

BSC Launching & Boat Park Strategy Proposal

1. Introduction

- Why are we doing this?
 - The imminent need to replace the club jetties means that we should consider the future demand/need for jetties
 - Several classes sailed at BSC are not really compatible with jetties – Laser, Solo, RS200 and to a lesser extent Fireball & Topper. Many of these classes launch from our existing slipways.
 - Any new classes introduced by BSC are likely to prefer beach launching
- Objectives
 - Provide an optimised combination of jetty and beach launching facilities that caters for the demands of our existing fleets/members
 - Provide facilities suitable for the future development of club (10-20 years?)

2. Current situation

- Cadet jetty
 - Part refurbished with pontoons and new planks on fixed section.
 - Mainly used by SYSCA & rescue
- Firefly jetty
 - End section considered unsafe currently closed to members
 - Inner section in moderate to poor condition.
 - Primary use by Firefly, RS200 & Junior fleets.
- Snipe jetty
 - Moderate condition and subject to extensive refurbishment in past.
 - Extensive use by Snipe fleet.
- GP jetty
 - Moderate condition and subject to extensive refurbishment in past.
 - Extensive use by GP fleet
 - Also used by Solo and Feva Fleets
- Laser jetty/slip
 - Good condition but new pontoon jetty unpopular with many in Laser fleet.
- Condition survey of existing jetties – Discussed with Fred Ardern (Chartered Civil Engineer).
 - Full survey would require removal of rubber fenders and sections of planking in order to fully inspect junction of beams with piles and condition of piles at and below water level.
 - Less time consuming and disruptive option may be to inspect selected sections and use floating pontoons to continued access to outer sections of jetties.
 - Fred is considering other options.
- Current beach launching
 - Solo – 3 Solo's regularly launch from the GP slipway
 - RS200 – Most RS's launch from the Cadet or Firefly slips
 - GP – Bill K and occasional other GP's launch from the GP slip
 - Laser – Most Laser's (with some notable exceptions!) launch from their own slip.

3. Beach demand

Many helms prefer to bring their boats ashore between races either because the mainsail is fixed (Laser/Topper) or because the main/boat is easier to handle ashore (Solo). Others do so because they have lighter weight two handed dinghies that are easier to handle when shore based than bouncing around the jetties which are at various heights (RS200/Feva/Mirror). Some do so because of the investment in the boat and potential damage when tied to a jetty (GP14)

On a typical race day with a wide mix of 35 boats sailing, those resting their boats ashore between races might be around 20

Trends indicate the future is a migration from two handed boats to single handed and if current young(er) sailors continue/ return to sail in two handed boats, that they will prefer lighter and probably Asymmetric designs rather than traditional and heavier boats that prefer jetties. There will remain a (smaller) demand for traditional (heavier) 2 handed boats from new sailors to the sport and those seeking fewer thrills. Also from older people as they remain active later in life but the crew issue will not go away and jumping from a volatile boat onto a jetty may one day be outlawed!

So, given a static club, demand for resting boats ashore will increase. In addition, any long term *growth* is expected to reflect the same trend

In ten years' time with 10% growth; on a typical race day with a mix of 40 boats sailing, those preferring to rest their boats ashore between races would be around 30

4. Possible beach locations

There are three potential locations:

- Between the Snipe & GP jetties
 - This area could be configured to facilitate a beach and launching and would be protected if these jetties remained to handle the demand from the current heavier two handed classes we sail.
 - Tree & reed removal will be required
 - The location is deep enough to get close to shore but it is easy to jump in/out of a boat with few issues.
 - The area is close to the clubhouse and would promote inclusiveness/socialability between classes, between races
 - The area is already busy on Sundays and the impact of additional boat movements should be carefully considered
 - It is central and can be accessed by all Classes with no additional inconvenience. However it is anticipated that space will need to be provided for boats ashore and this will be designed not to interfere with current demands for access to jetties from GP14s and Snipes
- Beyond the GP jetty
 - The area immediately beyond the GP jetty is similar to that described above and could be configured to facilitate a beach and launching.
 - Tree & reed removal will be required
 - The area is less busy than between the Snipe & GP jetties and therefore the addition of a beach will have less impact
 - Further away from the GP jetty the shoreline starts shelving away quite quickly which is an issue for some Laser sailors using the Laser slip in breezy weather. This area is less suitable.
 - Inclusivity is also compromised as it moves away from the clubhouse and the mass of boat parking
- Between the Cadet & Firefly jetties
 - This area was extensively upgraded approximately 3-4 years ago. Creating a beach would require significant modification to the recently constructed slipways and gabion retaining structure

- The area is frequently used by the RS200 fleet for beach launching
- The shoreline is shallow but probably too shallow to be the key launch area requiring crews to jump in/out further away from shore.
- There is very limited shore space for resting between races especially with RIBs around even if the SYSCA land could be used

The favoured beach location is between the Snipe and GP14 jetties subject to the potential issue of additional boat movements. The current Topper boat park will need to be replaced and this would be achieved by reclaiming land between the GP14 jetty and Laser slip to create boat parking for Toppers and for additional boat parking.

The option of a beach development immediately beyond the GP jetty with additional boat parking between the Snipe and GP jetties will be investigated further.

5. Jetty replacement options

This has been the subject of much debate and the current conclusion is that the existing jetties are nearing the end of their lives with increasing levels of maintenance and expenditure required.

The current preference is for new fixed jetties although there is a concern about the depth of piles required which could result in claims for additional costs from an installation contractor. Floating jetty options would avoid this problem.

In January 2015 John Smith contacted 11 companies who advertised themselves as being involved in the construction of jetties in timber and alternative materials, these included four companies who specialised in floating jetties. The responses received were varied, the majority of the companies only operated in their immediate areas and none of the floating specialists responded. Responses were received from:

- Jetties and Moorings, Ulverston, Cumbria.
- The Wild Deck Company, Kings Lynn, Norfolk
- R A Marine, Chipping Norton, Oxon

The RA Marine proposal is considered the most suitable for our needs. Their proposal is to construct the new jetties with aluminium box section piles, aluminium superstructure and treated softwood (or GRP mesh) deck, the main benefit of aluminium in a fresh water application is that there are no corrosion issues and therefore no maintenance requirements, and structures built with it have an unlimited life.

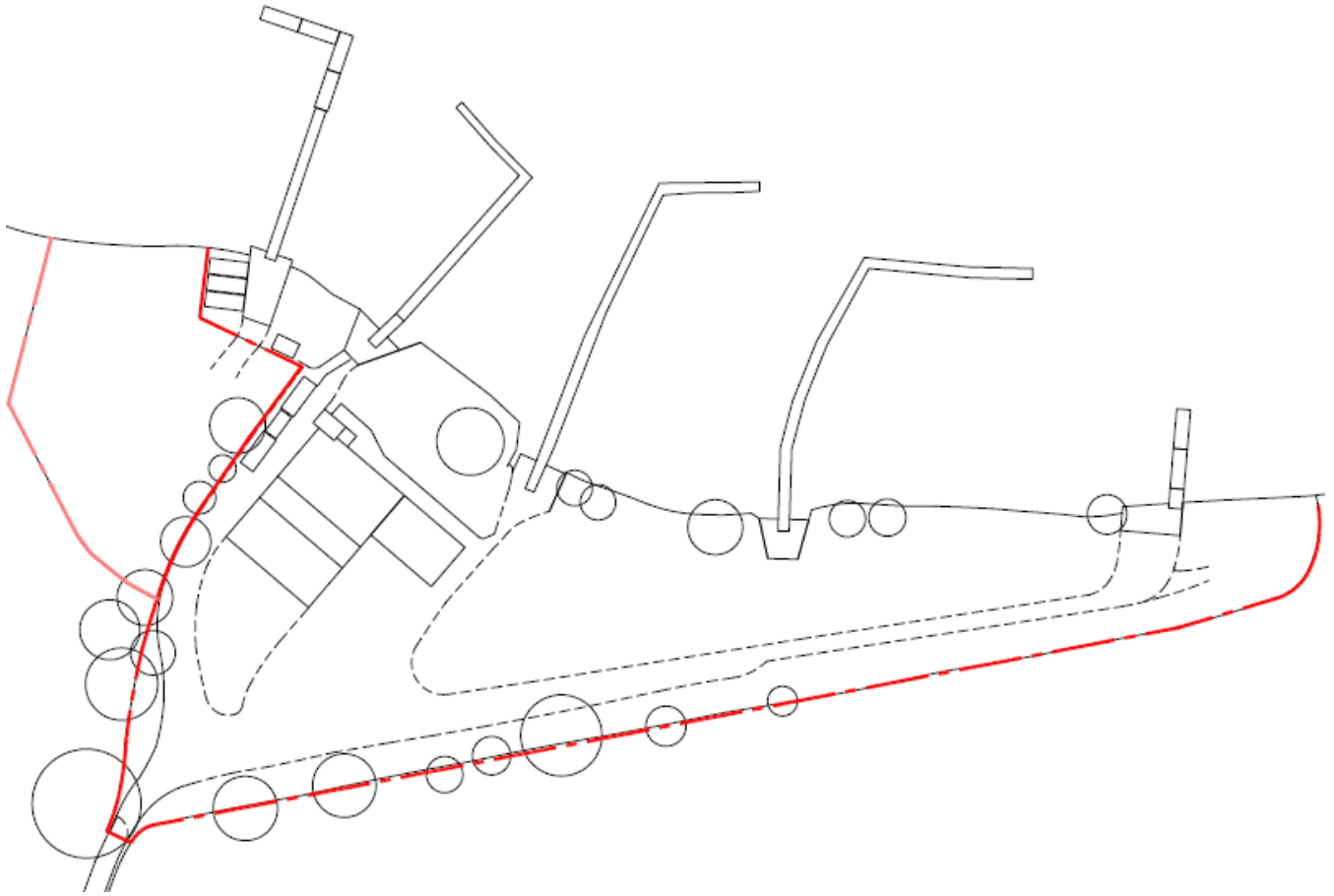


RA Marine have provided a budget quote of £46k for the replacement of the Firefly, Snipe and GP jetties (a total of 210 linear metres) excluding the removal of the existing jetty structures. The photograph shows an installation completed at Earlswood SC, Birmingham.

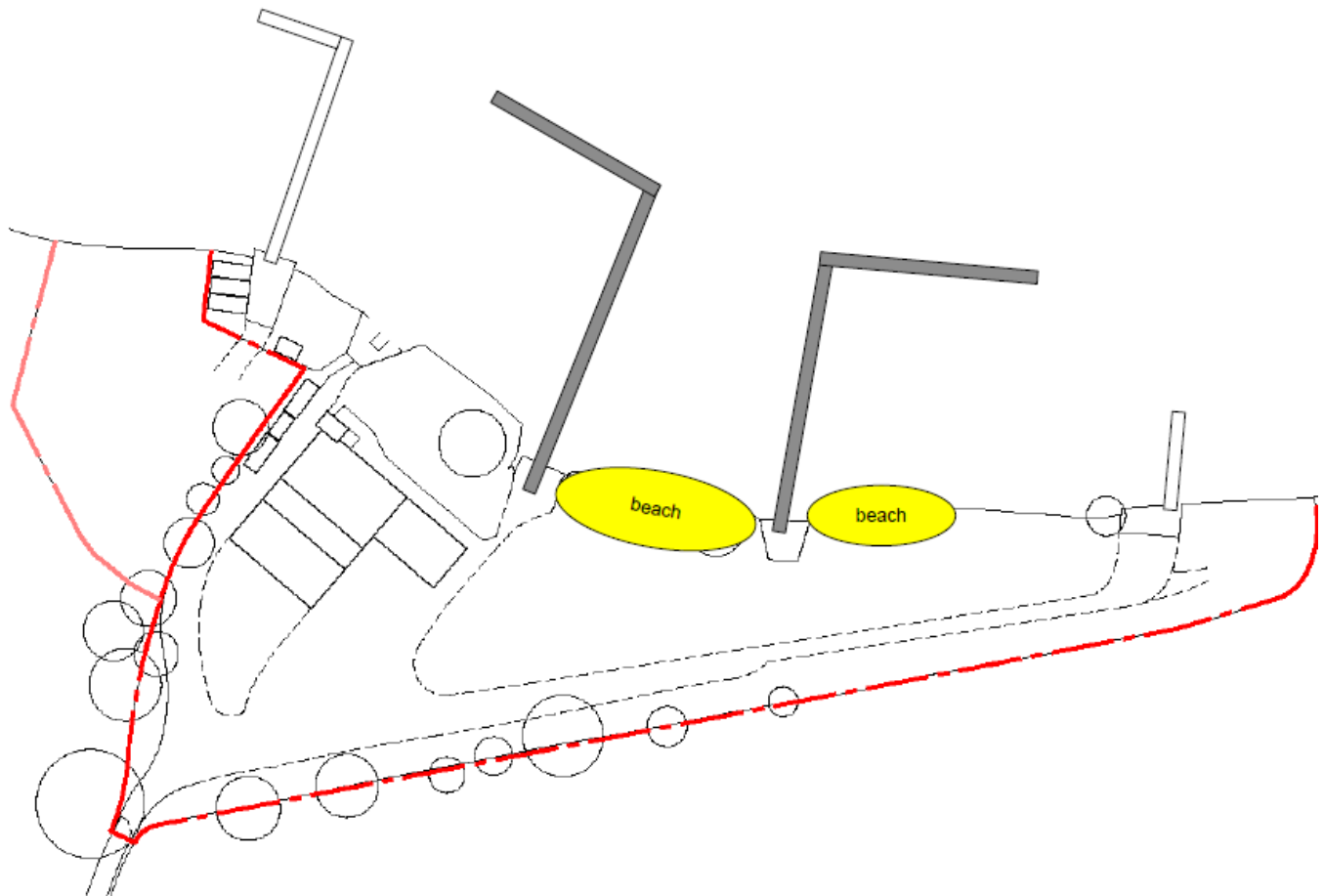
6. Integrated beach & jetty solutions

This requires further work, it is important we get this right so further development and review of viable options is required.

For illustrative purposes and to stimulate discussion, a layout based on replacement of the Snipe and GP jetties, removal of the Firefly jetty and retention of the Cadet and Laser jetties and the creation of two beach areas either side of the GP jetty is included overleaf.



EXISTING



PROPOSED

7. Boat & car parking

Proposals for a rationalised boat park layout will be required to make best use of new launching facilities.

Proposals for current and future car parking also need to be considered.

8. Cost

Further work is required to define our requirement for both beach & jetties in order to obtain firm quotations. John Smith has discussed some of our potential requirements with RA Marine and we have prices for these as additions to their budget price.

Assuming we opt for fixed jetties a suitable contingency should be allowed for increased depth piles.

9. Grant opportunities

Needs to be investigated – an agreed scheme and firm quotations are generally required.

10. Planning consent

The possible requirement for planning permission for the development needs to be investigated.

Steve Hubbard/Harry Brown/John Smith

17/6/15