

ESPERANCE BAY YACHT CLUB



ESPERANCE BAY MARINA REDEVELOPMENT BUSINESS PLAN

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EXECUTIVE SUMMARY

The Esperance Bay offers some of the most unique and protected waters for boating and water activities in Australia. The Esperance Bay Marina provides vital infrastructure for the Esperance Bay Yacht Club's (EBYC) members and the public (including from the wider South East region) to enjoy this unique environment.

The Esperance Bay Marina Redevelopment proposal is essential and urgent due to the marinas age and dilapidated state. It is also at 100% capacity. The project provides significant economic and social benefits for the entire Esperance and South East and Goldfields community.

The economic modelling projects nearly \$5 million will be injected into the local economy with the creation of four direct new positions¹ during the construction phase. Post construction, this project will stimulate approximately \$21.75 million into the local economy over the 50 year life span of the marina.

The Department of Transport supports this project as its own Bandy Creek Boat Harbour is at capacity. This is potentially hampering the local commercial fishing industry and hindering the growth of recreational fishing.

The Esperance Volunteer Marine Rescue has advised their ability to access the marina will improve response times and the transfer of patients from boat to land to waiting emergency service vehicles. This will make the Esperance coastline safer for everyone and potentially save lives.

Youth groups, schools and tourist organisations wishing to interact with the ocean environment will also benefit through ease of access. Support vessels for youth sailing can be easily accessed. Tourist operators wishing to attract customers can do so with a first class facility.

This Business Plan supports a proposal for the EBYC to redevelop the Esperance Bay Marina. A replacement marina is imperative due to the dilapidated condition of the existing marina and its inability to meet current demands.

A Summary of Benefits

Significant Benefit to the Public including

- o Additional vessel pens and facilities
- o Public access service jetty
- o Enhanced features of the public access rock wall fishing area
- o Greater opportunity for shore-based fishing, sailing and recreational boating activities near the centre of Esperance

Improved Social and Tourism Facilities including

- o Safe and efficient access for tourism operators
- o Cruise Ship passenger transfer facilities
- o Traveling vessel marina pens and facilities

Improved Volunteer Marine Rescue service by way of

- o Response times reduced; safety improved
- o Enhanced emergency vehicle access and improved patient transfer

Modelled Economic Stimulus¹

- o \$4.868M and 4 direct and another 6 indirect positions during construction
- o Post construction total output expected to rise by \$0.269M

ABOUT THE ESPERANCE BAY YACHT CLUB

The EBYC has a strong membership base dedicated to developing junior and senior sailors. It is a family-orientated club that actively promotes and encourages all members of the family to be involved. There are 76 Senior Members, 79 Associate Members and 55 Junior Members. The number of members had been steady over the last five years, however this current season has seen the numbers slightly lower than the previous year with COVID having an impact on the 19/20 and 20/21 sailing seasons. Sailing develops self-esteem, independence and confidence as well as promoting physical fitness.

The EBYC members have always worked together ensuring the club is providing the services demanded in our community. The EBYC Clubrooms provide an outstanding venue that hosts all club functions and is the premier location in town to hold wedding receptions, social functions, funerals and business events. The building is regularly hired, ensuring the EBYC remains sustainable and facilities are utilised to their maximum potential. The Clubrooms can be further utilised when the Marina becomes the permanent disembarking point for Cruise Ship passengers (once cruise ships commence operating again). A working agreement with Tourism Esperance would promote more use of the clubrooms though the provision of basic refreshments and a central focus for tour operators and visitor information when the passengers arrive.

The EBYC facilitates sail training at all levels from junior to rescue training, as an accredited Australian Yachting Federation training facility. Members regularly hold TL1, TL2, TL3 and TL7 training courses. Learn to sail courses are also held every year. These are open to anyone keen to learn and are always fully subscribed. The EBYC also hosts courses annually for people to obtain their Skippers ticket, Marine Safety Accreditation and Marine Radio Operator Certification. It is essential to the EBYC to provide training that builds skills of existing members, develops new members and encourages a safety ethos that showcases the importance and values of the EBYC and the use of our coastal environment.

Members host open days that cater for different ages and skill sets. These range from 'Have a Go' and 'Try Sailing' days where youths and adults are encouraged to try boats in different fleets, including a sail on a cruiser, to specialised days held for youths with disabilities or teaching days where school students are brought to the club. A regular biannual event in partnership with Wongutha Caps (a Christian boarding school for year 11 and 12 Aboriginal students) encourages up to 55 young Aboriginal students who are not confident around the ocean to learn in a safe, fun environment while gaining an understanding of how to sail.

The EBYC Clubhouse is a testament to the drive and determination of the members and highlights the volunteering spirit that is critical for all successful clubs. The clubhouse is open as a licensed restaurant on Friday evenings all year, with a local catering company supplying over a hundred meals each week. These business decisions are made to ensure the club is financially sustainable with robust asset management principles in place. The responsible financial and asset management practices followed by the EBYC allows the club to keep fees to a minimum, making sailing an affordable sport for the whole community.



The Esperance Bay Yacht Club is the premier function venue in Esperance. Situated on the waterfront in the centre of town with views of the Esperance Bay and Marina. Great access by car, bike or walking.

Membership Fees at the EBYC for the 2020/2021 financial year are:

CLASS	NOMINATION (GST INC)	ANNUAL SUBSCRIPTION (GST INC)
Senior	55.00	408.00
Senior (non-sailing)	55.00	342.00
Senior Under 21	55.00	241.00
Associate	55.00	241.00
Associate (non-sailing)	55.00	138.00
Junior	n/a	112.00
Outport	55.00	112.00
Introductory Social	n/a	55.00

The EBYC regularly hosts State and National Regattas in differing competitive fleets, and has held an International Regatta. These regattas draw a significant number of people to our town. Through the provision of top-quality facilities and services we are able to attract competitors from around Australia. The Esperance Yacht club members volunteer a significant amount of their time to make sure the regatta runs smoothly and the competitor experience is enhanced both on and off the water. Competitors head to Esperance needing accommodation, food and entertainment. These are all income drivers for the Esperance community. Every competitor visiting Esperance is anticipated to spend an average of \$652 during their time here (based on Tourism Research Australia 2016: Esperance profile⁸). When the competitions are junior based (i.e. State Pelican titles) the number of additional travelling companions increases exponentially with parents and siblings also heading to town.

The Economic impact of additional monies spent in the town during these competitions, to the Esperance economy, is estimated to be between \$60,000 to \$100,000. EBYC averages one of these events per year.

Boat owners take spectators out on their boats on competition days, showcasing the supportive and family orientated club that is Esperance Bay Yacht Club. In the past six years the EBYC has hosted a regatta each year:

- 2012 Jan State Pelican titles (29 boats)
- 2013 Mar National 125 State Championship
- 2015 Apr 53rd Flying Fifteen State Championship (44 boats)
- 2017 Apr 36th National 125 Championship (23 boats)
- 2017 Dec 55th Flying Fifteen National Championships (40 boats)
- 2018 Jan 60th State Pelican Championships (24 boats)
- 2019 Apr WA State Flying Fifteen Championships (35 boats)
- 2020 Dec WA 125 State Championships (24 boats)

Information is supplied to participating competitors on the tourism opportunities in town, events that may be occurring during or adjacent to their stay and additional information that encourages extended family members to attend and enjoy everything Esperance has to offer. The EBYC committee are strong leaders in the Esperance community and conscious of building a positive Esperance brand that builds tourism numbers and economic spend.

PROJECT SCOPE

CONDITION OF PRESENT MARINA

The Esperance Bay Marina was built more than 30 years ago utilising recycled timber and has since undergone a number of upgrades and structural repairs, including,

- The replacement of sections of decking with prefabricated steel deck frame.
- The installation and replacement of steel and timber pylons.
- The installation of concrete slabs over the substructure to form walkways.

Original construction and ongoing maintenance works have been carried out and paid for by the EBYC. A pylon failure in May 2018 resulted in two yachts being placed at risk of serious damage and this structural component remains unrepaired. The EBYC have mitigated risk by removing access to the two berths that used this pylon, thus reducing the existing marina from 34 berths to 32.

The marina is old and urgently needs repair or significant upgrade. Below is a summary of the major elements that need addressing:

- The marina lacks any corrosion protection including cathodic protection.
- All steel elements have significantly corroded and do not provide the required structural integrity, including steel pylons which are open-ended and are corroding from the inside as well as the outside.
- Structural components do not have design documentation or engineering certification.
- Timber elements have been infested with Teredo Worms and their structural capacity has been seriously compromised.
- The concrete slabs forming the walkway are laid across the substructure. The slabs are not reinforced and any failure could be quick and catastrophic.
- Electrical and water supply to the existing pens is substandard, dilapidated and not available to all users.
- There is no provision for fire protection or firefighting facilities.
- Vehicular access to the marina is poor which compromises emergency services ability to contain a fire and impacts on Ambulance evacuation services, further elevating risk.

The EBYC evaluates and manages risks to members and the public posed by infrastructure under EBYC management. The dilapidated condition of the marina is now considered a high risk to marina users and the public, so a more robust strategy and longer-term solution is required to mitigate this risk. To reduce risks to acceptable levels, EBYC consider a new marina that complies with current regulations is necessary. Please see Appendix B for photographic evidence of the existing condition of the Esperance Bay Marina.



The existing Marina has a concrete deck, in this instance the slab has moved sufficiently to become a major safety concern and require remedial action. (October 2018)

NEEDS ANALYSIS

The EBYC considers that any proposed marina upgrade should improve access to members and visitors and meet the current and future needs of EBYC and the wider Esperance community. The proposed facility should also accommodate future increased use and projected increase in member numbers by berthing more vessels of a greater size range. The EBYC considered current member needs, future increase in member numbers, alternative facilities available in Esperance, Esperance volunteer marine rescue and cruise tourism as key elements in a current usage and needs analysis.

The marina is currently at 100% capacity, curtailing future growth of EBYC's fleet and recreational owners. Boats using the marina have increased in average size in recent years (an Australia wide-trend), and this poses a significant challenge for the marina, which was designed for smaller boats. Bandy Creek Boat Harbour is also at capacity. The lack of available berths and marina facilities is a deterrent for future sailing participants and potential boat owners from Esperance and further afield, with regular boat users heading to the Esperance coast from Kalgoorlie, Norseman, Ravensthorpe and the greater South West region.

Recreational boating and current use

The facility is used by the EBYC, tourist operators and the broader community. The marina was built to cater for 34 boats, but two berths are presently unusable due to structural failure. The remaining 32 berths are fully occupied, being leased to EBYC members, tourist cruise operators and storing 13 power boats and 19 yachts. The marina is used extensively by EBYC members and guests who participate in organised sailing events, and recreational sailing, fishing, diving and other water sports. The total capacity of the vessels in the marina in aggregate is approximately 170 people. The marina breakwater is used by the public for recreational fishing and other pursuits.

Five boats moored in Esperance Bay opposite the yacht club grounds are on a waiting list to secure a berth at Bandy Creek Boat Harbour or the Esperance Bay Marina.

Alternative marina facilities and commercial fishing in Esperance

The only alternative marina facility proximal to Esperance is the Bandy Creek Boat Harbour, which is over 4 kms north of town and has been designed primarily for commercial and fishing motor boats. The entrance to the harbour silts up regularly, which increases risk of grounding and damage to sailing vessels and visiting yachts. Use of Bandy Creek harbour by deep draft vessels increases dredging costs to maintain the harbour. Regardless of the increased risk and cost, a number of members utilise Bandy Creek Boat Harbour because facilities at Esperance Bay Marina are at capacity or are not fit for purpose for their vessels. The increased use of Bandy Creek Harbour by recreational vessels potentially limits further growth of the commercial fishing industry.

Esperance Volunteer Marine Rescue

Esperance Volunteer Marine Rescue (EVMR) provides an important service to the Esperance community, visiting tourists and boating enthusiasts and patrols a considerable area east and west of Esperance. EVMR conduct operations from their current location at Bandy Creek Boat Harbour. (Additional information about the role of the VMR in Western Australia can be found at www.vmrwa.org.au). The Esperance marinas current existing fixed-height makes transfer of people from boat to land and into waiting emergency vehicles difficult and potentially dangerous. Having a space available that allows VMR to access in the town centre increases response times for volunteers and ambulances to deliver patients to hospital in comparison to having to return to Bandy Creek Boat Harbour.

A key element of any rescue organisation and its ability to operate efficiently and potentially save lives is its response time. A key element in the survival of patients is early access to elevated medical treatment. The replacement floating marina overcomes limitations inherent to fixed facilities by including a service jetty area that will be utilised for loading and unloading supplies and people, in a safe and expedient manner within the protected waters of the marina. There is vehicular access up to the take off point of the Jetty (where it meets the land), this is an additional benefit to those undertaking emergency work or needing to load/unload supplies.

Cruise tourism

The outstanding natural beauty of the Esperance region and the unique coastal lifestyle of the remote Esperance township make the area a destination of choice for cruise ships. Ten cruise ships and approximately 8 000 passengers visited Esperance over the 2018-19 financial year (Southern Ports annual report) and numbers were forecast to increase prior to the pandemic. The impact of COVID 19 on the previously growing industry of cruise tourism in Esperance will not be fully known in the immediate future, however it is vital Esperance be well positioned and ready to cater for tourists when cruising recommences. For this to occur the provision of quality infrastructure and services to lure operators and tourists alike to Esperance is critical in ensuring we are seen as a destination of choice.

Currently, Esperance Port has no permanent docking facility for cruise ships. Instead, tenders transport passengers to shore from ships anchored in Esperance Bay. Passengers disembark at a temporary, removable floating pontoon at the small EBYC service jetty (the 'Flying 15' jetty), which is exposed to strong summer easterly and north-easterly winds and waves generated in Esperance Bay. In these conditions the first experience for visitors to Esperance is not particularly safe or enjoyable. Passengers returning to ship have in the past have been delayed by several hours due to rough conditions where the tenders dock at the pontoon.

The marina redevelopment proposal includes permanent docking facilities for cruise ship tenders in the protected waters of the Esperance Bay Marina. This will enhance safety and improve amenity for cruising passengers' as they disembark in Esperance.

DEMAND ANALYSIS

The marina has 32 usable berths that are fully occupied and has a waiting list from people who wish to have a berth at the marina. To compound the issue, Esperance Bandy Creek Boat Harbour is also fully occupied.

Bandy Creek Boat Harbour is a commercial fishing boat harbour with 48 berths available. However due to the lack of options in Esperance it currently has 20 berths to recreational vessels. The Department of Transport who manages this facility has advised they would like to see these recreational vessels berthed elsewhere. They, and fishing industry representatives, are concerned that this situation is impacting upon the requirements, needs and demands of the fishing industry. Additionally, the pen fees imposed at Bandy Creek Boat Harbour are significantly higher than those charged by the EBYC due to the commercial nature of the boats and hence the boat owners.

The current Esperance Bay Marina has 32 usable pens. The proposed designed expansion is for a total of 55 pens, a net increase of 23 pens and 2 jet ski berths. It has been determined that 1 of these pens will be set aside on a permanent basis for visiting vessels and vessels who are crossing the Great Australian Bight. This equates to a total of 22 additional leaseable pens, two island cruise boats both wish to move their boats into the new Marina and off the Southern Ports owned infrastructure, this will significantly improve access to patrons when getting on and off the boats.

Currently berthed	Demand	Comments
Currently in Esperance Bay Marina	32	These vessels have all expressed their desire to continue to have a pen in the expanded marina
Currently moored in the bay	5	These vessels are currently moored in the bay as they wait for a pen. During winter storms it is not uncommon to see a vessel break its mooring
Currently berthed at Bandy Creek	7	20 recreational boats are currently berthed at the Bandy Creek marina. The Department of Transport have expressed a desire that some of these vessels be relocated to the marina when capacity becomes available (the larger ex-commercial boats will need to remain at Bandy Creek due to size constraints). We have included a potential 7 (30%) owners who would like to transfer to the Esperance Bay Marina
Esperance Volunteer Marine Rescue (EVMR)/ Service Berth	1	EVMR have expressed a desire to access to the marina should they need to transfer patients during and emergency. Having a 'service' berth available will significantly reduce response times during emergencies
Looking to buy a boat or Dry docked / Trailer boat and would like a berth	2	During consultation for this Business plan 10 boat owners/potential boat owners indicated demand for a berth. 20% of this number has been included in the total.
Total	47	Expansion of Marina will have a total of 52 pens and 2 jet ski berths

The numbers indicate the marina will reach capacity in the short to medium term. This expansion is deemed to be a very modest expansion given the current known demand. The EBYC has also had numerous inquiries over the past few years requesting a pen, however these have had to be turned away due to the current occupancy rate.

The design being contemplated has the capacity for future expansion through its modular design. This would involve lengthening the calm water protective rock wall and is not something the club can consider undertaking in the next 5-10 years. However the marina design has been developed to ensure additional construction can occur longer term.

As part of the development of the business plan an attempt was made to ascertain the number of vessels that cross the Great Australian Bight on an annual basis. This is deemed to be an important consideration as Esperance is either the last potential stop or the first (depending on the direction of travel). Consideration of these travels is important and setting a pen aside for visiting vessels was deemed wise.

Unfortunately, there appears to be no data on the number of vessels crossing the Great Australian Bight in any given year. However, enquiries with the Department of Transport and the Esperance Volunteer Marine Rescue resulted in very similar estimations being given. Although only an estimated figure, it would appear that on an annual basis in excess of 100 vessels travel straight past Esperance without stopping over.

Although there may be many reasons for this, it is well known that Esperance is at capacity and is currently unable to cater to their needs. That said, approximately 30 vessels have stopped in, mooring in the bay or berthing at Bandy Creek if a pen is available. The length of stay varies per vessel.

It is clear that there is a desperate need in Esperance for further investment in the expansion of the Esperance Bay Marina as the only viable option to cater for the current demand.

CONSULTATION

Consultation with a project of this nature is essential. The Marina Subcommittee will continue to consult with all marina users, general membership and the Esperance public to keep them fully informed of the process and any outcomes. Consultation for the submitted design has occurred by holding meetings with the Marina Users, discussions at Annual General Meetings and information forwarded through the EBYC Newsletter. Members voted an AGM to support the application for a new marina and for the budget expenditure that has occurred to this point. Additionally, a Special Meeting was held asking members to support expenditure on undertaking a wave and current survey as well as detailed design concepts study to provide guidance on the type of marina suitable for the location and the EBYC needs.

A Marina users survey was conducted using Survey Monkey and forwarded to all current lease holders in the existing marina. All responses showed 100% support for a new marina, and the design submitted for funding. 85% supported increases in marina fees, with indicative increases ranging from 20% to 100%.

During the course of the project the General Committee will be fully briefed and all documentation is available for viewing. Newsletters will also be sent out to all EBYC members with project updates.

Throughout the project, the EBYC will rely on professional advice and input from members. The process will be transparent to all members and all minutes and documentation will be maintained in a professional and audit-able manner. Consultation has been undertaken with Southern Ports Executive Management Team, Department of Transport representatives, Tourism Esperance Board and the Shire of Esperance CEO and Elected Members as well as numerous other stakeholders and interested members of the public. Consultation with these stakeholders will continue during the course of the project. The final decision on design will be through consultation with the Marina Subcommittee, professional advice and the General Committee.

The relationship with local agencies is strong as all groups work towards creating better outcomes for the Esperance Community. State agencies, (i.e. Department of Transport, Goldfields Esperance Development Commission, DFES representing emergency services) and primary stakeholders (Southern Ports, Shire of Esperance, EBYC members) will be provided with regular updates and advised of milestone occasions during the project. This would include the provision of dates for demolition, pile driving and marina assembly.

100%

Current Marina lease holder support for a new Marina

100%

Support for Marina design submitted for funding assistance

85%

Support increases of more than 20% and up to 100%

The Esperance community will be kept informed of what is occurring at the Esperance Bay Marina and the potential impacts. This includes the relocation of the boats during the course of the project, the noise and time-frames of the pile driving and any restrictions that may be required on the rock wall during project works. The EBYC would attempt at all times to minimise the impact on the public and retain access where possible during the project.

Communication tools that will be used during the project includes social media sites, e-newsletters, public notices, print and radio media. Bulletin boards at the clubhouse will keep members apprised with up to date information. On completion of the project the EBYC would hold an official opening recognising all funding contributors. This would be well publicised to attract State and National boating media attention, thus ensuring an awareness of the new facility to those most inclined to use it. Invitations would be extended to all towns in the South West and Goldfields Region. This promotion would highlight Esperance, showcasing the tourism potential of our region.

ASSESSMENT OF OPTIONS

BUSINESS AS USUAL

Essential maintenance in the immediate future is estimated at \$40,000 for this financial year, with higher costs expected to be incurred the following year (\$40,000 was spent in the prior financial year). The existing Marina is currently not compliant to Australian Standards and future insurance for both the EBYC and boat owners could be at risk. Risk management procedures would need to be elevated and mitigation plans put in place and considerably higher maintenance would be required in future years. This is not considered a good option by the EBYC.

UPGRADE EXISTING STRUCTURE

This is not a viable option structurally or financially. The current sub-structure does not comply with Australian Standards and the cost to bring this up to an acceptable level would far outweigh that of a new structure with limited ability to increase any level of service. An upgrade is not feasible as the Marina cannot hold any additional loading, nor will there be opportunity for extra pens to be included in the design due to the configuration of the marina within the protected waters provided by the rock wall (the new design utilises different take off points and angles which allows for two marina arms).

RELOCATE TO BANDY CREEK MARINA

The Bandy Creek Marina is also at capacity and is dredged every three to five years to compensate for the silting that occurs from the overflow of Bandy Creek and tidal sand movement. The draft for a number of the EBYC Single Hull boats currently prevents them from entering Bandy Creek. Bandy Creek Marina is 9.5kms by road and approximately 7kms via the water, a relocation to this area would likely see a reduction in weekly competitors during the sailing season.

CONSTRUCT REPLACEMENT MARINA

The replacement of the existing Marina will see an increased level of service provided to the Esperance community, a permanent disembarking point for Cruise Ship passengers, and an improved facility for marine rescue transfers (boat to ambulance), quicker response times to emergencies from EVMR, increased economic benefits to the community and better visual amenity for locals and tourists alike. The additional services and extra pens will see a higher income generated that would see the replacement Marina be a self-sustaining asset capable of covering current and future costs. This is deemed to be the only viable option.

THE PROPOSAL

FLOATING ESPERANCE BAY MARINA

The EBYC has engaged industry leading expert, MP Rogers and Associates (MPR), as their consultant to plan and design the Esperance Bay Marina Redevelopment. MPR have conducted a detailed wave and current survey of the site to determine the type, size and best design for the redevelopment. This survey has determined that a floating marina can be constructed in the same site currently being utilised as a marina area. MPR completed a number of floating marina design concepts that went through a detailed review and consultation process with the Marina Committee and current marina berth holders. EBYC has selected a floating marina design that aligns with the needs and demands of the community as well as allowing for future expansion. This design allows for the project to commence within 12 weeks of funding being made available. A copy of the final design is attached as Appendix A - Floating Pens Layout Option 1D.

DESIGN LIFE

The marina will be constructed to ensure a 50 year + life span; this will require scheduled maintenance with the asset serving the community well in coming years. Factors including sea level and ecological sustainability will be considered in the design. The design will include elements to minimise future maintenance costs and provide a planned program for maintenance. The modular design allows for future expansion, as well as easy access for maintenance and potential replacement of sections. The EBYC follows strong asset management guidelines and understands the importance of building an affordable and sustainable marina.

SIZE OF MARINA

The current marina caters for 34 boats with a double berth at the end (please note at this point in time only 32 berths are usable). This has a mixture of berth sizes and many altered to accommodate longer boats as required. The new marina will cater for the existing fleet and provide additional berths for longer term demand. Berth sizes will vary depending on the needs of different boats, taking into account the national trend for larger boats in both the cruising and recreation area.

The marina design will include 21 additional berths and 2 jet ski berths, accommodating the current demand while also including a berth for visiting craft to stay when in Esperance waters. The marina will consist of two arms built within the shelter of the rock wall. A permanent berthing facility has been included in the design for 40 foot cruise ship tenders to dock, allowing passengers to disembark at a facility that is safe, aesthetically pleasing, close to high quality tourism infrastructure and tour bus operators.

EXISTING INFRASTRUCTURE

The existing Esperance Bay Marina will need to be removed prior to commencing the construction of the replacement. The concrete slabs which make up the deck on the marina will be utilised along the existing rock wall. This will improve access along this pathway to the two new marina arms while minimising waste and disposal costs. Steel and concrete piles will be removed and wherever possible will be re-purposed at the EBYC. Material with no re-purpose or commercial value will be taken to the Wylie Bay Waste Facility. Some wood pylons can be used as garden features around the club and along the waterfront path leading into the Esperance town centre. These have a high aesthetic value and are often sought as landscaping features.

The Esperance Bay Marina is protected by a rock groyne that is widely used by the public for recreational fishing. This rock groyne can take vehicle traffic up to the take off point for the pontoons with walking access only after this point. The ability to have vehicle access improves access for loading and unloading items and permits emergency transport access.

The parking facilities available at the Esperance Bay Marina and the EBYC are sufficient to cater for the additional demand. No further infrastructure would be required. The facilities available at the club are capable of catering for more than double the number of current members and marina users.

Infrastructure in the immediate vicinity of the marina includes a cafe, family friendly beach, skateboard park, coach parking, public toilets and showers and a significant amount of green space.

UTILITIES

The marina will require electrical and water services accessible to all pens. The method of installation shall factor in the possibility of monitoring these services. In addition to the basic services, the marina will include fire protection via a pumping service for the fire services. This will be a great improvement to the utilities currently available to marina users, as existing infrastructure is not capable of receiving upgrades. All services to the marina shall comply with the relevant Australian Standards. Lighting will be installed along the marina to provide safety and security for people using the marina and the assets that are berthed there.

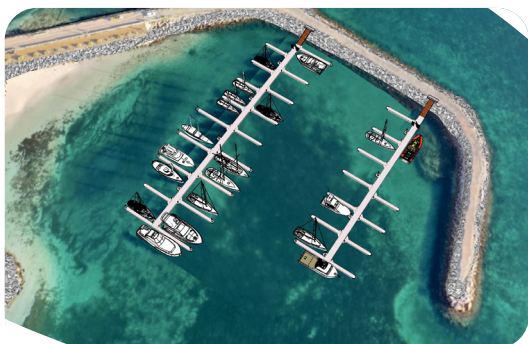
SERVICE JETTY AND VISITING VESSELS

The Esperance Bay Marina design includes a public Service Jetty which will be located close to vehicle access. This can be utilised for loading of stores onto boats, collection of passengers or emergency berthing if a marina berth is unavailable. The Service Jetty will also be available to visiting boats.

The Service Jetty will also be a floating construction, providing easy access to disabled and elderly passengers. This would promote current boat users to continue using their boats further in age or introduce people into recreational boating to enjoy the feeling of being out on the water.

The Service Jetty design will also provide a far greater level of service for marine rescues due to the ease of transitioning patients from boat to land. There is no current facility in Esperance like this. The Volunteer Marine Rescue and Surf Life Saving Club are both supportive of this improved facility which will aid in rescue operations.

The interaction between club members and visitors is an important social aspect of yacht clubs. It is also known that passing boats are willing to pay for facilities that are safe, well maintained and therefore suitable for visitation. This is a lost opportunity for the EBYC and the Esperance Community from a tourism perspective and would be rectified by a new marina designed to accommodate visitors.



THE BENEFITS

ECONOMIC BENEFITS

Economic modelling has been undertaken reflecting the benefits to the local economy of constructing a new marina in Esperance. This modelling looked only at costs that were quantifiable, during and post-construction, related to the new marina. The economic modelling was undertaken by the Goldfields-Esperance Development Commission who has licensed the REMPLAN (Regional Economic and Planning)¹ tool from Compelling Economics Pty Ltd.

The provided report shows some of the potential economic benefits of a new marina in Esperance through direct local construction investment, and direct earnings from the use of the new marina, and associated flow on economic activity. Using the REMPLAN¹ modelling tool, the report examined the impact of the project on the local economy, both during the construction and post construction phase.

The REMPLAN report does not capture additional incomes that could be earned through the benefits for more multi-day trippers to disembark and spend in the local community, the delivery of community programs such as engaging with 'at risk' youth through aquatic activity (a floating marina improves access), or the potential to capture part of the estimated 100 vessels that do not stop in Esperance each year possibly due to a lack of berthing facilities.

The report is based on a \$2.5m construction spend in one annual period and indicates that 4 direct new jobs would be created with \$0.372m more in wages and salaries and a boost in value added of \$0.725m during the construction phase. The table below highlights the indicative impacts that would be expected during the construction phase based on the assumptions used in this modelling.

Impact Summary – Construction Phase

Impact Summary	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output (\$M)	\$2.500	\$1.753	\$0.615	\$4.868	1.701	1.947
Employment (Jobs)	4	4	2	10	2.000	2.500
Wages and Salaries (\$M)	\$0.372	\$0.365	\$0.135	\$0.871	1.981	2.345
Value-added (\$M)	\$0.725	\$0.650	\$0.348	\$1.723	1.896	2.377

The report also states that with a direct increase in output of \$2.5m there is a corresponding creation of 4 jobs. The report continues to use predictions on the flow on effects that this type of expenditure can have in the community and estimates that total employment, including all direct, supply-chain and consumption effects could potentially be as many as 10 new positions (direct and indirect). For further information on this and the assumptions used to determine the estimate figures refer to the REMPLAN undertaken by Goldfields Esperance Development Commission¹.

The Post-Construction phase will see improved services being offered in a larger marina. There would be a direct change output of \$0.152m per year in the Sports, Recreation and Gambling sector. An impact summary table was supplied and is included below. The prediction being that an additional \$0.152m will see a direct effect of \$0.032m in wages and salaries and a boost in value-added of \$0.052m per annum.

Impact Summary – Post-Construction Phase – Access to Redeveloped Marina

Impact Summary	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output (\$M)	\$0.152	\$0.074	\$0.043	\$0.269	1.487	1.767
Employment (Jobs)	0	0	0	0	0.000	0.000
Wages and Salaries (\$M)	\$0.032	\$0.019	\$0.009	\$0.060	1.609	1.905
Value-added (\$M)	\$0.052	\$0.031	\$0.024	\$0.107	1.607	2.073

As mentioned previously, the modelling of the economic benefits has only been calculated based on leasing of the berths within the new marina. The reason for this is that no data has been collected on the spend levels of vessels who visit Esperance as a destination or from those who are crossing the Great Australian Bight, and the exact number of vessels crossing on an annual basis cannot be specifically quantified.

A desktop analysis found that research of this type is rare in Australia. The only research of this kind located, was carried out by AECOM on behalf of the Boating Industry of Victoria in July 2014, in a report titled “The economic value of boating and marine industries associated with the use of Gippsland Lakes”. This report drew upon Victoria’s Department of Environment and Primary Industries survey which found that total expenditure per boating trip by multi-day trippers was \$511.

It should be noted that the type of vessels and holiday goers between the two regions would be vastly different. One could make a solid argument that due to the isolation and nature of the visits to Esperance, that the actual spend per vessel would be significantly larger. Accommodation, replenishing stock, eating out, entertainment, hiring of vehicles, repairs and the like, are all likely expenditure items for vessels visiting Esperance, whether crossing the Bight or coming to Esperance as a holiday destination. For the purposes of this document we will use the figures from this report.

It has been estimated by both the Department of Transport and the Esperance Volunteer Marine Rescue that in excess of 100 vessels travel past Esperance without stopping over as they cross the Great Australian Bight. This combined with the approximately 30 vessels that stop over, means that there is a potential demand of 130 vessels per annum for visiting vessels. This is before consideration is made for increased visits from vessels that may see Esperance as a holiday destination once word spreads of the new marina and capacity to berth visiting vessels.

Given the figures above, there is the potential for a further economic impact to the Esperance economy of \$0.066 M per annum. Utilising the same methodology as the REMPLAN modelling and considering the impact on output alone, it could be argued that a further \$0.115 M could be added to the Esperance economy per annum once the supply chain and consumption effects are considered. These figures are based on the ability of Esperance to capture this market, which given their key location, is not unreasonable. Should they be able to do this, there is a potential further impact to the Esperance economy of \$5.783 M over a 50-year period.

SOCIAL BENEFITS

The EBYC provides a strong social focal point for sailing and recreational boat users and there is a need to ensure all aspects of boating are considered. It is envisaged the facility will improve access for the broader community and tourists to enjoy social and recreational experiences on the water and at the nearby islands.

Coastal towns are known for leveraging their closeness to the water and building assets that reflect this. Esperance is no different and a marina in the centre of town provides an aesthetically pleasing sight that is almost expected when one walks along the waterfront. It provides a point to walk to, visually appealing with access and interest points that encourage people to slow down and enjoy the sights.

The new marina will have floating jetties on one side of every boat. This offers a higher service level than the current marina provides. This type of service will improve safety, especially for elderly or disabled sailors. It is paramount that access be improved for all members, potential members and visitors to the club.

The EBYC sees a marina as more than a place to keep a boat. It needs to be a place where everybody can come and have fun, not only boat owners. The recreational fishers who utilise the rock groin that edges the marina enjoy the vista and the activity that is undertaken in the area.

The EBYC conducts open days for the residents of Esperance. These are events whereby the club invites everyone to 'Try Sailing' as part of a Yachting Australia initiative. On these days, the community are invited to go sailing on the yachts with access to the marina open to the public. The day includes learning about the club, how the sailing season works, the social functions and the affordability of sailing. The Cruiser Division actively encourages new members and willingly takes out people wishing to try sailing with no experience. New crew are mentored on the boats by experienced sailors and welcomed back each week to learn more. The Try Sailing day held in October 2020 saw 36 Esperance locals head to the Yacht Club and out on a boat. 6 of these have become active sailing members.

EBYC prides itself on providing strong leadership in the community and taking a lead role in times of need. In recent years, the Esperance community suffered a significant loss in the closure of the Esperance Tanker Jetty. The Jetty was a very popular spot for local and visiting fishers. Prior to this the Esperance Bay Yacht Club rock wall, which provides protection to the Esperance Bay Marina, was closed to the public, with only members having access to keys to get through the security gates.

When the Tanker Jetty was closed, the club members changed the location of the security gate to be directly on the marina arm, still providing security to the berthed boats while allowing access for fishing along the rock wall. This access will remain available to the public with the new Marina having security on the Marina arms only.

Esperance is a strong regional centre that attracts many recreational boat users who travel from Kalgoorlie, Norseman, Ravensthorpe and the greater South West region. As the coastal town in the Goldfields Esperance region, those living inland are looking to Esperance for simple access and coastal experiences when they arrive. The generation of income and social connectivity provided by those who live outside of Esperance itself must be included when considering social assets of this nature.

The additional 21 pens would begin to address the demand for berths in Esperance, create additional income to the Club, enhancing its financial sustainability and have a flow-on social benefit by increasing the number of members at the Esperance Bay Yacht Club. More boats at the Marina will bring about more activity with extra families using the facility. This in turn has the potential to attract additional participants in all aspects of water activities. Each sail boat has an average crew of eight members every week during the sailing season. There are currently 7 regular sailing cruisers with another 3 who sail intermittently during the season. Every new pen will bring more social benefits and community reach than simply the boat owner.

There is currently more demand than the available pens in Esperance. This is disadvantageous to those who own boats and need to return them to trailers after use and to anyone thinking of purchasing a boat. An Expression of Interest survey sent out on Social Media in February 2021 received 26 responses with 4 people interested in switching from Bandy Creek marina, 2 people wishing to obtain a berth and currently have a boat on a trailer and 10 people indicating they are interested in a berth and are looking to buy a boat. These figures are on top of the 32 current marina users who have all stated they want to retain a berth at the marina and Esperance Island Cruises who would be allocated a berth. (This survey was only conducted on social media for one week and no direct marketing was undertaken).

Independent research indicates marinas make a valuable contribution to Australian society through the measurable economic, employment, social, recreational and environmental contribution to local communities (MIA Australian Marina Industry Survey 2017⁹). This benefit should not be underestimated by a non-for-profit organisation like the EBYC in a remote community like Esperance.

“Over the six-year period there has been a 30% increase in the number of marinas providing social or recreational programs or activities for the general public. Investment in environmental protection more than doubled. Colin Bransgrove said “these trends reflect the industries growing role as providers of community recreational, social and environmental services and leadership.”

Perceptions of sailing clubs can often be that sailing is a sport for the wealthy. The EBYC is not seen in this light, through the opening of the clubhouse on Fridays for meals, the hosting of training courses and the hiring for social and business functions. The club is seen as accessible and inclusive and an active part of the life of the Esperance Community. Membership fees are kept at an affordable and comparable level to other sports available in Esperance.

YOUTH BENEFITS

The club has a strong focus on youth in sailing, with regular sailing clinics offered to members and non-members to have the opportunity to learn to sail. These courses are part of the Australian Sailing program. EBYC is a registered training establishment for conducting training. Once initial training has been completed, the participants are encouraged to join the EBYC junior sailing program. The club currently has 55 active junior sailors. These fleets are supported by trained senior sailing members. The support craft used to maintain the safety and officiate racing are housed in the club grounds with the club's main support vessel utilising the marina.

A partnership with Wongutha CAPS and the EBYC has seen the development of “Give Sailing a Go” days. Aboriginal Students from Wongutha CAPS are given the opportunity to learn how to sail on small boats known as Pacers. These boats are a great learning craft for young people who may not have much experience around water and most particularly with boats. EBYC members volunteer on the day to encourage and support the students and to man safety boats should assistance be required. This program has been running for five years and the students involved have loved being given the ability to learn to sail and spend a few days out on the water.

The EBYC also partners with Esperance Senior High School for an annual Sailing Teams event. The club supplies the boats and training to students to train and then head to Perth to compete against other schools on the water. Sailing is offered as an aquatic activity to students in years 9 and 10 and is fully supported by the EBYC.

TOURISM BENEFITS

Tourism is a significant and growing industry in Esperance and as a coastal town we are able to offer ocean based experiences that may not be readily available in other areas. The provision of consistent and high-quality services and infrastructure will continue to attract further tourism opportunities to Esperance.

Marinas are popular tourist attractions with many visitors enjoying a wander along the rock groin to view the boats and the crystal clear water. The Esperance Bay Marina Redevelopment will improve this vista and is nestled in amongst other tourism destinations along this section of the foreshore. The popular Taylor Street Quarters looks out over the marina, there is a skate park and extensive playground within 400meters and there is the Esperance Bay Yacht Club itself.



Two tourism companies operate tourist boats in Esperance, Woody Island Eco Tours and Esperance Island Cruises. Both tourism operators will have berths in the new marina and access to the Service Jetty improving transitioning visitors from land to boat, whether it be for a cruise around the islands or a fishing/diving charter. The Woody Island Eco Tours vessel departs from Esperance and transports passengers out to Woody Island, a popular tourist attraction 35 nautical miles off the mainland. The tourism operator currently docks the vessel on the end of the marina and cannot fit in a pen. Additionally due to the dilapidated state of the existing marina, it is not appropriate for tourists to make their way to the boat. The tourism operator currently moves the boat around to the Taylor Street Jetty, which the future of is currently under review by Southern Ports, when picking up passengers.

Esperance Island Cruises takes passengers out amongst the islands and docks at the Taylor Street Marina. This area is open to the public and unfortunately this leads to instances of vandalism and theft. The company would benefit from having a more secure location that would also improve the access and egress for all passengers.

Esperance offers some of the most unique and protected cruising grounds in Australia. The ability to provide a facility capable of housing visiting vessels to stay at a high-quality marina in Esperance will greatly increase visitation numbers. When utilising marina services, passengers are spending money in our town, whether it is restocking their boat, heading out for dinner, undertaking repairs or visiting Esperance's tourist attractions. The additional spend benefits our economy in addition to the promotion that is most often undertaken with visitors sharing photos, blogs and experiences with friends via social media, blogging, email and calls home. The Esperance tourism brand is highly visual and the sharing of images captured while sailing the Archipelago, visiting the national parks or walking along the waterfront are an effective "word of mouth" campaign that attracts further visitors to Esperance. There are a number of sailing sites that encourage travelers to discuss where they are traveling and the services available at different ports.

The advent of COVID has had significant impacts on the cruise ship industry, a market that was on the rise for the Esperance tourism industry. While this is currently in a hiatus it is believed the industry will reposition itself and commence recovering in future years. The new Marina will offer an enhanced visitor experience to disembarking cruise ship passengers by offering permanent docking facilities set up to take 40 foot tenders. This would allow passengers a safer and more comfortable arrival and departure to Esperance. Improving the arrival experience will boost visitor perceptions of our town as they enter through a modern marina to a waiting tour bus or stroll along the pathways that lead into town. The tourism infrastructure in and around the yacht club is of the highest quality and will provide a positive first impression to our visitors. Cruise Ships that have visited Esperance carry between 650 and 2850 passengers with 300 to 1000 crew. The potential for the Esperance tourism market is significant and the EBYC would like to be involved in enhancing their experience, increasing the number of visitors and encouraging them to stay longer. This is an opportunity to have quality infrastructure in place.

STRATEGIC LINKS

The Esperance Strategic Community Plan 2017-2027⁴ developed by the Shire of Esperance identifies several goals that the EBYC and a marina are both supportive of and able to deliver on. “The Esperance Community is vibrant, welcoming and supportive and values its social connections and natural landscapes.” The Plan has five key themes which are outlined below along with the strategies the EBYC supports through their activities and services as a sporting and community facility.

THEME	STRATEGIES LISTED	EBYC
Community Connection	<p>Provide services, facilities and information that are inclusive and accessible</p> <p>Facilitate and support sport, recreation, arts and cultural activities</p> <p>Encourage and support volunteers and community groups</p>	<p>The replacement marina will allow easier access for those with disabilities and restricted movement. Sailing promotes physical fitness and self-confidence when on the water and junior sailing is actively encouraged through the provision of training courses. Senior members volunteer to mentor juniors and man rescue boats during competition. The EBYC is an inclusive club who welcomes all community members and leads by example in the community.</p>
Built Environment	<p>Encourage innovation and support new development</p>	<p>The replacement marina will provide the services one expects from a marina by providing additional berths, improved access to the boats and the utilities available. In addition, it will improve access for tourists and the general boating public with a Service Jetty. A floating marina will increase accessibility for people of all ages and abilities.</p>
Natural Environment	<p>Raise awareness and increase education on environmental issues.</p>	<p>The pristine Esperance coastal environment provides one of the most unique and protected cruising grounds in Australia.</p> <p>The EBYC and all members are advocates for protecting this environment for future generations to enjoy.</p>
Growth and Prosperity	<p>Promote the Esperance lifestyle using environmental, built, cultural and social assets</p> <p>Develop partnerships to strengthen economic growth</p> <p>Develop partnerships to strengthen economic growth</p>	<p>Tourism is essential to our remote coastal town and the EBYC is located in a primary spot to enhance tourism experiences, both directly and indirectly. The provision of high-quality facilities that complement surrounding tourism infrastructure, working with Tourism Esperance during the tourist season, extending a welcome and supplying a space for passing vessels circumnavigating Australia, holding local events and hosting regattas are all critical to building a strong local economy that attracts people to choose Esperance as a place to live or destination to visit.</p>
Community Leadership	<p>Provide responsible resource and planning management for now and the future.</p>	<p>The Committee and members at the EBYC are involved in a number of leadership roles in the community as business owners, farmers and contractors. The clubhouse is an example of the responsible financial and asset management underpinning the EBYC, as will the new marina, which will be a self-sustaining facility on completion should funding be successful.</p>

There are a number of local and regional plans that identify the importance of public and private investment when building a stronger more sustainable economy. The Goldfields Esperance Regional Investment Blueprint⁶ looks to provide commitment, certainty and consistency for future growth and development in the Goldfields Esperance region and guides how to attract and leverage investment. The Blueprint is a road map for the future social and economic growth and prosperity of the region to 2050 and beyond.

The Regional Growth Plan 2012 - A Growth Plan for Esperance and the South East Region⁷ plan highlights how important it is to recognise, accept and address weaknesses. A marina at full capacity allowing no future growth and limited in its ability to provide additional services to the community falls within this category. The replacement marina would address these concerns, increasing the number of pens to accommodate more regionally owned and touring boats.

The Esperance Region Economic Development Strategy⁵ identifies the Southern Ocean as a key strategic asset that supports the Esperance region with significant opportunities through commercial fishing, aquaculture, tourism and recreational fishing. A modern larger marina falls within this strategy by aiding tourism and encouraging more people to enjoy our extensive and natural assets. An investment of this nature in the Esperance community supports local community members who continually work towards improving facilities in our town, enhancing our overall liveability and attracting more people to live, work, invest and visit Esperance.

GOVERNANCE AND FINANCIALS

GOVERNANCE

The Esperance Bay Yacht Club has a proactive and sound track record of successful governance. It operates with a General Committee, Marina Subcommittee and a Sailing Subcommittee. All positions in the governance structure are held by successful people within their own industries. The Committee currently includes people who work in the marine and building construction fields, veterinary, accountancy, and agricultural industry.

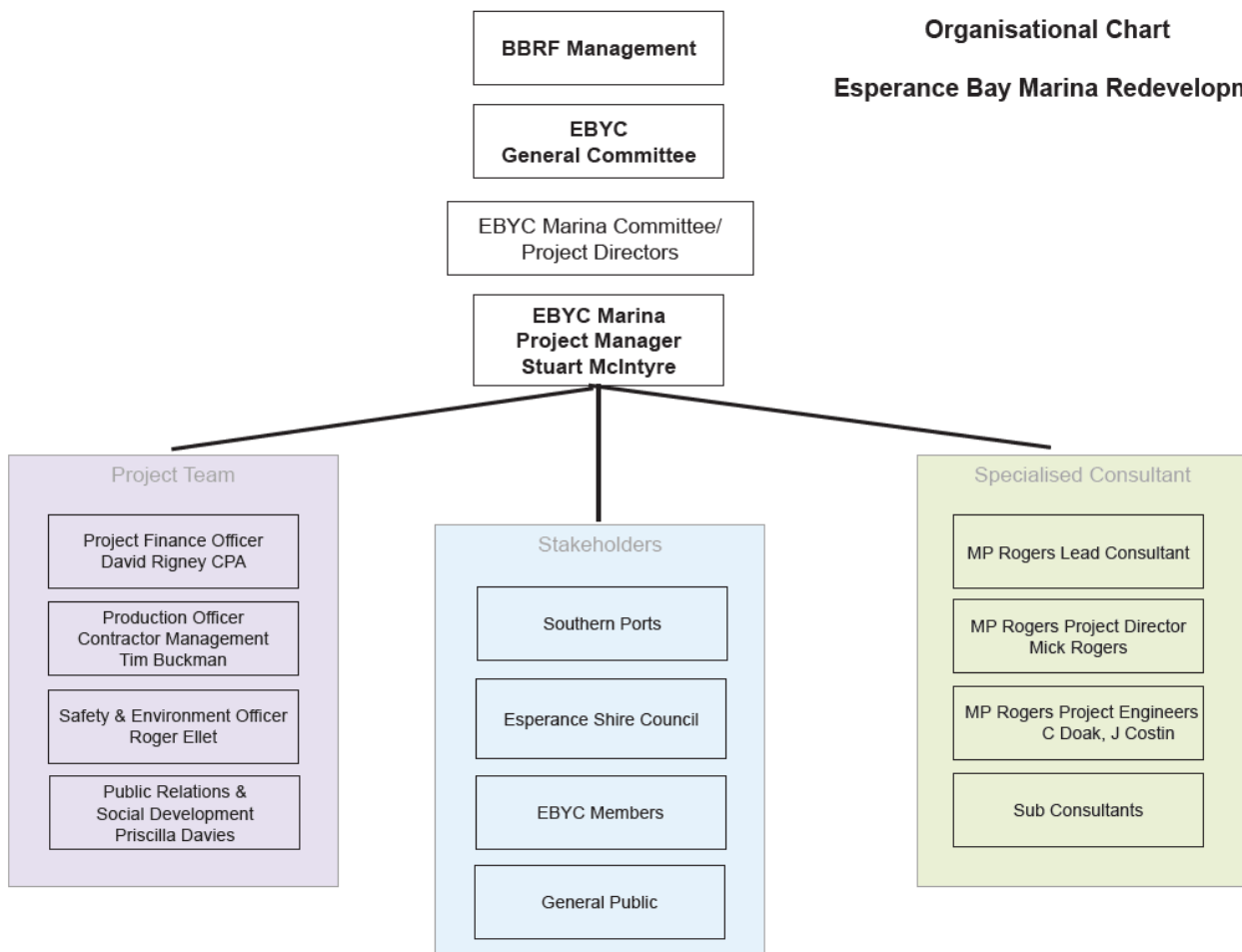
Once EBYC has received notification of successful funding, the Project Manager will be appointed for the duration of the project. This Project Manager will be responsible for all elements of the project, including demolition of existing facilities and construction of the replacement, contractor liaison, the budget and communication. There will be a further four positions filled by EBYC members who have experience and skills in these fields. Please see organisational chart supplied below.

The Project Manager will report directly to the Marina Subcommittee (a sub-committee of the General Committee) both verbally and by way of monthly written reports. This written report will include but not be limited to;

- Occupational Health and Safety
- Environmental Progress
- Public Relations
- Authorities and Industry
- Progress and Programme
- Financials

All recommendations from the Marina Subcommittee, beyond agreed delegated authority and limits, must be forwarded to the General Committee for final approval. Once a budget is finalised the Marina Subcommittee will be responsible for all financial decisions within the budgetary constraints and delegated authorities. These will require a majority vote of the Marina Subcommittee members with a record kept of decisions made and a financial statement provided to the General Committee each month for the life of the project. The Marina Subcommittee includes EBYC members with skills and experience in marine construction, project management, accountancy, marketing, engagement and occupational health and safety.

Organisational Chart Esperance Bay Marina Redevelopment



FINANCIALS

Studies undertaken by the Marina Industry Association³ showcase how marinas can provide clubs with financial security in the future years. Many clubs face challenging financial problems with increasing government regulations and costs whilst often having reduced revenue. A well-planned marina can provide a club with financial security through innovative design and sound financial planning being undertaken. Marinas around Australia enjoy high occupancy rates and boat owners are willing to provide financial recompense for a facility that is user friendly, accessible, well maintained and well managed.

The EBYC is in a unique position where demand exceeds supply and a new marina will see a far greater level of service for existing members, thereby ensuring the income earned would cover annual costs, future maintenance and accrual of an asset replacement reserve for future replacement. A full cost benefit analysis² was undertaken in February 2021 by Mark Wallace from RPS Group.

The demolition and construction phase of the marina project will inject significant funds into the Esperance community, building an asset that has the potential to attract private investment. The Marina Committee will be sourcing local procurement options wherever possible. The remote regional location of the project would see local contractors tending to be the most viable financial option for the project. There are significant assets and equipment available in our community that will fulfill the needs of the project and minimise mobilisation and demobilisation costs.

The floating Marina will be supplied in kit form to enable local fabrication businesses the opportunity to complete the works. As a community sporting club, supporting local businesses, sponsors and members is vital for future stability and growth. The EBYC is fortunate to have a number of larger local businesses and business people who are in a position to supply materials and labour and are keen to be involved in this project. The ability to give back to the community while building a much-needed asset is a critical component that is taken very seriously.

Deconstruction of the existing jetty will use several local firms as well as a significant amount of in-kind labour from Club members. Deconstruction will require the hiring of machinery to transport waste away from the site, cranes, a barge and contractors will all be needed to dismantle the marina in a safe manner, salvaging the concrete deck to be moved and put in place along the rock wall path and removing pylons with minimal impact on the environment.

Once completed, the marina will generate in excess of \$150,000 per annum ensuring ongoing maintenance is funded and can be carried out. It will also provide reserve asset replacement and end of life.

FUNDING STRATEGY

This proposal, to upgrade the Esperance Bay Marina provides exceptional value for money in addition to providing significant public and tourism value and opportunities. The financial plan demonstrates the marinas financial independence in future years. The EBYC is seeking funding for approximately 75% of the estimated \$2.844m project cost, with the club covering the balance through funds available.

Total Project Cost	\$2,844,770
EBYC Self Supporting Loan	-\$750,000
Total Funding required	\$2,094,770

The replacement Marina project is expected to cost \$2.844m. This cost includes the demolition and removal of waste of the existing marina, the design and construction of the new Marina and temporary relocation costs for the 32 boats currently utilising the Marina services. T

FEE STRUCTURE

All Marina berth holders must be a financial member of the Esperance Bay Yacht Club, with a copy of all relevant insurances supplied annually on renewal of membership. The new Marina will be sustainable with all operating and maintenance costs funded through the Marina Fees and membership spends. The expected income for the 55-berth marina is approximately \$150,000 per annum. The existing marina fees are less than the commercial rate charged at Bandy Creek Marina. A survey was completed by current marina users with 85% supportive of a fee increase. Further information of the proposed fee structure is contained with the Esperance Marina Redevelopment Cost Benefit Analysis, RPS, Mark Wallace, February 2021. One berth will be fee free and available to emergency services and cruise ship tenders.

REFERENCES

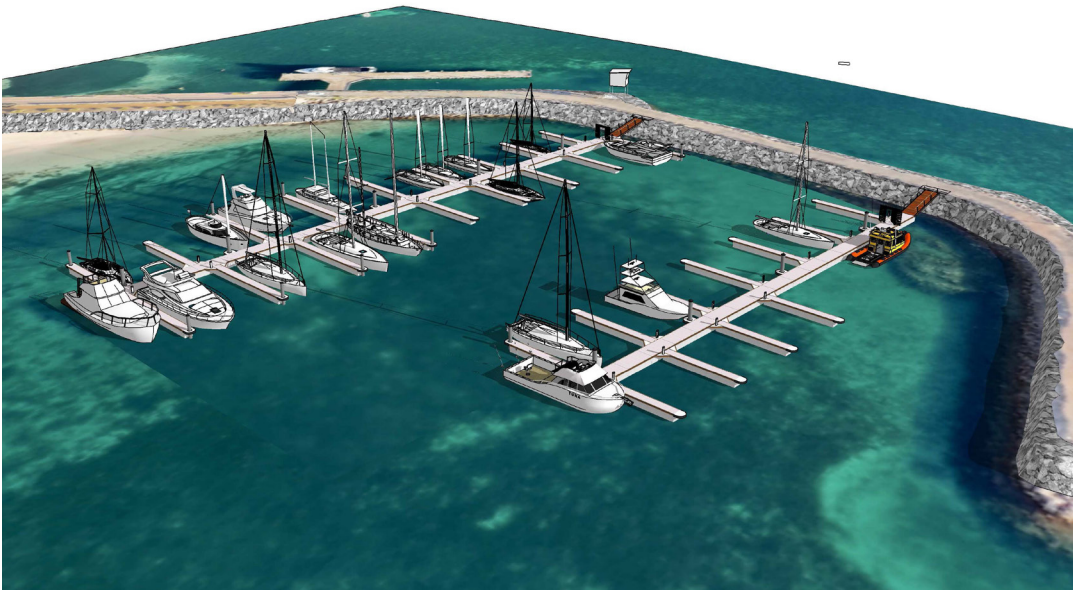
- ¹ Esperance Bay Yacht Club Marina Redevelopment Project; REMPLAN Economic Impact Modelling Report: January 2021 – Goldfields Esperance Development Commission
- ² Esperance Marina Development Cost Benefit Analysis: February 2021, Mark Wallace, RPS Group
- ³ The economic value of boating and marine industries associated with the use of Gippsland Lakes – Boating Industry Association of Victoria July 2014 (report developed by AECOM)
- ⁴ Shire of Esperance Strategic Community Plan 2017-2027 - Shire of Esperance
- ⁵ Esperance Region Economic Development Strategy - Goldfields Esperance Development Commission, Shire of Esperance, Shire of Ravensthorpe, Shire of Dundas
- ⁶ Goldfields Esperance Regional Investment Blueprint: A Plan for 2050 - Goldfields-Esperance Development Commission
- ⁷ Regional Growth Plan 2012 - A Growth Plan for Esperance and the South East Region - Goldfields-Esperance Development Commission, Shire of Esperance & ECCI
- ⁸ Local Government Tourism Profiles 2016 Esperance Western Australia - Tourism Research Australia
- ⁹ MIA Australian Marina Industry Survey 2017 - Marina Industries Australia



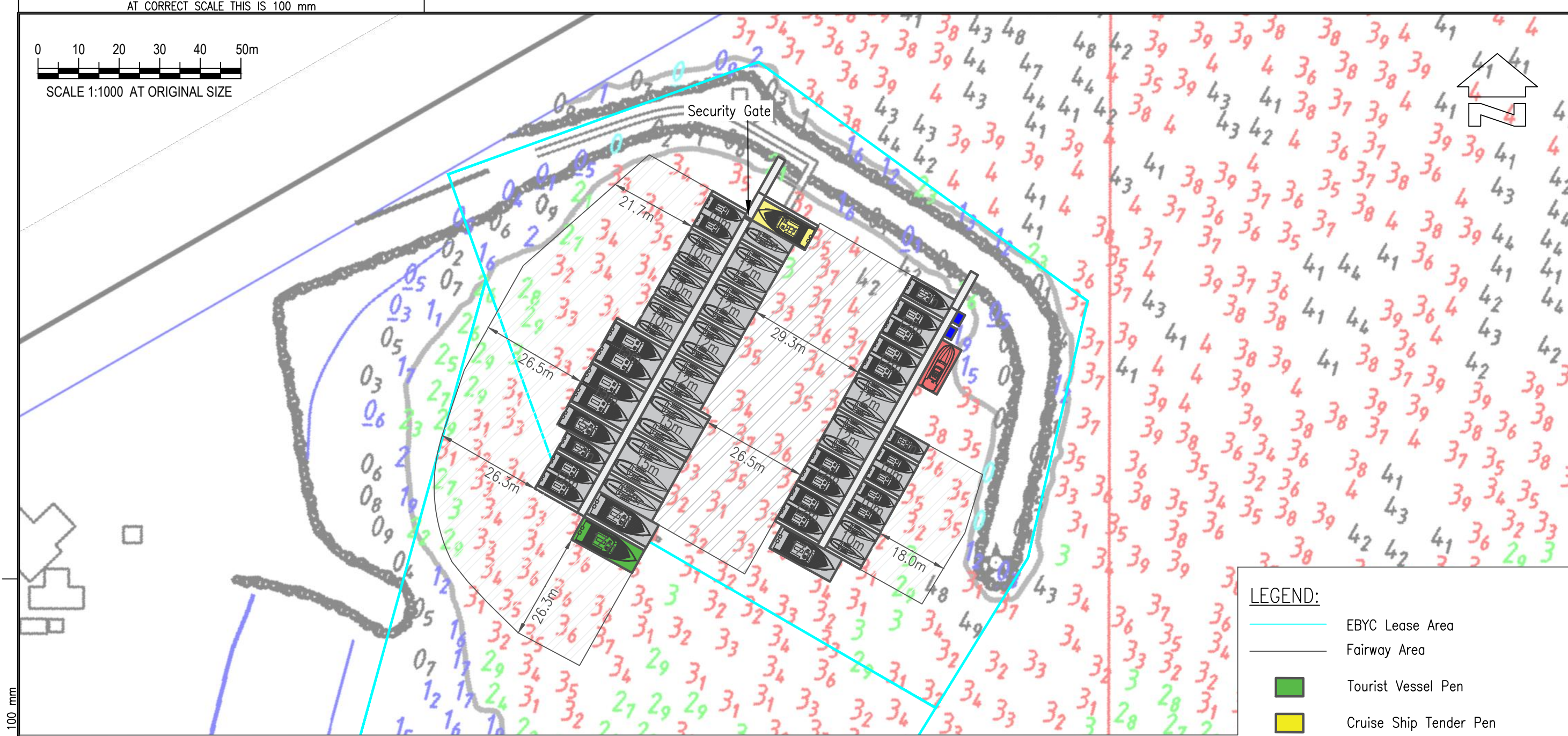
In December 2020 the EBYC hosted the WA 125 State Championships. Over XX people headed to Esperance as competitors or supporters. The Championships are run over 4 days with everyone involved needed accommodation, food and entertainment at this busy time of year.

APPENDIX A

FLOATING PENS LAYOUT OPTION 1D



AT CORRECT SCALE THIS IS 100 mm



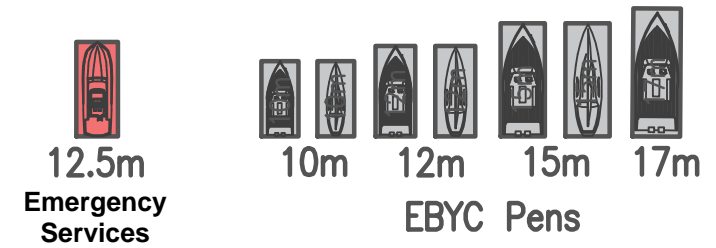
- LEGEND:**
- EBYC Lease Area
 - Fairway Area
 - Tourist Vessel Pen
 - Cruise Ship Tender Pen
 - Surf Life Saving Club Jetski

NOTES:

1. Hydro Survey from Southern Ports Drawing 1845-06-03 with survey taken between 25 and 29 of February 2020, Vertical Datum is LAT, 34 = 3.4m depth below LAT.
2. The Western Fairway is at least 1.75L for all boats.
3. The Central Fairway is at least 1.75L for all boats.
4. The Eastern Fairway is at least 1.75L for four of the boats and at least 1.5L for the other three.
5. As the 12.5m VMR Vessel has very high maneuverability and an expert skipper it has been placed in an area where the fairways do not meet the AS3962:2020 requirements.

Pen Mix		
Boat Type	Number	Required Depth
10m Power Boat	7	-1.7 mCD
10m Yacht	8	-2.1 mCD
12m Power Boat	12	-1.9 mCD
12m Yacht	13	-3.1 mCD
15m Power Boat	5	-2.1 mCD
15m Yacht	5	-3.4 mCD
17m Power Boat	2	-2.2 mCD
15m Cruise Ship Tender	1	-2.1 mCD
12.5m VMR Vessel	1	
17m Tourist Boat	1	-2.2 mCD
SLSC Jetski	2	
Total	57	

Boats:



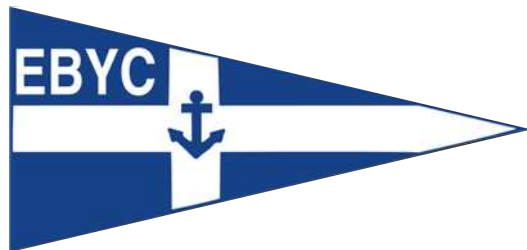
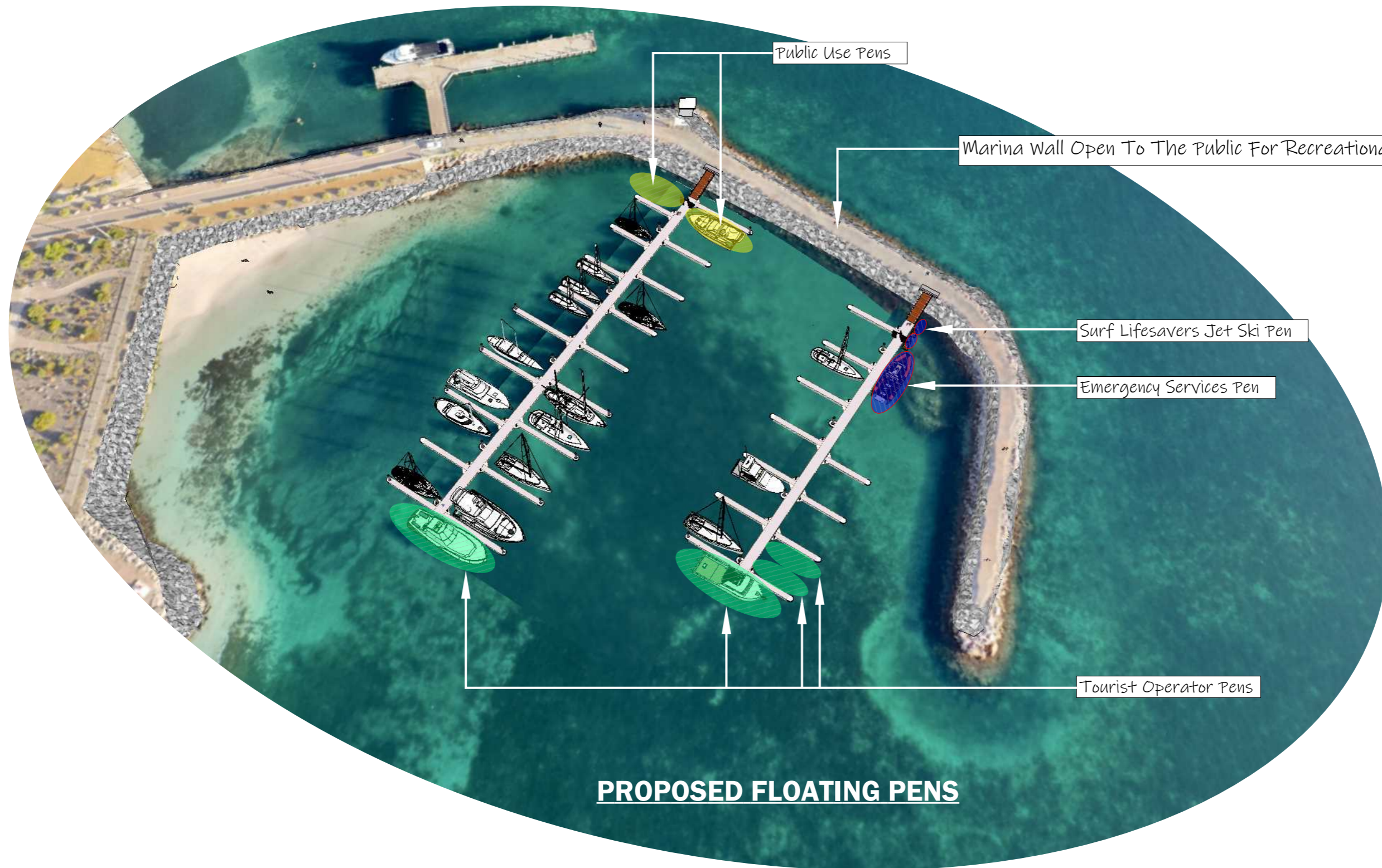
REV	DATE	APP'D	DESCRIPTION
0	09.12.20	MPR	ISSUED TO CLIENT
B	02.12.20	MPR	DRAFT FOR MRA REVIEW
A	19.11.20	MPR	DRAFT FOR MRA REVIEW

CLIENT ESPERANCE BAY YACHT CLUB			
DESIGNED M PETERSON	CHECKED M ROGERS	APPROVED Michael Rogers	
DRAWN M PETERSON	CHECKED M ROGERS		

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PROJECT ESPERANCE MARINA CONCEPT DESIGN	SCALE AT A3 1:1,000	DRAWING NUMBER D1799-01-01	REV 0
TITLE FLOATING PENS LAYOUT OPTION 1D			



PROJECT NO.
2217

CLIENT
Esperance Bay Yacht Club

PROJECT NAME
Floating Pens

NO.	DATE	DESCRIPTION
A.	24/02/21	ISSUED FOR FUNDING APPLICATION
B.	25/02/21	REVISED FOR FUNDING APPLICATION

DOCUMENT DATE
21/2/21

PAPER SIZE
A3

DRAWING TITLE
Perspectives

DOCUMENT PHASE
Concept Documents

A900

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APPENDIX B

PHOTOGRAPHIC EVIDENCE OF CURRENT MARINA
AT THE ESPERANCE BAY YACHT CLUB





Marina Image 1 – Damaged walkway and improvised remedy. This timber piece, when wet, is not flat and poses a potential trip hazard. There is additional pressure on the substructure with uneven weight distribution.



Marina Image 2 – Damaged pylon from corrosion, the two yachts had to relocate due to probable damage with approaching weather fronts. The two smaller pylons on each side are undersized and the top is open to the weather. The bracket on the right-hand side pylon poses a significant danger to the vessels departing and entering these berths.



Marina Image 3 – undersized pylon with an open top end, this will allow corrosion to occur on the inside of the pylon which will not be able to be observed and monitored.



Marina Image 4 – larger pylons used to accommodate the larger vessels. Note these pylons are open ended and do not have any protection from corrosion.



Marina Image 5 – timber pylon still in use, these pylons are subject to worm infestation and have probably been in situ for some 30 years. Their load carrying capability should be questioned.



Marina Image 6 – the NW side of the marina showing an array of pylon types.



Marina Image 7 – Steel I beam used to affix boats mooring lines, note the amount of rust showing on the upper end of the pylon, the underwater section is significantly poorer condition. These pylons are not protected from further corrosion, a close up reveals that approximately 2/3 of the pylon has significant corrosion damage.