

International Marina Consultants - Consultants to the Marina Industry

International Marina Consultants Pty Ltd
Australian Company Number 079 905 481
GST Registration/Australian Business Number 85 079 905 481

473 Annerley Road
ANNERLEY QLD 4103
AUSTRALIA
Phone: (07) 3892 5711
Fax: (07) 3892 5611
International Access (617)
Email: john@imc-marinas.com

Tuesday 20 October 2015

Urban Perspectives
Suite 23, Level 6
58 Pitt Street
SYDNEY NSW 2001

ATTENTION ROS READ

Dear Ros,

Re: SYDNEY SUPERYACHT MARINA

Having carried out engineering design of the proposed marina reconfiguration, we submit the following with respect to Marina Code compliances.

As depicted on the attached Scott Carver For Approval drawing DA04 rev F, and more accurately set-out on the International Marina Consultants' Drawing 4695-01, the berths layout is compliant with the Guidelines for Design of Marinas AS3962 except when vessels are mooring one in front of the other along the Western sides of walkways E and D, or on the Eastern sides of walkways C and D.

Such mooring of multiple vessels along a walkway is not uncommon, particularly if providing options when catering for a number of smaller vessels along a walkway if not occupied by a larger vessel.

With scenarios depicted on drawing 4695-01 on the Western side of walkway E and Eastern side of D, the marina's management are required to arrange the moving of the outer vessel to allow the inner vessel passage in or out (which is not specifically covered by the Code).

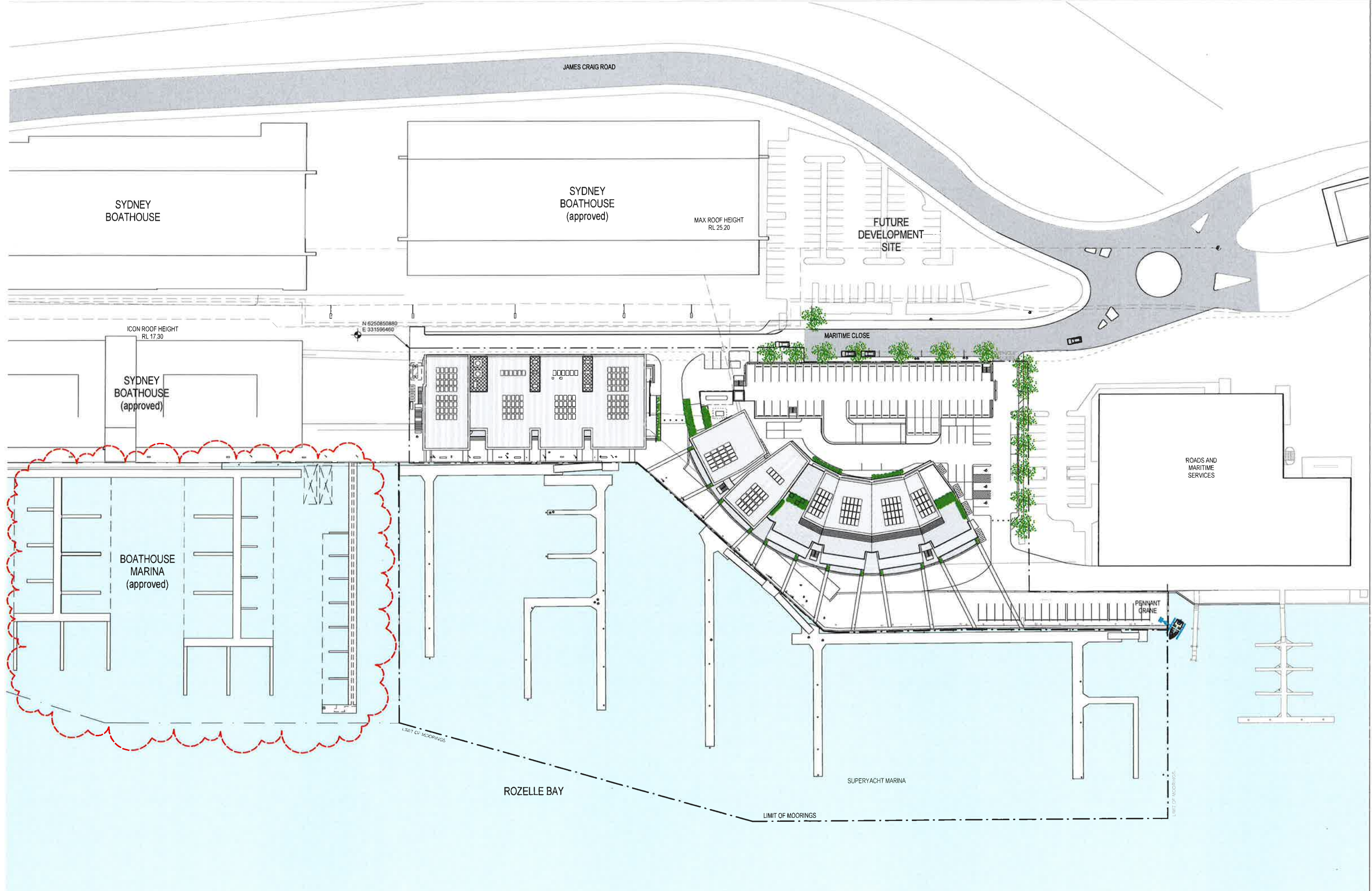
It is also noted that vessels in the inner berth locations adjacent to the Eastern and Western water area limit of moorings boundaries would require removal of the outer vessels to obtain access without going outside these side boundaries if the vacant water area outside these boundaries was not available.

Yours sincerely

INTERNATIONAL MARINA CONSULTANTS PTY LTD











JOHN LEMAN, BE, RPEQ, MIPENZ, ATBP No. CC4190W
Director

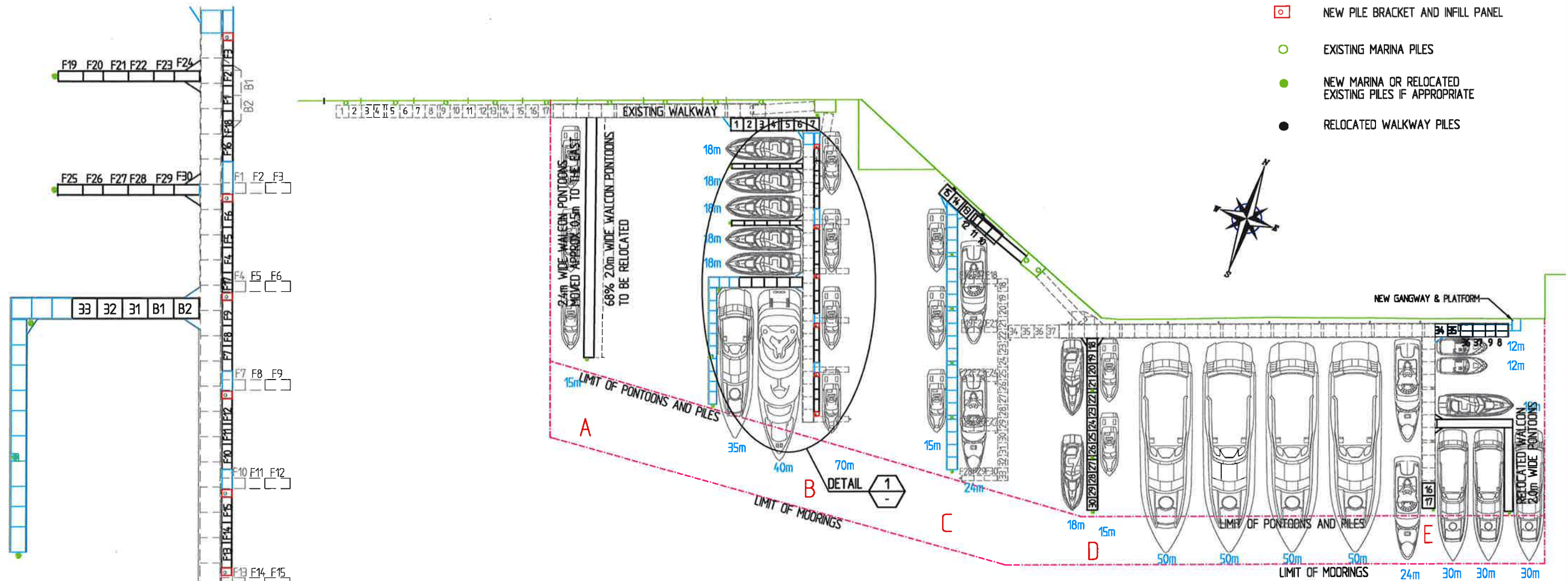


NOTES:

- MARINA STRUCTURAL COMPONENTS AND PILES ARE SUBJECT TO DETAILED DESIGN.

LEGEND:

-  EXISTING PONTOONS
-  EXISTING PONTOONS TO BE RELOCATED
-  RELOCATED PONTOONS
-  NEW PONTOONS
-  NEW PILE BRACKET AND INFILL PANEL
-  EXISTING MARINA PILES
-  NEW MARINA OR RELOCATED EXISTING PILES IF APPROPRIATE
-  RELOCATED WALKWAY PILES



PLAN

DETAIL 1
SCALE 1 : 500

0 10 20 30 40 50m
SCALE 1:1000 (A3)

PRELIMINARY

**International
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A.C.N. 079 905 481

473 Annerley Road
ANNERLEY QLD 4103
AUSTRALIA
Phone (07)38925711
Fax (07)38925611
Email : imc@imc-marinas.com

Client:
SYDNEY SUPERYACHT MARINA
PTY LTD

Project:
SYDNEY SUPERYACHT MARINA

Title:
PROPOSED PONTOON
RECONFIGURATION

Revision:

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Date: 28/04/2014

Drawing No.: 4695-01

Scale: 1:1000 (A3)

Drawn By: W.L.

Designed By:

Approved By:

Ros Read

From: Justin James <Justin@superyachtmarina.com.au>
Sent: Wednesday, 7 October 2015 2:06 PM
To: ros@urbanperspectives.com.au
Cc: geoff.baxter@baxco.com.au; Brian James
Subject: FW: DoP&E - clarification

Ros

Can you please call me about the response from RMS below?

JJ

From: Daniel Duemmer [mailto:Daniel.Duemmer@rms.nsw.gov.au]
Sent: Wednesday, 7 October 2015 12:35 PM
To: Justin James
Cc: Brian James; geoff.baxter@baxco.com.au; David Pavlich
Subject: RE: DoP&E - clarification

Hi Justin,

My apologies in the delayed response. I was waiting on further advice from my Property colleagues. With regards to your enquiry please see my comments in red below;

Could you please confirm:

- *That RMS Navigation approved the marina design for SSM's Permission to Lodge in 2014 and that RMS is content with the operational requirements of SSM's management of the northern and southern limits of the 'limit of moorings' area.*
RMS (Maritime) assessed the proposal with regard to navigational safety. The assessment found there to be no issues with regard to navigational safety. When assessing the navigational safety, both the proposed marina layout/berthing and limit of mooring area were taken into account. RMS did not approve the marina design as RMS is not the relevant consent authority. The Permission to Lodge approval letter only granted land owner's consent for the applicant to lodge the proposal to the relevant consent authority (Department of Planning) for its consideration of the merits of the proposal.
- *That the berthing of vessels behind another vessel is quite common amongst marinas around Australia and will be dealt with operationally by SSM. As you have rightly mentioned the berthing of vessels at a marina behind one another is extremely common and I am not aware of any issues arising from this practice.*

If you have any further questions, please feel free to give me a call.

Kind regards

Dan Duemmer
Manager Operations Sydney Harbour
Boating Operations | Maritime Division
T 02 9563 8504 F 02 9563 8622 M 0400 427 478
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
33 James Craig Road Rozelle Bay NSW 2039

From: Justin James [mailto:Justin@superyachtmarina.com.au]
Sent: Wednesday, 7 October 2015 11:35 AM
To: Daniel Duemmer

Cc: Brian James; geoff.baxter@baxco.com.au

Subject: RE: DoP&E - clarification

Dan

Could you please provide an update on your response to the email attached?

Many thanks



Kind Regards,
Justin James
Chief Executive Officer
Sydney Superyacht Marina Pty Ltd
M: +61 418 222 508
T: +612 9818 0609
F: +612 9818 0622
S: justin0418222508
W: www.superyachtmarina.com.au
E: justin@superyachtmarina.com.au
P: PO BOX 436 Rozelle NSW 2039

Marina Office - 2 Maritime Court, Rozelle Bay, NSW

Superyacht Masters should note that they are required to operate their superyachts on Sydney Harbour in accordance with the **Guidelines for Masters Operating Superyachts on Sydney Harbour** published on the Roads and Maritime Services website.

Please consider the environment before printing this email.

From: Justin James

Sent: Wednesday, 23 September 2015 10:44 AM

To: daniel.duemmer@rms.nsw.gov.au

Cc: Brian James; geoff.baxter@baxco.com.au

Subject: DoP&E - clarification

Dan

DoP&E have asked the we clarify the following:

6. The proposed marina layout includes the berthing on the northern and southern limits of the 'limit of moorings' area, which would potentially require manoeuvring of boats into adjacent marine areas. Please provide details on the operational management of these areas and confirm that the marina layout complies with AS 3962 Guidelines for Design of Marinas.

Could you please confirm:

- That RMS Navigation approved the marina design for SSM's Permission to Lodge in 2014 and that RMS is content with the operational requirements of SSM's management of the *northern and southern limits of the 'limit of moorings' area*.
- That the berthing of vessels behind another vessel is quite common amongst marinas around Australia and will be dealt with operationally by SSM.

Many thanks



Kind Regards,
Justin James
Chief Executive Officer
Sydney Superyacht Marina Pty Ltd
M: +61 418 222 508
T: +612 9818 0609
F: +612 9818 0622
S: justin0418222508
W: www.superyachtmarina.com.au
E: justin@superyachtmarina.com.au
P: PO BOX 436 Rozelle NSW 2039

Marina Office - 2 Maritime Court, Rozelle Bay, NSW

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