li>• Potential life of 50/70 years</li> <li>• 100% recycled input material</li> <li>• Polymeric material is recyclable after use</li> <li>• Does not exude toxic substances</li> <li>• Thermal expansion 0.1mm/°C</li> <li>• Fire resistance Class B2 DIN 4102</li> <li>• European manufacture</li> </ul>	<p><b>Properties</b> (relevant materials characteristics)</p> <ul style="list-style-type: none"> <li>• Algal growth can feed on surface wood flour</li> <li>• Life 25 years (10 in extreme conditions)</li> <li>• Resin supplies have high oil demand</li> <li>• Polymer composites discarded after use</li> <li>• Resins and curing agents emit greenhouse gas</li> <li>• Some thermal expansion</li> <li>• Fire resistance Class 3 BS476 Part 7</li> <li>• Often Far East manufacture</li> </ul>
<p><b>Slip resistance to BS 7976</b></p> <ul style="list-style-type: none"> <li>• Mean dry longitudinal = 116</li> <li>• Mean dry transverse = 80</li> <li>• Mean wet longitudinal = 52</li> <li>• Mean wet transverse = 61</li> </ul>	<p><b>Slip resistance to BS 7976</b></p> <ul style="list-style-type: none"> <li>• Mean dry = 65</li> <li>• Mean wet = 50</li> </ul>
<p><b>Properties in use as pontoon decking</b></p> <ul style="list-style-type: none"> <li>• Correct fixing detail uses minimal screws</li> <li>• Tongue and groove spans 600/700mm</li> <li>• Density 954 kg/m<sup>3</sup></li> </ul>	<p><b>Properties in use as pontoon decking</b></p> <ul style="list-style-type: none"> <li>• Fixed as normal</li> <li>• Spans 400mm (600mm for higher grade)</li> <li>• Density 1,000/1,150 kg/M<sup>3</sup></li> </ul>



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not the most appropriate as these resins demand high oil and energy input for their manufacture. Curing agents cause the emission of the worst form of greenhouse gas vapours.

- Composites are often manufactured in China

where the associated carbon emissions increase their carbon footprint further.

## How to choose

Make your choice of decking by compiling a list of the qualities that you value most highly and scoring them on a table. You

might like to consider factors such as safety, weather resistance, value, durability and eco-friendliness. This way you are more likely to ensure your customers have the best decking options while sticking to your budget.

*The above article was prepared using information supplied by Belgian company, Govaerts Recycling (www.govaplast.com).*

Table 2 - Slip Resistance Measurements

Sample test and direction	Dry Slip					Mean dry slip	Wet Slip					Mean wet slip	
	1	2	3	4	5		1	2	3	4	5		
<b>Recycled plastic</b>													
Longitudinal	115	115	115	115	120	<b>116</b>	55	55	50	50	50	<b>52</b>	
Transverse	80	80	80	80	80	<b>80</b>	65	60	60	60	60	<b>61</b>	
<b>3 flat hardwood</b>													
Longitudinal	46	46	47	46	48	<b>46</b>	18	17	17	17	17	<b>17*</b>	
Transverse	61	61	66	62	63	<b>62</b>	28	25	26	27	25	<b>26*</b>	
<b>3 flat hardwood</b>													
Longitudinal	45	45	45	45	45	<b>45</b>	18	17	17	16	17	<b>17*</b>	
Transverse	60	63	61	65	61	<b>62</b>	26	25	25	25	25	<b>25*</b>	
<b>5 flat hardwood</b>													
Longitudinal	46	47	47	48	47	<b>47</b>	19	20	19	19	18	<b>19*</b>	
Transverse	56	57	57	58	57	<b>57</b>	37	35	34	34	35	<b>35*</b>	
<b>10 flat hardwood</b>													
Longitudinal	41	43	42	42	43	<b>42</b>	24	23	23	23	23	<b>23*</b>	
Transverse	66	68	66	67	67	<b>67</b>	63	62	61	61	61	<b>61</b>	

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*Porto Rotondo, the largest marina in the Molinas group, has recently undergone a revamp.*

The lack of shoreside infrastructure creates problems. "It is difficult to encourage those with real estate interests to join us as we're quite aggressive about our aims - even with the government," Cuccureddu admits. "For the time being, the minimum standards required for the harbour network are to provide water and fuel on the quayside, weather forecasts and mooring assistance. Later on, we hope to have a hotel style quality certification with anchors instead of stars so as to better rate a range of services."

A contact centre with website is, however, in place to help shipyards and marinas with repair and moorings reservations and to help fill as many berths as possible. "If we sign up for an annual contract, we can obtain free of charge moorings for our customers at off peak times at other marinas if our own facilities are full. Generally, this helps harbours with berths below 40m, like Cormorano which manages buoys in the Asinara area, where the demand from maxi yachts is high."



*Renato Azara*

Aside from La Maddalena, where plans are in hand to create a Mediterranean centre of yachting excellence, Cala Gonone and San Teodoro where a breakwater is being completed, it will be difficult to create new mooring options. Networking is thus very important and Consorzio has an agreement with the Union des Port de Plaisance de Corse (Corsica), which operates 16 marinas. "We promote



*Franco Cuccureddu*

*The 222-berth Marina di Cala Bitta is located to the north of the island in Arzachena.*

# Maximising strengths for nautical tourism

**With a history akin more to the sea than the land, the Mediterranean island of Sardinia is enjoying a newly awakened nautical culture. The continued attractions of Costa Smeralda and new developments at La Maddalena are injecting a new lease of life. Donatella Zucca reports**

Costa Smeralda, a golden triangle in the north east of the island that is home to Porto Rotondo and Porto Cervo, was largely developed in the 1960s by Agha Khan Karim. The prince invested in coastal tourism and founded his airline Alisarda but development suffered, in general, due to slow bureaucracy. At the time, no private entrepreneurs were prepared to invest in tourist harbours so the regional government picked up the tab – a little too prematurely.

The regional government allocated state land for marinas which, when complete, were released on a grant basis. Most lost money as they were conceived without any evaluation of the catchment area, transport connections, infrastructure or interest from local people. Over 20 years, a total of €336 million was spent.

Today, the marina sector is growing albeit patchily. Some of the marinas built without logical forethought still suffer and even for strong 'brands' like Costa Smeralda, the season is short, the level of long term berth holders is inadequate and insufficient infrastructure is in place for maxi yachts. During August, Costa Smeralda is a 'must visit' that places huge strain on local nautical resources and transport systems, and makes berths scarce and expensive. After three or four whirlwind weeks, however, the vessels return to the Balearics and Côte d'Azur leaving Costa Smeralda stunned and significantly quieter. Regional government and state institutes have come up with some tentative solutions but these are rarely coordinated.

Interested parties include Consorzio Rete dei Porti Sardegna, which owns 14 marinas and has an agreement with the nearby French island of Corsica; the Solinas Group, a manager of several important properties; Italia

Navigando – the national marina development agency that has set out to increase and improve the marina network in the south of Italy; and the Sardinian owners of Marina di Teulada and Marina di Portisco.

Franco Cuccureddu, president of Consorzio Rete dei Porti Sardegna, sums up the current situation: "We can't build anything less than 3km from the shoreline any more let alone a yacht harbour," he says. "However, there are 20,000 berths on the island and we just have to adapt them to the market. Many operators are doing this and at Consorzio we also want to project a coordinated image in order to encourage people to see nautical tourism as the first or perhaps second tourism resource for the island."



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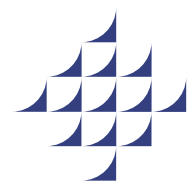
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initiatives to attract permanent berth holders and transients,” Cuccureddo explains. “We have a common reservation system.”

Marina management company, Molinas, is also establishing a more comprehensive network and expanding some of its facilities too. Giacomo Pileri, director of 700-berth Porto Rotondo – the largest marina in the Molinas group – now sees over 300 boats in the facility year-round. “During 2009/10 we will add four new moorings for vessels of 50-60m, additional services, new showers and, most importantly, a fuel station with 140,000 litre capacity,” he says.

In addition to the revamp at Porto Rotondo, a new city centre marina is being built in Cagliari and a project being undertaken by Ingemar is in hand to widen existing mooring quays. Marina di Cagliari will have 110 berths for vessels of 10-50m, 13 of which will accommodate vessels of 32m and above. Pileri anticipates that the facility will prove particularly popular with boaters in transit as well as long term berth holders. Other expansion plans are in hand for 300-berth Marina di Punta Manara in the Golfo Aranci which will have a further 100 berths for boats up to 18m long and on the Temo River to the west of the island at 220-berth Porto Marina di Bosa where 400 new berths are being created. Other facilities comprise 222-berth Marina di Cala Bitta to the north in Arzachena and Cantieri Costa Smeralda in Olbia, a 200m long dock with 10,000 sq m of boat sheds.

## Berthing maxi yachts

Like many places in the Mediterranean, Sardinia suffers from a lack of berths for large boats. “We have a structural problem,” says Renato Azara, CEO of Sardinia Yacht Service. “We are second only to Liguria in terms of berth numbers but we fall down when it comes to maxi yachts. Things are happening to improve this. We have opened an office in Cagliari, for example, but we would like to promote the area south of Costa Smeralda down to Dorgali, Orosei and Cala Gonone. There are few opportunities for building marinas along this coast but there are some projects. However, I don’t think berths for big yachts will be created, although we need them,



*Construction of a new harbour at Cala Gavetta will form part of the project for La Maddalena.*

as environmental protection is important and Villasimius can host yachts up to 35m. Aside from Cagliari, most of the projects will not include maxi yacht berths. This is a serious matter.”

The market gap is glaring. “Carloforte is an important location and could be a perfect point of reference for large vessels making their way from Ibiza and the Balearics to Greece and beyond but there are no large berths. Alghero has the infrastructure for a permanent maxi yacht harbour – it wouldn’t be difficult to construct but there is much talk and no action,” Azara explains. One bright spot appears in Arbatax where a mooring pole is under construction. Similar arrangements at Olbia and Bosa are expected. The network will also be enhanced when the tourist harbour at Cala Gonone comes on line, with 450 berths, as this breaks the route down the east coast to Cagliari.

Elsewhere in the island, facilities vary. More easily navigable waters and better reception facilities are to be found in the south at Villasimius, Perd’e Sali and Cagliari. From here to Portoscuso, Carloforte in St Peter island and Calasetta at St Antioco, there is a lack

of adequate infrastructure except for Marina di Teulada and Buggerru. The west coast is divided into two parts from Sulcis to Oristano and from Oristano to Porto Conte. Highlights are Bosa Marina and Alghero Marina. In the northwest, marinas such as Stintino, Porto Torres, Castelsardo, Santa Teresa and Isola Rossa can be found. The Sardinian kingdom of Karim, handed back to Tom Barrack in 2003 for US\$390 million, has invested in the Porto Cervo Yacht Club, a favoured port of call on the international sailing circuit.

## La Maddalena

In December 2007, the Sardinian archipelago was declared free of Italian and US military restrictions leaving the island of La Maddalena open to new development. Although the departure of 3,000 soldiers who had lived in the island for 35 years led to some unemployment for locals, the economy picked up swiftly and plans to hold the 2009 G8 meeting on the island have helped boost its profile.

Former military structures, many of which

## Luxury tax

**Sardinia suffers a regionally imposed ‘luxury’ tax that undermines its yachting and tourism potential. In July, the Constitutional Court took steps to appease the situation by abandoning the tax introduced by Sardinian governor Renato Soru on homes owned by non-residents. This has not, however, led to a change in luxury tax being liable for planes and recreational boats although it is hoped that the tax will be lifted if these are owned or operated as part of business or commercial activities, e.g. yacht charter. The court has approached the European Court of Justice for advice on EU norms.**

“In the first year we received €1,200,000 from this tax and in the second, €1,100,000,” explains Consorzio Rete dei Porti Sardegna president, Franco Cuccureddu. “The cost of enforcing the tax has been around €3,500,000 so the Sardinian people are just paying for it all anyway,” he adds wryly.



*Marina di Teulada helps fill a gap for marina berths between Villasimius and Portoscuso in the south.*



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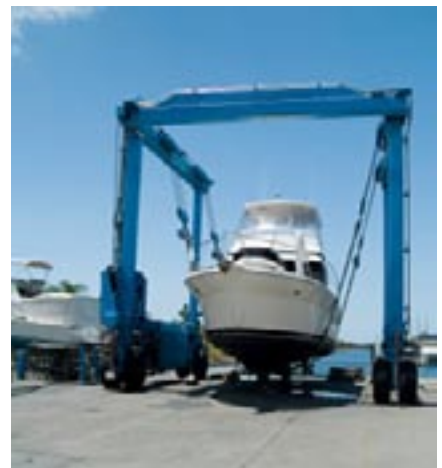
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*Marina di Punta Manara in the Gulf of Aranci is scheduled to have a 100-berth extension.*

into a five star hotel and two sets of barracks will become business offices and reception buildings. The eight tanks in the Telecom office will become an underwater aquarium. A mooring pole will also be installed near the old military shipyard, which is scheduled to be refitted as a maintenance and storage centre for maxi yachts.

“The island prompts so many initiatives,” says Assomarinas president, Roberto Perocchio. “Not only can La Maddalena become the core of a valuable nautical tourist network but it could well become a key destination for repair and refit.”

Time is tight, however, and all hope that haste will not mar the end result. Just 11 out of 36 projects were confirmed in May and contracts had not been issued. Optimism is nonetheless the order of the day. “It can be done,” assures Italo Vincenzo Senes, representative of Sassari Chamber of Commerce. “We’ll work 24 hours a day on the ‘red’ areas so that all the construction will be ready for the G8 summit in 2009. This will include a section of the waterfront and the 600 berths, of which at least 10% will take maxi yachts. We must involve Sardinian entrepreneurs as key contractors. Work has already started on the waterfront.”

*Donatella Zucca represented Marina World at the Sea & Sardinia 2008 Conference in La Maddalena, 9th-11th May. The next Sardinian conference in the series is likely to take place in Cala Gonone.*

are on the waterfront, are in the process of being converted to create accessible harbours that will form a key base for yachting. Plans were discussed with key politicians, marine industry leaders and media at a ‘Sea & Sardinia’ conference in May this year with a view to developing constructive dialogue between all parties. Representatives attended from organisations such as the Italian marine federation UCINA, the worldwide yachting association MYBA, Italian Ship & Yacht Broker Association (ISYBA), Assomarinas and the national marinas association, ASSONAT.

MYBA president Thierry Voisin and others have noted the potential of the island to become an international destination and come out in support of rapid development. It is anticipated to take five years to refocus the island and the state and regional governments have allocated €170 million for the task. When complete, La Maddalena will play an important role in Sardinia’s marina network.

Sardinia Yacht Services (SYS) tested the water last summer by supporting 28 maxi yacht owners visiting La Maddalena with the wide ranging personalised concierge style and crew support services for which it is internationally recognised. “I’ve been fighting for years to promote yachting in other parts of Sardinia

other than the south,” says Renato Azara, who is determined to promote this concept with an annual series of ‘itinerant’ meetings around the island. “We wish not only to be the principal player in terms of yacht reception services but also to help develop an increased overall nautical professionalism. Together with the University of Tourism, Chamber of Commerce and private firms, we are developing a training project and during the winter months we organised some yachting seminars in the local secondary school, hotel school in Arzachena and two more in Olbia.”

In La Maddalena, a harbour enlargement project is planned. This will include two new breakwaters, an extension of the existing mole at Cala Gavetta and construction of a new harbour. The work will create a 100,000 sq m basin with floating pontoons for 397 vessels. Of these, eight will accommodate 21m boats, six 24m vessels and seven 50m superyachts.

Another marina, Cala Balbiano, will be built adjacent to the main harbour. This will have 105 berths for boats of 8.5-21m and will be linked to a further 45,000 sq m basin – Cala Renella – which will have berths for passenger vessels and large yachts. Twenty-four berths will accommodate 32m vessels and 15 berths will be installed for 60m vessels. A further 29 berths for craft up to 36m will be installed at some distance from the town.

When all is complete, La Maddalena will boast nigh on 600 berths of 7-60m in a programme costing €17 million. Landside development will also be considerable and include a 3,900 sq m underground car park for 170 cars topped with a landscaped garden and fronted by a pedestrian area. The military arsenal, the venue for the G8 meeting, covering a surface area of 17,000 sq m and with adjacent historic waterfront buildings will be restyled to become the core of the development. A former hospital will be transformed

*Peaceful and scenic facilities, such as Marina Castelsardo Rete Porti, are found in the northwest.*



## Eco-friendly buoys

**To increase customer service and better safeguard the environment, several operators in Sardinia are installing MarPark buoys. Current installations have been made at Cala Volpe, Porto Cervo, in the protected area of Capo Carbonara and at Orosei, where the first was fitted in June. Seven further buoys have followed for boats of 10-50m in front of Orosei Marina and eight more will be installed at Cala Ginepro.**

The MarPark system, which has been adopted by the Department of the Environment for marine protected areas, is designed to anchor at carefully calculated depths and is linked via a telecommunication mooring system through which it is possible to monitor water quality.

Buoys moor vessels up to 100m long securely in winds up to 40 knots, a big attraction for Sardinia as it seeks ways of resolving its dearth of large boat moorings. The buoys recognise those who have reserved moorings through SeaPass by means of a floating ring with a microchip that is given to all MarPark customers. By logging on to the MarPark website, customers can also use the SeaPass to locate and reserve available moorings.

*Contact MarPark in Italy on email: [info@marpark.it](mailto:info@marpark.it)*

## AC MARINE, Palermo, Italy

E: [info@acmarine.it](mailto:info@acmarine.it)

AC Marine offers four standard pontoon ranges suitable for different locations. The company, which has its headquarters in Sicily, has rapidly built a reputation in the marina industry for providing individually tailored mooring solutions and has installed several marina systems on its home market and in neighbouring Albania.

(See advertisement p. 12)

## AIRFLOAT, Kent, UK

E: [info@airfloatmps.com](mailto:info@airfloatmps.com)

The Airfloat modular pontoon system consists of high strength and high buoyancy modules measuring 700mm square that lock together using an integrally designed pin. An extensive range of accessories, such as fenders and handrails, is offered to help create pontoons and floating jetties of limitless design and shape. The company has its head office in the UK and has manufacturing facilities in Ireland.

## A-LAITURIT OY, Turku, Finland

E: [info@a-laiturit.fi](mailto:info@a-laiturit.fi)

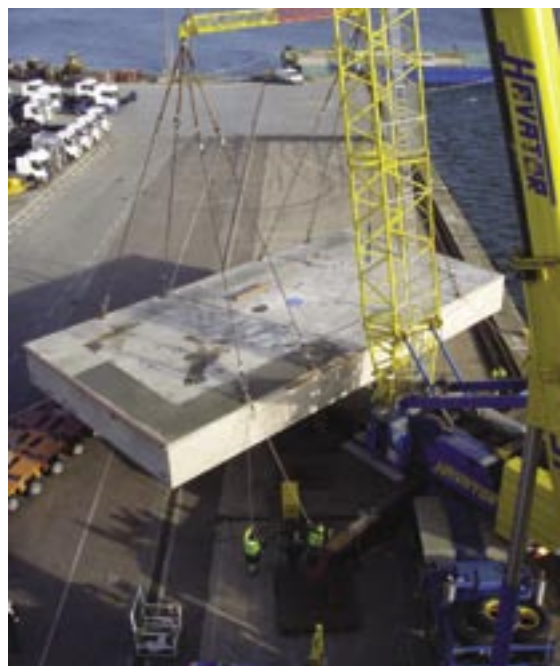
Established in 1987, A-Laiturit is a manufacturer of plastic and concrete pontoons with or without timber decking. Products range from plastic pontoons for the private sector to heavy-duty pontoons for large marinas. All products have been developed for the challenging weather conditions in the Baltic Sea. The company also offers power pedestals, mooring fingers and other essential marina accessories.

## ANCHORAGE PONTOONS, Auckland, New Zealand

E: [mike@jetties.co.nz](mailto:mike@jetties.co.nz)

Anchorage Pontoons manufactures a range of polyethylene modules in five sizes from 1.5 sq m to 6.0sq m. The product was developed to withstand high levels of wind and features a special jointing system designed to soak up wave forces. Polyethylene pile brackets are also

*Concrete pontoon for floating service building, Svendborg, Denmark. Pontoon: SF Marina*



available to enhance the overall appearance. Service ducts can be incorporated.

*Marina di Rimini, Italy. Pontoon system: Poralu Marine*

## AQUATECH, Kitzbuehel, Austria

E: [aquatech@a1.net](mailto:aquatech@a1.net)

Austrian company AquaTech has utilised 26 years' experience in flotation engineering to develop a system of interconnecting pontoon building blocks that offers excellent stability and a load capacity of 370kg/sq m. Manufactured from high quality UV-stabilised anti-static material, single modules measure 50 x 50 x 50cm and weigh just 6.2kg for easy handling. Blocks can be connected to create any desired layout arrangement of any size and can also be used to replace or extend existing pontoon systems. The 'Maritime Technic Pontoon System' is aesthetically pleasing, highly versatile and safe for the environment.

## ARCHIMEDES MARINAS, Messolonghi, Greece

E: [archiplo@otenet.gr](mailto:archiplo@otenet.gr)

Archimedes Marinas manufactures floating pontoons and breakwaters from armoured concrete to high regulation Greek concrete technology standards. The company has constructed floating structures for vessels up to 75m in length in marinas and commercial harbours. Design and manufacture of floating breakwaters has been undertaken for breakwater heights up to 3.50m. Floating pontoons are elegant in design, flexible in terms of size and are long lasting. A recent project involved a 30m long x 4.0m wide x 3.0m high floating breakwater that weighed 100 tons. Five elements were connected for the project, which protects a fishing port in Greece.

## ATLANTIC MARINE, Paimboeuf, France

E: [contact@atlanticmarine.fr](mailto:contact@atlanticmarine.fr)

Recognised as a leading specialist in marina engineering, construction and turnkey project management, Atlantic Marine supplies aluminium pontoons, wave attenuators,

gangways, fingers and accessories to private and public developers, commercial and military operators. With over 30 years of experience, the company has built a reputation for reliability and has references in Europe, Asia, the Caribbean and Middle East.

## ATLANTIC-MEECO, Oklahoma, USA

E: [sales@atlantic-meeco.com](mailto:sales@atlantic-meeco.com)

Atlantic-Meeco provides a full range of marina design and build services for developers, government entities, owners and operators around the world. Products include marina, breakwater and floating platform systems for freshwater and saltwater applications. The company also offers contract maintenance programmes and repair services and provides every aspect of marina development from site analysis to the clean-up following construction. Founded in 1961, it now builds and installs around 300 marinas a year and has advanced production facilities in McAlester, Oklahoma.

(See advertisement p. 24)

## BAECK & JANSEN, Antwerp, Belgium

E: [bj@baeck.be](mailto:bj@baeck.be)

Baeck & Jansen has been manufacturing and installing floating jetties for yacht basins for over 20 years. A key feature of the system is its robust aluminium catamaran type profiling that gives continuous support to every walkway. This design enhances stability along the whole length of the pontoon. Pontoons are decked in hardwood with skid-free grooves. Baeck & Jansen also installs fixed jetties and specialises in custom-made gangways. All projects are customised to precise requirements and every effort is made to supply an environmentally friendly system.

## BATBRYGGAN AB, Skogas, Sweden

E: [info@batbryggan.se](mailto:info@batbryggan.se)

Batbryggan manufactures concrete floating breakwaters, pontoons, finger piers, pontoons with plastic floats, buoys and general marina equipment.



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Lopshavn Marina, Norway. Pontoon system: Orsta



## BELLAMER, Helsinki, Finland

E: [bellamer@bellamer.com](mailto:bellamer@bellamer.com)

Formed in 1991 principally to cater for the Baltic market, Bellamer has become a specialist in marina design and development, pontoon construction and installation. Pontoon systems are manufactured in stainless or hot-dip galvanised steel and specially formulated concrete. Life expectancy is around 50 years and systems are guaranteed for 10 years. In addition to docks and mooring systems, the company undertakes other aspects of marina development such as bunkering, maintenance and storage, yacht club and hotel design, construction and management and has also designed a new power pedestal. New to the portfolio is an aluminium/plastic/recycled wood pontoon range that is proving very popular.

(See advertisement p. 32)

## BELLINGHAM MARINE, Washington, USA

E: [bmi@bellingham-marine.com](mailto:bmi@bellingham-marine.com)

With 50 years experience, Bellingham Marine (BMI) is a world leader in innovative floating pontoon design, manufacture and design/build construction. Every marina it builds is custom designed and details are important – storm resistance, harbour ecology, wave attenuation, slip mix, sufficient electrical services for growth etc. Bellingham's Unifloat system is claimed to be the most popular concrete flotation system in the world, with extremely high live load capacity, durability and custom design flexibility. BMI is the world's most comprehensive marina builder with manufacturing plants in the USA, Europe, Australia, New Zealand, Malaysia and Central America.

(See advertisement p. 16)

## CANDOCK EUROPE, Baden, Austria

E: [office@candockeurope.com](mailto:office@candockeurope.com)

Offering an alternative to conventional timber or steel framed pontoons, Candock modular floating docks are durable, easy to build and versatile. The floats can be used in various applications such as private landing piers, marinas, working platforms and for temporary bridges. Also available is the Jetslide jetski dock, which can easily be incorporated into existing Candock installations.

## CLEMENT YACHT HARBOUR SYSTEMS, Rostock, Germany

E: [info@clement-systems.de](mailto:info@clement-systems.de)

Clement Systems is a leading international manufacturer, designer and turnkey contractor for marina projects. Its products include floating pontoons, floating houses, floating bridges – and more. Special innovative projects have included: a six-lane floating bridge used by vehicles up to 60 tons; floating harbour master offices; VIP restaurants; two or more storey residential houses; hotels; floating shopping malls; and complete facilities like fuel stations and marina clubhouses. Production is worldwide.

(See advertisement p. 14)

## CONNECT-A-DOCK, Iowa, USA

E: [info@connectadock.com](mailto:info@connectadock.com)

Connect-A-Dock modular pontoons can be used to create sturdy boat docks, swimming platforms and walkways that are safe underfoot. Modules can be connected in just five minutes (per module) for easy installation. The strong polyethylene construction ensures many years of dependable service. Ideally designed for today's user-friendly facility, the system is not just fast and easy to install but also very versatile. Modules can be configured end-to-end or side-to-side, as long and as wide as required, for many different applications and configurations.

## ELEMENTAL INNOVATION, New Jersey, USA

E: [info@elementalinnovation.com](mailto:info@elementalinnovation.com)

Designer, manufacturer and distributor of wave attenuators, port security barriers and wetland protection systems. The company's HALO system is claimed to be the only system that can diminish the natural energy of waves by more than 80%. Systems have been proven to be effective and can be rapidly deployed to protect any facility from marinas and sea ports to beaches.

(See advertisement p. 56)

## EUROFLOATS, Oberageri, Switzerland

E: [eurofloats.ag@netsurfer.ch](mailto:eurofloats.ag@netsurfer.ch)

Founded in 1998, Eurofloats supplies a wide range of equipment for marinas via a network of agents. Pontoons are carefully engineered and produced by robotic manufacturing systems to ensure quality and uniformity of standards. The company supplies pontoons for various European boat shows in countries such as Italy, Croatia and Slovenia.

## EZ DOCK, Missouri, USA

E: [info@ez-dock.com](mailto:info@ez-dock.com)

EZ Dock's patented floating dock systems, PWC ports, boatlifts and accessories for commercial applications take the hassle out of strenuous maintenance. The company's modular design technique allows marinas to add, delete or even reshape dock systems to meet their needs. Environmentally friendly dock sections offer stability without the use of foam. EZ Dock also manufactures the PWC lift EZ Port that offers a great storage solution for watercraft owners and rental businesses, and an array of items for traditional docks.

## FLOATING DOCKS MFG, Indiana, USA

E: [salesinfo@mail.floatingdocks.com](mailto:salesinfo@mail.floatingdocks.com)

Since 1971, Floating Docks Mfg Co (FDM) has been constructing freshwater docks that have endured the test of time. FDM's reputation for providing customers with quality products has been earned by developing effective relationships with clients that result in a seamless construction process. The company can deliver open or covered docks, platform docks, wave attenuator docks, fuel docks or custom components. It can provide commercial galvanised box-truss frames and other components, flotation or complete dock systems.

## FOLLANSBEE DOCK SYSTEMS, West Virginia, USA

E: [info@follansbeedocks.com](mailto:info@follansbeedocks.com)

A manufacturer of quality dock and dock components for over two decades, Follansbee offers a full line of dock hardware, flotation drums, truss frames, floating and stationary docks, swim float kits, ladders, pile guides and dock boxes.

*Marina Davila Sport, Vigo, Spain.*

*Pontoon system: Ronautica*



## **INGEMAR, Milan, Italy**

**E: [treviso@ingemar.it](mailto:treviso@ingemar.it)**

Since 1979, Ingemar has used its experience in flotation engineering to develop concrete pontoon structures. The company's product range includes modular all-concrete pontoons and floating pontoons with galvanised steel or aluminium frames, hardwood decking and fibre reinforced concrete or rotomoulded polyethylene floats. A complete range of high quality concrete floating breakwaters with dimensions up to 20 x 4.0 x 2.0m is also available. Ingemar know-how also covers water sports floating facilities, floating platforms and bridges, and heavy-duty mooring structures. The company manufactures from a new factory in Casale sul Sile, very close to Venice.

(See advertisement p. 31)

## **INLAND & COASTAL MARINA SYSTEMS, Co. Offaly, Ireland**

**E: [info@inlandandcoastal.com](mailto:info@inlandandcoastal.com)**

ICMS has placed great emphasis on developing a product range that enhances operational efficiency and minimises maintenance in the modern marina. Services are easily accessed and, where possible, all cabling and piping runs in under-deck conduits, safely out of sight. In addition to its standard marina walkway system, the company designs, manufactures and installs floating concrete breakwaters up to 4m wide and 20m long and continuous float walkway units with concrete, timber and composite decking. An international experienced design team works with customers to create the most suitable system.

## **INTERMARINE, Hampshire, UK**

**E: [pontoons@intermarine.ltd.uk](mailto:pontoons@intermarine.ltd.uk)**

Intermarine is an established supplier of pontoon systems with a range of modular designs for use in the marina and leisure industry. Having a strong design team, it has successfully completed bespoke projects across the UK and around the world. The company has built a reputation in the marine industry for niche specialist projects, which utilise the team's technical and engineering expertise to provide individually tailored mooring solutions in a host of environments and locations.

## **INTERNATIONAL MARINE FLOATATION SYSTEMS, Washington, USA**

**E: [imfs@floatingstructures.com](mailto:imfs@floatingstructures.com)**

IMFS has been designing, engineering and building structural steel reinforced concrete floating platforms since 1983. Projects include floating homes, aquaculture structures, marina floats, wave attenuators, floating commercial buildings, pedestrian walkways, floating swimming pools and yacht enclosures.

## **JETFLOAT INTERNATIONAL, Salzburg, Austria**

**E: [office@jetfloat-international.com](mailto:office@jetfloat-international.com)**

The pioneer of the modular pontoon, Jetfloat International manufactures to ISO 9001 and



*The Svanemollehavnen, Copenhagen, Denmark. Pontoon system: Marinetek*

and maintenance of installations. The company offers services and high performance technical solutions to local and international customers that meet current needs and take future options into consideration.

## **MARINA SYSTEMS INTERNATIONAL, Singapore**

**E: [info@marinasystemsinternational.com](mailto:info@marinasystemsinternational.com)**

MSI is the only Asian based company specialising in the design, construction and management of marinas. At its purpose-built factories, it manufactures an extensive range of proprietary floating concrete products including marina docks, wave attenuators and fuel jetties. The company also supplies fixed timber jetties, VersaDock pontoon systems, aluminium gangways and other marina equipment. With headquarters in Singapore and branch offices in Malaysia, Thailand, Hong Kong, Indonesia and Vietnam, MSI works closely with clients and understands how to translate their requests into reality. Completed projects include the Royal Phuket Marina, Royal Hong Kong Marina and Jumeirah Private Island.

## **MARINA VENTURES LTD USA, Maryland, USA**

**E: [marinaventures@erols.com](mailto:marinaventures@erols.com)**

Marina Ventures is a world leader in the development, design, engineering and construction of floating marinas and wave attenuators. During the past 40 years it has successfully completed over 500 projects worldwide. Its glue-laminated cedar floating docks and wave attenuator system has been fully tested and has survived some of the world's harshest environmental conditions. The company has earned an international reputation for superior engineered, aesthetically pleasing, long lasting marina systems, and has 21 offices worldwide able to offer an efficient service regardless of project size or location.

*Martha Cove, Melbourne, Australia. Pontoon system: Pacific Pontoon & Pier*

has been manufacturing modular units for 35 years. Utilising only Lupolen 5261 Z material, the company offers three basic modules and a sizeable array of accessories. Single element modules measure 500mm x 500mm x 400mm and weigh 6kg, and 11kg double modules measure 1000mm x 500mm x 400mm. A low version single element of 500mm x 500mm x 250mm weighing 5kg is available in black.

## **MAJESTIC JETTIES & MARINAS, Dubai, UAE**

**E: [info@majesticjetties.com](mailto:info@majesticjetties.com)**

Majestic Jetties & Marinas manufactures pontoons, jetties and marinas using its own method, which is based on 100% eco-friendly materials. The company operates one manufacturing facility in the Al Jaddaf Industrial Zone, Dubai, with production capacity of 14,000 sq m of jetties per year, and is in the process of developing a second factory in the Fujairah Free Zone, with capacity of 100,000 sq m per year. The company is also a regional distributor for Helix helical anchors and Hazlett elastic rodes, as well as the UAE stockist and reseller of MoistureShield composite wood.

## **MARINE SYSTEM & EQUIPMENT, Carros, France**

**E: [contact@mse-france.fr](mailto:contact@mse-france.fr)**

MSE is a manufacturer of pontoons, gangways and mooring systems and a specialist in harbour, lakeside and waterways facilities. It works with the 'living environment' by helping groups and companies in the design, realisation, operation





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*Santa Maria Marina, Azores. Pontoon system: Solent Marine*

## MARINE DOCK SYSTEMS, NSW, Australia

**E: [brett@dynaplas.com.au](mailto:brett@dynaplas.com.au)**

Marine Dock Systems (MDS), trading as Dynaplas since 1980, manufactures a 1200 litre float for marinas and residential pontoons, and many other floats for all kinds of applications including walkways and fingers, moving craft and industrial pump pontoons. Flotation modules are moulded in one piece from tough, high stress crack-resistant thermoplastic polyethylene resin. The company also manufactures aluminium ramps and gangways with F27 kiln dried hardwood decking and can provide pontoon kits and build specific pontoons to suit projects from residential docks to full size marinas.

## MARINETEK, Helsinki, Finland

**E: [info@marinetek.net](mailto:info@marinetek.net)**

Marinetek's extensive experience in the marina and pontoon business has made it an international success. Key personnel have worked over the past 20 years on the design, manufacture and installation of floating marina structures for more than 1,000 marina projects in over 30 countries. The company slogan 'More than Surface' underlines Marinetek's philosophy to be a customer-oriented brand offering turnkey solutions and the best possible service.

**(See advertisement p. 4)**

## MARTINI ALFREDO, Turate, Italy

**E: [marinas.export@martinalfredo.it](mailto:marinas.export@martinalfredo.it)**

A pioneer of floating jetty systems in Italy, Martini Alfredo produces galvanised steel framed pontoons with injection-moulded floats of polyolefin resin. Jetties are available in modules with different displacement and capacity. Aside from floating pontoons, the company also offers access gangways, accessories and mooring systems including adjustable fingers and soft fenders. It is currently installing 670 linear meters of pontoons at Tomis Marina in Constanta for the mooring of 420 boats.

**(See advertisement p. 26)**

*Klitten Marina, Baerwalder Sea, Germany.  
Pontoon system: Clement*

## METALU INDUSTRIES INTL, Sain-Brevin-Les-Pins, France

**E: [be@metalu.com](mailto:be@metalu.com)**

Metalu offers an aluminium dock system. Pontoon arrangements are custom designed using a flexible engineering approach and feature timber decking.

## NORTH AMERICAN MARINE INDUSTRIES, Missouri, USA

**E: [info@namidocks.com](mailto:info@namidocks.com)**

North American Marine Industries designs, engineers, manufactures and installs the galvanised steel NAMI Docks pontoons. It is also the sole manufacturer of Bottoms Up

boat lift systems, which are capable of lifting boats from 600lbs to 40,000lbs.

## OLDCASTLE PRECAST, California, USA

**E: [gary.taylor@oldcastleprecast.com](mailto:gary.taylor@oldcastleprecast.com)**

Oldcastle Precast is a manufacturer of pre-cast/pre-stressed concrete floating docks, wave attenuators, pre-stressed concrete piling and numerous other pre-cast concrete products. The company has 72 locations around the USA and Canada. Parent company, CRH, has facilities around the world. The unique feature of the Oldcastle Precast's Trust-Channel concrete floating dock system is its monolithic size, internally pre-stressed reinforced structure and lack of external structural walers.

## ORSTA MARINA SYSTEMS, Orsta, Norway

**E: [marina@orsta.com](mailto:marina@orsta.com)**

Orsta Marina Systems is one of the leading manufacturers and suppliers of complete, floating marina systems in Scandinavia. It has more than 25 years' experience in the Norwegian market and is an emerging player in the European sector with deliveries to Sweden, Iceland, the Orkneys, Shetlands, Germany and Canaries. Its module-based steel system has replaceable parts, silent, high quality couplings, and adjustable hinges making it flexible and easy to modify. Orsta also supplies concrete pontoons and floating breakwaters. These can easily be joined together to meet different needs.

**(See advertisement p. 56)**

## PACIFIC PONTOON & PIER, Queensland, Australia

**E: [pacificpp@pacific.net.au](mailto:pacificpp@pacific.net.au)**

Pacific Pontoon & Pier celebrates 25 years as marina builders with the launch of what it claims as 'the most innovative floating marina system ever'. Features will include the use of robust concrete that will be useable in a multiple range of applications. Specific attention has been paid to creating a low maintenance system that is aesthetically pleasing. Pontoon units will be manufactured in sizes up to 12m to maximise transportation options. Pacific Pontoon offers in-house engineering and design for projects worldwide.

**(See advertisement p. 52)**

## PLASTI-CO, Odessa, Ukraine

**E: [sales@plastico-ukraine.com](mailto:sales@plastico-ukraine.com)**

Ukrainian company, Plasti-Co, is a regional leader in the field of docks and marina systems. It offers two products, Sunmarina and Sunplast. Sunmarina is a modern steel-framed pontoon with plastic floats that is highly versatile and easily reconfigured should berthing demands change. Anchoring is by piles or chains. Sunplast is a plastic modular pontoon system that can be used to create artificial islands, marinas, general boat mooring and residential docks. Plasti-Co designs and installs all equipment for wide-ranging products from top of the range marinas to small jetski docks.

**(See advertisement p. 48)**

## PORALU MARINE, Port, France

**E: [contact@poralu.com](mailto:contact@poralu.com)**

For over 30 years, Poralu Marine has been designing, manufacturing and installing top of the range pontoon and marina systems worldwide. The company can meet all customer requests by providing functional and long lasting equipment that is also attractive and environmentally friendly. With experience of 8,000 projects covering five continents, Poralu's strategy of innovation and sustainable development has made it a recognised expert in the marketplace. It devotes every single day to developing unique marina systems and equipment that are in tune with its customers' economic, social and environmental demands.

**(See advertisement p. 34 & 35)**

## PORTS EQUIPEMENTS, La Motte-Servolex, France

**E: [ports.equipements@wanadoo.fr](mailto:ports.equipements@wanadoo.fr)**

The company offers a high quality modular pontoon system suitable for various applications such as docks and floating islands. Features include rigid assembly, along-length fendering and ducting for cables.





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## RONAUTICA MARINAS, Barcelona, Spain

E: [info@ronautica.com](mailto:info@ronautica.com)

Ronautica Marinas specialises in the design, manufacture and installation of marinas, fishing harbours and floating structures. It offers all types of pontoons and fittings and has the means and equipment to fully accomplish any turnkey project. From the initial notion down to the final details, Ronautica Marinas can cover the entire process taking full and final responsibility for the entire project. Ronautica customers benefit from the experience of other group divisions, namely: Ronautica Yachts (shipyard); Ronautica Services (a leading company for charter and corporate events); and Ronautica Marinas Internacional, which manages new marinas in Spain and overseas. Ronautica Marinas has branches in Europe, the Middle East and South America.

(See advertisement p. 58)

## SEA-SLIP MARINAS, NSW, Australia

E: [enquiries@seaslipaus.com](mailto:enquiries@seaslipaus.com)

Sea-Slip is an Australian owned and operated company specialising in the design, engineering, manufacturing and installation of private and commercial state-of-the-art marinas and marine related facilities. In order to offer a 'total concept' package, the company has formed a strategic alliance with Benchmark Projects, a specialised project management consultancy firm with extensive experience in foreshore development.

*Silver Lake Marina, Serbia. Pontoon system: Martini Alfredo*



*Old Port Cove, Florida, USA. Pontoon system: Technmarine*

## SF MARINA SYSTEMS, Gothenburg, Sweden

E: [info@sfmarina.se](mailto:info@sfmarina.se)

SF Marina has more than 20 years of experience in the field of concrete pontoons and has supplied systems for many different applications including marinas, fishing harbours, landing stages, floating homes, floating breakwaters and bridges. The company's main factory in Wallhamn, Sweden, handles units of up to 150 tonnes and ships pontoons worldwide. SF pontoons are also built under licence in Spain, Greece, Turkey, Egypt, Saudi Arabia, the USA, Mexico, Argentina, Japan and New Zealand. Additional agents operate in 15 further countries. SF Marina purchased Pontona in 2007 to form SF Pontona.

(See advertisement p. 2)

## SHOREMASTER, Minnesota, USA

E: [gary.johnson@shoremaster.com](mailto:gary.johnson@shoremaster.com)

Since 1973, ShoreMaster has provided clients with a wide range of products and services along with value-added business and waterfront consulting. It serves its clients with professional continuity and personalised care from initial concept through to final installation. The company offers innovative, patented wave attenuation units created by Rixo-Bryggan of Sweden. The Rixo-Bryggan system was designed utilising large sections joined together by a patented, post-tensioned connection. This creates excellent stability while allowing some movement at the connection points. ShoreMaster builds its concrete wave attenuator and floating docks with a polystyrene core and outer reinforced concrete shell. It can design and install systems to meet precise client needs.

(See advertisement p. 10)

*Below: Channel Islands Harbor Marina, California, USA. Pontoon system: Bellingham Marine*



## SISTEMA WALCON, Ferrara, Italy

E: [info@sistemawalcon.com](mailto:info@sistemawalcon.com)

Sistema Walcon's products cover a broad span of applications, from heavy-duty floating breakwaters to aluminium framed pontoons, from high-tech service bollards to LED lights and stainless steel mooring bollards. During its 30 years of manufacture, it has installed floating pontoons for marinas in Italy, Greece, Spain, Croatia and China and has also become a valued supplier of pontoons for floating boat shows and other events. It currently supplies the Croatia Boat Show, Nautiscud (Naples), Internautica (Slovenia) and SNIM (Brindisi) with floating structures. In response to market demand, Sistema Walcon has recently designed Gigafloat – a pontoon that is specially developed to offer good stability while withstanding high loads.

## SOLENT MARINE, Hampshire, UK

E: [marc@solentmarine.com](mailto:marc@solentmarine.com)

Solent Marine is one of the UK's most advanced manufacturers of world class marina pontoons and walkways. The company is well known for its highly innovative products including Simbro, the first through-bolted, completely modular pontoon system and has just introduced Simbro-Lite, unique glowing pontoon finger ends and splays (see *Products & Services*). The company is also the exclusive worldwide supplier of SolDeck, a no-maintenance, long lasting decking material. Solent Marine is currently embarking on a substantial expansion of its Hamble River based production facility, as well as growing its international activities by appointing agents to handle the sales and project management of its pontoons in Europe.

(See advertisement p. 22)

## STRUCTURMARINE, Quebec, Canada

E: [info@structurmarine.com](mailto:info@structurmarine.com)

Internationally recognised for well-engineered anchoring solutions and aluminium floating structures with appealing architectural features, Structurmarine has many areas of expertise, much experience and offers multiple advantages for marina buyers around the globe. The company's knowledgeable team helps clients optimise project investment and the company continues to set and raise standards of advanced engineering. Structurmarine products are 'designed by boaters for boaters'.

(See advertisement p. 28)

## SULLIVAN FLOTATION SYSTEMS, New York, USA

E: [docks@sullfloat.com](mailto:docks@sullfloat.com)

A full-service dock manufacturer established in 1961. High quality, heavy-duty timber, steel and aluminium systems are available with polyethylene flotation and a choice of decking materials. Floating wave attenuation systems, ramps, hardware and design and consulting services are also offered. The company is now majority owned by Atlantic-Meeco.



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## SUPERIOR MARINAS, Queensland, Australia

E: [info@superiorjetties.com](mailto:info@superiorjetties.com)

Superior Marinas has the in-house ability and expertise to custom design, manufacture and install berthing solutions to suit individual and situation-specific requirements anywhere in the world. The company has completed several marina expansion and refurbishment projects in Australia and overseas. (See advertisement p. 57)

## TECHNOMARINE MFG, INC., Quebec, Canada

E: [sales@technomarine.ca](mailto:sales@technomarine.ca)

Technomarine Manufacturing, Inc., is known for its high-performance docking solutions under extreme weather conditions

and for its expertise in design, engineering, manufacturing and installation capabilities. Technomarine can supply small and large projects around the world for all boat sizes including megayachts.

(See advertisement p. 60)

## TOPPER INDUSTRIES, Washington, USA

E: [sales@topperfloats.com](mailto:sales@topperfloats.com)

Topper Industries manufactures prefabricated floating docks, aluminium and steel gangways, floating breakwaters, marinas, floating facilities blocks and other products. It has been selling products to the marina industry for over 30 years.

## VERSADOCK, Hampshire, UK

E: [sales@versadockuk.com](mailto:sales@versadockuk.com)

The Versadock system features special 'V-berth' floats for creating drive-on docks. This allows berths to be created in previously 'dead water' areas. One UK marina now has 18 PWC berths in a previously unusable area, benefiting from significant additional income, while another has turned two 'alongside' berths into seven RIB and PWC docks, again boosting revenues. Versadock floats can be used to construct docks or pontoons of any shape and dimension with numerous applications.

## WALCON MARINE, Hampshire, UK

E: [sales@walconmarine.com](mailto:sales@walconmarine.com)

Walcon Marine is the UK's largest and longest established marina builder and has provided pontoon equipment for some of the world's most prestigious marinas. The company is able to offer a range of pontoon equipment to suit all needs from the individual unit for the waterfront home to the 1,000-berth marina facility. With in-house engineering design, manufacturing bases in the UK, Australia, Dubai and the USA, and a very active outlet in the Netherlands, Walcon is able to cover most marina construction projects to suit customer specifications.

(See advertisement p. 54)

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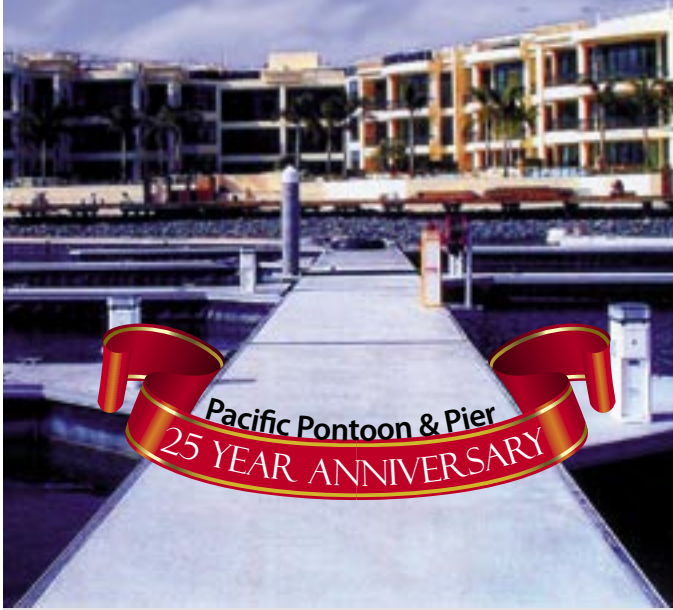
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Andrew Pink (left) and John Griffiths of Shoreline Storage Solutions at MDL's Cobb's Quay Marina, Poole, UK.



UK and I knew it was going to be an uphill challenge to introduce a new product into the marine market. During the first few months, we won a large contract for drystack planning, pre-commencement and consultancy for three of MDL's marinas (Cobb's Quay, Poole; Hamble Point, Hamble; and Saxon Wharf, Southampton) and this gave us a successful first year of trading."

"At the beginning of 2007 we had a number of marinas and boatyards throughout the UK interested in the drystack concept. Unfortunately for us, the marine market was watching the development of MDL's drystack to see if it would be a success or not. This left us with a lack of orders throughout 2007. Towards the end of the year, I realised that there wasn't a market for just supplying drystack systems in the UK and I made the decision to diversify and introduce new products. I knew that to be able to do this in the competitive marine market I would need backing and resources which, from past dealings with Locators, I knew they could offer."

According to Pink, the future expansion of drystack in the UK is quite complex and will be affected by several significant factors including, first and foremost, the state of the UK economy. "Whilst current boat sales are not as buoyant as they have been in previous years, there is evidence that a number of owners of larger craft are making the decision to downsize to the type of boat that is typically stored in a drystack. So, we are optimistic this will drive the requirements for drystack berths in the near future," he says. "With space and land availability in the UK always being at a premium, higher storage density to maximise marina revenue will continue to be a priority consideration for marina owners, and drystack enables expansion of their facilities without the need for extra land. Drystack offers an excellent return on investment and we are working with many marina owners who are currently going through the planning approval stage for their installations so we are confident the drystack concept has been accepted and is an expanding sector in the UK."

One such marina operator is Dean & Reddyhoff whose ongoing project, Portland Marina in Dorset, will be the largest single marina constructed in the UK in 15 years. Part of the venue for the sailing events of the London 2012 Olympic and Paralympic Games, the marina basin will have 600 berths and an associated covered drystack facility offer secure storage for around 170 powerboats.

To service the drystack, Shoreline Storage has supplied Dean & Reddyhoff with the largest Neptune series marina forklift ever imported into the UK. The huge M270 is capable of lifting boats in excess of 42 feet, weighing up to 27,000lbs. It is able to stack boats to a height of 54 feet, and with a negative lift up to 14 feet.

James Beaver, Dean & Reddyhoff operations director, explains his choice:

# One-stop-shop for boat handling

Promoting drystack to the UK has been something of an ongoing challenge with no dedicated manufacturers of such systems established in the country or, indeed, elsewhere in Europe. All eyes looked west to the USA for examples of the concept and to glean expertise from experienced American manufacturers. In November 2005, Andrew Pink addressed the shortfall head-on by forming Shoreline Storage Solutions (SSS), the first company in the UK to focus exclusively on racking and stacking. Three years on, under new ownership and with Pink heading up the sales operation, SSS is still at the forefront of UK drystack but has expanded to become a one-stop-shop for all types of boat handling and storing equipment.

Expansion has become possible through the backing and resources of new owners, Locators – one of the largest and most successful independent materials handling and storage equipment suppliers in the UK. "The acquisition of SSS by Locators has given the company access to extensive service and maintenance capabilities and allows us to supply and support a wider range of marina equipment," Pink explains. "Becoming part of the Locators group has been a massive boost to Shoreline and will give Shoreline's customers the opportunity to benefit from the significant after sales resources and purchasing power Locators has to offer," adds business development manager, John Griffiths.

Further to the buy-out in April this year, Shoreline has expanded its portfolio to include its own make of drystack system and yacht cradle; Neptune marina forklifts from US manufacturer Hoist Liftruck; hydraulic boat transporters and static power cranes from Hydrotrans in the Netherlands; and a range of mobile cranes, industrial forklifts, yacht cradles and boat stands (including standard cradles, T cradles, four-point cradles and top cradles).

"Most marinas and boatyards require various types of plant machinery, the most common being overhead gantry cranes (often known as straddle hoists) and boat movers. We see high demand for all the products we offer and the strength of SSS lies in the range of products we can supply to meet all marina materials handling requirements. If there is a requirement for a product, however niche, SSS will be able to supply and support it," Pink confirms.

Although drystack systems and associated boat moving equipment remains core to the SSS portfolio of products and services, diversification has been essential. "When SSS started up, the drystack market was a very new market in the



A Hoist Neptune at work in a US facility. An M270 machine will soon be lifting boats at Portland Marina in Dorset, UK.

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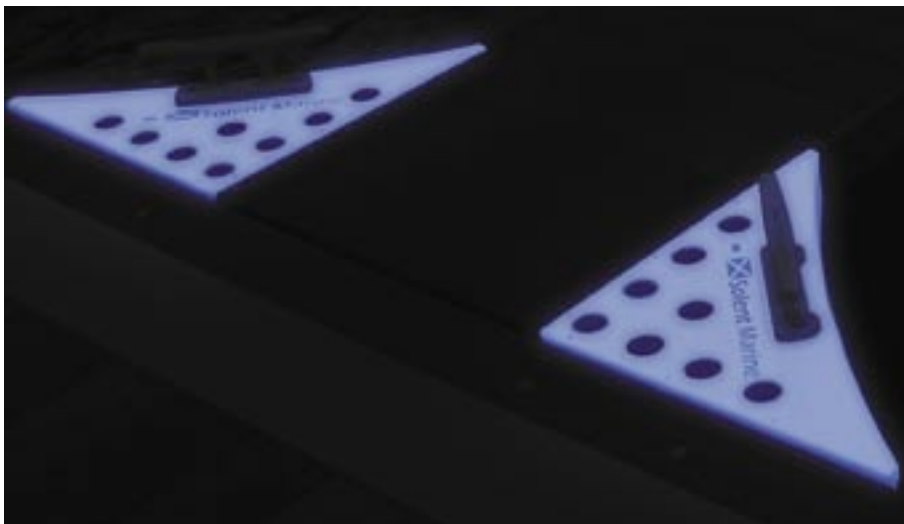


“With Portland being such a high profile site, we knew it was going to generate a lot of interest so wanted to make sure the facilities were absolutely first class. When it came to ordering a forklift, we thoroughly researched the market for the best machine for the job. The Hoist M270, with the ability to lift vessels in excess of 12 tonnes, means we will be able to cater for larger boats than any other current UK drystack provider.”

Other recent contracts in the marina and boatyard sector include delivery of a Hoist Neptune M250 in May to Universal Marina in Southampton, Hampshire and another ‘first for UK’ order for Deacons Boat Yard on the River Hamble. Deacons has ordered the UK’s first ever Hydrotrans 20 ton self-propelled hydraulic boat mover. The machine will be able to move boats up to 20 tons and will be propelled by a fixed engine and operated by a single person using a remote control. The trailer has four-wheel steering allowing boats to be stored closer together in more confined spaces.

Although the majority of drystack enquiries are currently coming in from the oversubscribed UK south coast marinas, interest is building from all over the country giving Shoreline Storage varied opportunities to advise on everything from planning a drystack and constructing the racking to selecting the best boat moving machinery. This, coupled with its ability to supply goods and machinery to boatyards and other commercial organisations and offer good after-sales support, should make for continued growth and success.

Contact Shoreline Storage Solutions in the UK on email: [info@shorelinestoragesolutions.co.uk](mailto:info@shorelinestoragesolutions.co.uk)



## Light-up pontoons

**Glow-in-the-dark pontoon finger ends are the latest innovation from UK company Solent Marine. The product, Simbro-Lite, is manufactured using a special solar reactive polymer that emits a glow for up to seven hours without the need for electricity.**

Simbro-Lite is exclusive to Solent Marine’s range of pontoon systems and improves the safety of night mooring, provides an alternative light source in the event of power cuts and enhances general safety for pedestrians after dark. Impervious to salt water, the finger ends and splays also have integrated non-slip properties.

“Solent Marine is keen to bring a number of new elements to marina construction and

Simbro-Lite is just one of several features we will introduce this year,” says commercial director, Marc Simmonds. “Currently, the new finger ends and splays can be delivered with any of our new pontoon systems. We are also working on a Simbro-Lite that can be retrofitted to existing fingers and hope to introduce that within the next few months.”

Contact Solent Marine in the UK on email: [marc@solentmarine.com](mailto:marc@solentmarine.com)



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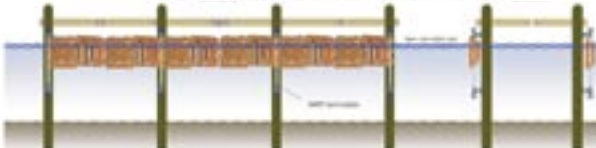
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Manufacturing Sublifts in Anytec's Swedish factory.

## Eyeing new markets

Having secured several recent prestigious orders for facilities as far apart as Dubai Marina in the UAE and Windermere Marina Village in the UK, power and service pedestal manufacturer Electro-Tec is now actively concentrating on boosting its export profile.

The UK company is now partnered with A-Laiturit of Finland and TG Electronics in Norway. Both companies have exclusive distributor rights, and have already signed contracts for numerous marina projects in Scandinavia. Further to exhibiting at Seawork in the UK in June, Electro-Tec has also received distributor enquiries from Romania and Greece.

Electro-Tec will continue to emphasise its presence internationally by exhibiting at the Genoa International Boat Show in October and at METS, as usual, in Amsterdam in November. "At both shows we will be exhibiting our new VX pedestals, which we launched at this year's Dubai Boat Show," says sales executive, Dan Dearlove. "The VX is designed like no other pedestal on the market. It is seamless in design and constructed using our innovative aluminium composite material, which is incredibly tough and resilient and comes with a three year manufacturer's warranty. The VX also comes with LED lighting as standard," he adds.

Electro-Tec is looking to expand its network of international distributors. Interested companies should contact Dan Dearlove on email: dan@electro-tec.co.uk

# Success for Sublift

Agents gathered on the beautiful east coast of Sweden in June to celebrate another successful year for Anytec Marine's Sublift division. Representatives arrived from countries including Spain, Greece, Italy, Germany, the UK, Singapore and Russia to discuss the serious business of Sublift changes, design and sales albeit in a relaxed and informal setting.

Sublift is probably the only commercially available boat lift to be both designed and manufactured by boat builders so it was a perfect opportunity for agents to view the new Anytec 1230 high-speed motor yacht being launched using one of the company's own 12 ton lifts. Attendees were also able to see a 90 ton Sublift being prepared for a customer in Italy.

Now delivered, the 90T is in use at a boatyard north of Rimini where it transports what are probably the last wooden megayachts to be built in the country.

Contact Anytec in Sweden on email: [info.sublift@anytec.se](mailto:info.sublift@anytec.se) and via UK agent Wave Seven Marine on email: [sales@waveseven.com](mailto:sales@waveseven.com)



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The new 54-berth British Waterways Marina in Clarence Dock, Leeds, UK, features electrical, water, telephone and lighting services designed and installed by Rolec Services. Each berth is serviced by a Midi Classic pedestal with card metered electricity, water and telephone outlets, and lighting. Rolec also installed 99 two-directional LED combi lights, which shine blue light on the water and white light onto the pontoons. Contact Rolec Services in the UK on email: rolec@rolecserv.co.uk

## Going for 'platinum'

Australian manufacturer Marine Technologies unveiled its new 'Platinum' range of marine pedestals at the 2008 Sanctuary Cove Boat Show.

Designed to meet ever increasing demands for services, Platinum pedestals are ideal shoreside units for larger vessels and can accommodate power outlets of 15-250 amps and 400 amp direct connections to megayachts.

Units are robust and modern in style to reflect the quality for which the company is renowned.

Contact Marine Technologies in Australia on email: sales@marine-technologies.com.au



experience, we are uniquely qualified to advise marina owners and operators on updating their facilities," Durlacher explained. "It may be a simple facelift such as replacement of decking, or it may be more extensive such as replacing smaller slips with larger ones to satisfy the growing preference for bigger boats." As for the repair service, Atlantic-Meeco will provide renovation



Dan Adams: "It's a very thorough programme. We examine and evaluate every marina down to the cleats and bumpers."

services for any marina regardless of what company supplied the original equipment. Contact Atlantic-Meeco in the USA on email: sales@atlantic-meeco.com

# Marina builder forms maintenance division

US marina builder, Atlantic-Meeco, has launched a new division – Atlantic-Meeco Marina Services – dedicated to providing marina maintenance, scheduled and emergency repairs, and renovations. The company claims the move is a 'first' for the marina industry.

"No longer will owners and operators wonder where they can turn to for service by a qualified marina contractor," commented company president and CEO, Paul Durlacher. "Through this new division, they will have a single-source contractor that guarantees its work."

Atlantic-Meeco now has eight strategically located crews of trained marina technicians and is adding more to support the anticipated demand for these new service offerings.

Maintenance services may be obtained on an *ad hoc* basis or as part of a single or multi-year full marina maintenance agreement.

"All of us know that careful and regular maintenance is the most cost-effective way to avoid costly repairs, loss of revenue from downtime and worst of all, damage to customer boats," Durlacher said. "But seldom do marina operators have available personnel with the skills and training to perform such maintenance correctly. We've long had a viable network of trained crews across the US and now we are growing that part of our business to better serve the industry."

With the maintenance agreement, Atlantic-Meeco contracts with marina operators for inspection and maintenance to be performed on an annual or half-yearly basis. Typically,



Paul Durlacher: "No longer will owners and operators wonder where they can turn to for service by a qualified marina contractor."

in the performance of that agreement, a crew of five will inspect and adjust all connections, winches, cables and trusses above and below water. All anchoring systems will be inspected for proper operation. Dock alignment is checked and adjusted as needed. All floats, decks, vertical supports and roofing are examined.

"It's a very thorough programme," said Atlantic-Meeco vice president, Dan Adams. "We examine and evaluate every part of the marina down to the cleats and bumpers. If we find the need for more extensive repairs, we provide an estimate and timetable for those. We even identify items and areas that are okay now but will likely need work in the future," he added.

The new division also specialises in repairs and renovation. The need for repairs may be discovered during the maintenance inspection, by the marina operator independently or as the result of a weather event. Irrespective of the circumstances or the manufacture of the docks, Atlantic-Meeco will respond promptly with a view to avoiding lost marina revenue or compromising boater property and safety.

The same level of efficiency applies to renovation projects. "With 47 years of marina design, manufacturing and building



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## Tricky challenge for service providers

**The island of Terschelling in the Dutch Wadden Sea, a shallow, semi-enclosed part of the North Sea, is a favoured destination for all kinds of vessels. Its rustic atmosphere and beautiful sand dunes are great attractions but during rough weather and at high tide, sea water flows in and out of the island's marina at will.**

Despite these challenges, the harbourmasters sought to enhance marina services by providing electricity and water to all sailing guests and installing an automated pump-out system for charter sailing vessels. Dutch company, Seijsener Marina Services, won the contract as part of a competitive international tender at the end of 2007.

The marina, situated in a tidal flat, is used by a broad array of commercial vessels including ferries, rescue boats and tugs and, during the summer, welcomes the sailing charter boats. Water levels can fluctuate by as much as 5.5m and the fixed wooden jetties used by the sailing vessels and quays for commercial boats can be completely submerged at high water. This complicates the design of safe, durable and reliable power/water supply connections and any associated electronic payment system.

Seijsener created several new heavy-duty feed points behind the marina's second high-water flood wall. Waterproof conduit liners were installed from these points, passing underneath the flood walls and exiting on the other side of the quay's sheet piles. The conduits were mounted under the stationary jetties with full realisation that everything could be submerged under water. Impact resistant synthetic materials and stainless steel were used to withstand the extremely high water levels, which are always accompanied by harsh weather conditions that sometimes include floating ice.

Occasionally nothing but the timber fenders on the jetties remains above water so the

enclosures needed to be fixed in an elevated position and, preferably, be easily removed. At first glance, these seemed impossible stipulations for stainless steel units that carry a great deal of heavy cabling in conduits.

The Seijsener solution was to design a suspended flexible stainless steel construction that could be fitted in between the floating piles. This ensured that the enclosures were well protected from collisions but were also safe and simple to operate, and easily disconnected at extremely high water. As the piles are linked together and scarcely 50cm apart, the enclosure units were designed to be narrow and placed so that half of each extends between two piles while the remaining half extends over the jetty. This maximised space



on the pontoon and, to optimise the system, the shortest feasible length of flexible connection hose was also incorporated.

In consultation with the harbourmasters, separate enclosures were provided for electricity, drinking water and pump-out. Electrical enclosures are equipped with both 220V and 380V outlets and drinking water enclosures have large diameter connections. Both can be used with Seijsener's Sep-Key contactless payment system. Sep-Key is also used to initiate suction connections for the pump-out system although not to take payment as this service is free of charge.

### Slobber technique

The pump-out system at Terschelling Marina involves Seijsener's so-called slobber technique, previously installed elsewhere in the Netherlands at De Gependam in Enkhuizen and Batavia Harbour in Lelystad.

Upon arrival at the port, the skipper can connect the suction hose to his standard deck connection, which is easily manageable despite a length of up to 50m. Using his Sep-Key, he initiates the suction connection and his waste water is directly pumped out. The skipper can monitor the process, which continues until the tank is emptied and air is being sucked in, via a window. The self-regulating suction connection then terminates the process. The boat remains connected to the pump-out whilst it is in port and the system periodically monitors the tank and drains it as needed. When the skipper is ready to leave, he disconnects the hose and departs with a totally empty holding tank.

Each pump-out station is equipped with the required number of suction hoses. These are guided through the water to various vessels, which can be moored up to four rows deep. The hoses always remain afloat on the water keeping boat decks and quaysides free of the trip hazard of cables. To date, only one situation has arisen whereby the hose became entangled in the propeller of a departing vessel. This caused it to stretch and be rendered defective.

### Boosting export

Seijsener, leader for shoreside services in the Netherlands with a 90% market share, has been in the maritime sector for nearly 40 years. In recent years it has opened up new branches in Germany, Denmark, Belgium and France and is now looking to further expand sales activity by means of a dealer network.

New dealers will be selected with care in order to ensure that the company's reputation for quality and service remains intact. "We are the only company in the world specialising in the entire marina spectrum," claims export manager, Bas Durieux. "Electrical enclosures as well as materials for drinking water, fuel, television and sewage are developed and manufactured in-house. We also have over 20 years of experience in pumping systems and have our own payment systems, all developed in-house as well. Our strength is being able to think like an end-consumer and our motto is to ultimately reach every marina client."

Seijsener will be known as Seijsener Marina Services for all export-related activities and a new website ([www.seijsener.com](http://www.seijsener.com)) will come on line in October.

Contact Seijsener in the Netherlands on email: [bas.durieux@seijsener.nl](mailto:bas.durieux@seijsener.nl)

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# Lifts for the megayacht sector

As the superyacht industry continues to develop on an international scale, Marine Travelift's (MT's) R&D department keeps pace. The company constantly reviews and evaluates its boat hoist series particularly when models are in use to lift vessels of 300 tonnes and above.

Prime examples of attention to detail include the spreader sling combinations and sling adjustment systems. These are claimed to provide safer and more balanced weight distribution when lifting larger boats, especially those with variant hull configurations. All machines are supplied with the maximum number of slings to lift the maximum load. However, the number of slings can always be reduced when smaller vessels need to be lifted

thus allowing the hoist to lift a wide variety of vessels.

MT pays particular attention to the design and structural composition of superyacht hulls. It has proactively sought the advice of naval architects to develop a computer programme that specifically analyses different hull structures and compositions, along with associated stress parameters. This information is then used to determine the maximum

comfortable boat weight per hoist type.

Much of the study has revealed that positioning of large boats in slings is still best in the so-called 'one third' arrangement, i.e. one third at the front of the hoist; one third to the rear; and one third at the centre. However, like all general rules there are exceptions and MT always advises on the best sling positioning to take into account exhaust outlets, stabilisers etc.

Boatyard configuration also needs careful consideration for superyacht handling. MT sales manager, Erich Pfeifer, explains: "Before a customer decides on the right Marine Travelift boat lift system, we can show how a variety of hoists will perform in the yard; options such as crab or carousel steering increase manoeuvrability, particularly when space is at a premium. And some marinas really don't have a whole lot of space, which is why we developed an eight-wheel in-line configuration. Instead of each pair of wheels sitting side by side, they are positioned one behind the other. This means smaller yards benefit from improved manoeuvrability in tight spaces, which wouldn't be possible if the machine was to have standard wheel alignment."

One marina to benefit recently from MT's thorough approach is Marina Group Boat Works (MGBW) in San Diego, California. Last year, as part of a US\$6.5 million refurbishment programme, the marina invested in a 600C Marine Travelift. MGBW vice president, Todd Roberts, is delighted with the performance of the new hoist. "The range of superyachts we are now able to handle has given our business a real boost. For example, we have recently welcomed two Perini Navi yachts, 'Morning Glory' and 'Tamsen' to our facility for routine maintenance. The arrival of these yachts will mark the group's third Perini Navi project within the last five months and is testament to the trust our customers place in us," he said.

Contact Marine Travelift in the USA on email: [info@marinetravelift.com](mailto:info@marinetravelift.com)



## Hybrid marina system – coming soon

Marina Ventures Ltd USA is scheduled to introduce its new hybrid marina system 'Chesapeake' in the winter of 2008/09. According to company president, Faiz Safi, the system benefits from modern truss technology and durable modern wood composites for a product that is structurally strong with long lasting aesthetic appeal.

Development of Chesapeake has been a collaborative effort between Marina Ventures and other long-time industry players; the result of decades of engineering analysis and real-time experience.

As well as benefitting from an efficient use of structural materials, the new system promises to be highly flexible with customers able to choose from a wide range of decking materials including a variety of hardwoods, concrete, aluminium, plastics, recycled materials and

treated softwoods. The decking is supported by means of completely enclosed, foam-filled, rotationally moulded polyethylene floats.

Marina Ventures will produce Chesapeake in association with its partners around the world in order to reduce production and shipping costs and ensure the system is available on a truly international basis.

Contact Marina Ventures in the USA on email: [marinaventures@erols.com](mailto:marinaventures@erols.com)

## Wheel shields dockside

Further to positive customer response to its corner wheel bumper, Dutch company DockAdd has introduced a dock wheel. Mounted on the side of the dock, the wheel has a smooth, rolling movement that makes it easier for boaters to moor up.

The product consists of two elements – a wheel and a straight stainless or galvanised steel fixing plate. The wheel is manufactured from flexible PVC and is inflated via a valve. Priced at €139, the bumper is available in either white or dark blue.

Contact DockAdd in the Netherlands on email: [info@dockadd.nl](mailto:info@dockadd.nl)



# AUCTION

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## DIY websites with expert help

Greek company Successful Software has released 'Successful Marina Management System 2008' for Windows Vista and expanded its marina and boatyard oriented Information Technology (IT) services.

Highlights of the new developments include a brand new online reservation system with credit card processing and a system that helps marina operators develop their web presence. Key to this is the Successful Content Management System (CMS) for marinas and boatyards, which enables marinas to simply – yet effectively – manage their own websites.

Successful CMS requires no knowledge of HTML or any other web programming skills but helps you post new pages on your website and update them in line with your current business needs. The package comes with a pre-installed site structure containing all the essential sections and pages required to run a modern marina business. The package enables the marina operator to establish a professional web presence with email address (e.g. info@yourmarine.com) and have all up and running in just one hour! Alternatively, Successful Software can do this for you.

Contact Successful Software in Greece on email: [welcome@successful-soft.com](mailto:welcome@successful-soft.com)

## Modular docks suit rugged locations

Polyethylene pontoons are not a new idea but existing products do not necessarily suit every location. A market gap was perceived by Anchorage Pontoons for a unit that could withstand the constant wind levels prevalent to its local New Zealand market. As smaller sized products were found to be either insufficiently stable or incapable of surviving strong tides and winds, the company set about developing a new product that would work.

Company founder Carl Jensen, who has been installing marine systems for 12 years, has developed a range of modules from 1.5 sq m to 6.0 sq m that are claimed to outperform smaller units. After exhaustive testing, an improved jointing system was also designed to soak up wave force and improve the structural integrity of the module, which remains flat and sturdy.

Units are available in five sizes, and corner modules and pile brackets are manufactured from the same polyethylene to enhance the overall look of the finished product. The company can design service channels within the pontoons.

Although designed with the New Zealand

market uppermost in mind, Anchorage Pontoons is also keenly eyeing potential export markets and seeks international distributors.

Contact Anchorage Pontoons Ltd in New Zealand on email: [mike@jetties.co.nz](mailto:mike@jetties.co.nz)



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### James Cotton

James Cotton has been appointed manager at Neyland Yacht Haven, Milford Haven, UK. With a degree in marine studies and previous experience as a harbour master, he is well placed to take over day-to-day management of the 420-berth facility.

"I am delighted to be given the opportunity to take overall responsibility of the marina," he said. "I look forward to continuing and enhancing the facilities and services offered to yachtsmen."

Neyland Yacht Haven is owned by Yacht Havens Ltd, operator of 2,600 marina berths around the UK coastline.



### New CMMs

The Association of Marina Industries (AMI) and International Marina Institute (IMI) have awarded five new marina managers with the Certified Marina Manager (CMM) accreditation.

The recipients comprise: Jack Hodge, Irish Boat Shop in Charlevoix, Michigan, USA; Tim Grabenbauer, Vero Beach Municipal Marina, Vero Beach, Florida, USA; Ted Shaw, Savannah Yacht Club, Savannah, Georgia, USA; Dan McKiernan, Saxon Wharf Marina, Southampton, UK; and Pam Taft, Port of Bellingham – Blaine Harbor, Blaine, Washington, USA.

### Dale Chapman and Brian Dawson

Southport Yacht Club, Gold Coast, Australia, has recruited a two-pronged management team – Dale Chapman as house manager and Brian Dawson as finance and marine manager.

Chapman was previously general manager of Southport Surf Life Saving Club for ten years and has been instrumental in co-developing and managing a number of other popular Gold Coast operations. Dawson, already employed by Southport Yacht Club as finance manager for the past three years, welcomes his expanded role. "I have been given a great opportunity to merge two of my passions: managing the finances of a great community organisation and ensuring our water-based activities make a positive impact on the Gold Coast community," he said.

Southport Yacht Club's Main Beach Clubhouse is undergoing phase three renovations until late 2008 when the western side will be reopened with new bathrooms, reception, members' lounge and boardroom facilities.



### Clyde Rawls

Camper & Nicholsons Marinas (C&NM) has appointed Clyde Rawls as general manager of the Caribbean marina of Port Louis in Grenada.

Rawls, who has relocated from the USA, has many years' experience having managed three resort marinas in Florida including the Bahia Mar Beach Resort & Yachting Center in Ft. Lauderdale.

Prior to completion of Port Louis in spring 2009, Rawls will be on site to oversee the construction schedule, deal with new customer enquiries and daily operations for the 50 fully serviced berths currently in operation. From November, he will also oversee the opening of nine additional superyacht slips of 75-85m in length.



### Bruce Birtwistle

Bruce Birtwistle has joined rapidly expanding Middle East company Septech Emirates as business unit manager – marina. Formerly general manager of Bellingham Marine in New Zealand, he has over 15 years' experience in project management and marina development.

Birtwistle is said to be "extremely excited about capitalising on the opportunities present in the Middle East" and is expected to leverage his extensive international experience in drystack and wet slip projects to help Septech further expand its marina portfolio.



### Anna Wyse

Anna Wyse has joined MDL Marinas, UK, as environmental policy manager. She will work closely with each of the MDL operated marinas to keep wastage low and ensure disposal and recycling is handled appropriately. She will also be responsible for organising environmental impact assessments and audits in order to sustain and enhance performance at each marina, and advise on environmental compliance issues.

"MDL has a strong environmental policy in place and recognises the importance of implementing formal procedures," she commented. "I am looking forward to enhancing and continuing its work to benefit the wider environment."

Wyse is a sailing enthusiast who brings a wealth of knowledge of the marine environment to her new role. She was previously project manager for The Green Blue, the environmental campaign set up by the British Marine Federation and the Royal Yachting Association.



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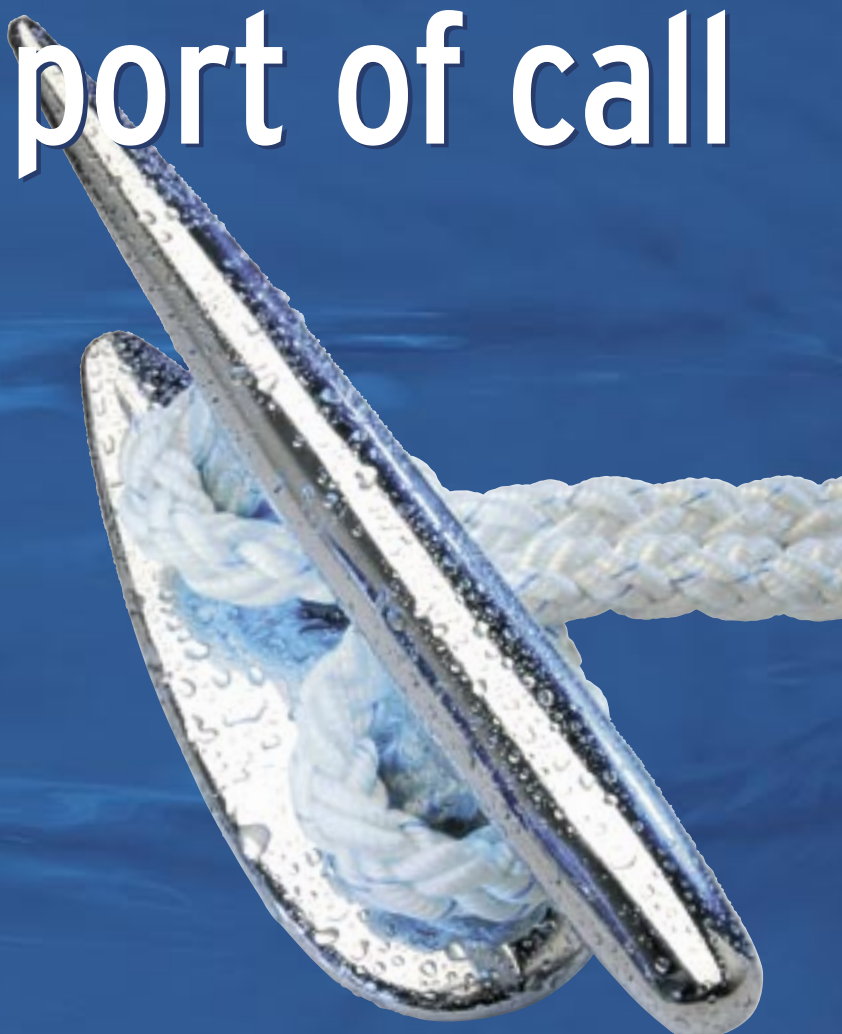
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