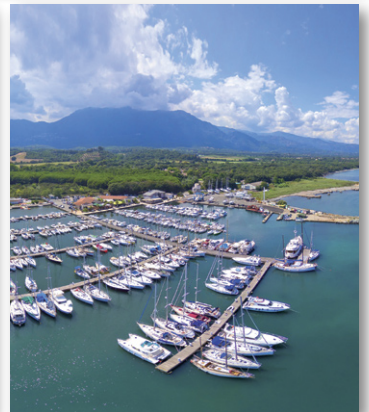


Marina

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July/August 2020

Issue 120



Celebrating 20 years of publishing

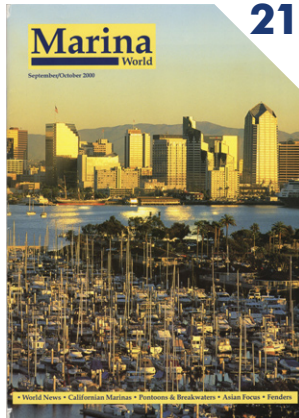
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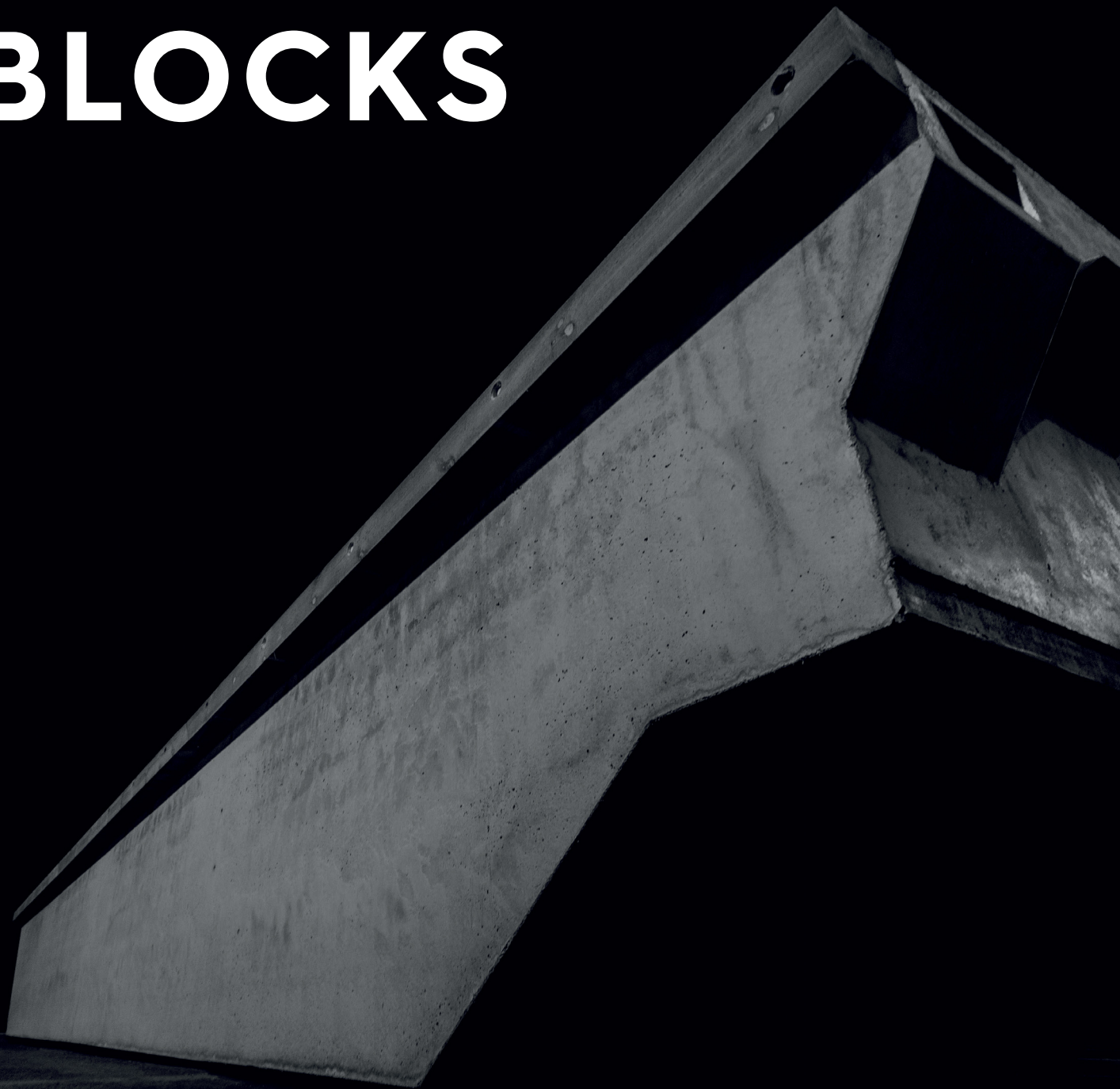
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Celebrating 20 years

At Issue 120 – Volume 20, No. 6 –
Marina World July/August completes
20 years of publishing.



We are marking this with a two-part retrospective, running in this issue and continuing in September/October. The focus in these pages has been to return to base with a resumé of Issue 1 (September/October 2000) and highlight two specific aspects of marina development: the increasing trend for building large berths for superyachts; and the regeneration and, often, expansion of established marinas. In September/October, we will feature a selection of marinas around the world that have been built from the ground up over the past two decades.

It has been a fascinating experience for me to read through 119 issues and put together the editorials, and a trip for my memory as I recall so many marina tours over the years. I thank everyone who has helped to organise and host these special visits.

Over the past 20 years, we have seen Italy lead the way as the fastest growing Mediterranean country in terms of new marinas and marina extensions. The USA, as the first country in the world to build serious marina infrastructure, has inevitably become the first to require regeneration and reconfiguration projects. Many of these have been complex and challenging. New nautical markets have emerged or strengthened, and continue to build, in Montenegro, the Middle East and Southeast Asia.

Sharper focus has been placed on protecting the environment. This, on one hand, has made the planning and approvals process more difficult, time-consuming and expensive, but, on the other, has led to proactive Clean Marina initiatives and adoption of new technologies, alternative materials and green energy. We have seen greater use of composite decking and the introduction of solar panelled docks. Wifi is now the number one customer priority at the marina in a world that, as the last two decades progressed, has traded landlines for mobiles and fax numbers for email addresses.

Drystack continues to gain ground in many market areas and to offer more efficient and exclusive service and broader lift and launch options. Boat sharing concepts and boat clubs are on the rise. Pump-out has become a norm rather than an option and is more frequently to be found as an in-slip offering, and dockside power pedestals are now built to deliver the increased amounts of power required by larger boats and are functional designer accessories tailored to suit new-style upmarket marinas.

An increasing amount of attention is being paid to attempting to secure a more level playing field for marina lease and concession fees and greater emphasis placed on gathering vitally important marina statistics. We have more credible, accurate and detailed data on our industry than we had 20 years ago.

Perhaps the biggest driver of all has been to deliver better customer service and broader amenities and to create destination-within-a-destination appeal; making the marina a special attraction for visitors that complements and boosts the local town or region and the local community.

There have been, and continue to be, many challenges: weather systems; economic hiatus; an ageing boating population; and now the COVID-19 pandemic – an ongoing crisis with many potential knock-on effects. But the marina industry is blessed with many fine minds, entrepreneurial spirit and a growing desire to share and cooperate at an international level. This will help drive us positively - through the next 20 years!

Carol Fulford
Editor

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Lantau first phase nears completion

HONG KONG: Phase one of the marina refurbishment at Lantau Yacht Club (LYC) – the first ‘new’ marina to open in Hong Kong in over ten years – is due for imminent completion. The entire marina should be fully operational by the fourth quarter of this year.

Featuring 148 wet berths ranging from 10 to 60m (33 to 197ft) in length, the marina is custom-built and typhoon-proof with a well-built breakwater that has proven itself over several decades, including withstanding the devastating 2018 typhoon.

UK-based marina consultants Marina Projects was appointed to advise on the master plan design, berth mix and technical provisions of the marina, and the structural design of the concrete pontoon system was provided by Atkins. This has been carefully engineered to withstand extreme loading forces exerted by superyachts and attenuate strong waves. The largest pontoons, at 5m (16ft) width, allow two-way passage for buggies – the main transport mode within the marina.

The LYC Marina caters for all sizes of yacht, from the smaller leisure yachts up to megayachts. Facilities and services include 24-hour security, individual electricity and water service

pedestals, a pump-out station, wi-fi, a soon-to-be-introduced 5G mobile network and a petrol and diesel fuel station.

The electricity provision is best of class and superyachts will be provided with up to 600 Amp three phase shore power electricity at individual pedestals.

The service yard offers haul-out, hull cleaning services and antifouling, and has a boat hoist of 45 tons for vessels up to 17m (56ft). Along with all the hardware, comes a tailor-made membership and marina management software and concierge service.

“We are excited to see the new LYC Marina taking shape,” said Victor Cha, deputy chairman and managing director of HKR International Ltd, a shareholder of the developer and operator. “We have already attracted a lot of interest from yacht owners and industry players since the commencement of membership acquisition in May, especially in the superyacht berthing,” he confirmed.

Whakatane marina poised to boost tourism

NEW ZEALAND: A new marine facility, to be built in Whakatane on the eastern Bay of Plenty in the North Island, will be New Zealand’s first Maori-owned boat harbour.

Earmarked as a ‘pivotal driver’ for local growth in the marine and tourism sectors, ‘The Boat Harbour’ will be constructed on 11ha (27 acres) of unused land along the Whakatane River.

Wardale Marine Consultancy, which has been appointed project director, will be overseeing the build of a marina to hold around 60 vessels of 14 to 30m (46 to 98ft) and large mussel barges that work in the region. The

end result will offer safer and more resilient berthage, as well as haulage and maintenance facilities. Local berth availability is currently restricted by the capacity of the town wharf.

The Boat Harbour is being developed by a partnership of the Te Rahui Lands Trust, the Crown, Ngati Awa Group Holdings and the Whakatane District Council. Funding also provides for an on-site marine training school.



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2020 Industry Reconnect – World Marinas

The ICOMIA Marinas Group (IMG) is organising a World Marinas Conference Industry Reconnect virtual event over a four-week period this October.

The webinar will offer four different 90-minute long sessions with leading industry panellists and the opportunity for a productive Q&A session.

Topics cover:

- State of the industry around the globe

- Boating and tourism with COVID-19: what's next?
 - Technology looking forward
 - Vision of change
- Further information will be available soon.

MDL launches low-cost small boat berthing package

UK: MDL Marinas has launched Simply Berthing, a new berthing package for boats under 9.9m (32ft 6in). The package, which offers a no frills attached, highly competitive rate for small boats, will be applicable to all of MDL's 18 UK marinas subject to availability.

Simply Berthing customers will have a safe and secure berth, access to shoreside facilities and some MDL services. They will also have the option to choose Freedom Berthing, which includes core benefits of boatyard discounts, storage ashore, fuel at cost and free car parking.

"Our new Simply Berthing package is primarily designed for first time boat owners," says Tim Mayer, MDL sales and marketing director. "We wanted to create a berthing package to help reduce the financial barriers to boat ownership and encourage more people to buy, supporting the wider marine industry."

Next stage for Chongwu

CHINA: Vivic Corporation and Quanzhou Harbour Group Company signed an important second phase cooperation agreement in mid-June on the development of Chongwu Yacht Marina.

During the first phase of the agreement, the two parties conducted copious amounts of on-site and theoretical demonstrations for the development of the marina and submitted work reports and project reports to the necessary authorities.

Covering a total area of over 15.4ha (38 acres) on the Chongwu Peninsula in Quanzhou, Fujian the project

consists of a marina, tourist resort hotel, artificial beach and various other water sports recreations. The marina is in close proximity to national attractions, which draw record-breaking amounts of tourists each year.

Established in 1998, Quanzhou Harbour Group manages all state-owned marinas and marina construction in Quanzhou.



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Alimos tender awarded

GREECE: Aktor Concessions has been awarded a 40 year concession to run the marina at Alimos.

This is the first concession tender process for a marina that has been put to e-auction process by the Hellenic Republic Asset Development Fund (HRADF). The value of the agreement amounts to a total consideration of at least €177 million, including an upfront fee, an annual concession fee and a revenue-sharing percentage of the marina's annual turnover.

Alimos Marina is one of the most important marinas in Greece and one of the largest in the eastern Mediterranean. It currently has over 1,100 berths.

Aktor Concessions will proceed with investments amounting to €50 million within the next five years with a view to developing the marina as a top tourist port destination. Existing port infrastructure will be radically upgraded and additional building will be undertaken to regenerate the extensive landside space. Green and promenade zones, areas for leisure and dining, shops, hotels, offices and outdoor

events facilities will be added.

HRADF executive chairman, Aris Xenofos, commented: "The signing of the concession agreement for the Alimos marina, under the unprecedented conditions of such an international economic crisis, underlines our firm commitment to our development target, the restart of the Greek economy."

"The signing of this agreement is proof of the confidence of the investing community and the financial system in the positive prospects of the national economy, and especially in our tourism sector. Even today, when its endurance is being tested, it is still a key pillar of the Greek economy. The Alimos marina is located in one of the three municipalities that will host the visionary project of Elliniko. Given the synergies that emerge, the benefits are obvious to both the local communities and the country as a whole: new jobs, business opportunities and economic growth," he continued.

Superyacht visitor days jump for 2019

AUSTRALIA: Data released by Superyacht Australia, the peak body for the superyacht industry, show that foreign flagged superyachts stayed an average of 73 days in 2019 compared to an average of 41 days in 2018. This represents a 79% increase in the length of stay.

The economic impact, at just over AU\$63,873,000, represents a 60% increase in 2018's already impressive figure of AU\$39,843,000.

The passage of the Special Recreational Vessel Act in December 2019 by the Federal Government now allows foreign flagged superyachts to charter in Australian waters. As a result, Australia saw its first charter client in December, with Hollywood actor Will Smith chartering a superyacht out of Cairns. With the

passage of these laws, it is expected that Australia will see a further 300% increase in visitor days over the coming three years.

Queensland saw the highest number of visiting vessels, along with the longest duration of stay, generating an 87% increase compared to the previous year. After Queensland, the highest levels were seen in New South Wales, followed by Western Australia and Victoria. Tasmania had the largest size sailing vessel – at 84m (276ft).



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SWEDEN: Now complete and fully approved, the new floating marina built by SF Marina in Skärhamn on the west coast is a highlight in the mixed-use Kajen (Wharf) project. Supersizing was part of the design as the pontoons are twice as wide as normal and the SF floating concrete breakwater is by far the widest in the country.

New marina system for Tauranga

NEW ZEALAND: Tauranga Marina in the Bay of Plenty, North Island, is to be redeveloped with a new floating marina system. Poralu Marine has secured the contract – its first in New Zealand – and will manage the project using staff from Australia, where the company is already well established.

The marina, owned by the Tauranga Marina Society, occupies a total area of 150 acres (61ha), with 33 acres (13.4ha) of marina. It currently offers 561 fully serviced berths for

monohull and multihull vessels. In the new design, the number and size of berths will increase so as to better accommodate bigger boats like catamarans.



Meeting again – at Metstrade 2020

NETHERLANDS: This year's Metstrade event (17th-19th November) in RAI Amsterdam is scheduled to look a little different but still offer all the essential connect and catch-up opportunities the industry expects.

Due to COVID-19, a new 'safe, responsible and hospitable' protocol will be in place in order to deliver a successful show.

A recent survey among previous visitors revealed that no fewer than 71% were interested in visiting the show and over 1,250 exhibitors have registered so far.

Metstrade 2020 will be a hybrid event. Award ceremonies, presentations and panel discussions will be available simultaneously online. Metstrade will additionally offer the opportunity to virtually join exhibitors and visitors present in the RAI with online matchmaking tools.

"Metstrade's strength lies in connecting people," says director Niels Klarenbeek. "We believe that we can bring our physical event to a higher platform where the best of both worlds, offline and online, seamlessly merge in a hybrid event in November."

While some land-based works are already underway, the on-water component of the project is planned to commence in the second half of 2020 with the installation of phase one of the floating marina. This will include the installation of a new pier to welcome the largest boats (up to 24m/79ft) and a fuel pontoon.

Pier J at Tauranga Marina will be the first to undergo redevelopment.

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Ibiza Magna: new name, new management

SPAIN: The concession and management of Ibiza Magna Marina on the Balearic island of Ibiza has been transferred to IPM-IMG Group. It will now be known as Marina Port Ibiza.

With 85 moorings and ability to host vessels up to 60m (197ft) in length, the marina boasts 24-hour security and a broad range of value-added services, along with the privilege of mooring at the foot of Ibiza's old town; a UNESCO

World Heritage Site.

IPM has immediately put new operating procedures into play and from 1st July was welcoming international vessels without restrictions or quarantine.

IBEX 2020 going 'virtual'

USA: The 30th International Boatbuilders' Exhibition and Conference (IBEX), scheduled this year for 29th September to 1st October, is to be a virtual-only event allowing the entire marine industry to come together in a new way as an online community.

The decision was made to pivot the in-person show to virtual-only due to the ongoing COVID-19 pandemic. The marine industry will still be able to connect virtually with all the experts and product manufacturers at the new online event on the same IBEX 2020 dates.

"The health and safety of our visitors, exhibitors and partners is our primary concern," said show director Anne Dunbar. "While gathering in person is

not the right decision this year, we will instead connect virtually. IBEX is known for forward-thinking education and allowing buyers and manufacturers to meet and do business. We are working to bring all that you expect from IBEX to an online format."

The details for IBEX Online: A Virtual Experience are currently being developed and registration will be announced soon.
www.ibexshow.com

Counting costs of COVID-19

AUSTRALIA: A report released in late July by the Marina Industries Association (MIA) indicates an AU\$48 million reduction in marina revenues over the three-month period of March to May 2020. The data also indicates the negative aspect of the COVID-19 pandemic have been greatest in Queensland and Victoria. Club marinas have been most negatively impacted, followed by commercial marinas and then boatyards.

The most heavily impacted revenue generating areas of business were food and beverage (64% of all marinas) and marina wet berthing 52%. 89% of marinas experienced negative impacts during the survey period. 22% of marinas experienced some positive impacts, however, with demand for dry boat storage being the most significant area of increase at these marinas.

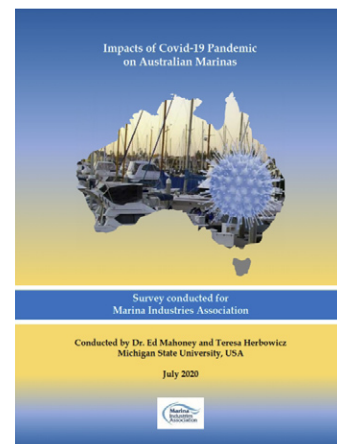
The research was conducted for the MIA by Dr Mahoney and his team at Michigan State University, USA. One third of all Australia's 312 marinas fully completed the survey providing a very robust set of data.

Based on the survey results, 239 marinas qualified for Federal

Government Job Keeper payments with turnover dropping by at least 30%. Approximately one third of marinas were forced to permanently retrench or reduce staff positions at their marinas totalling almost 600 positions nationally.

At the time of the survey in June, 70% of Australian marinas anticipated negative impacts would continue into the 2020/21 financial year with an average estimated loss of profits of 20%.

The report "Impacts of the COVID-19 Pandemic on Australian Marinas" is available for download from the resource centre at www.marinas.net.au





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Lewis marina expands

UK: The newly expanded phase at Newton Basin marina in Stornoway Harbour in the Scottish Hebrides has opened for the summer season. A total of 75 new marina berths complement the original 80-berth marina that was itself extended in 2014.

The new facilities, designed and built by Inland and Coastal Marina Systems (ICMS), comprise GRP mini-mesh decked walkway and finger pontoons, well protected by a breakwater.

The Outer Hebrides is a key sailing destination for visitors, and Stornoway is an important link in the chain of safe havens stretching from the Butt of Lewis to the Isle of Barra. But the marina's position on the Isle of Lewis



made access to the mainland and construction plant challenging.

"Being in the Hebrides has its logistical issues when it comes to installation, but we always find a solution," explained ICMS senior project manager Brian Curley. "Assembling the

pontoons offsite really helped time-wise and reduced the amount of specialist machinery needed in situ."

The project will also incorporate a new slipway and boat hoist, enabling the marina to offer boatyard services to visitors and port users.



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Boat Lifts and Marina Systems

Having spent decades perfecting and innovating its products and services to meet the demands of clients throughout the world, Golden Manufacturing is now recognising a growing trend for the delivery of complete marina projects. As a company offering a mix of award-winning products and an attractive 'slip/boat lift combination', it is able to deliver a one-stop-package that generates a stronger bottom line for marina owners. Company founder, Bill Golden, believes that close attention to product detail and development, and forward thinking have been the "cornerstone" of Golden's success and longevity.

Golden manufactures a wide range of boat lifts that can be customised for any commercial application, and its aluminium and concrete floating dock systems are manufactured to the highest standards and built to fit site-specific needs in close collaboration with clients. It's a tailored approach to delivering the optimum marina configuration.

Golden companies

Golden Manufacturing was founded in 1996 in Florida, USA and has its operations and manufacturing facility in North Fort Myers. Bill Golden, who has been in the aluminium dock and boat lift manufacturing business for over 40 years, brings a wealth of expertise to the company.

Since 1996, Golden Manufacturing has been leading the way with new and innovative marine products, many of which have received industry accolades and awards. The product line-up includes a wide range of boat lifts to fit any application, concrete and aluminium floating dock systems, and a host of patented marine accessories.

Golden's undercover facility consists of approximately 46,000ft² (4,300m²) of manufacturing floor space and administrative offices and an additional building in excess of 12,000ft² (1,100m²) is in progress.

All engineering, drafting and manufacturing is completed in-house. Golden doesn't use sub-contractors. Manufacturing processes adhere to the strict policies and procedures under ISO 9001:2015 guidelines.

Currently, Golden Manufacturing has over 80 staff members with responsibilities ranging from design, engineering, manufacturing, sales, administration, managerial, safety and quality assurance. All staff are vetted for their expertise and trained on a monthly basis in safety, new techniques, Six Sigma practices and ISO 9001:2015 guidelines and procedures.

You can watch a company overview video here. 🖱️ ▶️

Golden focus

Golden has a network of over 600 distributors and clients throughout the USA, Canada and Australia, for example, and in many countries in the Caribbean, Europe and the Middle East. The company prides itself on its attentiveness to client needs, its accuracy and its relentless quest for client satisfaction.

Golden has the flexibility and know-how to either act as a supplier



Golden has a boat lift to suit a full range of boats and watercraft. The Four-Post Boat Lift, particularly well suited to commercial marina applications, is a durable option for coastal marinas.

of marina components or to take on full marina projects. In many cases, clients will rely on Golden's design and engineering expertise to create the initial design and configure the optimum dock and boat lift combination to meet the location's market demand. Where turnkey services are required, Golden relies on local contractors as well as a team of US professionals to navigate projects to their successful completion. Golden has completed projects worldwide and is continuing to expand its footprint around the globe.

"Golden has been manufacturing boat lifts, floating docks and many innovative marine related products for more than 40 years," says Bill Golden. "Through our commitment to customer service, quality and innovation we continue to grow our global footprint. This has been the formula for our continued growth and success throughout the world. As we continue

Golden worked closely with the owners of River Cove Marina in Miami, Florida to design a marina to maximise the boat count and boatlift capacities to meet the target market. River Cove Marina has 68 slips with boatlifts that can hold vessels that weigh up to 28,000lbs (13,000kg) and are as long as 45 feet (14m). The marina was completed in 2014 and has been at full occupancy with a waiting list since opening thus bringing in premium rates.



🖱️ Mouse = Link • 🖱️ ▶️ Mouse + Button = Video demonstration



Steelpoint Harbor Marina in Bridgeport, Connecticut is a 75,000ft² (7,000m²) project utilising Golden's patented concrete floating dock system. This features a patented aluminium whaler system that allows for adjustable cleats, pile guides and finger piers. The Golden concrete system is much stronger, more flexible and has much longer life expectancy than conventional timber whaler systems.

300 series stainless steel hardware and cables. They are available in single, two and four post configurations.

• Floating Dock Lifts

This innovative dock lift system is a convenient, attractive and environmentally sensitive addition to any dock. All systems have a fully integrated Golden Boat Lift with Golden Sea-Drives.

No pilings? No problem. A Golden Elevator Lift can keep boats in excess of 24,000lbs (11,000kg) safely above the water and easily accessible.



to expand, we take on new dealers globally who represent and support our efforts."

Golden products

Just for marinas

• Four-Post Boat Lifts

Marina operators worldwide have turned to Golden's Four-Post Boat Lifts for boat lift solutions. Engineered to withstand harsh saltwater conditions, they are manufactured using 6061 T6 marine grade aluminium. Hardware and cables are high quality 300 series stainless steel.

• Elevator Lifts

With Golden's Elevator lifts, putting boats in impossible places is now possible!

• Tornado Lifts

The Tornado is a free-standing adjustable hydraulic lift that's designed for freshwater and saltwater applications where shore power may be an issue or code regulations prevent piling or fixed structure lifts.

• Aluminium Dock Systems

Golden's aluminium docks are designed and manufactured to suit each specific marina site. They have a life expectancy

of 35+ years and an industry-leading 10-year limited warranty.

• Concrete Dock Systems

Golden's patented timber-free floatation system is made up of concrete decking, aluminium extruded whalers and polyethylene UV resistant floats. They have a life expectancy of more than 25 years.

• Kayak Launch

Developed and built by Golden, the Kayak Launch supports kayaks of up to 350lbs (159kg). The welded aluminium launch is extremely stable and features a brake winch. Grab rails are fitted for smooth boarding and exiting.

• PWC Lifts

PWC Lifts are built using 6061-T6 marine grade aluminium with



The Wharf Resort and Marina in Mahe, Seychelles is a 15,000ft² (1,400m²) megayacht marina, developed by the Golden team as a turnkey project in 2018. Golden used its 950 Double Track aluminium system with adjustable cleats and pile guides, and decked the docks with balua natural hardwood imported from Madagascar. A team from the USA was flown in to install the dock system and all utilities.

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The Marina & Yard Pavilion is a specialised pavilion at the METSTRade Show; the world's largest marine equipment trade show. The pavilion is the first port of call for marina professionals from around the world. With around 70 exhibitors in the previous edition, it's the world's largest trade exhibition for the marina & yard industry.

METSTRade FEATURES



TWO DECADES ON

In July 2000, we were preparing to launch the first issue of *Marina World*, a new B2B publication that launched in September with a mission statement to become “the leading international forum for exchange of news and information.”

Over two decades we have covered industry highs and lows, new products and developing technology. We’ve discussed environmental management and climate change. We have visited hundreds of marinas in dozens of countries and ‘talked shop’ with owners, operators and designers. And we’ve acted – and continue to act – as media partner for the most important industry conferences and trade show events.

In our launch issue, we published an in-depth report on marinas in California; covered new developments and aims in Southeast Asia; examined hurricane preparedness planning; and collated the latest news in the pontoon, breakwater and fender sector.

If you opened the first issue of *Marina World*, you would have read that the Caribbean Marinas Association had just held its inaugural meeting in Port of Spain, Trinidad, that phase one had opened at Marina Urola in Zumaia, Spain and that Chatham Maritime Marina – built with Walcon pontoons and Rolec power pedestals – was in the process of soft opening in the UK as the newest marina in the MDL Marinas portfolio.

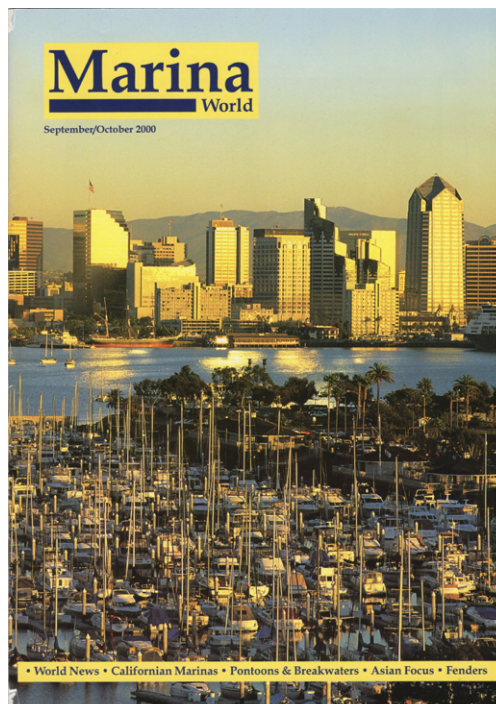
SF Marina had just installed a 200-berth concrete pontoon system at Grebbestad in Sweden and the Duchy of Franconia in southern Germany had completed one of Europe’s biggest and most ambitious engineering projects ‘Fraenkische Seenlandschaft’, a man-made lake district with over 1,500m (4,900ft) of floating pontoons offering over 1,000 berths.

Good progress was reported in Tunisia with the build of the deep water Marina Yasmine Hammamet, due for completion in March 2001. SF Marina installed the floating breakwaters and Ingemar supplied a mix of concrete and timber pontoons. Today, the marina has over 700 berths.

The Greek Government was pressing ahead with plans to privatise the ports of Piraeus and Thessaloniki (finally accomplished in 2018) and was focusing on potential marina projects in the run

up to the 2014 Athens Olympic Games.

Newly opened Port Göcek in the Gulf of Fethiye, Turkey reported a good first season and Camper & Nicholson’s



Marina World – Volume I, Issue 1, September/October 2000. Cover shows Sunroad Resort Marina, San Diego County, USA. Photo: David J Shuler

Marinas announced a commitment to spend £10 million on Gosport Marina (now owned by Premier Marinas) on the English south coast. Moffatt & Nichol was, meanwhile, busily preparing extensive refurbishment and expansion plans for municipal marinas Marjorie Park and Bayshore in Tampa, Florida.

The first sizeable drystack to be built in the UK at MDL’s Cobb’s Quay Marina in Poole on the English south coast enjoyed a good first season. The facility offered racking for 64 vessels but today has a 259-berth drystack to complement its 850 wet berths. On the English east coast, after several years of discussion, efforts continued to be made to progress a potential 500-berth marina in the town of Bridlington. In 2018, revised plans for a 250-berth marina were put on hold due to cost.

Finnish company Marinetek

completed its biggest ever domestic order for a series of 50-tonne heavy-duty pontoons for Helsinki City Marina.

The Boating Industries Association (BIA) of New Zealand, influenced by the slip fee revenue earned from large visiting vessels in the lead up to the America’s Cup defence, was lobbying city and district councils to retain marina facilities set up in Auckland Viaduct Harbour to enable the city to offer permanent megayacht berths.

The Viaduct facility featured 19 berths for vessels of 25-50m (82-164ft) and was built by Bellingham Marine New Zealand using the Unifloat concrete system. The BIA lobbying was successful as Viaduct Harbour is now a key Auckland superyacht facility, centrally located with berthing up to 60m (197ft).

Bellingham Marine Australia also delivered an iconic superyacht package with the completion of Rozelle Bay Marina in Sydney; 17 superyacht berths in the 35-75m (115-246ft) range and ten berths for support tenders. The first phase – known as the Millennium Berths – had been finished in time for Sydney’s spectacular New Year celebrations and the second phase – Olympic Berths – timed for the start of the Sydney 2000 Olympics (15th September).

In September 2000, the Government of Cyprus was welcoming enquiries for the development of new marinas in Paphos (950 berths); Limassol (1,000 berths); Ayia Napa (650 berths); and Paralimni (350 berths):

- A combined marina and cruise ship docking facility in Kissonerga, Paphos is still under consideration.
- Limassol Marina opened in 2014 with 650 berths for vessels of 8-110m (26-360ft). It is an award-winning facility and was the first superyacht marina in Cyprus.
- Ayia Napa is progressing as a 360 berth marina with drystack and hardstand for a further 240 boats and is partly open. It offers mooring for yachts up to 85m (279ft).
- Paralimni Marina is due to open in 2022 with 300 berths for boats up to 25m (82ft). UK-based Marina Projects has been instrumental in the design and is undertaking ongoing project management. When complete, Paralimni Marina will be the first true waterfront development and marina facility on the popular east coast.

Shipshape for superyachts

Forward thinking marina operators have been increasingly keen to cater to the trend towards bigger boats and, over the past 20 years, adding berths for very large vessels became a goal for many. While the focus started strongly in the Caribbean and the Mediterranean, Australia, New Zealand, Fiji and parts of Southeast Asia were eager to help boost a third cruising ground – with impressive results.



Here are some 'superyacht marina' highlights; more will be covered in our special marina newbuild feature in September/October.

● The first major new superyacht facility to be highlighted in *Marina World* was Sunrise Harbor Marina in Fort Lauderdale, Florida, designed to accommodate transient megayachts as well as serve the local market. Up to 25 vessels moored up at 438ft (133.5m) of concrete dock built by Bellingham Marine. Plenty of onsite amenities, heavy-duty power outlets and top notch security were the order of the day.

"It's so difficult to build anything now in Florida [November 2001] – you can't build new and often you can't retrofit – so once planning's obtained you have to strike the right formula."

Carl Straw, developer Professional Marine Associates.

● For stunning location, it's hard to beat The Marina at Port Antonio (Errol Flynn Marina) on the northeast coast of Jamaica. Developed as a public and private sector project, it completed in August 2002 (after just two years of planning) to offer 32 stern-to visitor

Marina Cap Cana, Dominican Republic, was planned as the biggest inland marina in the Caribbean. It currently has 130 slips for large vessels.

By December 2008, Rodney Bay Marina in St Lucia had been redeveloped to feature 32 dedicated megayacht slips for vessels up to 250ft (76m).

berths at a fixed pier with Rolec dockside pedestals. In addition to excellent security, good service was deemed essential.

"One thing we've learned is that the needs of the yachts are varied and unpredictable. We have, as a result, made the most prime space in the marina

into a provisioning office/concierge that serves to meet the non-nautical needs of the guest – from tours to towels, from rental cars to Internet tele-conferencing."

Tracey Prows, dockmaster.

Update to 2020: Port Antonio now has a gigadock for alongside mooring up to 600ft/183m.

● Central to the fanciful development of Atlantis on Paradise Island in the Bahamas is a luxury marina, built to withstand constant traffic and one of the first in the world to be designed for maxi yachts. The marina was expanded in 2005 and a marina village added.

"Atlantis is unique because it's totally transient. One can see three boats at one slip in any one day."

Bob Nathan, designer Moffatt & Nichol.

Update to 2020: Atlantis has 63 megayacht slips, the largest finger pier accommodating 220ft/67m, and alongside berthing.

● Marina Davila Sport in Vigo, Spain, completed its first phase in early autumn 2005 for yachts up to 100m (330ft). Spanish companies Ronautica and Marinetek Spain worked together on the breakwater and interior pontoons, all of which are moored by Seaflex.

Update to 2020: Davila Sport can now





A unique marina in Fort Lauderdale's famous 'marina mile' acts as a floating service and showroom for Westport Yachts.

marina was designed by Applied Technology & Management for IGY Marinas. All large berths are located at fixed concrete docks.

Update to 2020: Rodney Bay has a total of 253 berths including 32 megayacht berths for vessels up to 285ft/87m.

- Part of an enormous development on the eastern tip of the Dominican Republic, Marina Cap Cana was a three-phase project to develop the biggest inland marina in the Caribbean and the only full-service marina between

Turks & Caicos and Puerto Rico to accommodate vessels of over 150ft (46m). An ultimate total of 1,250 slips was envisaged.

"When completed, the marina will be comparable to the great international destination marinas of the world, including those in Italy, Spain, France, Monaco and Dubai." Bruce Blomgren, CEO, marina managers Brandy Marine.

Update to 2020: Cap Cana has over 130 slips for yachts up to 150ft/46m and complete services for captains and crew.

- Vilanova Grand Marina in Barcelona, Spain, opened in April 2009 with large yachts uppermost in mind: over 27 berths for vessels of 20-25m (66-82ft) and 49 berths for yachts of 25-80m (82-262ft). The design included an ultra modern technical centre for repairs and refit.

accommodate yachts up to 150m/490ft at a 236m/774ft long pier and is virtually the only Spanish marina on the Atlantic coast with mooring capacity for large yachts.

- Marina Port Tarraco, 50 miles south of Barcelona, Spain, opened in the second quarter of 2006. Two new fixed quays were built to complement an historic dock wall and floating docks planned for the future. Stern-to berthing was the norm, with capacity for vessels up to 120m (390ft).

Update to 2020: 33 berths are available for vessels of 45-160m/148-520ft.

- Notable yachts were swift to take advantage of a soft opening at Marina Emerald Bay on Great Exuma in the Southern Bahamas. Set within a

Technologically advanced and offering generous slip sizes, Albany Marina in New Providence, Bahamas opened in November 2010.

470-acre (190ha) site with full luxury resort amenities, it offered a chance to invest in property and slip membership, from US\$100,000 to over \$1.5 million (March/April 2006).

"Members of The Club at Emerald Bay enjoy preferred access to the marina, with the ability to have their very own designated dock." Todd Kitchell, vice president club operations.

Update to 2020: 133 boat slips are available, each with in-slip pump-out, for yachts up to 240ft/73m.

- By December 2008, Rodney Bay Marina in St Lucia had been redeveloped to feature 32 dedicated megayacht slips for vessels up to 250ft (76m) along with 176 berths for 40-60ft (12-18m) boats at a Walcon floating dock system. The large berths were built in a bid to expand viable cruising grounds for superyacht charter in the southern Caribbean. The entire





Six superyacht berths in the Wynyard Quarter, Auckland kick started Silo Marina, now New Zealand's premier superyacht facility.

"Despite the [2007/08] financial crisis, there is still a real demand in the market for specialised facilities for this type of boat in the Mediterranean. In fact, we have exceeded our expectations in our first year of sales and have managed to sell more moorings than we originally estimated." Xiqui Mas, management company Varador 2000.

Update to 2020: Vilanova Grand can moor vessels up to 130m/430ft.

● In May 2009 Port Adriano Marina Calvià in Mallorca launched a project to add 82 berths for vessels of 20-60m (66-197ft). Pre-sale of berths was excellent and attention to detail was paramount.

"Owners put a lot of effort into the design of their boats but, traditionally, marinas haven't put similar effort into design. We believe the marina should be a continuation of the boat's atmosphere and for this reason we have chosen Philippe Starck to design the port."

Isabel Teruel, marina manager.

Update to 2020: Port Adriano has a total of 488 berths including 87 superyacht moorings. The marina can accept vessels up to 80m/262ft.

● The first megayacht was ceremonially escorted into Marina Papagayo in December 2009. The nautical centrepiece of a high end luxury resort in the northeastern province of Guanacaste, Costa Rica, the marina opened with 180 slips and a plan for 350 in total. Management company Brandy Marine was involved in the project at the initial planning and design phase in 2003.

Update to 2020: Marina Papagayo has 180 full-service berths up to 250ft/76m. Exclusive residential properties continue to be completed in phases.

● Designed for owners of 20m+ (66ft+) vessels, Porto Mirabello in the Gulf of La Spezia, Italy took the concept of a floating marina to its extreme. The entire complex is built on a 50,000m² (538,200ft²) artificial island secured to the seabed using 2,100 piles. Everything at the marina is supersized but smaller boats are also welcome – at innovative prefabricated modular pontoons specially designed by Ingemar.

Update to 2020: Porto Mirabello can host yachts up to 140m/460ft. Berths are available for purchase on 15, 30 and 50 year contracts.

● Located in Fort Lauderdale's renowned 'marina mile', Westport Marina is fairly unique. Built by Bellingham Marine for Westport Yachts as a command centre and floating service and showroom, it has 26 slips to

The Mandalina Marina & Yacht Club became the first megayacht marina in Croatia when it opened in 2012. Photo: D-Marin Marinas Group

accommodate vessels up to 164ft (50m) in length. The facility is styled to reflect the customer service offering.

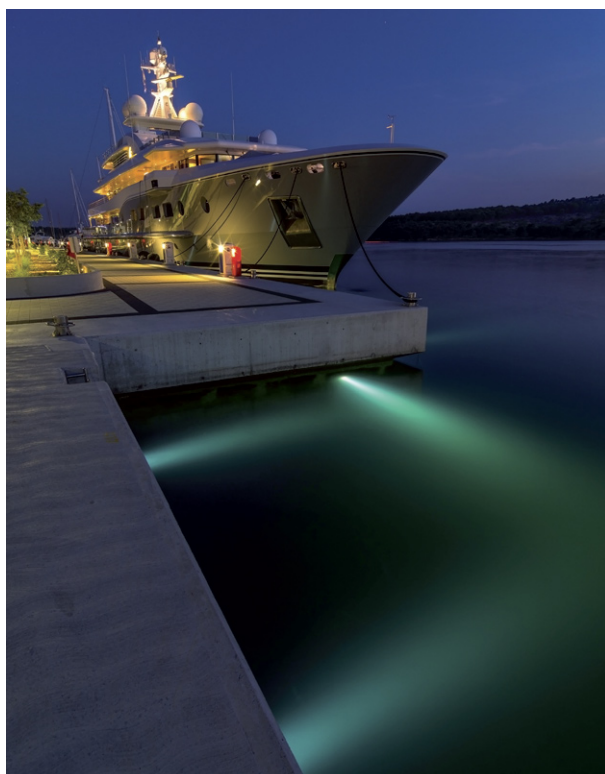
"We think our job is 10% building the product and 90% providing service and customer support. Our focus is on delivering a superior customer experience." Phil Purcell, vice president shipyards Westport Marine.

● Villas with private berths and a focus on accommodating yachts up to 100m (330ft) in length were integral to the multi-phase design of Eden Island in the Seychelles. From 2008 to 2010, Superior Jetties installed its Capri system to provide many private moorings.

Update to 2020: Moorings are available up to 115m/377ft. There is over 1,000m/3,300ft of piled pontoon berths, of which 180m/590ft is available for superyachts - stern-to and alongside options.

● In its third and final development phase (2011) Marina at Keppel Bay, Singapore, responded to an upward trend in superyacht numbers by adding two superyacht piers. The marina, which is located on privately-owned Keppel Island, was the first in Singapore to be fully designed and built by Bellingham Marine and was claimed to offer the republic's first individual berthing system for superyachts.

Update to 2020: Keppel Bay offers 168 berths and can host vessels up to 590ft/180m.





Redevelopment of Pier 66 Marina on the Intracoastal Waterway in Fort Lauderdale, Florida enabled it to moor vessels as long as 300ft (91m).

Marina Ibiza opened in 2011 as the first and only harbour in the Spanish Balearic islands to provide convenient, secure berths for very large yachts. In total, the revamp delivered around 400 floating berths, over 50% of which were for vessels above 20m (66ft) and some able to accommodate vessels of 100m (330ft). A three-storey drystack was also added for over 100 smaller boats. Marina owners IPM Group further modified the marina in time for the 2019 season adding an upmarket retail space. By this time, the marina was able to offer berths for 500 vessels in a range of 8-110m (26-361ft).

● Opened in November 2010, Albany Marina in New Providence, Bahamas, was described as offering one of

Porto Mirabello in Liguria, Italy opened with over 1,100 berths after a two-year build time. Mooring was designed to take vessels as large as 140m (460ft).

● Mandalina Marina & Yacht Club, the superyacht extension of 350-berth Mandalina Marina, became the first megayacht marina in Croatia when it opened in 2012. The 79-berth yacht basin features Marinetek concrete floating pontoons for all piers and breakwaters.

Update to 2020: Now D-Marin Mandalina, 440 berths are offered for 10-70m/33-230ft. The marina is catamaran friendly.

● Marina di Cala del Sole in Licata, Sicily opened in 2012 with an unusually generous 99-year state concession. Phased according to demand for berths, the marina set out to take advantage of its central Mediterranean location as a stop-over for transient maxi yachts. Around a third of the ultimate berths (envisaged in 2011 to be 1,500) were designated for 25-80m (82-262ft) vessels.

Update to 2020: Marina di Cala del Sole has 394 berths up to 70m/230ft set within a residential village with shops, entertainment and green spaces.

● Although Yacht Club Costa Smeralda in Virgin Gorda, British Virgin Islands always intended to welcome visiting vessels of all sizes for short and long term mooring, its deep-water side-tie berthing for vessels up to 100m (330ft) made it a swift hit with superyacht owners and captains. Its secluded, unspoilt setting gave it enormous cachet but tested its builders, Bellingham Marine.

In 2016, Porto Lotti in the Gulf of La Spezia in northern Italy further boosted its megayacht berths with a custom-designed floating breakwater superyacht pier.

"[The adjacent shore] was 30 feet above the water with no beach. We had no place to store materials, no power, no fresh water and nothing to secure to. We installed the marina entirely from the sea, working on watercraft. The job site had some of the most unusual working conditions our division has ever encountered," Steve Ryder, manager project development Bellingham Marine.

Update to 2020: Due to extensive damage caused by Hurricane Irma in 2017, the marina is currently closed.

● Following an ambitious three year remodelling project,



Multi award-winning Port Denarau Marina has put Fiji firmly on the superyacht circuit.

It is now the largest superyacht marina in the South Pacific.

the largest and most technologically advanced megayacht marinas in the Caribbean, offering 71 slips for yachts of 50-240ft (15-73m). Part of a luxury marina resort community, the marina offers slips via membership of the Albany Yacht Club and was designed by Turrell, Hall & Associates.

"Albany Marina has been constructed to serve the needs of the world's changing fleet of large yachts, providing wider vessel beams, longer slips and an amenity package to suit every vessel."

Todd Turrell, principal Turrell, Hall & Associates.

Rybovich in West Palm Beach was the world's first integrated superyacht centre and now has 57 slips for the largest of yachts.



● Six berths of 50-90m (164-295ft) were created by Waterfront Auckland in late 2011 in the Wynyard Quarter. Total Marine Services supplied the floating concrete pontoons. The move was an initial project in the extensive plan to revitalise the Auckland waterfront.

Update to 2020: Now developed as Silo Marina and New Zealand's premier superyacht facility. The marina can accommodate vessels up to 116m/381ft and offers full security, servicing and refuelling.

● Originally built for the 1992 Olympic Games, from 2010 onwards Marina Port Vell in the heart of Barcelona, Spain was transformed from a 410-berth facility for boats of 10-30m (33-98ft) into a 151-berth desirable superyacht destination. Berths were built

for vessels of 10-190m (33-620ft) with the highest demand expected in the 60-90m (197-295ft) range.

● Construction started in late 2014 on Golfito Marina Village & Resort, a yachting, sportfishing and eco-tourism destination in Costa Rica. With the benefit of a safe, deep water harbour, the marina will ultimately offer private, secure slips for up to 132 yachts with 350ft (100m) berths in the mix. Wide-ranging facilities complement an extraordinary location.

"Golfito and the surrounding areas are environmentally sacred places, which we will embrace through our design. This truly will be a luxury vacation destination unlike any other." Noam Schwartz, principal of development team Hacienda El Dorado.

● In 2008 Ingemar won the prestigious turnkey contract for the new Marina di Loano near Genoa on the Italian Riviera. The marina, which called for over 1,000 berths at fixed quays and floating pontoons, opened in 2011. By 2014, some reconfiguration was completed in order to create seven superyacht berths of 55-77m (180-253ft). The new system was installed by CM Ferrer, Bellingham Marine's licensee in Europe.

● The decision to add a 46-berth floating superyacht jetty at Port Denarau Marina in 2010 proved a successful bid for the Fiji marina to attract ever larger visiting boats. Unfortunately,

In 2017, Sovren Ibiza secured a pole position for year-round superyacht mooring in the Balearics.



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Free berthing
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Portonovi, **Montenegro** |
Al Seef, **U.A.E.** | Jaddaf Waterfront, **U.A.E.** | Business Bay, **U.A.E.**

#staysafeandsail

*This campaign applies to clients who have a valid annual berth agreement on 1st January 2020 and/or who signs an annual berth agreement between 1st January and 31st December 2020 with D-Marin. Complimentary berthing shall be provided only within the duration of the annual berth agreement. In order for a guest to be eligible, all berthing fees and other charges must be fully paid in advance. Complimentary berthing is strictly due to berth availability. A minimum of seven days prior written notice to the Homeport Marina is required when requesting a free berth and the guest must accept in writing the pricelist and the terms and conditions of the visiting marina. **Berthing beyond the seven day complimentary period will be subject to a 40% discount for up to four months within the D-Marin World program.** Please contact the destination marina for the detailed terms & conditions. D-Marin reserves the right to change the conditions of the campaign without prior notice.

D Marin

GLOBAL MARINA NETWORK



Final marina layout for Victoria International Marina, the first purpose-built marina for luxury vessels in Canada. Image: Greg Marshall

Cyclone Evan in December 2012 largely destroyed the marina's floating infrastructure although no vessels were damaged. Spurred to rebuild, manager Nigel Skeggs commissioned Jetty C, a 16-slip dock that has transformed Fiji from a subsidiary part of New Zealand or Australia's cruising grounds into a destination in its own right. With ample power, fuel and other key facilities, Denarau has grown to become the largest superyacht marina in the South Pacific.

- Megayacht facilities were paramount in the 2014 plan to redevelop Pier 66 Marina on the Intracoastal Waterway, Fort Lauderdale, Florida. Benefiting from the deep water of adjacent Port Everglades, the marina added a range of slips for 80 to 90 vessels with capacity up to 300ft (91m). Concrete fixed docks are used to moor the largest vessels and wide, high freeboard Marinetek floating concrete docks were installed at two piers for vessels of 50-90ft (15-27m).

- When it completed in 1996, Porto Lotti was the first marina in the Gulf of La Spezia in northern Italy and opened up the local region to yachtsmen from near and far. It marked its 20th anniversary in 2016 by adding a custom designed floating breakwater superyacht pier. Already offering 40 superyacht berths in its mix of 560, the key driver was to create a transit dock for vessels up to 180m (590ft). The

Since 2011, Monaco's Port Hercules has incorporated berths for an increasing number of superyachts.

pier, built by SF Marina and anchored by Seaflex, also has 14 permanent berths for vessels up to 80m (262ft).

- Porto Mirabello in Liguria, Italy took just two years to build and opened in 2010 with over 1,100 berths and a 60-year state concession. Vessels of 12-140m (39-460ft) moor up at floating pontoons and Ingemar fixed wharves. Located in a popular tourist spot, it enjoys good transient custom but longer term customers have always been a priority.

"Our vocation is to be a home port and to work with crews and owners all year round." Alessandro Menozzi, president Porto Mirabello.

- Marina World tracked the bumpy development of Victoria International Marina in Victoria, British Columbia

from concept through to its various design modifications (2008 – 2018). After a journey through a change of developers, community opposition and revised business plans, the original 54-slip marina was eventually built as a 28-slip facility in 2017 for vessels of 65-175ft (20-53m). Blue Water Systems built the breakwater and pontoons to create the first purpose-built marina for large luxury vessels in Canada.

- Sovren Ibiza made a bid for a top place on the Balearics superyacht circuit ahead of the 2017 season. Offering 16 berths for yachts of 60-185m (197-607ft) at fixed docks, the marina is a year-round facility that utilises space previously occupied by Port Ibiza Town Marina.

"Right now [November 2017], supply doesn't meet demand for berths over 60m (197ft) and we are about to change that dynamic." Stephen White, founder and CEO Sovren House Group.

- After buying the Rybovitch yard in West Palm Beach, Florida in 2004, Wayne Huizenga Jnr set up the world's first integrated superyacht centre. It now has 57 slips for seriously large vessels at heavy-duty floating docks installed by Bellingham Marine and is on many superyacht 'itineraries'.

"It was uncharted territory when we pioneered the superyacht marina and refit concept. We had to listen to the





Sanctuary Cove Marina, Queensland, Australia has a newly completed 66-berth superyacht extension.

customer and adapt quickly, and we still do [November 2017]. We learned that the key is to take stress off the captain by removing risks and uncertainties.” Francois Van Well, vice president business development Rybovitch.

● Monaco's Port Hercules is beyond a doubt one of the world's magnets for the rich and famous. It was fully renovated in 2011 to accommodate large vessels with a Marinetek floating concrete pontoon system installed to replace old fixed pontoons. In 2018 Ports de Monaco commissioned Marinetek to build a U Pontoon extension with 13 berths for a mix of vessels from 18-50m (59-164ft).

● In 2019 Sanctuary Cove Marina in Queensland embarked on a 66-berth extension in order to expand its capacity to host large vessels. Some covered berths are included in the design; a first in the Australian marina industry. Superior Jetties built the new infrastructure for owner/operator Mulpha. The superyacht extension followed a stage one expansion project to increase berths from 237 to 303.

Update to 2020: Stage one of the expansion – Piers G and H – opened in May 2020. Stage two (66-berth extension) completed in June 2020 with covered berths expected to be ready by March 2021.

● Stage one of The Boat Works' north precinct on the Australian Gold Coast was unveiled in May 2019 as the largest superyacht marina and shipyard

Following a series of upgrades, Marina Ibiza now accommodates 500 vessels in a range of 8-110m (26-361ft) and has a new upmarket retail area.

in the southern hemisphere. A new 77-berth marina built by Superior Jetties, a 35m (115ft) side shoot for superyachts up to 45m (148ft) and an additional 20 berths for 35m (115ft) yachts are in the mix. The hugely ambitious project also includes extensive specialist repair and refit facilities. The new superyacht yard opened in February this year.

“Our vision is to attract more high-yielding superyachts to the Gold Coast and ‘grow the pie’ for everybody at every level of the marine industry, tourism, hospitality and the broader community.”

Tony Longhurst, owner and CEO The Boat Works.

Update to 2020: Phase three – purpose-built workshops and retail facilities – starts in August 2020. See p.38.



● IGY Sète Marina is an alongside purpose-built superyacht facility in the town of Sète in the south of France, just beyond the waters of the Côte d'Azur. It offers a total of 582m (1,908ft) of alongside berthing, full support services and security.

“We need to change the mentality of the yachting community that suggests ‘the world ends at La Ciotat’ and there is nothing west of this.

We are aiming to stretch the Côte d'Azur westwards...attracting superyachts out of their normal ‘cruising grounds’ and making Sète...a better known destination.” Richard Kettle, general manager IGY Sète Marina.

Benoa Marina, the first ‘international’ standard marina in Indonesia opened on the island of Bali in January 2020. Three 90m (295ft) vessels can moor up in alongside positions. The facility was built by Pelindo Property Investments (PPI Marina), a subsidiary of government harbour company Pelindo.

All comments in the above article were given to Marina World at the time of original print. Contributors do not necessarily have the same jobs or job titles in 2020.

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Rebuild and regenerate: new looks for a streamlined future

Over the past 20 years, there have been innumerable projects to rebuild, reconfigure and regenerate marinas in established nautical markets. Countries, most particularly the USA, that spearheaded the concept of the marina found increasing need to update infrastructure to meet the demands of a new set of customers with longer, beamier boats and a sharpened desire for more varied amenities and better service.

The following snapshot, which only covers a mere handful of noteworthy projects, highlights huge achievements to rebuild and reconfigure large marinas in the USA. Examples like Cabrillo Way and Alamitos Bay in California now have a second lease of life as leaders in terms of size and facilities.

Equally ambitious was the phased project to modernise berthing at Port Camargue in France and rebuild and reconfigure Jachthaven Biesbosch in the Netherlands – the biggest freshwater marina in Europe.

Smaller sites like Soldiers Point in Australia and Blue Haven Marina in the Caribbean earned a new lease of life in the 'boutique' marina category and sensitive renovation was accomplished at historic waterfronts such as St Katharine Docks in London, England and Birkenhead Point Marina in Sydney Harbour, Australia.

Projects around the world

- The first phase of a major redesign and facilities expansion programme at Biesbosch Marina Drimmelen – the biggest freshwater marina in Europe – was completed in early May 2004. The marina, in the south of the Netherlands on the left bank of the River Meuse, was originally built in 1968 and prior to revamp had 1,300 berths. The redesign reduced the berths to 1,100 in order to better accommodate larger boats. Holiday homes, a campsite and golf course were also planned. All pontoons were installed by Poralu in phases.

Update to 2020: Jachthaven Biesbosch was purchased in June 2013 by UK-based Yacht Havens Group.

- Built in 1949 at the intersection of the famous Fort Lauderdale Beach and Intracoastal Waterway, Bahia Mar Yachting Center, Florida, USA was

once the world's largest marina. Over the years, it has gained and retained international visibility as a host venue for the annual in-water Fort Lauderdale Boat Show.

In September 2004, Bellingham Marine completed a major configuration – replacing 350 fixed concrete and timber slips with a 250-slip Unifloat floating dock system so as to better utilise water space and offer much needed slips for larger boats. During the project, the marina remained open for business and it played host to nearly 900 boats during its first boat show event.

Bahia Mar won the 2010 PIANC MEDA Jack Nichol Award for design. Its ability to function successfully as a dual purpose facility was well noted.

- Following on from an AU\$1 million-plus refurbishment in 2004, Soldiers Point Marina on the shores of Port Stephens in New

Chub Cay in the Bahamas enjoyed a revamp in 2006 but retained its exclusive appeal. Photo: Forest Johnson Photography, Inc.



Birkenhead Point Marina in Sydney Harbour, Australia was completely refurbished to sympathetically complement its historic surroundings.



St Katharine Docks in central London, England completed a marina rebuild in 2017 to accommodate larger vessels and further enhance its vibrant mixed-use waterfront attractions.

South Wales, Australia was subject to an AU\$1.4 million expansion in the following year. A boutique marina where customer service and facilities remain paramount, the marina grew from 55 to 90 berths, ranging from 8-30m (29-98ft) in length. Client car parking near the dock, morning newspaper and coffee delivery, afternoon cocktails and free-of-charge pump-out were amongst many things that made Soldiers Point stand out as a marina owned and operated by progressive thinkers.

Update to 2020: Soldiers Point offers 100 berths of 7-45m (23-148ft), swing moorings and complimentary day visitor berths.

- Newly refurbished East Cowes Marina on the Isle of Wight, UK was officially opened on 27th June 2005 by Dame Ellen MacArthur.

Le Port de Plaisance de Port Camargue in France underwent a ten-year modernisation plan, starting in 2006.

Owners Dean & Reddyhoff Marinas transformed the run-down site with new Walcon pontoons and Rolec dockside pedestals, a pub and an extensive housing development. An extra pier was added along with a commercial building, and The Octagon opened – a mixed use landmark with waterfront apartments and marina office, reception, laundry and bathroom facilities.

Update to 2020: Dean & Reddyhoff Marinas and Quay Marinas merged in 2019. The new company was renamed in April 2020 as Boatfolk Marinas.

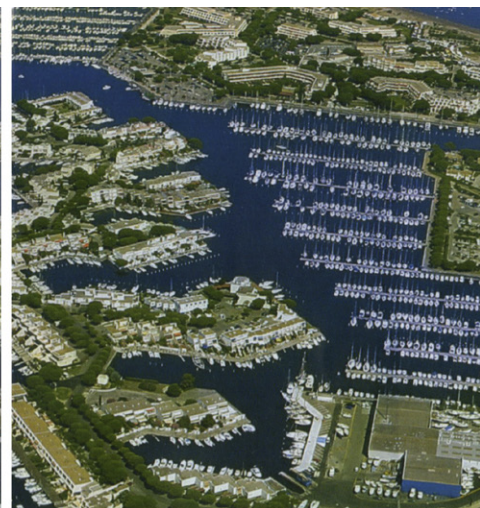
- Less of a marina than a small French town within a town, Le Port de Plaisance de Port Camargue is Europe's biggest yacht harbour. It is municipally owned and autonomously operated by Port Camargue Harbour Authority and was subject to a ten year extensive modernisation plan, which kick-started in November 2006 when a

first phase of Poralu floating pontoons was installed. Plans were also put in place at the time for further phases stretching through to 2012.

The marina is separated into two distinct areas: a public marina with 2,550 berths; and a residential marina development, located on two peninsulas within the port, with 2,250 private berths. Port Camargue is responsible for the management of all 4,800 berths.

- With huge focus today on environmental sustainability, new green marinas are more the norm than the exception. But in 2005 Mary Lou LoPreste's determination to rebuild Sun Harbor Marina in San Diego, California, USA to demanding Leadership in Energy & Environmental Design (LEED) specifications was visionary and demanding. LoPreste focused on natural products, soft undulating design, energy efficient heating and products made from recycled materials. The marina's Unifloat concrete docks have wave patterns, embedded stones and shell imprints.

- After breaking ground in March 2004, the 96-slip marina at Chub Cay in the Bahamas closed for about a year for major renovations and expansion before welcoming boaters back in summer 2006. As part of the renovation, the entire marina and access channel were dredged and over 100 Unifloat concrete floating slips were installed by Bellingham Marine to suit yachts of 40-200ft (12-61m) in length.



The marina is the heart and soul of the private and exclusive Chub Cay resort, which features a range of upmarket homes while remaining surrounded by a nature reserve for mangroves and wildlife. Phase two, mooted in 2007, was expected to offer a further 100 berths and additional waterfront property.

Update to 2020: Chub Cay has 110 slips.

● A US\$7 million expansion and renovation of Corpus Christi Marina in Corpus Christi, Texas, USA which completed in 2007, not only rejuvenated the marina but shifted the city's focus to a newly awakened waterfront.

Originally built in the 1930s, in 2007/08 it was the largest municipal marina in the state with 700 slips and the deepest draft basin. Four of its eight docks were replaced by Oklahoma-based Atlantic-Meeco (now Meeco-Sullivan). The new docks offer 160 slips for boats of 50-150ft (15-46m).

Update to 2020: Corpus Christi Marina has over 560 wet slips for leisure and commercial vessels and remains the only major city centre marina on the Texas coast.

● In 2009, the Royal Perth Yacht Club (RPYC) in Perth, Western Australia (WA), opened a newly refurbished and extended marina in Crawley on the Swan River. This is one of two marina sites it owns and operates.

RPYC, which was founded in 1841, is home to the largest active fleet of sail and motor boats in WA, offering a total of 490 berths.

The Crawley site, which has social and function facilities, is hugely popular and like all clubs in Perth in 2009 has



Port Louis Marina on the Caribbean island of Grenada expanded its berths to accommodate additional visitors in 2018/19.

a long waiting list for berths. In the revamp, around 160 old timber slips were replaced with a 230-slip Poralu aluminium floating pontoon system with extra wide jetties. The outer perimeter of the marina, built using heavy-duty SF Marina floating wave attenuators, not only protects the basin but is also used for mooring vessels up to 30m (98ft).

At the time, the RPYC development was one of the largest refurbishment projects ever undertaken in WA.

Update to 2020: Crawley Marina has 372 berths at floating and fixed docks for boats up to 28m/92ft.

● Empire Marinas bought Bobbin Head Marina near Sydney, NSW, Australia from boatbuilder and charter fleet entrepreneur Lars Halvorsen in June 2006. At this point – always ahead of the game – Halvorsen was

anticipating a 140-berth floating marina although he sold a tired quayside and about 190 swing moorings.

Empire Marinas directors modified and enhanced the plan, opened up access to the water and commissioned Bellingham Marine Australia to build 199 berths. Ten swing moorings were also retained. Although restricted in terms of size by national park limits, it is one of the largest privately owned marinas in the state.

● Forty-year-old trawler piles and a hotchpotch of glass fibre floats

Blue Haven Marina in the Turks and Caicos Islands was refurbished in 2014/15 after years of neglect and hurricane damage.



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A two-phase rebuild programme for Cabrillo Way Marina, San Pedro, California started in 2009 and completed in 2012. The number of slips was increased from 520 to 700.

network Port Adhoc purchased Marina Bruinisse, along with two other Dutch marinas, from the Den Daas Group.

● By late 2011, Cabrillo Way Marina in San Pedro, California, USA was fully rebuilt further to two years of planning and a two-phase construction programme. Bellingham Marine was contracted to rebuild the facility, which was long past its useful life, in 2009.

Extensive excavation and dredging almost doubled the size of the original basin and expanded the number of berths from 520 to 700.

● Itämeren Portti, the best known marina in Finland, was rebuilt in stages between 2016 and 2018 by Marinetek Finland. First built in 1991 and always fully occupied, the marina – in the upmarket holiday town of Hanko – has perfect access to island-studded sailing waters.

Construction work included removing a small island, and building and installing fixed breakwaters. The completed marina has 320 berths with Rolec dockside pedestals and can accommodate boats up to 20m (66ft).

● One of the newest reinvented marinas in the Caribbean Turks and Caicos islands, Blue Haven Marina was developed from a 2008 facility that had been left virtually untouched until 2013. During this time, it was hit by three

wedged between timber piles kept the Townsville Motor Boat & Yacht Club (TMBYC) in sunny, dry North Queensland going for decades. In 2006, however, tenders were out for a new marina that would be “the best on the [Australian] east coast”. The resulting 152-berth floating marina was built by Superior Marinas using its Elite concrete system and berths were serviced with Rolec pedestals with metered three-phase electricity and pump-out points. The project was primarily financed by Club members.

● Balboa Marina in Newport Beach, California, USA closed in autumn 2008 for a significant rebuild by Bellingham Marine. The facility, owned and operated by California Recreation Company, a division of The Irvine Company, reopened on 1st August 2009.

Originally built in stages from the 1940s to the 1960s, Balboa needed extensive work to demolish and replace floating dock structures, seawalls, sheet piling and landside facilities. The new marina accommodates vessels of 20-60ft (6-18m) at 105 double-berth slips and side tie spaces.

Update to 2020: Balboa Marina has 132 slips of 20-100ft (6-30m) with direct access to Newport Harbor's main channel.

● Marina Tel Aviv, the shoreline centrepiece of Israel's largest city and cultural capital, completed a major

renovation in 2011. SF Marina replaced all piling, installed a new floating breakwater and a floating concrete pontoon system. Work on the 320-berth marina was completed strategically without displacing boats. The marina was originally developed in 2001 on redundant port land.

● Marina Bruinisse, a 540-berth Dutch marina within the Den Daas Group, completed a major overhaul in the second quarter of 2011. Poralu Marine was contracted to supply a new pontoon system to bring it to 1,400-boat capacity. The marina has a circular shaped centrepiece surrounded by buildings, a natural recreational area and Seijsener in-deck power modules.

Update to 2020: in the fourth quarter of 2019 private French marina



Townsville Motor Boat & Yacht Club in North Queensland, Australia made a big leap forward in 2008/09 with a total rebuild.



Finland's best known marina, Itämeren Portti, was rebuilt in three phases, starting in 2013.

hurricanes. All equipment therefore had to be refurbished with an extremely environmentally-conscious approach as the marina is in a sensitive location.

Upon completion in 2015, the marina offered 78 berths for vessels up to 220ft (67m) although additional berths were anticipated. The rebuild incorporated Bellingham floating concrete docks and Eaton power pedestals and extensive facilities within an integrated resort.

● Completely refurbishing Birkenhead Point Marina and its boardwalk in Drummoyne, Sydney Harbour, Australia became a product showcase for contractors Superior Jetties. The site is historic and this also meant designing carefully to sympathetically unite the old with the new.

Superior installed 165 SuperElite five-sided concrete pontoons including a massive 66m (217ft) long x 6m (20ft) wide fuel wharf. Powder-coated gates, fuel shelters, gangways, pile and knee brackets and the innovative Edge II handrails were also integral to the plan. Modifications to the marina affected around 100 berths, adding 14 new superyacht berths up to 40m (131ft).

● Santa Barbara's Marina One regeneration project in Santa

A 13 year project saw Alamitos Bay Marina, Long Beach, California entirely reconfigured with optimum slip sizes.

Barbara, California, USA took the concept of phased rebuilding to another level. The US\$14 million rebuild was originally planned as ten phases over 20 years but the project was consolidated into eight phases over nine years.

Marina One has 500 of the 1,139 slips in the City-owned marina and Bellingham Marine won contracts for all phases (three bid packages). The rebuild was 'like for like'. Despite the fact that the marina opened back in 1975 with slips of 20-125ft (6-40m) the sizes were considered appropriate for the unique local market. This

avoided complex environmental permitting and very little new piling was needed.

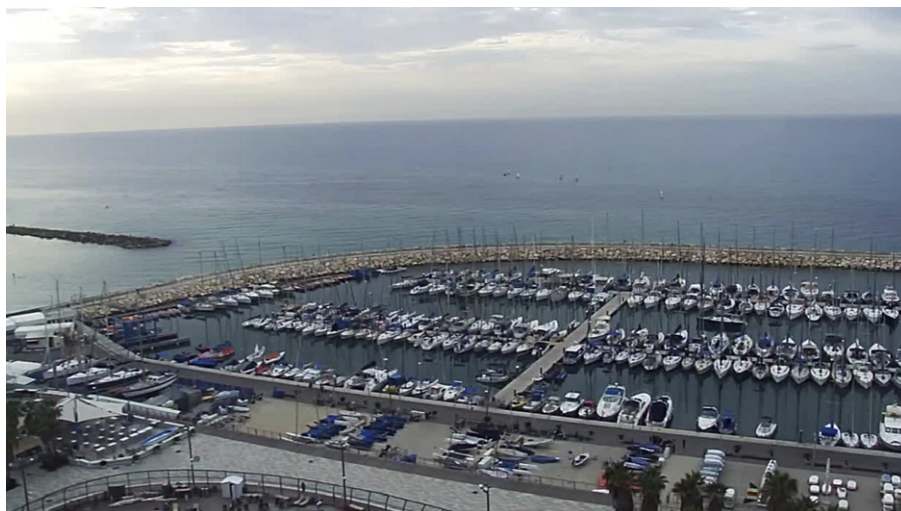
● St Katharine Docks (SKD) is the only marina in Central London, England, and has become a thriving waterside community within an area rich in historic heritage. All three marina basins were refurbished by early 2017 and berthing for vessels up to 40m (131ft) was included in the high-end new look. Site owners Blackstone Property awarded Camper & Nicholsons Marinas (CNM) the design and refurbishment contract in April 2015 and Poralu Marine was contracted to replace pontoons, Maricer to supply and install dockside utilities and Beadmans to manage the project. CNM

managed the marina for three years after the regeneration was nearly complete.

Update to 2020: Since February 2020 SKD has been managed, operated and branded by Island Global Yachting (IGY) Marinas.

● Chuck and Ann Lagasse revamped Provincetown Marina in Cape Cod, Massachusetts by upgrading its dock system for boats up to 125ft (38m) and adding a floating breakwater for mooring up larger yachts. SF Marina created an 8ft (2.4m) deep, 900ft (274m) long, 20ft (6m) wide





In 2010/11, infrastructure at Marina Tel Aviv in Israel was replaced to make all 320 berths safer and smarter.

breakwater; one of the widest and deepest on the US east coast. SF also worked with Keeco Pumpout Systems on an under-deck pump-out that is flush with the deck surface. Finger piers with Marina Electrical Equipment dockside pedestals were added by Meeco-Sullivan. The project was completed in the summer of 2017.

● Embattled by rising maintenance costs, the City of Long Beach, California, initiated a programme in 2005 to rebuild Alamitos Bay Marina – the largest marina in the USA. Just over 1,960 slips in seven different basins were up for replacement but, contrary to expectations due to the scope, timing of funding and environmental compliance issues, the project took 13 years to complete.

To better suit more modern boating needs, berths were larger and the total

number reduced to 1,655, ranging from 15-115ft (4.5-35m). Slips over 80ft (24m) were increased. Bellingham Marine won the design/build contract and installed concrete docks with rounded finger ends. Eaton replaced all electrical utilities and power pedestals.

● UK marina owner Premier Marinas followed up a £5.8 million investment in a new boatyard and drystack at Swanwick Marina on the English south coast with an £8 million rebuild plan for the marina itself. A new floating pontoon system built by Walcon Marine increased berths from 274 to 333 for boats of 6-40m (20-131ft). All are accessed via a single central bridgehead. Phase one completed in spring 2019 and phase two started in late 2019. A food and beverage building is due to be finalised in 2021.

● Port Louis Marina on the Caribbean island of Grenada was extended from 160 to 250 berths in 2019. Marina owner Camper & Nicholson's Marinas was prompted to make the investment to add greater flexibility to the berthing mix. Accommodating large catamarans was a significant priority. Marinetek, which built the original marina in 2009/10, added berths of 12-22m (39-72ft) on two new piers to meet Hurricane Category II criteria.

● In 2019, Adriatic Croatia International Club (ACI) completely refurbished Marina Rovinj on the west coast of the Istrian peninsula; one of the 22 marinas it operates from Umag in the far north of Croatia down south to Dubrovnik. Extensive investment was made in upland facilities and attractions, and a new floating marina system was installed by Marinetek in two separate basins that together offer 196 berths for vessels of an average length of 17m (56ft). Berthing for yachts up to 35m (115ft) is also available and even larger visiting vessels can be accommodated. A new quay wall was also built along the entire length of the marina, and a new breakwater, at 6m (20ft) in width, gives two-lane vehicle access.

Once mostly swing moorings, Empire Marina Bobbin Head in the Ku-ring-gai Chase National Park near Sydney, Australia was redeveloped in 2008/09 with a 200-berth floating marina system.

An entire revamp of East Cowes Marina on the Isle of Wight, UK started when Health & Safety condemned its pontoons as dangerous. A new floating marina was completed in 2005 and significantly upgraded landside amenities soon followed.





GCCM presses on with site expansion

After the successful completion of its undercover work bays, Gold Coast City Marina & Shipyard (GCCM) in Australia has begun construction of new showrooms. The new marine hub is due for completion in August 2020.

As a response to the growing demand for multi-use business units within the site, GCCM has committed to building three units that will provide new premises for leading marine contractors, adding to the 80 marine businesses already on site.

The new units are in a prominent location at the entrance of the 17.5ha (43.2 acre) facility. Comprising a retail showroom with office space at the front and workshop at the rear, the design offers customer exposure through the workshop. The units are 240m² (2,580ft²) each and there is the option of tailored layouts to serve differing needs.

"GCCM is a boatyard that accommodates marine craft from jet ski to superyacht and we continue to grow and attract leading marine contractors. These new units are designed to address the needs of businesses

that operate a retail and service function who need frontage but prime access to the shipyard facilities," explained Luke McCaul, general manager of customer experience and facilities management.

GCCM is celebrating its 20th year of operations in 2020 and, through the last two decades, has continued to invest in the site making it the most awarded shipyard and marina in Australia. The new marine hub comes immediately after the completion of undercover work bays plus significant investments, in recent years, to increase the lifting capacity of the yard plus services and amenities for boat owners and crew. Future investment plans that include a Stage 2 development, which will more than double the size and lift capacity, are also currently at design and approval stage.

Stage 3 live at The Boat Works

Since completion in February of the AU\$100 million superyacht yard at The Boat Works, Coomera, Queensland, positive demand has driven the start of Stage 3 of the project. All is on track to commence in August with a forecast for completion by the end of 2020 in time for the peak summer season.

Stage 3 will be a \$30 million development comprising an additional 10,000m² (107,600ft²) of purpose-built marine workshops and retail facilities to complement the existing superyacht yard expansion.

An additional 12 marine service workshops will cover half the space and include marine retail showrooms facilitating a range of marine professions, such as engineering, fabrication and refinishing works and custom trimmers – creating 250 new jobs. This will boost the number of trades and marine professionals on site to over 1,000 on any given day.

The other 50% will consist of four new high bay 'Super Sheds' for specific controlled work environments for larger vessels. An expansive dedicated sandblast bay with unlimited height options for vessels up to 55m (180ft) in length complements the existing array of controlled work environments on offer.

"We have fast-tracked Stage 3 due to demand following the new superyacht yard, which has been operating at capacity since May," explains general manager Shane Subichin.

Since opening just five months ago, the new yard has proven popular with the region's superyachts, both privately owned and commercial, many of which took

Cutting the ribbon (l to r): Tom Tate, Donna Gates and Tony Longhurst.



advantage of the COVID-19 restrictions to undertake refit work and routine maintenance.

"We made the decision in March to adapt to the realities of COVID-19 restrictions, offering a genuine stimulus to haul out and store vessels, including the local and visiting charter fleet who were unable to operate," says owner Tony Longhurst. "We have experienced an influx of vessels through both yards

which kept us all afloat. Both yards are now operating to capacity."

The city's mayor, Tom Tate, and deputy mayor, Donna Gates, were welcomed to join Longhurst for the official ribbon cutting ceremony. "It's exciting to be here to see this dream realised," the mayor said. "Our marine sector is going ahead in leaps and bounds and it is exciting to see a Gold Coast company like The Boat Works

continuing to prosper, expand and create jobs during these difficult times."

Today, the entire facility occupies 22.3ha (55 acres) with over 60 marine businesses and the Gold Coast's largest ship lift, a 300 tonne capacity Marine Travelift. The Boat Works is a vibrant, evolving community at the heart of the Coomera Marine Precinct and a proud contributor to the burgeoning economy of southeast Queensland.

Creating marine jobs in Portsmouth Harbour

UK-based Marina Projects is continuing its support of Portsmouth City Council's (PCC's) ambitious redevelopment of the Tipner West site on the edge of Portsmouth Harbour, England. The development will deliver a substantial marine employment site, of over 10ha (25 acres) within a ground-breaking new community. The proposals for Tipner West include the creation of a marine employment, training, education and research campus that will support approximately 2,000 jobs.

The site has been earmarked for development for many years and, as well as including the marine sector proposals, will deliver a modern car-free community with approximately 4,000 new homes. To achieve this overall objective, significant reclamation into Portsmouth Harbour is proposed. Comprehensive transport plans include the use of water taxis to connect with local communities and other transport infrastructure. The project value exceeds £1.5 billion.

Marina Projects' scope includes:

- Site assessment to identify the optimum access to water opportunities to make best use of site for the marine sector
- Market research of the marine employment market
- Marine sector stakeholder engagement including the harbour authority and local boating clubs

- Support to the concept design, masterplanning and project costings
- Input to the complex consent regime and regulator consultation

Marina Projects managing director, Mike Ward, explains: "There is a very strong case for marine employment at Tipner West. National policy to expand the sector recognises the Solent region as key to the UK's maritime economy and within the region there is a recognised shortage of waterfront marine employment sites."

"Tipner West has all of the attributes to deliver a regionally significant marine employment site, including critical deep-water access, and our market research has identified numerous sectors with significant growth potential that are currently being constrained by lack of access to key infrastructure," he continues.

"These include, among others, the commercial repair/refit market and superyacht sector. The site is at a key gateway into the city, and Portsmouth's maritime heritage and skills base will

ensure the benefits delivered underpin the economic growth of the city and wider region. This is a project that is particularly important to me. We are a local marine sector business truly invested in assisting to deliver the potential of the sector."

Megan Carter, senior regeneration manager at PCC adds: "As our exciting plans move forward, we continue to gain intelligence around what is required for this tremendous development. This would not be possible without having a team enriched with expertise and passion for success. Marina Projects are specialists who personify these qualities and they have provided us with the vital insight required to design and create this significant marine employment. We look forward to progressing through the next phase of work collaboratively."

Marina Projects is working alongside PCC and a professional team, including planning consultants Savills, master planners Gensler, and WSP for engineering and design services.

Ripe for development: CGI of Tipner West/Portsmouth Harbour site.



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Endeavour Quay's yard manager, Tim Newell, said: "We are pleased to be able to accommodate so many large yachts here. Normally we would be servicing one or two big boats at this time of year, we currently have five to look after. Premier Marinas' recent investment in additional large capacity pontoons is really bearing fruit. The services of the travel hoist are now in high demand for the months ahead, which in the context of the massive "pause" that was put on our industry in March and April gives me great confidence for the remainder of the year."



UK vessels head for Solent instead of Med

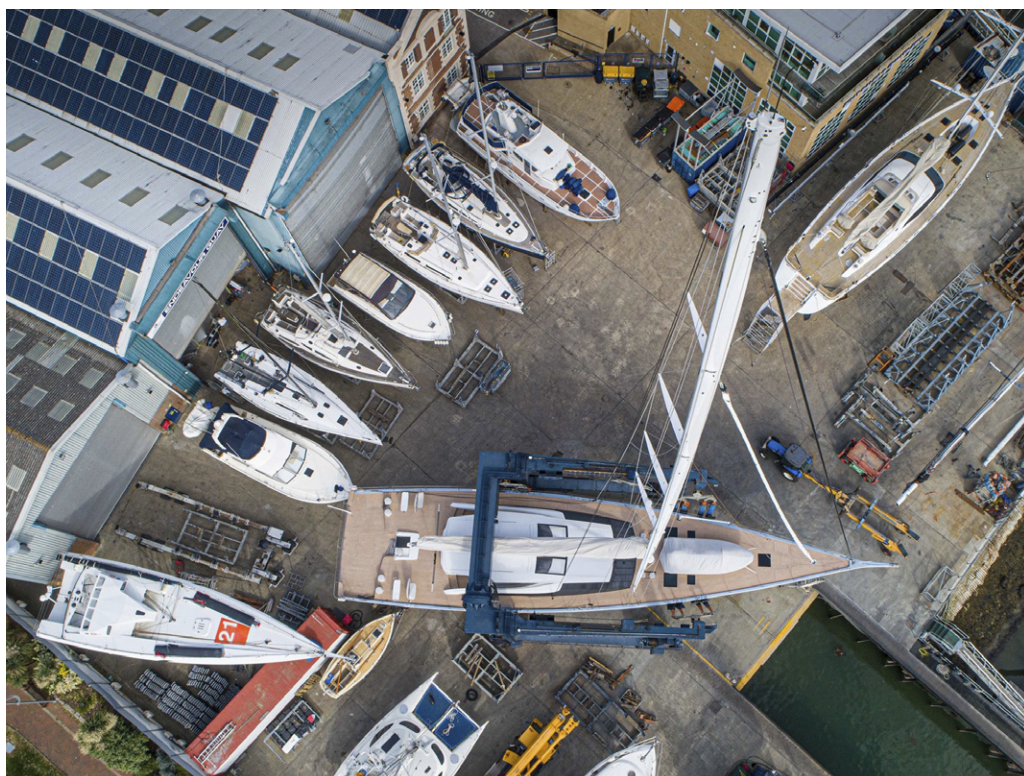
Gosport Marina and its specialist boatyard Endeavour Quay on the English south coast have been called upon to host a higher than normal volume of large private vessels as a result of the COVID-19 pandemic.

Yachts that would normally journey from the Caribbean to the Mediterranean each spring have instead sailed to the Solent to spend the summer in UK waters. The uncertainty surrounding foreign travel and regulations in France and Spain at the height of the lockdown caused many British registered vessels to make way to home waters.

Gosport Marina is ideally suited to accommodate large vessels up to 40m (131ft) with all states of tide access, large berths with 3 phase 63amp power and the facilities of Endeavour Quay next door with its 180 ton capacity travel hoist and full service boatyard.

At the end of May the yard was called upon to lift out a 34m (112ft) performance sloop named 'Liara' for mechanical service work and minor composite repairs carried out by onsite specialists, Vortec Marine. The all blue yacht was built by Baltic Yachts of Finland

as a multi-role superyacht for global cruising and racing. Delivered to her owner in 2019 she was due to start a world tour in 2020, but this was cut short when COVID-19 hit.



A marina team with over

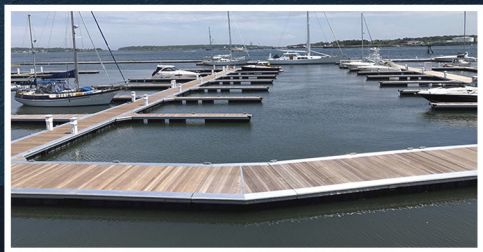
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100% clean and green at GCCM

Gold Coast City Marina and Shipyard (GCCM) in Queensland, Australia attained a perfect score in its recent Marina Industries Association (MIA) Clean Marina audit.

In line with environmental best practice, the marina took proactive steps in the design and development of the facility to include the world's largest solar farm in a marina; rainwater harvesting; treatment and recycling of boat washdown water; bio retention gardens; and, more recently, the construction of a comprehensive recycling and refuse station for GCCM staff, tenants and customers to access. The onsite resource recovery centre is making huge inroads into increasing diversion from

landfill for solid and liquid waste.

GCCM owners have pledged to remove single use plastics from the facility by 2025 and also re-attained its Fish Friendly accreditation. The GCCM team has also worked with the Seabin Foundation and Suez waste management through its community outreach programme to install the first Seabin device in a marina on the Gold Coast.

The marina, a 5 Gold Anchor facility, celebrates its 20th year in 2020.

DockPro to sell Golden lifts

Golden Boat Lifts has appointed DockPro as its newest dealer in Australia and New Zealand.

"We were looking for a boat lift solution to help our clients, particularly those in high wash or exposed locations," said DockPro sales manager Sandra Barber. "Golden Boat Lifts was the obvious choice. They're easy to deal with and have a great reputation in the industry."

Since 2007, DockPro has

specialised in innovative dry docking devices, floating walkways and platforms. With warehouses in Melbourne, Gold Coast and Mandurah (Australia) and Auckland (New Zealand) the company has the logistical capacity to deliver fast turnaround times.

www.dockpro.com.au

Dean Smith

Dean Smith has joined the D-Marin global marina network as chief commercial officer. Prior to this, he headed up a transformation project at British Marine, revitalising the Southampton International Boat Show and other events, restructuring communications, digital platforms and internal teams, and modernising the whole membership offering.

Smith joined British Marine after a long career with MDL Marinas, initially recruited to launch the new Chatham Maritime Marina and, later, Sant Carles Marina in Catalonia, Spain. He moved on to become marketing director, operations and marketing director and, ultimately, commercial director.



David Tisdale

David Tisdale has joined UK-based Marina Projects as senior project manager.

Tisdale previously managed the airport and harbour businesses for Ports of Jersey in the Channel Islands for nearly ten years. Prior to this, he worked as a consultant across a range of development and infrastructure projects in the UK, Channel Islands and Ireland.

With a background in geology and geotechnical engineering and, more recently, project and programme management as part of a client team, he has a wealth of experience in the design, delivery and operation of marina and port infrastructure.

"We are delighted with the appointment of such a well-respected and experienced professional, which comes about in particular due to an increasing project portfolio," noted Marina Projects managing director Mike Ward. "The strength of our expanding project portfolio in the period of a global pandemic is encouraging and speaks volumes about our reputation. One of the great strengths of the Marina Projects consultancy offer is the depth and range of marina specific experience that is present within our team and David's infrastructure and programme management experience will add further strength to our team."



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Electric option for clean-up boats

UK-based boatbuilder Water Witch is now offering a Torqeedo electric power option to replace the standard four-cycle outboards on its entire range of Versi-Cat litter collection craft and pontoon workboats.

"This is a clean, green, safe, zero-emission solution with long life, low maintenance and minimal operating costs," said Water Witch director Jackie Caddick.

The Torqeedo propulsion package consists of a Cruise 10.0 outboard with two Power 48 intelligent lithium-ion batteries weighing just 36kg (79lbs) each. A cockpit control panel gives the operator a view of system status, including range at current speed. The system delivers six to eight hours of service between charges.

The response from customers, according to the company, has been overwhelmingly positive.

"From high-end marinas to commercial harbours and even hydro-electric dams, the environmental benefits of a completely zero-emission solution have really sparked interest," Caddick said. "In fact, many of our owners are also enquiring about converting their existing vessels to an all-electric drive. Retrofitting is very easy, basically just a straight swap. It's a very cost-efficient option, and backed by the support of Torqeedo's extensive worldwide warranty and after-sales support."

This year, Water Witch is introducing a new, larger 8m (26ft) boat to its Versi-Cat series with Torqeedo electric power as standard fit. The new model has a more traditional hull shape, which is designed to improve transit speeds to 10/11 knots using the same propulsion, and provide better seaworthiness for operating in coastal waters. The new design also offers a more varied range of functions, including oil spill response.

"We have been impressed with the reliability and advanced technology of the latest Torqeedo electric mobility

range," Caddick continued. "We are passionate about the environment and we see this technology as a crucial step towards being carbon-neutral in our efforts to keep plastic pollution from entering our oceans and landing on our beaches."

"The main advantage of working with Torqeedo is, as a builder and vessel designer, we benefit from the engineering and technological



developments put into the products, their highly efficient performance and reliability and, most importantly, a cost-effective option for electric drive," he added. "And the support available for professional installers is very impressive."

Caddick believes that electric mobility will be the wave of the future for their specialised vessels. "Clients are increasingly looking towards green technology to support their water and waste management services, reduce their dependence on fossil fuels and create a better environment for their own stakeholders. We believe our fully electric solutions meet all these goals."

"It just makes sense that a boat working to clean up pollution should not add to the problem by causing pollution in the water or through emissions."

www.waterwitch.com
www.torqeedo.com



Ian McAndrew

Ian McAndrew, veteran and champion of the boating industry, passed away on 28th June. Ian's boundless energy, enthusiasm and warmth will be missed by all at *Marina World*, and a huge number of friends and colleagues around the globe.

Ian's first involvement in the Australian marina industry was to develop the then ground-breaking Anchorage Port Stephens Resort and Marina in New South Wales (NSW) in 1987. Fittingly, one of his last ongoing projects was to progress Shellharbour Marina – another NSW ground-breaker – in his capacity as senior group consultant for Walcon Marine Australia.

Ian devoted a huge amount of his time to helping the industry grow and prosper, and encouraged others to do the same. He was heard on many occasions to say he loved the boating industry and 'wished he could do more' and was a passionate voice at key events and within industry associations, which included a record 14 consecutive years as president of the (Australian) Boating Industry Association (BIA). He was also a vice chairman of the ICOMIA Marinas Group.

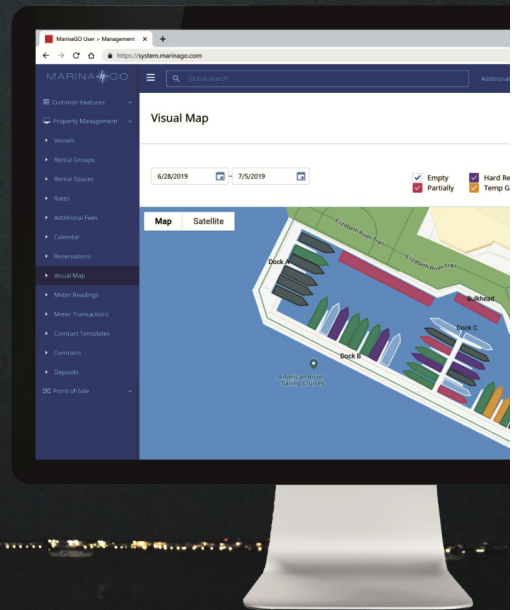
In a tribute paid by the BIA, past BIA president Doug Olding summed up Ian's dedication and character: "Ian consistently and generously gave his time and effort to the Association and industry and never sought nor expected anything in return other than success for his fellow members."

Our heartfelt sympathy goes out to his family.

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Getty Images

Dubai Marina is situated in the vibrant residential and leisure area of New Dubai. It comprises five individual marinas along a 3.5km (2.1mi) canal offering over 550 sheltered berthing spaces for yachts up to 30m (98ft). All the marinas offer immediate access to the vibrant retail and leisure precinct along the canal.

Ahmed Mohamed Abdelhalim, senior marine operation manager at Dubai Marina Yacht Club, said: "It is a great honour for Dubai Marina Yacht Club to be the first accredited Fish Friendly marina in the UAE. Dubai Marina Yacht Club has a strong commitment to environmental sustainability and the health of the waterway in the canal is a major priority. The Fish Friendly and Clean Marina accreditations are a demonstration of our commitment."

According to MIA CEO, Colin Bransgrove, the MIA now has Fish Friendly accredited marinas in Australia, Asia and the UAE. "These marinas are setting the benchmark for environmental leadership," he commented. "Since this accreditation commenced in 2016, there has been a 14% annual growth in the take up. This indicates a growing awareness by the industry of the environmental leadership role the marina operators can play within their local communities."

www.marinas.net.au

Fish friendly credit for first UAE marina

Dubai Marina Yacht Club has been accredited as the first Fish Friendly marina in the UAE by the Marina Industries Association (MIA). It has also been re-accredited under the International Clean Marina programme.

Fish Friendly accreditation assesses advanced elements of environmental planning and management, such as identifying opportunities to incorporate

fish friendly structures into the marina to encourage marine life and the education of marina visitors on local fish species.

Set sail with SeaBookings

SeaBookings is a new online platform helping to bridge the gap between tourists seeking sea experiences and marinas and tour operators offering boat charters, sunset cruises, surfing and scuba diving.

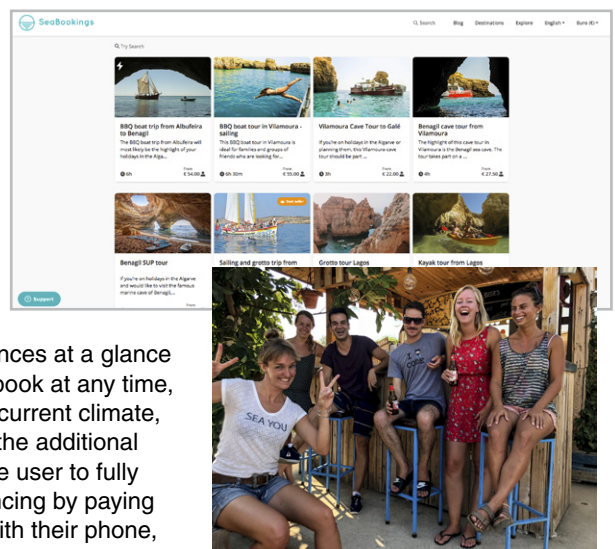
The platform has proven to be a great success in helping to promote very small businesses that don't have the budget or skills to invest in a website or social media. It also aids marinas seeking to grow the experiences they offer and attract more visitors.

SeaBookings was set up by two sea-loving sisters, Bo and Femke Irik, who had been spending their summers selling tickets for boat tours on ticket stands in Lagos, Portugal. Teaming up with their chief technology officer, Fábio Neves, they decided to sell these experiences online, allowing the end user to book ahead from the comfort of their home, while helping local tour operators gain exposure and increase sales online.

The platform started in Portugal but has since expanded to Spain, Greece,

Croatia, Dubai and Cape Verde, offering 810 experiences from 270 tour operators. Co-founder Bo says their goal is to expand in more tourist destinations that offer world-class sea experiences worldwide.

It allows the end user to compare experiences at a glance in each destination and book at any time, anywhere, online. In the current climate, using SeaBookings has the additional advantage of allowing the user to fully comply with social distancing by paying online and checking in with their phone, avoiding unnecessary contact with people, cash and physical tickets.



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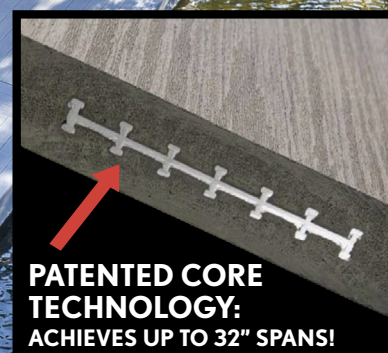
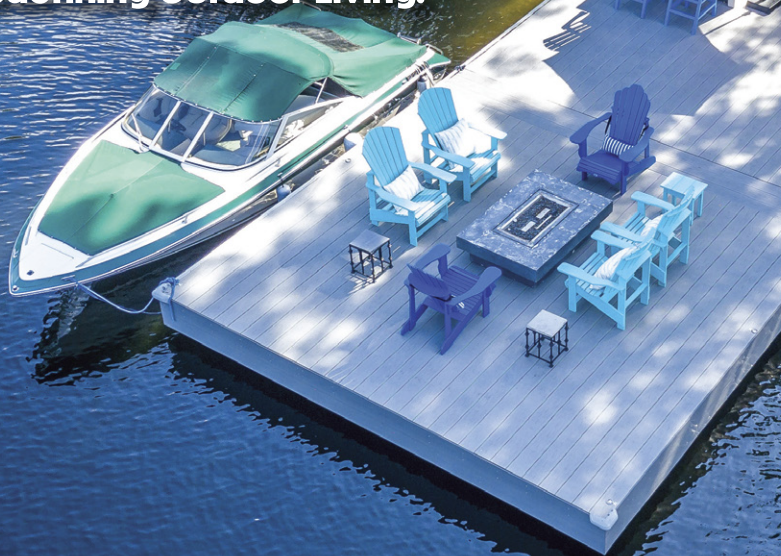
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Innovations trophy for berth supervision system

French start-up company Nauticspot has been awarded the 'Innovations 2020 trophy' in the smart and sustainable mobility category in the Graines des Boss regional competition.

The competition, organised by the Ad'Occ agency (South of France) rewarded Nauticspot with €20,000.

Nauticspot innovates by helping captaincies with real-time berth supervision. The patented innovative solution is based on the presence of sensors installed on the pontoon and into smart mooring buoys. An app further improves communication between ports and boaters, giving automatic declaration of absence periods and early returns, access to practical information (weather

report and forecasts, marina cameras, emergency calls, port activities and more). It also allows users to report incidents and malfunctions to the marina office.

Twenty marinas are already using the Nauticspot solution. The start-up is also involved with the System Factory cluster in Toulon and smart anchorage project in Bora Bora (French Polynesia), developed with connected buoys. The 'old port' of Menton on the French Riviera signed up in February to fully equip its 600 berths.

www.nauticspot.fr

Making light of moveable docks

The Golden Roll-In Dock from Golden Boat Lifts is a new product specifically aimed at customers who choose to take their docks out of the water during the off season or when a storm is approaching.

Modular in design, the Roll-In Dock is offered in a wide range of sizes and is solidly built despite being engineered for easy removal. It is manufactured using welded 6061 T-6 aluminium with stainless steel fasteners and is certified for 30lb (14kg)/ft² loading.

The dock legs are double braced for stability and feature integrated screw jacks for easy height adjustment with a cordless drill. Models are available for water depths of 11-117ft (3-36m).

Standard dock sizes are 4 x 8ft (1.3 x 2.4m), 4 x 12ft (1.3 x 3.6m) and 4 x 16ft (1.3 x 4.9m). Sun decks are offered, along with many different decking options including grey aluminium, powder coated wood grain aluminium and Sure-Step perforated.

Maintenance-free dock sections securely clip together and unlock to



pivot when moving the assembly in or out of the water. Massive 18ft (5m) self-draining mud tyres allow for manoeuvring over a wide range of wet and dry surfaces. Sand-pad footings are available.

For the transition to shore, Roll-In Dock ramps connect with Golden's extruded quick hinge bracket and a stainless steel ball pin and a Para-Track system

allows for the simple bolt-on installation of accessories anywhere along the dock. These include cast aluminium cleats, vertical and horizontal urethane bumpers, corner bumpers, inside corner dock wedges, barbecue mounts and a dock ladder.

The dock is packaged in kit form and can be bolted together using common household tools. Custom configurations are available to fit virtually any requirements.

www.goldenboatlifts.com

Settling bills – at a safe distance

Scribble Software is now offering a new contactless 'Instant Pay' invoicing feature for its MarinaGo Office cloud-based marina management solution. This gives customers the ability to instantly settle bills from a mobile or any other internet-enabled device.

The MarinaGo Office Suite is a multi-phase project designed to completely manage all aspects of marinas. The new release expands the feature set to include public-facing components delivered directly to end customers providing the ability to directly manage their marina related invoices and payments.

The new 'Instant Pay' feature utilises modern cloud-based technology providing direct customer interaction without the need to download and use a mobile-specific app. While optimised for mobile devices, any internet-enabled device may be used.

"We are very excited to announce the new 'Instant Pay' invoicing feature," says Vance Young, director of technology at Scribble. "With the current COVID-19 pandemic putting additional strains on all businesses alike, we thought it was important to minimise as much as possible any paperwork or traditional contact type billing and receivables. Marina customers may now instantly pay for any marina related charges with a simple click of a button on their personal device."

www.marinago.com

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The Marinas21 International Conference and Trade Exhibition will be held on Monday 24th and Tuesday 25th May at the Marriott Resort on Queensland's Gold Coast. The conference will bring together 300 – 400 participants comprising the region's leading marina and club operators, owners and vendors along with related government agency representatives.

www.marinas21.com

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Sydney marina installs Flovac pump-out system

Sydney Superyacht Marina (SSM), built in the late 1990s to accommodate visitors to the 2000 Sydney Olympics, is now in need of a number of upgrades so as to host even larger vessels and meet more exacting customer demands. Clemens Overdijk, marina manager since 2016, is eager to ensure that customers get the best possible experience.

One vital aspect for many captains is the ability to quickly and cleanly discharge wastewater. No one wants leaks, the risk of overflows, odours, to spend hours pumping out at a designated service dock or, even worse, a trip to a different marina to pump out between charters or with owners onboard. Many marinas are also unable to handle the size of the waste tanks onboard superyachts.

In order to establish the best pump-out offering at SSM, where each berth has a direct connection to the vacuum system, Overdijk examined a variety of solutions from around the world. He opted for a Flovac system after discovering that the company was installing large scale marina sewage systems at a number of large marinas in countries like Spain, Italy and Greece that were catering to some of the largest yachts.

Flovac has pioneered the use

of the Internet of Things (IoT) to remotely operate – and troubleshoot – its system. Many pump-out systems require the yacht manager to locate the pump station, turn it on manually and return to the yacht to start the operation, which can take many hours to complete. If another yacht is using the connection or if there is a problem, it may well affect the ability of the yacht to return to action in a timely manner.

To avoid wasting time, Flovac has developed an app that enables the yacht owner to log in and check if the facility is available. The manager then couples the yacht to the connection

port, pushes start on the mobile phone and starts up the discharge process.

The first yacht to try out the new system at Sydney Superyacht Marina was a new 65m (213ft) vessel, one of the larger yachts at the marina. The 6,000 litre (1,320 gallon) discharge took less than an hour and was “a smooth operation for all involved.” The operators told the marina technician and other yacht owners that this was the best system they had come across in Australia.

Flovac is a Spanish company with offices around the world.

www.flovac.com



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Flexible docks for condo development

An old section of industrial waterfront has been completely transformed into a contemporary condominium development called Kaldnes Brygge in Tønsberg, Norway. The development includes berthing at an SF Marina dock system, which has moveable fingers to maximise efficient use of space.

Installed by Arne Rød og co, the 108m (354ft) dock runs the length of the waterfront and has 26 slips. Wooden fingers were chosen to reduce costs and better match the post-modern design of the residential area. Gangways have been placed on both ends of the dock and are hinged to accommodate a 0.8m (2.6ft) tidal fluctuation.

The dock has been built using SF Marina's rugged SF1024 floating concrete pontoons. Thick-walled and reinforced with steel, they are unsinkable and offer exceptional service life with minimal maintenance. Integrated conduits support electric service to the slips. A semi-modular design, the structure uses an innovative Witherspoon glide anchoring system to secure the walkway, Y boom and fingers.

"By combining concrete and composite materials, we created a cost-effective marina that offers the



flexibility of moveable fingers that can be adjusted to change the slip size as needed," said Tor-Öyvind Halvorsen, CEO of SF Pontona Norge, SF Marina's distributor in Norway.

The dock is phase one of a five-part harbour project that will ultimately have capacity for 200 boats up to 10.5m (34ft) in length.

www.sfmarina.com





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Sara Anghel

Sara Anghel has been elected as the new president for the International Council of Marine Industries Association (ICOMIA). The vote was conducted at the 54th ICOMIA AGM in May.

Anghel has been president of the National Marine Manufacturers Association (NMMA) Canada for over 12 years and has nearly 25 years of government relations experience. She represents the interests of US and Canadian manufacturers, Canadian boat dealers and marine operators.

Under her leadership, members have seen many firsts including the creation of a Canadian statistical abstract; Recreational Boating Day on Parliament Hill; more than \$600,000 in federal government grant funding to support Canadian manufacturers to export abroad; \$400,000 to develop boating safety programmes in Canada; and assistance in harmonising standards between the USA and Canada.

Anghel has also contributed to the advancement of women in the marine industry, including building a case that led to the creation of an expanded maternity/parental benefits package for

NMMA USA employees.

"It is an honour and a privilege to become ICOMIA president," she said. "I commit to the global recreational boating industry that I shall work tirelessly to steer us through this most difficult time while charting the future growth of the industry and ICOMIA."

Two new members to the ICOMIA Executive Committee were also appointed at the AGM: Lawrence Chow, chair of the Hong Kong Boating Industry Association; and Lesley Robinson, CEO of British Marine. Two new vice presidents were also elected: Darren Vaux, president of the Boating Industry Association in Australia; and Mats Eriksson, CEO of Sweboat, Sweden.



New convenor for ISO Yacht Harbours Working Group

Oscar Siches has been appointed convenor for the ISO Work Group (WG) 8 'Yacht Harbours'. He takes over from Ulrich Heineman. Siches has represented Spain in the ISO TC 228-WG8 since 2011.

The WG8 was formed to create norms for the operation of yacht harbours from a tourism perspective – TC228 is the Technical Committee for Tourism – and since its inception has created ISO 13687 (three levels of service) and ISO 21406 (minimum service level for luxury yacht harbours). A norm regarding service levels for drystack is in progress.

"I am very happy to follow Uli Heineman's lead," Siches said. "The convenor is the coordinator of the group's experts – the ones who set the norms from within the industry. I welcome everybody with ideas and

proposals that could benefit everybody; professionals and users."



Siches is happy to talk to anyone about the ISO organisation and WG8 in particular, and can be contacted on tel: +34 667 494 858, e: oscar@siches.com

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