Service, BLACK WATER & Refuelling Pontoon

Lincoln Cove Marina upgrade

Prepared by the TACOMA PRESERVATION SOCIETY

October, 2015

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PORT LINCOLN CITY COUNCIL PROJECT OFFICER ROB DONALDSON
Design Brief

The intent of this REPORT is to provide design solutions for the integration of a working fishing port, recreational boating and an internationally recognised tourism access within the Port Lincoln Harbour.

SHARKS, SEALS & TUNA BOATS

KEY DESIGN CONSIDERATIONS

- Working wharf
- Safe movement of passengers and crew
- Enjoyable and memorable visitor experience of Port Lincoln
- Improvements to wharf amenities for visitors and local residents
- Opportunities for value-adding to tourism
- Integration with the foreshore precinct – Fishermans Memorial
- Robust and durable materials for coastal location
- Coastal/maritime/industrial theming
- Building on the existing assets and maritime ‘artefacts’
- Opportunities to improve appearance of existing infrastructure – Fishermans wall

- Flexible layout to adapt to changes in operations at marina
- Safety – from working harbour and water’s edge
- Refuelling berth up grade
Objective and Scope

This report investigates the potential for the establishment of additional on water refuelling services as well as boat unloading and pickup facilities in the Port Lincoln Harbour.

The report:

- Reviews existing facilities,
- Undertakes an analysis of potential sites,
- Recommends specific sites for additional facilities /upgrade

Service Area

Background

Since the development of Stage One of the Lincoln Cove Marina, the precinct has undergone and continues to undergo expansion. With stage 2 and now stage 3 under construction. The original facilities were designed to handle a fleet of half the size of the current fleet. Now some 350 vessels call the marina home with an additional numbers bolstered by visitors during summer. Events like the Adelaide to Lincoln yacht race and Lincoln week sailing regatta plus various fishing events. At that time of the original stage 1, tuna farming, kingfish farming and mussels farming were not occurring, along with the shark and seal diving tours with load numbers near 10,000 people per year.

Alongside this there has been equivalent expansion of the recreational fleet both in numbers and size to over 350 displacement vessels. These activities now create the opportunity to upgrade existing infrastructure to benefit all users.

TIME TO UPGRADE

Existing facilities are poorly designed to handle the size and type of vessel that now seek access to loading and unloading a multitude of cargos, from oil survey vessels and island
barges, to interstate transport carrying boats, the service vessels for the aquaculture industries of tuna, mussels, kingfish, from small vessels to large. As part of this upgrade, there has been an identified need for greater separation of the fishing sector and tourism sector, while at the same time upgrading the refuelling facility.

**UPGRADE in BRIEF**

The study investigated a wide range of sites within the Port Lincoln Harbour that could meet the needs of the industry sectors identified. It recommends that the most cost effective and efficient site is the underutilised area adjacent to the current service wharf in Lincoln Cove. This site offers opportunities for development of the site and offers the fishing industry, charter tourism sector and the recreational sector a much needed upgrade of the existing facilities. The effective separation of the user groups within the marina precinct will have potential efficiency gains for the commercial fishing feed fleet who incur cost each time there is a time delay in their daily feed out programme and harvesting activities. Estimates in the $100,000 have been envisaged.

This paper has considered the following development plan and reports

- Port Lincoln City Development plan 2013
- The Strategic Context and Policy Directions SA
- Eyre Peninsula Destination Action Plan 2012-2015
- *MFV TACOMA* Vessel Management Plan 2013/18
- Tonkin report 2015 JUNE
CONSULTATION
The planning and research into this document has involved the following community engagement, including:

- presentation on two occasions to Port Lincoln City Council
- presentation to the Regional Development Board
- negotiations with the Sarin Group, Axel Stenross Museum, Transport SA, the Dragon Boat rowers, charter boat operators and the fishing industry
- Discussions with CYC Adelaide, Lincoln Marine Science Centre, Flinders University, SARDI
- Discussions with former Minister for Transport, Patrick Conlon
- Discussions with former Minister of Transport, Tom Koutsantonis
- State Member of Parliament, Peter Treloar
- Shadow minister of Fisheries, David Ridgeway
- Leader of the Opposition, Steven Marshall
- South Australia Maritime Museum
- Individual Port Lincoln City Council members
- LUKIN Corp
- Pacific Pontoons
- Boating Fund, Andrew Haynes
- R Marine South Australia
- Cruising Yacht Club of South Australia
- Royal south Australian yacht squadron
- Port Lincoln City Council Rob Donaldson: 5 meetings
- Tonkin Engineering, Jeff Tyler
- Tuna, Prawn and Sardine Industries
4 - Sites Investigated

As well as addressing the current marine traffic and multiple uses issues that exist in the Lincoln Cove Marina, the study has included the issue, as identified by the Port Lincoln City Council, of finding a workable solution to the housing of the city’s historic tuna vessel MFV Tacoma.

Background to Tacoma

Over the 10 year period of the Tacoma project, research into suitable sites for off and on water storage has been undertaken.

A HOME FOR TACOMA

In conjunction with a Lincoln Cove Marina Service Wharf upgrade, there is the potential to provide a display location for the community operated historic tuna clipper MFV Tacoma.

*MFV Tacoma is one of the states’ historic registered vessels*

The Tacoma Tuna Clipper project was developed by a group of marine enthusiasts in Port Lincoln, with the aim of preserving a piece of Australia maritime history. MFV TACOMA is the only vessel in South Australia being preserved by a non-government organisation. The TACOMA PRESERVATION SOCIETY is a registered cultural organisation under the Commonwealth Government Program. All the river vessels are owned by their respective local councils and the two Port Adelaide vessels by the State Government and South Australian Maritime Museum.

Since 2003 a wide range of plans and possible methods of preserving and presenting Tacoma have been investigated.

Some $250,000 and many thousands of volunteer hours have been spent in the restoration and preservation of Tacoma. The vessels’ current condition could be described as good for a 60 year old vessel. Tacoma’s preservation is undertaken and guided by a Vessel Management Plan (VMP), prepared with the assistance of the Australian National Maritime Museum, Sydney.
CONDITIONS OF USE:

Tacoma is managed under the guidance of its Vessel Management Plan 2013/18 and this plan complies with the public pontoon concept.

5.2 Fit out and interpretation of the Vessel & Artefacts

It is recommended that MFV TACOMA remain on display in the water. It should be fitted out with equipment and gear appropriate to its eventual configuration, as a Tuna poling vessel used in the Southern Blue fin Tuna industry in the 1950’s. It should be open at various times as appropriate, for special events or purposes.

Tacoma is currently berthed in a private marina pontoon in Stage 2 of the Lincoln Cove Marina, at no cost to the society; effectively a gift of some $12,000 per year.

This location is not long term and will be unavailable when the land is sold – the land is currently on the market.

TACOMA current location – Sandy Point Drive, Marina
Sites investigated for the TACOMA PROJECT

Axel Stenross

LINCOLN HOTEL

TOWN JETTY

POWER HOUSE

FLINDERS PORT

LINCOLN MARINE SCIENCE

MUNDYS LANDING

CHANNEL

PORTER BAY

SERVICE WHARF

STAGE 11

STAGE 111

FRONT LAWN

BHP LUKIN

FLINDERS PORT
Sites considered for berthing TACOMA:

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<tr>
<td>1</td>
<td>LINCOLN COVE MARINA STAGE THREE</td>
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<td>STAGE 1 2 3</td>
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<td>2</td>
<td>THE TOWN JETTY</td>
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<td>3</td>
<td>FLINDERS PORT</td>
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<td>4</td>
<td>AXEL STENROSS</td>
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<td>5</td>
<td>LUKIN BHP SITE       BILLYLIGHTS POINT</td>
</tr>
<tr>
<td>6</td>
<td>LINCOLN HOTEL FORESHORE</td>
</tr>
<tr>
<td>7</td>
<td>PORT ADELAIDE</td>
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<tr>
<td>8</td>
<td>COMERCIAL BERTH</td>
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5 – Sites’ details and considerations

**LINCOLN COVE MARINA** - The Lincoln Cove Marina development was a South Australian Government ($12.0m) and private shareholders project, built in 1986. It was designed as a fishing and tourism hub, surrounded by residential development.

**STAGE 1**

**PRAWN BERTH SOUTH QUAY** - Tacoma is difficult to berth (no bow thrusters)

**ROCK LOBSTER BERTH** – limited to 15m length

**TUNA BERTH NORTH QUAY** - this has depth but berths are difficult to operate from (we have tested these berths). Parts of channel are below Australian Standards.

**ENTRANCE CHANNEL opposite marina hotel adjacent to easement** - this has depth but berths are difficult to operate from residential adjoining properties and because of the potential of limited the width of the navigational channel.

**RECREATIONAL BERTH** - the outside berths have sufficient depth but the location is isolated and not in a prominent position.
**STAGE 2** - In Stage 2, the channel is too shallow at all tides to allow Tacoma to operate, when ballasted to Transport SA survey requirements. Below .4 m

**The Port Lincoln Town jetty** (Port Lincoln City Council) - too exposed and structurally unsound for a permanent berth. Recent Port Lincoln City Council advice is that the jetty can no longer be used by larger vessels, including TACOMA. A Town Jetty option would need to include a breakwater estimated cost of breakwater $20000 per meter @100meters  no funding source

**Flinders Port** (Flinders Ports) - Currently not a 24 hour safe harbour for wooden vessels. There may be the opportunity on the southern side of the proposed cruise ship berth. This location is also confined at the eastern end and Tacoma would require to be mid jetty. Also, this site would have dust and vermin issues that would require mitigating. There would also be a need for some form of storm protection. $1,000,000 no funding source
Axel Stenross - A facility at the museum presents two options:

1) an offshore breakwater

2) a dredged sheltered harbour with breakwater

The site offers connections with maritime history and good connections to the tourism trails. The breakwater would need to be at least car width. The channel would need to be at least 80m width to allow for safe navigation. If the local charter fleet is re-housed in the same location, additional wharf pontoon facilities of 150 m would be required, plus 75 extra car parks, as well as charter offices for three operators, public toilets, loading & unloading goods, passengers, etc

Estimated cost $2,400,000 no funding source
Harbour  dredging only
PROPOSED PLAN OPTIONS TONKIN REPORT REQUIRES ADDITIONAL 50 M TO DEEP WATER 3M
**Lukin Bhp Site** (Lukin Corp) - The Tacoma Preservation Society (TPS) has had discussions with the Lukin Corp re two sites; one a facility within Porter Bay next to the Billylights Points boat ramp and the other in the industrial precinct in Proper Bay. The TPS consider both locations potentially too costly and lacking connection with the community.

**Port Lincoln Hotel Site** (Dept of Transport) - A $55 million development was presented to council in 2005. It included a $6 million storage display facility to dry display the Tacoma and a major harbour development scheme.

A more modest proposal using the same infrastructure required for the Axel Stenross proposal would provide a Port facility to the main business and tourism hub of Port Lincoln.
NOTE The Port Lincoln City council have commissioned a $20,000 study to assess the potential of the various sites, June 2015

PROPOSED TOWN JETTY OPTION

**Port Adelaide** - The TPS have recently been approached by the Australian Maritime & Fishing Academy to locate the vessel alongside its facilities in Port Adelaide.

One and All Port Adelaide Tacoma arriving in Port Adelaide, 1951

This option provides no connection to local (Port Lincoln) tourism and history, and takes a local historic icon out of the city of Port Lincoln.

**Commercial Berth** (Sarin And Others) - Current commercial rates of berthing within the Lincoln Cove Marina prohibit this option. Also, there is limited public access in a commercial situation. Cost could run to $100,000. PLUS the provision of passenger shelter protection and car parking planning issues. The only available commercial sites with car parking
Is a site at the north east end of the north point boulevard?

This site would have great development potential as the land is owned by the council and could form a hub for the charter fleet and onshore display terminal. Its disadvantage is its separation from the tourist hub of the leisure centre and accommodation. Plus, it would more directly interact with the activities of the commercial operators who use the other berths.
**Lincoln Cove, Fishermen’s Memorial Site** - The TPS believe that the FISHERMEN’S MEMORIAL SITE offers the best solution to the commercial fishing industry, the charter/tourism sector and the recreational and sailing community.

- Accessibility
- Visuals
- Safety
- Cost
- Long-term flexibility and public infrastructure
- Joint/multi use
- Cost saving to the fishing industry

The site offers an ideal solution to locating Tacoma and creating a safe environment for tourist, recreational and charter vessels alike.

The Lincoln Cove Marina leased area has an 18m/10 Ton limit, timber decked pontoon within a lease area, with a lease till August 2016 from the Dept of Transport. This area abuts a footpath lease from the Department of Environment and Conservation, adjacent to the Fisherman’s Memorial site. Graphical details of these Licences are available (see below).

Estimated cost $400,000 50% boating facilities fund quote pacific pontoons 120 m Fuel and Sullage pontoon $100000 Funds to find $250000

**NOTE THIS ESTIMATE IS IN VARIANCE TO THE TONKIN REPORT AT $50000 FOR 40M ONLY.**

**Funding**

Funding options the following funding sources should be considered:

- Recreational Boating Facilities Fund – a possible source of grant/partnership funds, established to re-invest portion of boating licence fee revenue into coastal infrastructure this funding would need to be resolved as soon as possible to enable capital works soon after the current licence term ends in late 2016

Boating facilities fund

The current estimated contribution of the vessels housed in the Lincoln cove marina is based on an annual fee of $10 per meter.

$88602.02 is contributed each year.
This does not include the additional users of the facility like the Adelaide to Port Lincoln YACHT RACE participants and the other events

60 x 12 m $7200 30x 14 $4200

Near $100000 per year into the fund

The funds recommendation is for contributions based on a $ for $ basis but the committee are open to a variation on this figure.

At least 600 at 10 m @ 60000 per year of $160000 per year projects funding of $300000 per year

- ‘up-front’ capital contribution/s by future commercial user/s of the facility (partly or wholly in lieu of user fees)
- other partner funds – where the project objectives and partner criteria are aligned and timing allows, eg State Government Regional Infrastructure Fund or any relevant Commonwealth regional or coastal programs that may be identified
- Council’s capital project funding capacity – subject to priorities and financial capacity determined by the Long Term Financial Plan
- revenue derived from facility user fees – which could partly (unlikely to wholly) offset the
- combined capital costs and operational costs, and would also be reflected in the LTFP.
PROPOSED AREA

Plan 1  Transport Licence & Environment and Conservation area and memorial site
PHOTO 1 - Location of service pontoon and fuelling berth pontoon

The proposal is to expand the current pontoon west toward the ramp by 5m and by 60m east toward the marina entrance, thus creating some 120 meters of public unloading pontoon, at right angles, to meet up with the public boardwalk platform facing the private marina. This will provide a total of 120m of public pontoon (see plan 4). The additional length will allow charter boat public boating. In addition to upgrading the current fuel berth, an additional pontoon would be included to service the smaller types of vessels who find it difficult to use the current service wharf, which is designed for large, high, steel vessels.
UP GRADING THE FUEL BERTH AND SULLAGE BLACK WATER PUMP OUT

A FUEL AND SULLAGE PONTOON

Such a berth will improve personal safety via eliminating the use of ladders, at the same time lessening the risk of marine pollution via fuel oil spills. By providing a more user friendly outlet and removing it from the commercial service facility the time lost by the commercial waiting for recreational vessels to fuel up and pump out will be reduced.

Effluent Disposal from Boats in South Australia By Dr Len Stephens, Dip Agr Sci, BVSc, MSc, PhD sv Equanimity

Marine waters vessel operators must:
1. Only discharge untreated black water provided:
   a. The vessel is underway on marine waters,
   b. The vessel is more than three nautical miles from the nearest land, an aquaculture lease or people in the water, and,
   c. Black water has been macerated into a fine slurry. Pump valves on hand or electric pumps on a marine head are not considered as macerators.
2. Not use formaldehyde based chemical treatments as a sanitising agent for toilets.

Unfortunately, the one weakness of this solution to pollution of South Australia’s marine waters is the lack of collection facilities at ports used by recreational vessels. I rang around some ports during November 2009 and found that the only other facility like the one at Marina West is at the new Cape Jaffa Marina. The facility at Wirrina is currently out of
service and the Port Lincoln facility is only for commercial vessels. There are no facilities for
recreational boats at other ports as far as I am aware. If you find one, please let us know! Perhaps the “authorities” could look at this in future as a worthwhile investment of boating licence fees!

<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
<th>Phone Number</th>
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<tbody>
<tr>
<td>Port Lincoln Marina</td>
<td>Port Lincoln (public welcome, contact DTEI marina operator for conditions of use)</td>
<td>(08) 8553 4500</td>
</tr>
<tr>
<td>Christmas Cove</td>
<td>Penneshaw, Kangaroo Island (contact KI Council for conditions of use)</td>
<td>(08) 8553 4500</td>
</tr>
<tr>
<td>American River</td>
<td>American River, Kangaroo Island (contact KI Council for conditions of use)</td>
<td>(08) 8553 4500</td>
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<tr>
<td>Copper Cove Marina</td>
<td>Wallaroo Marina</td>
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SULLAGE BLACKWATER DUMPING GROUND
BLACK WATER DEP OF ENVIRONMENT RECOMMENDATIONS

Retain all black water on board your vessel for disposal into land-based wastewater collection facilities.

Install low-flush toilets – there are systems that use only 0.4L of water per flush.

Ensure the black water collection, holding and transfer system meets Australian Standard AS 3542-1996, Pleasure boats – toilet waste collection, holding and transfer systems.

Install an onboard wastewater treatment system that surpasses the discharge standards set out in the code, reducing your environmental impact even more.

Consider an onboard wastewater management system that can retain, treat and control the discharge of wastewater. Look for options that will allow you to plumb your system into land-based wastewater management systems during extended mooring periods and a GPS function that will aid you to discharge the wastewater in acceptable areas.

Perform regular inspections and maintenance of all wastewater equipment to make sure it is working properly. Keep logs and invoices for these activities.

Maintain a log for all discharges into land-based wastewater management facilities.

Plan voyages with the location of waste collection facilities in mind.

Fuel insulation
TOURISM LINCOLN COVE MARINA - MFV TACOMA

The original plans for the marina contained four basic economic drivers to justify the States’ investment of some $12.6m

- The fishing industry
- Housing
- Tourism
- Recreational boating

Joint use

With the increase in recreational activity, the possibility exists to use a public pontoon for joint usage from group raft up to the display of visiting vessels, Lincoln Week Regatta, fishing tournaments, etc.

Making the marina come alive
nkin report

PLOTS AT SANDY PONT

LAT 34.44.388, S
LNG 135.51.937, E
Brg 271.4T, 264.4M
Dist 0.19 NM
Mode Fixed
Plan 2 - Plan of marina showing restricted area under section 5 plus blue lead lights

PLANNED STAGES OF SERVICE WHARF PROJECT

Stage 1  In-principle support from:

- Dept of Transport, Planning & Infrastructure
- Port Lincoln City Council - 2013 Planning Review of Marina precinct
- Port Lincoln City Council - 2013/14 budget  $7000 UNSPENT
- Port Lincoln City Council - 2014/15 budget  $7000
- Port Lincoln city council – 2015/16 budget  $20000
2 APPROVAL FOR ACCESS TO WATERWAY

- Establish ownership, lease and maintenance arrangements for pontoon and berth with Department of Transport and Department of Environment and Conservation.
- Consult with adjacent land holders including the Sarin Group, the Fishermans Memorial Friends and Amanda Proud Real Estate.
- Determine the most appropriate organisation to control the boat ramp and service wharf (Council most likely but there may be alternatives, TPS included)
- Gain licence for water area. Dept TRANSPORT

3 APPROVAL FOR INSTALLATION OF PONTOON

- submit development application
- gain Port Lincoln City Council Approval
- gain final Transport SA Maritime Safety Approval

4 TENDER ACCURATE COST.

3m wide with 9 piles and 2 ramps, plus 20m fuel pontoon

5 FUNDING PROPOSALS AND FUND RAISING

- Boating levy fund (STATE) 50%
- TQUAL (FEDERAL)
- Community Pier Fund (LOCAL) $20,000 available
- Open space Grants and Places for People Grants, Private Donations

6 CONSTRUCT and MAINTENANCE AGREEMENT
SITE DESIGN

120m pontoon  9 PILES  fuel SULLAGE  pontoon 20m
Appendix 1

AUSTRALIAN STANDARDS

Boat ramp

The proposed pontoon will be constructed to the current Australian Standards. 3962-2001 ‘Guidelines for the design of marinas’.

PRINCIPLES OF DEVELOPMENT CONTROL

1. Marina development should include one or more of the following:
   (a) wet and dry berthing of boats
   (b) launching and retrieval of recreational boats and associated trailer and car parking areas
   (c) access ramps, landings, storage and other structures associated with a marina
   (d) clubrooms for maritime organisations.

2. The design of marinas, berths, channels, fairways, gangways and floating structures should comply with:
   (a) Australian Standard AS 3962: Guidelines for Design of Marinas

3. Development should not obstruct or impair:
   (a) navigation and access channels
   (b) maintenance activities of marine infrastructure including revetment walls
   (c) the operation of wharves.

4. Safe public access should be provided or maintained to:
   (a) the waterfront
   (b) known diving areas
   (c) jetties, wharves and associated activities.

5 Marinas should be designed to:
   (a) facilitate water circulation and exchange
   (b) maximise the penetration of sunlight into the water.

Some of the problems with the current boat ramp include:

<table>
<thead>
<tr>
<th>Australian Standard Requirements</th>
<th>Lacking</th>
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<tr>
<td>No vehicle parking on the boat ramp structure</td>
<td>The ramp is sometimes used as a vessel service ramp which blocks one lane</td>
</tr>
<tr>
<td>Holding area, capable of accommodating boats, designed to allow boats to queue to pick up and off load passengers while waiting to use the ramp</td>
<td>Not provided</td>
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Appendix 2

THE STRATEGIC CONTEXT AND POLICY DIRECTIONS -
Consistency with South Australia’s Strategic Plan

The following lists the key targets of the State Strategic Plan (as amended 2007) which will be addressed;

ECONOMIC ENVIRONMENT
- Economic Growth: exceed the national economic growth rate by 2014.

EXPORTS
- Tourism industry: increase visitor expenditure in South Australia tourism industry from $3.7 billion in 2002 to $6.3 billion by 2014.

IMPROVING WELLBEING
- Healthy weight: increase the proportion of South Australians, 18 and over, with healthy weight by 10 percentage points by 2014.
- Sport and recreation: exceed the Australian average for participation in sport and physical activity by 2014.
- Healthy South Australians: increase the healthy life expectancy of South Australians by 5% for males and 3% for females by 2014.

BUILDING COMMUNITIES
- Regional population levels: maintain regional South Australia’s share of the state’s population.
- The most pertinent strategies in the Planning Strategy for Regional South Australia (January 2003, amended at December 2007) are addressed by the proposed public berth

Economic activity
- Align land use planning with regional economic development priorities for key industry sectors.
- Encourage sustainable tourism development.
- Align land use planning with specialty tourism development priorities.
- Improve the appeal of destinations by encouraging the development of attractions.
- Develop appropriate infrastructure and facilities for visitors.
- Ensure the interpretation of features of interest and understanding of tourist attractions.
- Promote a business environment conducive to private investment and capital attraction.

Environment and Resources
- Promote ecologically sustainable development principles and apply them in all aspects of development and revitalisation.
- Ensure the sustainable management of natural resources.
- Protect visually important areas from inappropriate development.
- Protect and manage coastal, marine and estuarine resources.
- Base land use planning and location decisions relating to development on coasts, rivers, streams and lakes on performance-based policies.
• Minimise the impact of natural hazards.

People, Towns and Housing
• Promote good design in public spaces.
• When investigating the potential growth of towns and cities consider the effect of regional growth issues.
• Establish environmentally responsible practices in urban development through joint ventures and other development activities.
• Integrate the planning and management of urban infrastructure in an efficient manner
• Conveniently locate facilities and to create an attractive, safe, inclusive and enjoyable place to live.

Infrastructure
• Facilitate the development of road transport with minimal impacts on the natural environment and townships.
• Ensure the road transport system supports tourism.
• Ensure that sea transport is accessible and provides for consistent and reliable travel reduces transport disadvantage and supports tourism.

Eyre Peninsula Planning and Development Area

Economic Activity Strategies
• Promote expansion of the tourist industry based on the natural and cultural assets of the area.
• Upgrade visitor facilities and infrastructure at key tourist locations and improve visitor access to tourist attractions.

Environment and Resources Strategies
• Protect and enhance biodiversity and essential ecological processes.
• Manage coastal and marine environments in a sustainable way to meet multiple objectives.

People, Towns and Housing Strategies
• Encourage the further development of Port Lincoln as a main regional service centre for the lower and western parts of the area.
• Provide opportunities for young people in education, employment and recreation.

Appendix 3

TACOMA PRESERVATION SOCIETIES’ ACTIVITIES

The Tacoma Preservation Society is a registered Cultural Organisation under the Commonwealth (Designated Gift Recipient) facilitating the organisations tax deductibility for gifts received. Tacoma is one of 7 vessels in the State that are recognised and registered under the Australian National Maritime Museum, Sydney (ANMM) Historic Vessel Registrar and is one of only two vessels in the State that are sea going.

PORT LINCOLN – Australia’s seafood capital

www.tacoma.org.au
THIS DOCUMENT HAS BEEN PREPARED WITH THE ASSISTANCE OF THE AUSTRALIAN NATIONAL MARITIME MUSEUM ANMM

CONDITIONS OF USE:

- This is a addition to the 202007-2012 original plan l VMP for MFV TACOMA.2012 2017
- Copyright remains with the TACOMA PRESERVATION SOCIETY; this VMP must not be copied for any other purpose unless permission is given by thetas.

Tacoma is managed under the guidance of its Vessel Management Plan and this plan complies with the community berth concept.

5.2 Fit out and interpretation of the Vessel & Artefacts

It is recommended that MFV TACOMA remain on display in the water. It should be fitted out with equipment and gear appropriate to its eventual configuration, as a Tuna Poling vessel used in the
Southern Blue Fin Tuna industry in the 1950’s. It should be open at various times as appropriate, for special events or purposes.

The history of the vessel and its changing fishing from Tuna, Salmon through to Prawns should be explored in interpretative programs and products, which can be centred on the vessel - events, activities, publications, and demonstrations. The current recommendation is that the interpretation on board should reflect the Tuna industry of the early period of MFV TACOMA’s life. This will provide a basis to explore other related areas.

Further interpretation can be provided by interactive facilities potentially positioned alongside the vessel. These can explore the tuna industry incorporating film, photographs and oral history. Volunteer guide programs on the vessel can augment all programs.

If practical, it is recommended that the MFV TACOMA be berthed next to other working vessels involved in fishing industries, allowing the interpretation to be conducted in conjunction with related vessels. The TACOMA Preservation Society is working towards a berth alongside the Fishermans Memorial in the LINCON COVE MARINA.

There are focus areas which can be directly applied to MFV TACOMA, and this should be the subject of future interpretation and research.

5.3 Making Links between the Vessel and the Shore

Exhibitions linking MFV TACOMA with an onshore facility needs to be developed, since tuna fishing was one of South Australia’s most dynamic maritime industries and crucial to the economic growth of South Australia. Exhibitions rich in objects and images can expand the stories of poling to ship-living away from the home port for up to 5 months, life on board, the development of the tuna industry from canning to sashimi, and the modifications to vessels which were brought about by changing conditions and techniques - all of which will already be outlined in the vessel’s interpretation. The Axel Stenross Museum has in place the beginnings of a collection that could be expanded and housed within the slipway precinct.

‘Old time’ poling experiences could be provided, with activities such as spotting, chumming and the long night watch included. The housing of a spotter plane may add to the experience of spotting for tuna over the expanse of the Southern Ocean.

5.4 Public programs

MFV TACOMA can be used for a variety of general visitor programs with Tuna fishing activities alongside at the berthing location, or on board for special programs as resources permit.

5.5 Education resources

MFV TACOMA is also a valuable education resource tied to education curricula by comparative analysis. Appendix B details curriculum areas where MFV TACOMA can directly relate to the specific education program. Further research is recommended in this area to integrate potential areas of study through the educational systems of, for instance, Flinders University, Adelaide University,
Spencer TAFE Institute and the secondary schools sector. Special attention should be given to the Kirton Point Primary School because of its use of TACOMA as its school emblem.

5.6 Outreach and Internet

The regular monthly operation of MFV TACOMA is necessary for maintenance and to inhibit marine growth on the hull. This also provides an opportunity to increase the profile of MFV TACOMA, and also promotes awareness of the tuna industry and the onshore display generally on the harbour. The potential to associate operations on the harbour with maritime archaeology programs subject to operational procedures and guidelines, may also be explored through institutions such as the Lincoln Marine Science Centre and Flinders University.

It would be possible to install a travelling exhibition and take MFV TACOMA on a tour of old tuna ports of Eden, its birthplace of Port Fairy, and possibly Sydney, its farthest East fishing port. This would allow increased publicity and exposure for the ANMM. The trip could take on a number of different aspects, such as visits to maritime museums at the various locations. Alternatively, the group could develop, in conjunction with the ANMM, a travelling exhibition on the history of tuna in Australia.

A large film archive exists from the early 1950’s to today’s tuna farming, with the National Geographic Society and both Thalassa and Japanese television channels featuring individual productions of the tuna story. Interest also lies in Colin Thiele’s children’s book “Blue Fin”. There is also the South Australian Film Corporation’s production “Bluefin”. This format could also look at the historical role of the Japanese in the tuna industry across southern oceans from Cape Town, South Africa to Hobart, Australia. The telling of the Japanese story would appeal to the Japanese tourists visiting the ANMM (14% of international visitors to Australia are from Japan). The Japanese were closely involved in the industry, playing a crucial role in the development of long-lining and the tuna sashimi (raw fish) market in Japan. Further programmes could be developed regarding the start of the tuna farming industry.

The Port Lincoln area, through the Eyre Regional Development Board, has a well established seafood trail that includes a charter vessel specialising in tuna farm visits and swimming with the tuna. The Port of Lincoln and the Lincoln Cove Marina are some of Australia’s most active fishing ports. The daily operations of the tuna, mussel and king fish farm vessels, coupled with the unloading of some 40,000 tons of pilchards, 9,000 ton of tuna, 2,000 tons of prawns, and a mix of trawl fish and long-line rock lobster and shark, makes the two port precincts extremely active. All of these areas have free public access. This background of activity will provide an ideal setting for the placement of the MFV TACOMA and its associated artefacts, eventually bringing together the natural and man-made activities of a vibrant, working port; it is a continually unfolding story of fish harvesting 24 hours per day.

SEE ON WEB PAGE www.tacoma.org.au or FACEBOOK Tacoma
APPENDIX 5

The MFV Tacoma is registered on the Australian Register of Historic Vessels. To be registered a vessel must be associated with people or events that have contributed to Australia’s maritime history. It must be a rare or important example of its type, designer, builder, class, construction or period. It must teach us about some aspect of maritime history. It must have special value to it’s community. It must have been built before 1965 and be intact or relatively intact. Tacoma fits all of these criteria.

MFV Tacoma was the first Australian purpose built tuna vessel. It is an excellent example of Australian ingenuity and adaptation from its rolled steel bow to the effective use of Australian hard woods.

The determination of the Haldane Brothers in taking on such a large undertaking is not only important history; it serves as an example of what can be achieved for current generations. The three brothers, aged from 25 to 31 years, took on a task that was complex and daunting.

After its launch in 1951, Tacoma’s maiden voyage was from Port Fairy, Victoria to Port Lincoln, South Australia via Adelaide, a trip of some 450 nautical miles. On board for the trip west were the three Haldane Brothers and their entire families, plus the Bellamy twins who had helped with the construction, and a cook. In total nine adults, seven children, one dog and two cats.
The Tacoma Preservation Society

The Tacoma Preservation Society is undertaking a complete restoration of Tacoma, the tuna clipper that changed the course of pelagic fishing in Australia. With the help of volunteers and sponsors this project will commemorate the history of tuna fishing in Port Lincoln, South Australia.

Members of the Society are a group of individuals who share:

- A love of the sea and a working relationship with it
- A passion to see a great story of the sea, Port Lincoln and Tacoma preserved for the future and enjoyed by many
- A fascination with the tuna industry and how it has developed through time

Appendix 6

1 Planning

The City of Port Lincoln is required to have a Development Plan to guide development in accordance with the Development Act and Regulations. The Development Plan seeks to promote the provisions of the planning strategy for the state.

The Development Plan has three parts; Introduction, General Section and a Zone Section.

The general section of the Development Plan sets out the objectives and principles of development control, and the final section sets out the policies of particular zones.

2 Port Lincoln City Council Development Plan, March 2011

OBJECTIVE

- The provision, in appropriate locations, of marinas, pontoons, jetties, piers, wharves and boat moorings that cater for vessels and that:
  (a) maintain public access to the waterfront
  (b) do not compromise public safety
  (c) preserve the structural integrity of the marine infrastructure
- minimise adverse impacts on the natural environment.
- Upgrade visitor facilities and infrastructure at key tourist locations and improve visitor access to tourist attractions.
- Integrate the planning and management of urban infrastructure in an efficient manner
- Align land use planning with specialty tourism development priorities.
• Improve the appeal of destinations by encouraging the development of attractions.
• Develop appropriate infrastructure and facilities for visitors.
• Ensure the interpretation of features of interest and understanding of tourist attractions.

Appendix 7

3 DESIGN PRINCIPALS

The key to success in urban waterfront development projects lies in adherence to the following design principles:

1. **Public access** must be a central feature. Public use areas should be made inviting in terms of size and location. Structures should be set back from public areas to avoid any sense of intrusion. Places to sit, rest, eat and drink should be provided. Access areas should be linked wherever possible. Planners must be aware that if public access is treated merely as a legal requirement, which can be satisfied by providing an uninviting walkway that winds through the back of the project, the concept of public access has no impact.

2. **Major public views** of the coast must be protected by design. This has both public and private components. The public component requires that views of the water from public access areas should be unobstructed. Also, view corridors from public areas to major points of interest should be provided. As for the private component, wherever practical, and where it would not conflict with public views, the development should allow inland buildings a view of the waterfront. This quite simple public requirement (or private initiative) could extend the economic values of a waterfront site beyond the first tier of buildings to inland sites as well.

3. **Recreation and commercial uses** (such as commercial fishing) that require a waterfront location and are not inconsistent with the surrounding area should have space allocated for their development. Adequate space within the public area will encourage these users to locate there.

4. **Radial planning.** The urban waterfront should not be planned as most other areas are, in a checkerboard pattern, with industrial uses here, commercial uses there. Regular zoning should not simply be taken to the waterline. Instead, planning for the waterfront should be radial in nature, progressing from the specific to the general. It should be specific as to uses along the shoreline and more general as one progresses inland. It should begin with a recognition of the waterfront’s particular setting. What does a person need to be able to enjoy the waterfront?

5. **Dynamism.** The aim should be to design a beginning, rather than an end product. The design should allow the dynamism brought by people who will use the waterfront in varied ways. An over-designed plan might be easier to sell, but easily crumbles with changing uses and fashions, while a design that provides structure but allows for change is likely to be long-lived.

These design principles are not only consistent with an altruistic notion of the public good, they are also grounded in sound economics. When the attractiveness of a resource is enhanced, its value to surrounding business also increases.

It should also be kept in mind that the essential interest of the developer is to capture the complete value of the amenity. A developer cannot rationally be asked to do otherwise. When required only to conform to a general plan, a developer is led by self-interest to
Develop plans that call for maximum revenue-producing space. He will discount open space and access ways along the waterfront as costly luxuries in terms of foregone revenues. Developers’ designs usually seek to force the public through their shops to view the water. The result is often a double-loaded (shops on both sides) passageway. Yet without access to open space and viewing areas, the local population will not be drawn to the waterfront, and projects are sure to be financial burdens rather than civic assets.

Urban waterfronts have received a major share of recent attention because of their historic and economic importance, their great resource value, and their importance as growing population centers. Local governments and private investors are rediscovering waterfronts as potentially valuable resources. A significant aspect of this rediscovery is that waterfront design—and designs for the waterfront—are beginning to reflect the natural advantages of the waterfront location.

Revitalization of a waterfront is linked to the city’s economic health. A city can afford waterfront redevelopment even in an age of austerity. Amenities—that is, tangible public benefits in the form of facilities, settings, and activities—benefit not only city residents, but also the city’s economic health. Amenities are now being used by public agencies as economic development tools, along with financial packaging, tax incentives, site acquisition and development, and other conventional approaches.

Clearly, the public sector has a crucial role to play in achieving compatible waterfront designs and, indeed, all coastal design. Government must play the dual roles of entrepreneur and mediator, roles not typical of government, but which it is nonetheless capable of learning. Government’s role also includes preparing the ground—literally, as well as politically and financially—for the development to come. Of necessity, government takes the overall management role in waterfront design and development. Compatible waterfront design that includes public amenities, far from being a costly luxury, is now being considered by both the public and private sector as an essential—and leading—part of waterfront development.

Appendix 8
7 TWO MAJOR PROJECTS IN MARINA PRECINCT

Future development adjacent to current Marina

LUKIN PROJECT
The project will centre around an 18-hole international-standard golf course, which will be developed to replace the current Port Lincoln Golf Club and feature the outline of a Great White Shark. The existing wharf will be upgraded to cater for the relocation of much of the Port Lincoln fishing fleet and will be complemented by a new industrial precinct to serve the fishing fleet and support industries. A link road will service the new wharf and industry zone (as well as existing industrial sites), enabling heavy traffic to be diverted away from the Lincoln Cove Marina and city, and access factories and infrastructure. This facility has the effect of removing much of the heavy traffic using the service wharf and would free up this section of the marina for different usage types. The project will also include a new shopping centre and several hundred homes, expected to be developed over 20 years.

SARIN PROJECT
Expansion is the next stage of the highly successful Lincoln Cove Marina, as envisaged in the original master plan, taking in land on the southern side of Marina Drive. The project has been split into two stages – a 36-allotment lakeside residential area named ‘Parnkalla Waters’ and a larger 131-allotment residential area situated on deep-water canals, most with frontage for private pontoons. A further expansion of up to 238 additional allotments may also occur with existing waterfront allotments (particularly deep-water) tightly held.
The expansion will provide a premium product not currently available while improving the amenity of the southern side of the marina. The project will also provide for a substantial improvement to traffic flow into the marina, as well as providing improved emergency egress. The project will also provide further impetus for the revitalisation of the central marina area’s commercial and tourist facilities on Jubilee Drive (also proposed by Sarin Group Property) by adding to the population of the marina area.

Council position

Recommendation

That investigation and discussions with key stakeholders be continued, for Council’s further consideration, in relation to the possible development of a Council-owned public boating pontoon, Including:

- the strategic merits of the marina location, the Axel Stenross site and the Brennan Wharf precinct options with regard to long-term contribution to the city and regional visitor economy
- the minimum specification facility required to permanently accommodate the Tacoma together with passenger access to and from at least one additional boat of tourist boat size
- cost estimates for the minimum specification facility identified above, and for an option to accommodate one additional boat of at least 70 tonnes

October 2015

1. That the report of Tonkin Consulting on the Port Lincoln Public Boating Pontoon Feasibility and Options Study be provided to all relevant stakeholders and made generally publicly available.
2. That a meeting of relevant stakeholders be convened to review the report of Tonkin Consulting and determine levels of agreement or support based on the key issues identified in the report of the Chief Executive Officer, and Council further considers the matter with the resultant stakeholder feedback.