Plan of Management –

Vessel Loading / Unloading & Promenade Pedestrian Strategy

February 2024

1. PURPOSE

This Plan of Management (PoM) describes how the Vessel Loading/ Unloading Zone in the Outer Harbour will be managed and operated, including its connection to the Public Promenade and Boat Maintenance Facility.

The draft Plan details the method for loading/unloading boats, operational procedures, safety measures, and pedestrian management between the land-based Boat Maintenance Facility (BMF) and the Water Based outer harbour infrastructure, which includes the Heavy-Duty Platform and Travel Lift Runways. Both facilities are owned by the Council and are presently leased to the Marine Operator – Shellharbour Marina (SHM).

Figure 1- Site Location depicting BMF Compound and Water Based Outer Harbour Infrastructure (already completed)

2. BACKGROUND

The proposed Boat Maintenance Facility (BMF) is situated at 5 Maritime Drive, Shell Cove, identified as Lot 1061 DP1253523, and is an integral component of the Outer Harbour infrastructure. It will include a Dry Boat Storage Facility, Hardstand Space, Café, Commercial Offices, Retail and Workshops, as well as a multi-level carpark.

The Vessel Drop Zone, located over the water, is also part of the outer harbour infrastructure. It features a heavy-duty platform and a separate travel lift runway for lifting and placing vessels. Security gates have been installed at these areas and are currently operated manually. Automation to this swing gates will be added as part of the Construction of the Boat Maintenance Facility.

2.1 Vehicular Access into the Boat Maintenance Facility

Directly from Maritime Drive via two entry/exits points. Access to BMF hardstand via gated entry/exit.

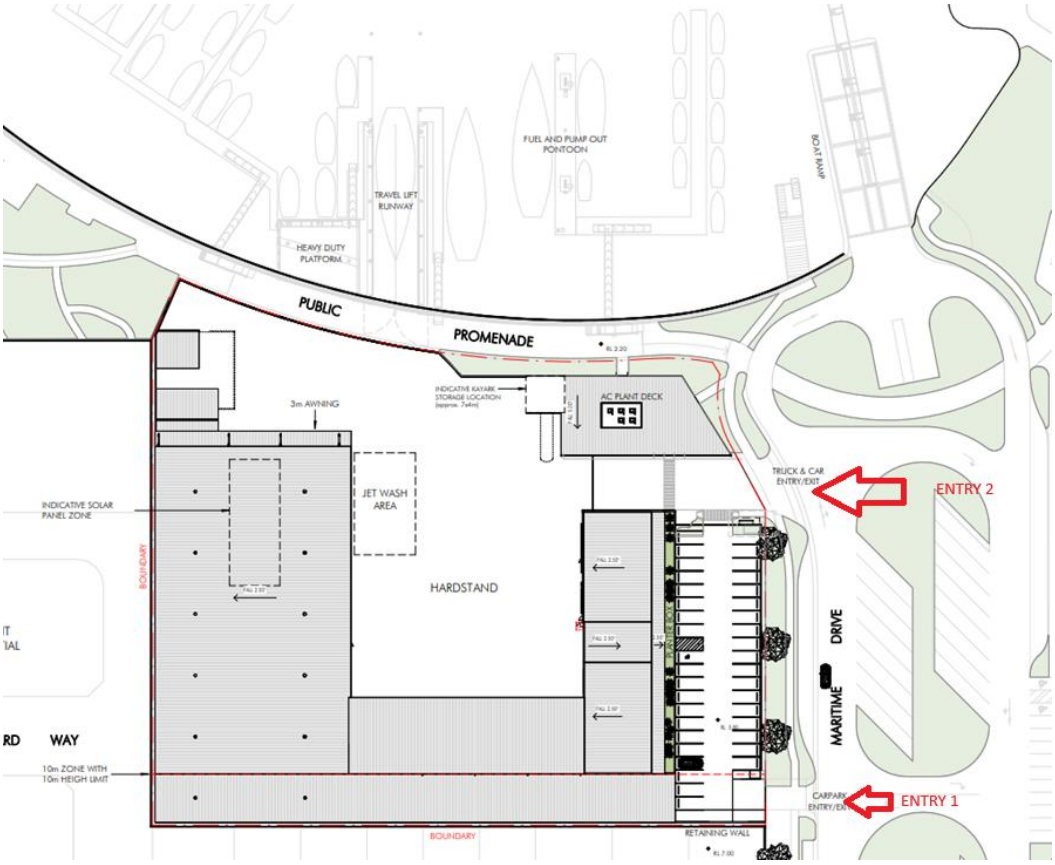

Figure 2- Site Plan depicting Two entries onto the site via Maritime Drive

- Entry 1 - provides access exclusively to the Upper Car Park
- Entry 2 - serves a dual purpose. It allows entry to the Lower Car Park for vehicles for public and staff and it provides secure gated access for operational vehicles such as refuelling trucks, boats on trailers, waste trucks, and all workshop/**DBS related vehicles through a gated entry.**

2.2 Vehicular Access to promenade

Pedestrian only. Vehicular access limited to service and emergency vehicles only.

2.3. Vehicular access from Vessel Loading/Unloading Zones

No public access. No vehicular access. Only specialist equipment for Vessel lifting and maintenance operations. Use of all equipment and travel restricted to Shellharbour Marina (SHM) staff only or nominated contractors. To be carried out in accordance with SHM safety work methods.

2 MANAGEMENT OF THE VESSEL LOADING / UNLOADING ZONE

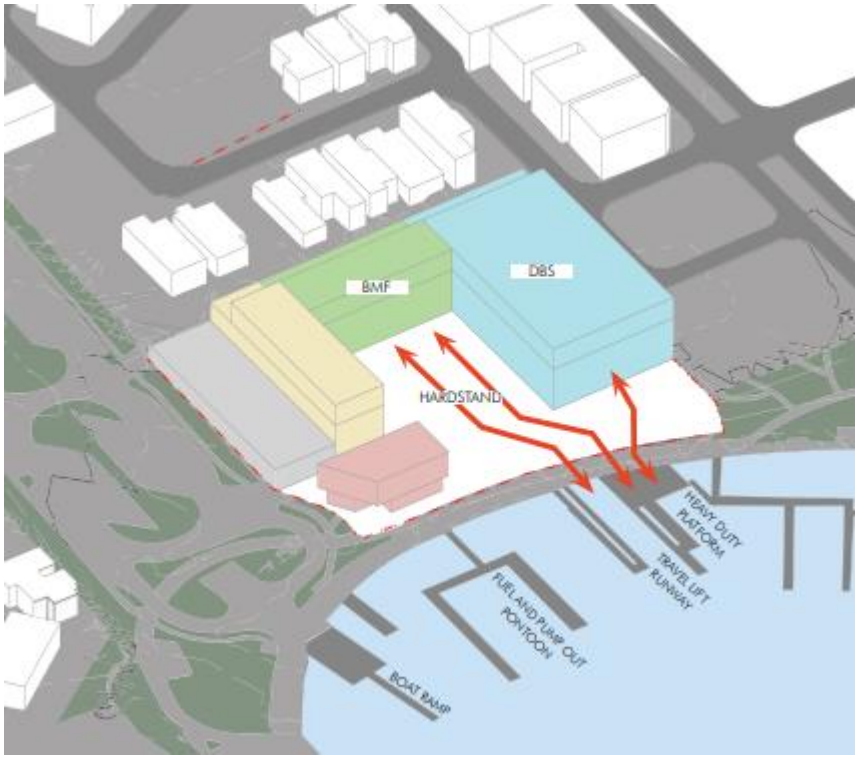

Figure 3 - illustrates the movement of the Travel Lift and Forklifts from the Outer Harbour Infrastructure across the public boardwalk, once it is deemed safe, and onto the hardstand, and vice versa.

As part of the outer harbour infrastructures works, the boat lifting and associated works was approved under DA 95/133 Mod 8 Shell Cove Boat Harbour.
The site is located within a W2 – Recreational Waterways

2.1 Access/Bookings

Vessels can be booked for a launch or retrieval via the phone or Marina App. SHM aim is to accommodate request up to 1hr before required launch time.

SHM is a private facility and only authorised persons are allowed on site at any time. The number of access points to the site are minimised. The site has boundary fences around at the BMF to prevent unauthorised access during and after facility operating hours.

2.2 Hours of Operation

SHM has the following hours of operation / opening hours:

- Marina & Fuel Wharf: Monday to Sunday 08.00 - 1700
- Travel lift & Hardstand: Monday to Saturday 07.30 – 1700
- Dry Storage: Monday to Sunday 08.00 – 1700

Forklift similar to the travel lift but also includes Sundays

2.3 Security

The BMF area will be accessible only by authorised and activated electronic fobs issues by SHM administration, located at the SHM Operation Services Building (OSB). A computer-generated entry and exit register will be monitored through the SHM MSB.

Security CCTV cameras will monitor access and egress and other BMF areas.

Regular random staff and security patrols will be made to the BMF.

The above will be in accordance with an approved Site Security Plan.

- Security Cameras operate 24/7
- SHM staff patrol facility during the hours of 0730 – 1700hrs
- SHM monitors 24hr Emergency number

2.4 Lighting

Security lighting is installed across the SHM facility and is activated via PE cell or motion sensors. Lighting is timed to operate from dusk to dawn and is maintained through SHM's facility management arrangements. Site security monitor lighting as part of their out of hours site patrols.

3.0 OPERATIONS OF THE VESSEL LOADING / UNLOADING AREA

This procedure is applicable to all Shellharbour Marina Boat Maintenance Facility Staff who operate heavy machinery, including the travel lift and marine forklift and is applicable to any contractor from time to time.

When launching and retrieving vessels, the process must account for traversing across the public access boardwalk. To minimize the direct interaction between pedestrians and machinery, automatic gates will be installed. These gates, when open, completely block the boardwalk area, allowing machinery to safely cross from the BMF Hardstand to the vessel drop zones, from the heavy-duty platform and the Travel Lift runways and into the water.

3.1 SHM responsibilities

.1 General Responsibilities

SHM will manage the BMF area as per the SHM ***Marina Plan of Management*** and as per ***HSE*** management.

.2 Shellharbour Marina BMF

SHM as the facility Lessee/ managers are responsible for:

- Maintaining a safe and enjoyable environment for the general public who frequent the area.
- Ensuring that the BMF area remains clean and accessible at all time
- Manages and keeps records of eligible persons accessing the BMF Operational Hardstand area
- Monitoring and recording damage or vandalism to the BMF area
- Ensuring safety measure implemented and maintained
- SHM BMF areas kept clean and tidy at all times
- SHM Workshop dangerous and flammable goods locker is managed with applicable **SDS** information.
- Vessel lifting Plant and equipment maintained in accordance with Australia Standards.
- Fire equipment kept in working order. Register of equipment maintenance keep on file as per Australia Standards.
- ***Distribution Board*** remains secured and accessible at all times
- Additional Emergency Spill equipment is complete, and register kept
- SHM staff are trained and competent in the site standards and specific operational procedures

.3 SHM Contractors & Tenants

- Reading, understanding, and adhering to management information and site standards provided by SHM
- Understanding site evacuation procedures
- Ensuring no hazardous or large volume flammable materials are stored within workshops unless in approved bunded storage
- Managing waste generated through their activities, including disposal
- Ensuring all access corridors remain clear and free of obstructions.
- Immediately managing and reporting issues to the SHM Main Office.
- Ensure staff are familiar and trained with fire response equipment.

4.0 SAFETY PROCEDURES OF THE BMF and VESSELL LAUNCHING/RETRIEVAL AREA

4.1 Site Induction

All SHM BMF visitors are required to report to reception to sign in and sign out. All SHM tenant workers, and contractors are required and must receive a site induction prior to commencing work.

Contractors must carry the BIA Marine Card and report to the Marina or BMF office prior to entry to the marina or Hardstand. It is the responsibility of the tenant to ensure the site induction is completed for them and their staff.

- All staff must have the BIA marine Card and inducted to site
- All Tenants must have the BIA marine Card and inducted to site
- All contractors must have the BIA marine Card and inducted to site

- Visitors are to be escorted with marina personal or suitably qualified people.

5.0 MANAGEMENT OF PUBLIC PROMENADE

Launching and retrieving vessels must account for traversing the public access boardwalk. To reduce direct interaction between pedestrians and machinery, automatic swing gates will be installed. These gates, when open, completely block the boardwalk, allowing machinery to cross from the BMF Hardstand to the vessel loading/unloading zone. The BMF site will have two sliding gates, with only one gate anticipated to be required at any given time, depending on forklift or travel lift requirements.

5.1 TABLE 1 - OCCURRENCE SCHEDULE FROM BMF HARDSTAND TO VESSEL UNLOADING / LOADING ZONES

Plan Number – Appendix C	Methodology	Area	Type	Activation	Activity	Time allowance
PLAN A	1	BMF Hardstand		Operational	Fork Lift / Travel Lift moving into position in front of the gates	As required by staff as it is within the secure area
	2	BMF Hardstand	Sliding Gates	Remote	Proposed Early warning system. Activate flashing lights 10 metres prior to transition zone & Sound horn if required	Immediate
	3	Public Promenade		**Hold Point**	**Check transition area of promenade is clear of all pedestrians**	**As required by staff**
PLAN B	4	Public Promenade	Swing Gates with Safety Lights	Remote	Activate Vessel drop zone swing gates	The gate takes a minimum of 20 seconds and a maximum of 60 seconds to close off the public promenade
	5	Public Promenade		**Hold Point**	**Check transition area of promenade is clear of all public**	**As required by staff**
PLAN C	6	BMF Hardstand	Sliding Gates	Remote / Signals	Opening of the sliding gate(s) after promenade transition zone is clear and swing gates have blocked off promenade	Estimate of 20 to 60 seconds (this will be detailed as the designs develop further)
	7	Public Promenade	Vehicle Movement		Transition from Hardstand to the Vessel Loading / Unloading zones	2-5 minutes

PLAN D					with the Travel/ Forklift	
	8	Vessel Unloading & Loading Zones		**Hold Point**	**Once Forklift/Travel Lift on Vessel on Unload / Loading halt operations**	
PLAN E	9	BMF Hardstand	Sliding	Remote	Close the sliding gates to BMF hardstand prior to swing gates opening up the promenade to allow for pedestrian movement	Estimate of 20 to 60 seconds (this will be detailed as the designs develop further)
PLAN F	10	Vessel Unloading & Loading Zones	Swing Gates with Safety Lights	Remote	Activate Closure of Vessel Unloading/Loading Swing gates	The gate takes a minimum of 20 seconds and a maximum of 60 seconds to close back into position
	11	BMF Hardstand	Sliding Gate	Remote	Early warning system. De-activate flash lights 10 metres prior to transition zone	Immediate
	12	Public Promenade			Reopen for Public Access	

Note: If hazard appears SHM staff to be prepared to halt operations. Sensor beams dependent on detailed design which would stop gates operation if they are impeded.

5.2 TABLE 2 OCCURRENCE SCHEDULE FROM VESSEL LOADING / UNLOADING ZONE TO BMF HARDSTAND

Plan Number – Appendix C	Methodology	Area	Type	Activation	Activity	Time allowance
PLAN A	1	Vessel Unloading & Loading Zones		Operational	Fork Lift / Travel Lift moving into position in front of the gates	As required by staff as it is within the secure area
	2	Public Promenade		**Hold Point**	**Check transition area of promenade is clear of all pedestrians**	**As required by staff**
	3	Public Promenade	Swing Gates with Safety Lights	Remote	Proposed Early warning system. Activate flash lights 10 metres prior to transition zone & Sound horn if required	Immediate
PLAN B	4	Public Promenade	Swing Gates with Safety Lights	Remote	Activate Vessel drop zone swing gates	The gate takes a minimum of 20 seconds and a maximum of 60 seconds to close off the public promenade
	5	Public Promenade		**Hold Point**	**Check transition area of promenade is clear of all public**	**As required by staff**
PLAN C	6	BMF Hardstand	Sliding Gates	Remote / Signals	Opening of the sliding gate(s) after promenade transition zone is clear and swing gates have blocked off promenade	Estimate of 20 to 60 seconds (this will be detailed as the designs develop further)
PLAN D	7	Public Promenade	Vehicle Movement		Transition from Vessel Loading / Unloading zones to the BMF Hardstand with Travel/ Forklift	2-5 minutes
	8	BMF Hardstand		**Hold Point**	**Once Forklift/Travel Lift on the BMF Hardstand halt operations**	
PLAN E	9	BMF Hardstand	Sliding Gates	Remote / Signals & Radio Call SHM Staff	Closing of the sliding gate(s) after promenade transition zone is clear keeping the swing gates closed	Estimate of 20 to 60 seconds (this will be detailed as the designs develop further)

PLAN F	10	Vessel Unloading & Loading Zones	Swing Gates with Safety Lights	Remote	Activate Closure of swing gates	The gate takes a minimum of 20 seconds and a maximum of 60 seconds to close back into position
	11	BMF Hardstand	Sliding Gate	Remote	Early warning system. De-activate flash lights 10 metres prior to transition zone	Immediate
	12	Public Promenade			Reopen for Public Access	

Note: If hazard appears SHM staff to be prepared to halt operations. Sensor beams dependent on detailed design which would stop gates operation if they are impeded.

5.3 TABLE 3 ESTIMATED FREQUENCY OF MOVEMENTS PER DAY – FORKLIFT -

Day	Equipment	Frequency (as required)
Monday	Forklift	15-20 movements
Tuesday	Forklift	6-12 movements
Wednesday	Forklift	6-12 movements
Thursday	Forklift	6-12 movements
Friday	Forklift	15-20 movements
Saturday	Forklift	15-20 movements
Sunday	Forklift	10-15 movements

5.4 TABLE 4 ESTIMATED QUANTITY OF MOVEMENTS PER DAY - TRAVEL LIFT –

Day	Equipment	Frequency (as required)
Monday	Travel Lift	6-8 movements
Tuesday	Travel Lift	4-5 movements
Wednesday	Travel Lift	4-5 movements
Thursday	Travel Lift	4-5 movements
Friday	Travel Lift	6-8 movements
Saturday	Travel Lift	1 movement
Sunday	Travel Lift	0

Note: Reviewing operations in the event of avoiding excessive promenade closures to align with the objective of balancing between public access and business operations. Minimising the lengthy closure of the promenade is a priority along with ensuring the safe operations of the heavy machinery.

6.0 OPERATIONS OF PUBLIC PROMENADE

During operational times of the BMF, the SHM staff will undertake the following process for temporarily closing the public promenade to allow travel lift and forklift to access the Vessel Loading – Unloading Zone/from the BMF/Hardstand.

Procedure for Vehicular Movement + Gate Operation within BMF site

- SHM staff to activate the early warning pedestrian system by remote
- Activate the closing of the swing gates located on promenade
- Vehicular driver to proceed safely to the transition area as line marked in front of sliding gate
- Come to a complete stop.

Procedure for crossing the public promenade

- Wait until promenade is completed closed off by the swing gates on either end of the promenade
- Work to signals and radio calls from observer (SHM staff)
- Prepare to open BMF sliding gates observing a clear boardwalk transition area.
- Ensure gate safety lights are operational during opening.
- Be prepared to halt operation if hazard appears.
- Ensure no public pedestrian access to work areas and transition route.
- Vehicle to proceed across

Procedure for Vehicular Movement + Gate operation within the Vessel Drop / Pick Up Zone (Heavy Duty Platform & Travel Lift Run Ways)

- Open Swing gates 90 degrees until promenade is completed closed off by the swing gates on either end of the promenade
- Open Hardstand access sliding gate via remote.
- Work to signals and radio calls from travelift observer
- Enter onto the Drop Zone/Hardstand
- Halt forklift or travel lift operation.
- Close Hardstand access sliding gate via remote before proceeding with unloading
- Carry out launch or retrieval of vessel process.

Procedure for reopening Promenade to the Public

- Ensure that transition area is clear of workers undertaken by SHM staff/Observer
- Ensure that all gates to BMF are closed
- Activate drop zone swing gates via remote to close
- De activate gate safety lights once gates are close
- SHM staff to be prepared to halt operation if hazard appears.
- Pedestrians to proceed

The above work process has been prepared by the Shellharbour Marina staff. (authorised)

7.0SAFETY MANAGEMENT OF PUBLIC PROMENADE

APPENDIX A : SHELLHARBOUR MARINA SWMS PUBLIC BOARDWALK MACHINERY TRANSITION

Note: Draft SWMs has been propared by the SHM –

Shellharbour Marina

SHM-3-239
PUBLIC BOARDWALK MACHINERY TRANSITION

Safe Work Method Statement (SWMS)

Document Number - SHM-3-239
Revision - 1
Issue Date - 24th January 2024
No of Pages - 3
Approved by - Ben Schooley

PURPOSE

To allow Shellharbour Marina to operate in a safe manner where public space must be traversed through a controlled space.

To ensure safe machinery movements practices are in place and carried out at all times

SCOPE

This Safe Work Method Statement (SWMS) must be followed at all times.

This procedure applies to all Shellharbour Marina Boat Maintenance Facility (BMF) staff operating the companies Marine Forklift and 75t Marine Straddle Carrier whilst transitioning from BMF Hardstand to the vessel drop zone across public accessible boardwalk.

Procedures apply also for the transition of other machinery under guidance by SHM staff.

No Staff to operate machinery or gates without prior training and authorization.

Each employee must work safely and competently and be aware of hazards associated with unauthorized personnel and vehicles in the travel areas. Remember to assess the risk every time you commence a new task, if you identify any hazards or do not feel confident in completing the task inform your supervisor or health & safety representative immediately.

REFERENCES

1. Shellharbour Marina JSA

SWMS

Shellharbour Marina

SHM-3-239 PUBLIC BOARDWALK MACHINERY TRANSITION

Document Number — SHM-3-239
Revision - 1
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POTENTIAL HAZARDS

- Injury to persons via machinery
- Injury to persons via gate operation.
- Collision with gate whilst traveling, reversing and maneuvering machinery
- Equipment failure
- Sudden machinery stop whilst loaded
- Unbalanced load falls
- Hydraulic spill

HAZARD CONTROLS—PPE GEAR

- ✓ No loose or torn clothing to be worn
- ✓ Safety footwear to be worn at all times
- ✓ Large brimmed hat to be worn in sunny conditions
- ✓ Maintain 30+ sunscreen protection.
- ✓ Be aware of other personnel, vehicles and boats when operating the Travelift or forklift.
- ✓ Pre use inspection and servicing of Travelift, forklift and gates.
- ✓ Competent and authorised Travelift and Forklift operators and spotter only.
- ✓ Drive on designated travel routes
- ✓ Use a spotter at all times when loading, traveling and unloading if you are operating the travelift, size of vessel impedes vision or if you are not absolutely confident of the area being traversed.
- ✓ Use marina radios as communication option to observer if vision is impeded

WORK PROCESS

- ✓ Proceed safely to the transition area.
- ✓ Come to a complete stop.
- ✓ Keep boat load as low as practical
- ✓ Prepare to open gates observing a clear boardwalk transition area.
- ✓ Activate drop zone swing gates via remote. 20-40 second operation from closed to open fully blocking boardwalk pedestrian access to transition zone.
- ✓ Ensure gate safety lights are operational during opening.
- ✓ Be prepared to halt operation if hazard appears.
- ✓ Ensure no public pedestrian access to work areas and transition route.
- ✓ Open Hardstand access sliding gate via remote. 20—40 second operation.
- ✓ Sound horn prior to moving onto transition area
- ✓ Work to signals and radio calls from travelift observer
- ✓ Cross transition area to either drop zone or hardstand . Depending on load operation time of 2-5 minutes.
- ✓ Once on the Drop Zone or Hardstand halt forklift or travelift operation.
- ✓ Close Hardstand access sliding gate via remote. 20—40 second operation.
- ✓ Activate drop zone swing gates via remote. 20-40 second operation from open to closed allowing pedestrian boardwalk access.
- ✓ Ensure gate safety lights are operational during opening.
- ✓ Be prepared to halt operation if hazard appears.
- ✓ Carry out launch or retrieval of vessel process.

SWMS

Shellharbour Marina

SHM-3-239

PUBLIC BOARDWALK MACHINERY TRANSITION

Document Number — SHM-3-239
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PRE START CHECKS

Carry out Gate pre-start checks as per manufacturer's instructions for -

- ✓ *Awaiting manufacturers checklist*
- ✓ Correct alignment of gate
- ✓ Operational safety signaling and signage is in place.
- ✓ Check travel path for hazards, obstructions and condition of path.
- ✓ Fluid leaks
- ✓ Structural checks - cracks, missing nuts
- ✓ Prior to gate operation ensure boardwalk area is clear of persons.
- ✓ Prior to traversing ensure no persons within traversing zones.
- ✓

PRECAUTONS TO BE TAKEN

- ✓ Position of boat when traveling - to be as low as possible and balanced correctly.
- ✓ Prior to gate operation ensure boardwalk area is clear of persons.
- ✓ Prior to traversing ensure no persons within traversing zones.
- ✓ All guards and safety measures are inplace.

✓

Further or Corrected Details will be provide during and after detailed design of BMF

⇒

APPENDIX B: PROPOSED EQUIPMENT – TRAVEL LIFT & FORKLIFT (TBC)

Example of 75t Travel Lift below or equivalent

. **TBC**

75 BFMII

MOBILE BOAT HOIST

75 Metric Ton Capacity - Tier 3

MARINE TRAVELIFT

STANDARD SPECIFICATIONS

	US Measure	Metric
General Information		
Rated lifting capacity	165,000 lbs	75,000 kg
Shipping weight	48,000 lbs	21,770 kg
*Machine shipped disassembled.		
Inside clear height	22'0"	6.71 m
Inside clear width	21'0"	6.40 m
Engine		
Engine make/model	John Deere Diesel 4.5L - Tier 3	
Horsepower	115 HP @ 2200 RPM / 86 kW	
Cooling	Liquid	
Service Capacities		
Oil tank capacity	38 Gal	144 L
Fuel tank capacity	38 Gal	144 L
Hoist System		
Hoists	(4) Independent Hydraulic Controls	
Hoisting speed (standard)	9 ft/min	2.74 m/min
Hoisting speed (low/high) (optional)	9/19 ft/min	2.74/5.79 m/min
Number of parts of lines	16	
Wire rope	5/8" (16 mm), 6 x 19 Class, Galvanized XIPS IWRC	
Depth below grade (standard)	5'0"	1.52 m
Depth below grade (optional)	20'0"	6.10 m
Slings		
Minimum block spacing	10'0"	3.05m
Maximum block spacing	24'0"	7.32 m
Slings	(4) Nylon 2-ply, Quick disconnect pin	
Protection	Keel pads and Chine pads	
Sling dimension	12" x 34'	0.30 m x 10.36 m
Drive System		
Drive type	Hydrostatic, closed loop	
Travel speed (low/high) (standard)	120/250 ft/min	36.6/76.2 m/min
Gradeability		
Gradeability (standard)	4.5%	
Increased Gradeability (optional)	10%	
*Increased gradeability reduces travel speeds.		
**Gradeability shown for concrete or asphalt surfaces. For other surfaces, deduct as follows: Hard packed ground or gravel...2%; Loose gravel...2 to 7%; Mud...2 to 13%; Soft sand...4 to 13%.		
Tires		
Tire type	(4) Lug 18.00-25	
Tire pressure	145 PSI	10.0 Bars
Steering Type	2-WS at 90°	
2-WS outside turning radius	35'8"	10.87 m
Exterior Paint	PPG Protective Coating	
Color	Blue & Grey	
Primer	Zinc Rich Epoxy	
Paint	Engineered Siloxane	

Model 75 BFMII The Boatyard, California, USA

(Machine may be shown with options)

STANDARD EQUIPMENT

- Greaseless Pivot Trunnion
- Remote Diagnostics
- Intelligent Electronic Load Indication
- Hydraulic Oil Temperature Monitor
- Hydraulic Pump Pressure Monitor
- Cab Control Direct to Valve
- Industrial Tires
- Formed Steel Structure
- Slew Bearing for Steer Wheels
- Bolting Flange in Top Beam
- 316 Grade Stainless Steel Tubing
- O-Ring Face Seal Hydraulic Fittings
- Cordura Hose Covers
- Parallel Groove Drums
- Chine and Keel Pads
- 2 Speed Drive
- Greaseless Hydraulic Sling Adjustment System
- Mechanically Synchronized Hoists

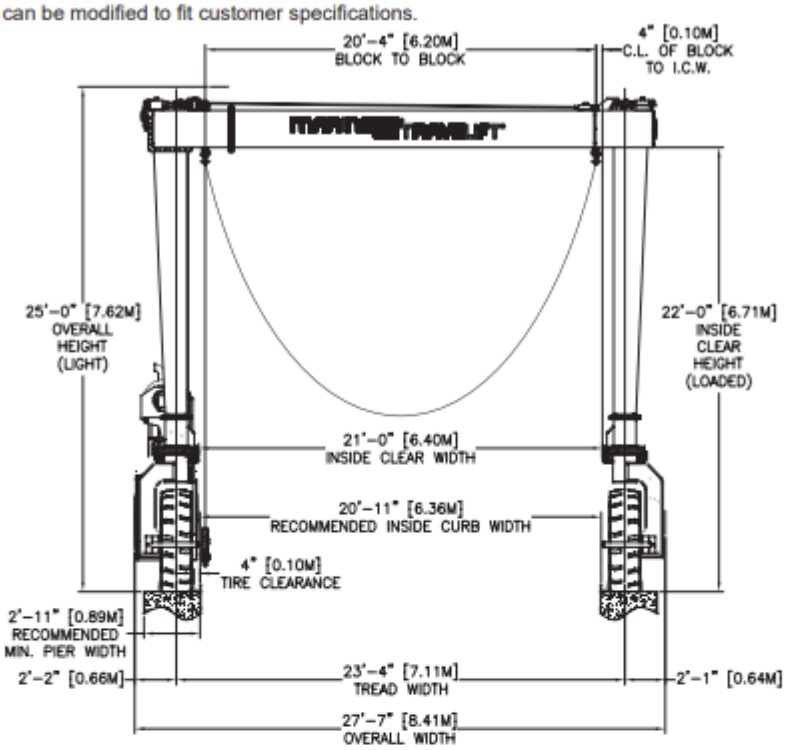
OPTIONS

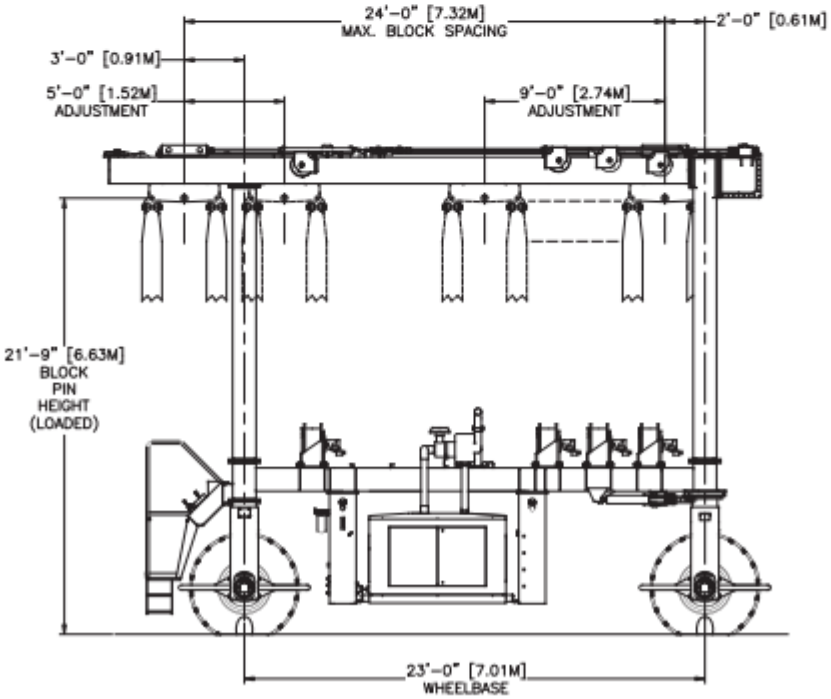
- Changes in Height and Width
- Wireless Remote Control with LCD Display
- Patented All Wheel Electronic Steering (Includes Increased Gradeability)
- AVT Fuel Saver (Wireless Remote Control Required)
- Sailboat Top Beam Extension
- Enclosed Cab with Heater, Defroster Fan, Wiper
- LED Work and Drive Lights
- Sound Suppression Kits
- 2 Speed Hoist
- Larger Tires Reduced Ground Pressure
- Tire Pressure Monitor
- Jib Cranes

75 BFMII

MARINE TRAVELIFT

* Height & width can be modified to fit customer specifications.





arine Travelift, Inc. • 49 E. Yew St • Sturgeon Bay, WI 54235 USA • Phone: 920.743.6202 • Fax: 920.743.1522 • E-mail: sales@marinetravelift.com • www.marinetravelift.com

Example of M2600 Travel Lift Forklift or equivalent

M2600H
HYDRO M_DRIVE
Forklift - 129"
Tier 4 Model

MARINE TRAVELIFT

STANDARD SPECIFICATIONS

	US Measure	Metric
General Information		
Rated lifting capacity	26,300 lbs	11,929 kg
Shipping weight	87,000 lbs	39,463 kg
Negative drop	12'0"	3.66 m
Wheelbase	129"	3.28 m
Tail swing radius	15'10"	4.83 m
Aisle for 90° turn (add to boat length)	20'9"	6.32 m
Carriage and fork style	Swing-out	
Mast		
Lifting height (Standard)	35'0"	10.67 m
Lifting speed	50 ft/min	15.2 m/min
Lowering speed	45 ft/min	13.7 m/min
Anti-drop feature	Velocity fuse	
Maximum mast forward tilt	5°	
Maximum mast backward tilt	10°	
Forks		
Fork length	20'0"	6.10 m
Minimum fork spread	4'7"	1.40 m
Maximum fork spread	13'5"	4.09 m
Fork cross-section height	11"	0.28 m
Fork cover type	Reinforced rubber	
Engine		
Engine make/model	John Deere 4.5L - Tier 4	
Horsepower	139 HP @ 2200 RPM / 104 kW	
Cooling	Liquid	
Front Axle Load		
Maximum axle load (front)	99,600 lbs	45,178 kg
Brakes	Wet Disk	
Hydraulic System		
Type	Open loop	
Maximum pressure	3,500 PSI	241 Bars
Steering	Hydraulic load sensing	
Drive System		
Drive Type	Hydrostatic	
Drive Speed (low)	330 fpm	100 m/min
Drive Speed (high)	700 fpm	213 m/min
Gradeability		
Low speed	6.5%	
High speed	3.0%	

*Increased gradeability reduces travel speeds.

**Gradeability shown for concrete or asphalt surfaces. For other surfaces, deduct as follows: Hard packed ground or gravel...2%; Loose gravel...2 to 7%; Mud...2 to 13%; Soft sand...4 to 13%.

*Standard mast heights will result in slightly better gradeability.

Tires		
Tire type	12.00-24	
Tire pressure	145 PSI	10.0 Bars
Exterior Paint	PPG Protective Coating	
Color	Blue & Grey	
Primer	Zinc Rich Epoxy	
Paint	Engineered Siloxane	
Decals	Vinyl Graphics	

Model M2500H 129" In St Petersburg, FL, USA

(Machine may be shown with different lifting capacity and/or options)

STANDARD EQUIPMENT

- Side/Forward mounted cab
- Hydrostatic drive system
- Remote diagnostics
- Wide track for improved stability
- Swing-out forks and shift control
- Wired remote control for lift operation
- Tubeless tires
- Heavy duty 2-stage interlocking mast
- Wet-disk service brakes
- Pilot operated controls
- Intelligent engine display on 5.7" color screen
- Stainless steel tubing
- Remote grease lines for mast
- Fork swing cylinders with stainless steel rods
- Stainless steel fittings on carriage
- Armor coat chain at carriage
- LED drive lights

OPTIONS

- Center mounted cab/wide view mast
- Rear back-up camera with 10" color display
- Other mast heights available
- Solid black tires
- Solid non-marking tires
- Increased gradeability
- Galvanized carriage and forks
- Wireless remote control for lifting
- Molded extrusion rubber fork covers
- Auto lubrication system for mast chain rollers
- CE Compliance

M2600H

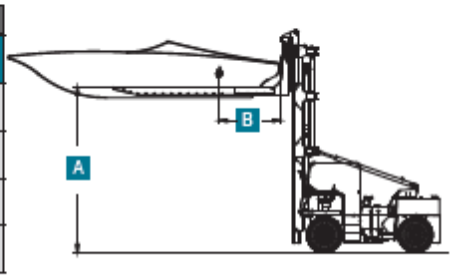
Hydro M_Drive Forklift - 129"

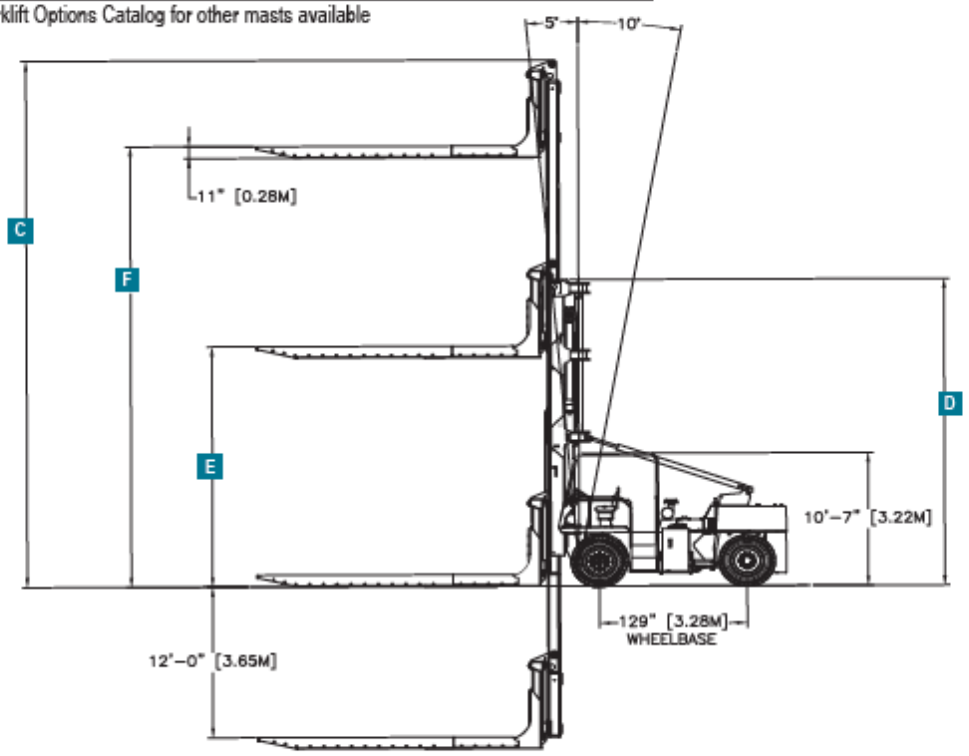
MARINE TRAVELIFT

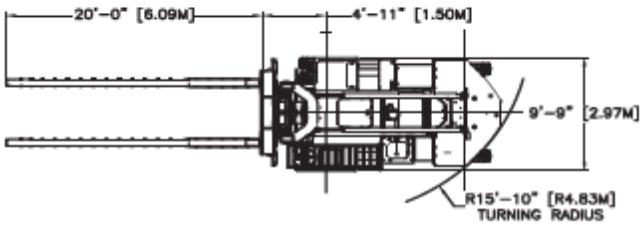
Rated Capacity

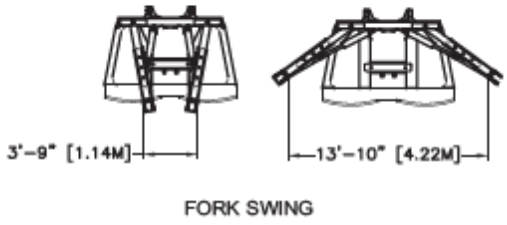
	DIMENSION "A"	LOAD CENTER FROM VERTICAL FORK FACE (DIMENSION "B")					
		8 Ft [2.44 m]	10 Ft [3.05 m]	12 Ft [3.66 m]	14 Ft [4.27 m]	16 Ft [4.88 m]	18 FT [5.49 m]
35' MAST	-12'0" to 10'0" [-3.65 m] to [3.05m]	26,300 lbs [11,929 kg]	22,800 lbs [10,342kg]	20,100 lbs [9,117 kg]	18,000 lbs [8,165 kg]	16,200 lbs [7,348 kg]	14,600 lbs [6,713 kg]
	Up to 19'1" [5.82 m]	18,750 lbs [8,505 kg]	16,200 lbs [7,346 kg]	14,300 lbs [6,486 kg]	12,800 lbs [5,806 kg]	11,550 lbs [5,239 kg]	10,550 lbs [4,785 kg]
	Up to 27'0" [8.23 m]	15,000 lbs [6,804 kg]	12,950 lbs [5,874 kg]	11,400 lbs [5,171 kg]	10,200 lbs [4,627 kg]	9,250 lbs [4,196 kg]	8,450 lbs [3,833 kg]
	Up to 35'0" [10.67 m]	12,500 lbs [5,670 kg]	10,800 lbs [4,899 kg]	9,500 lbs [4,309 kg]	8,500 lbs [3,856 kg]	7,700 lbs [3,493 kg]	7,000 lbs [3,175 kg]

*See Forklift Options Catalog for other masts available









FORK SWING

Dimensions

	DESCRIPTION	35' MAST
C	Height (Mast Extended)	41'10" [12.75 m]
D	Height (Mast Collapsed)	24'4" [7.42 m]
E	Fork Height (Mast Collapsed)	19'1" [5.82 m]
F	Fork Height (Mast Extended)	35'0" [10.67 m]

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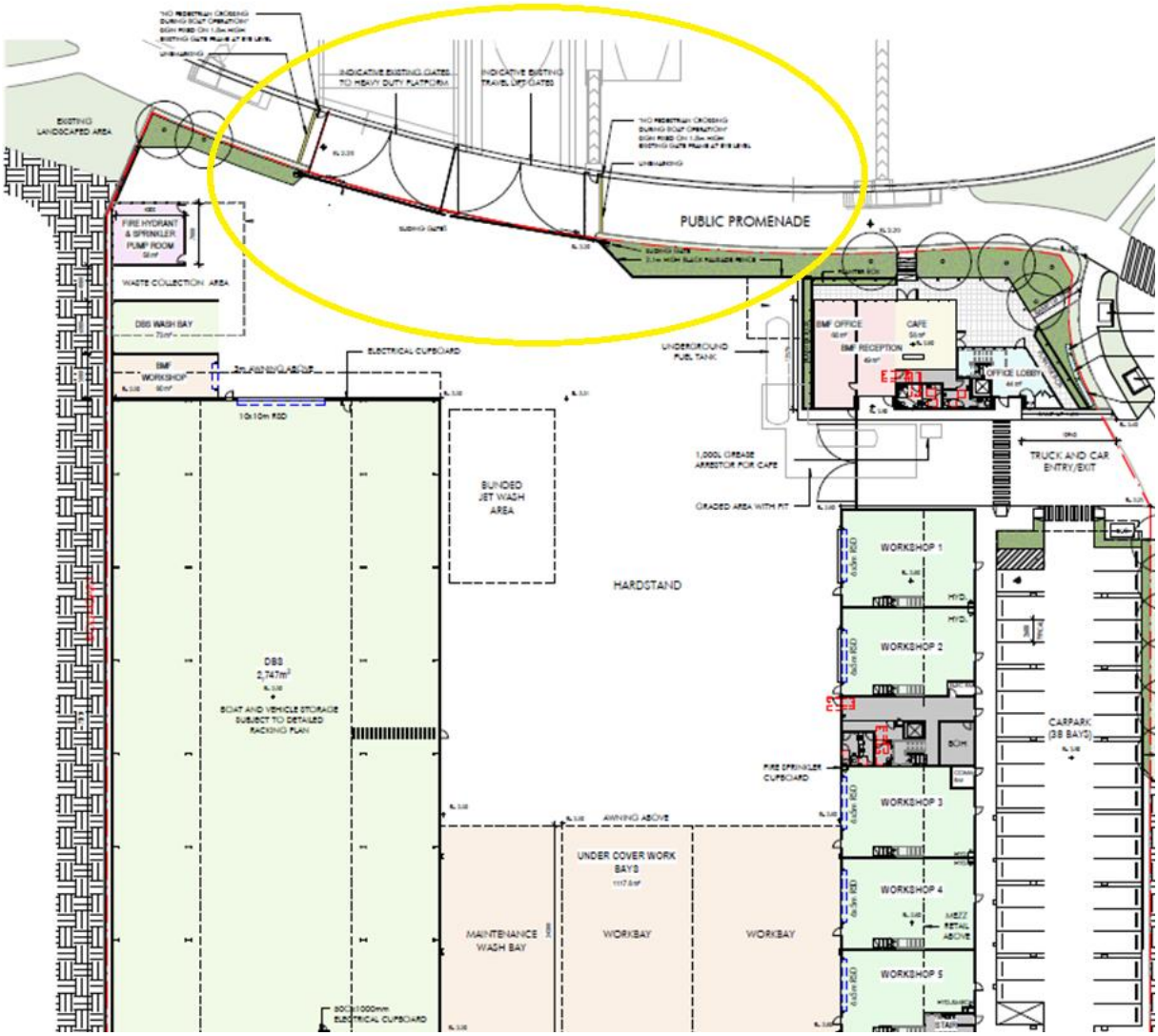
APPENDIX C

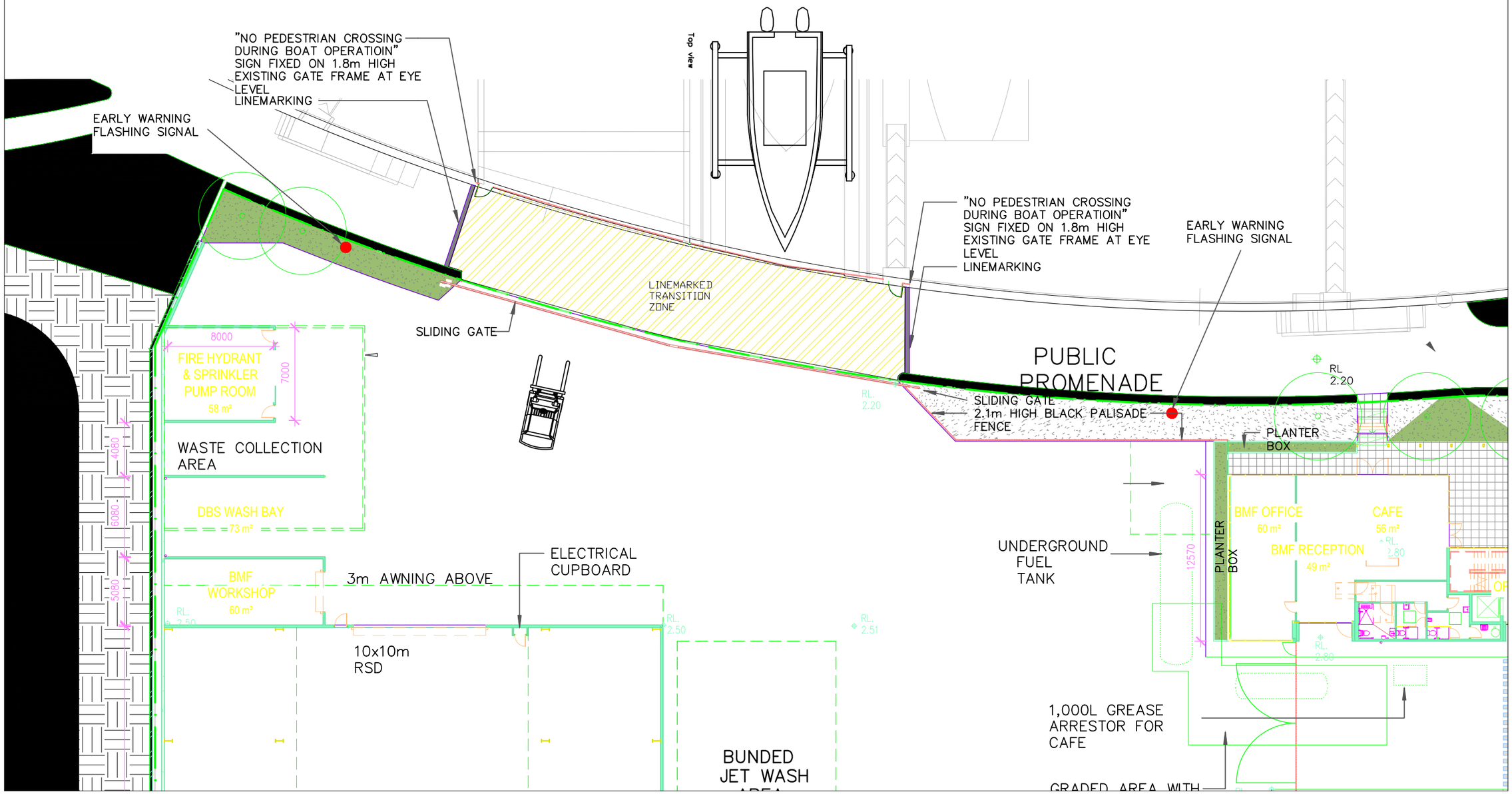
GATE METHODOLOGY PLANS IN CONJUNCTION WITH TABLE 5.1 & 5.2

Location plan depicting the location of the Promenade between the two operational sites -



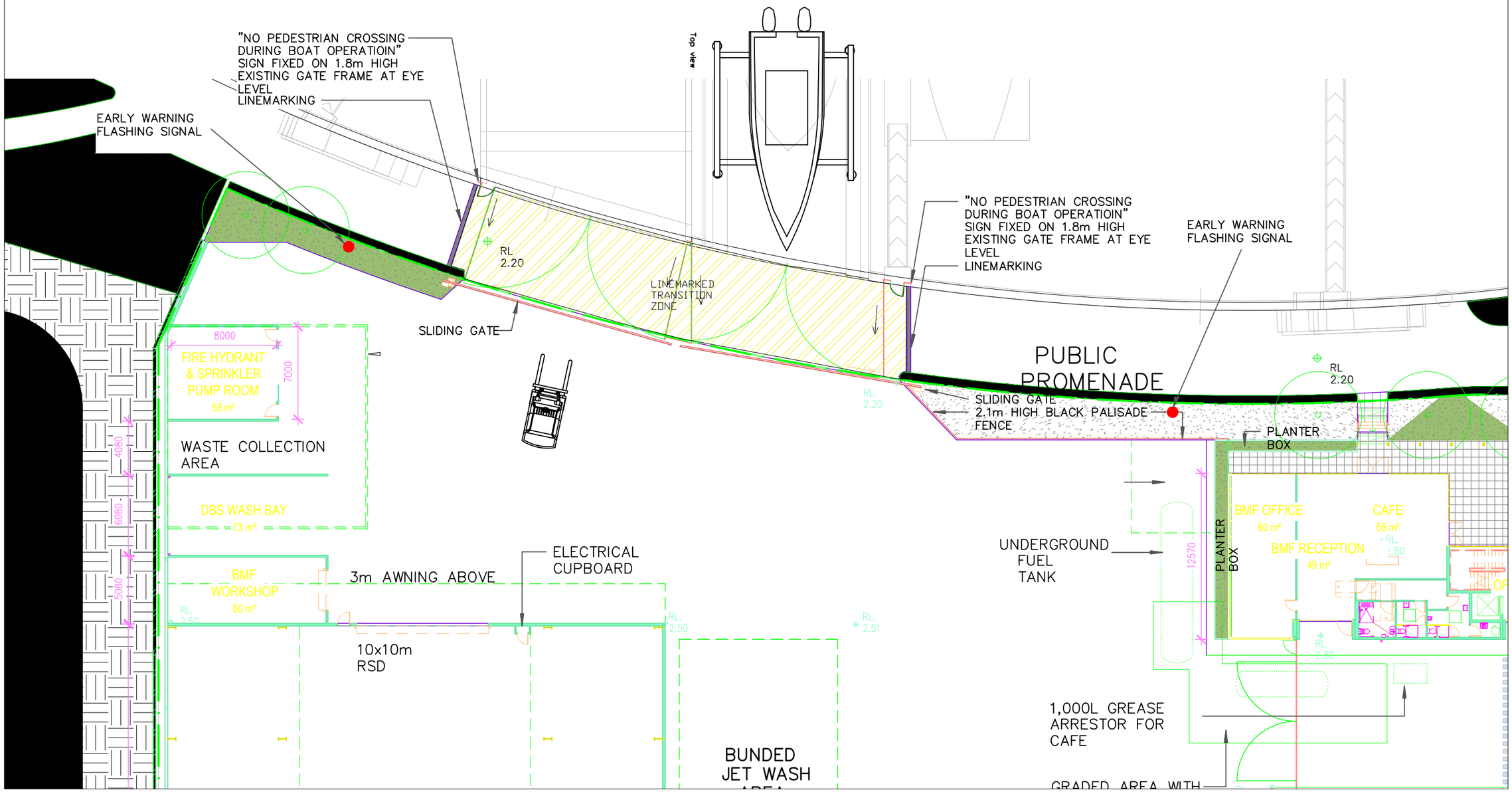
Plan A

VESSEL LOADING/UNLOADING ZONES



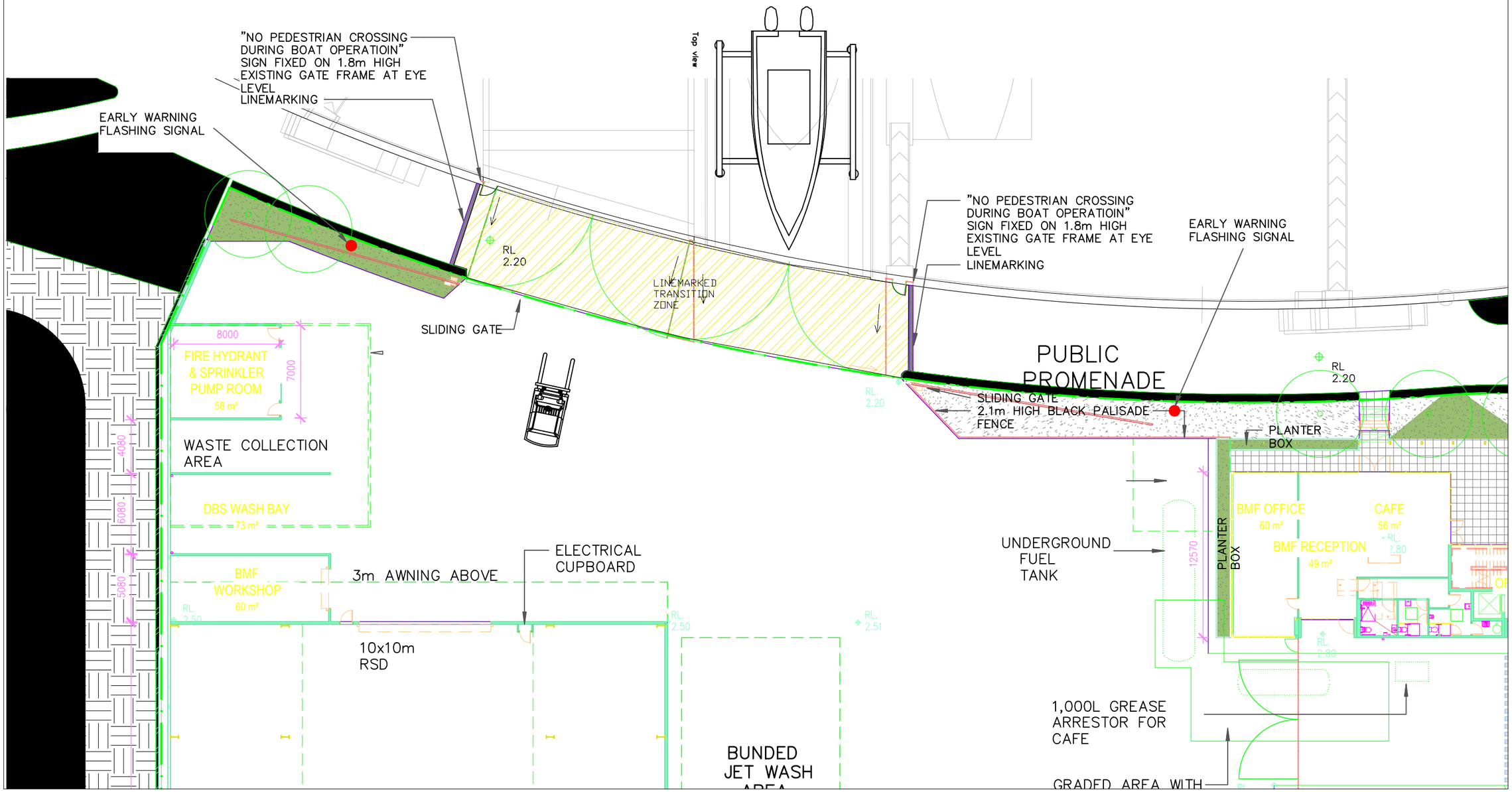
Plan B

VESSEL LOADING/UNLOADING ZONES



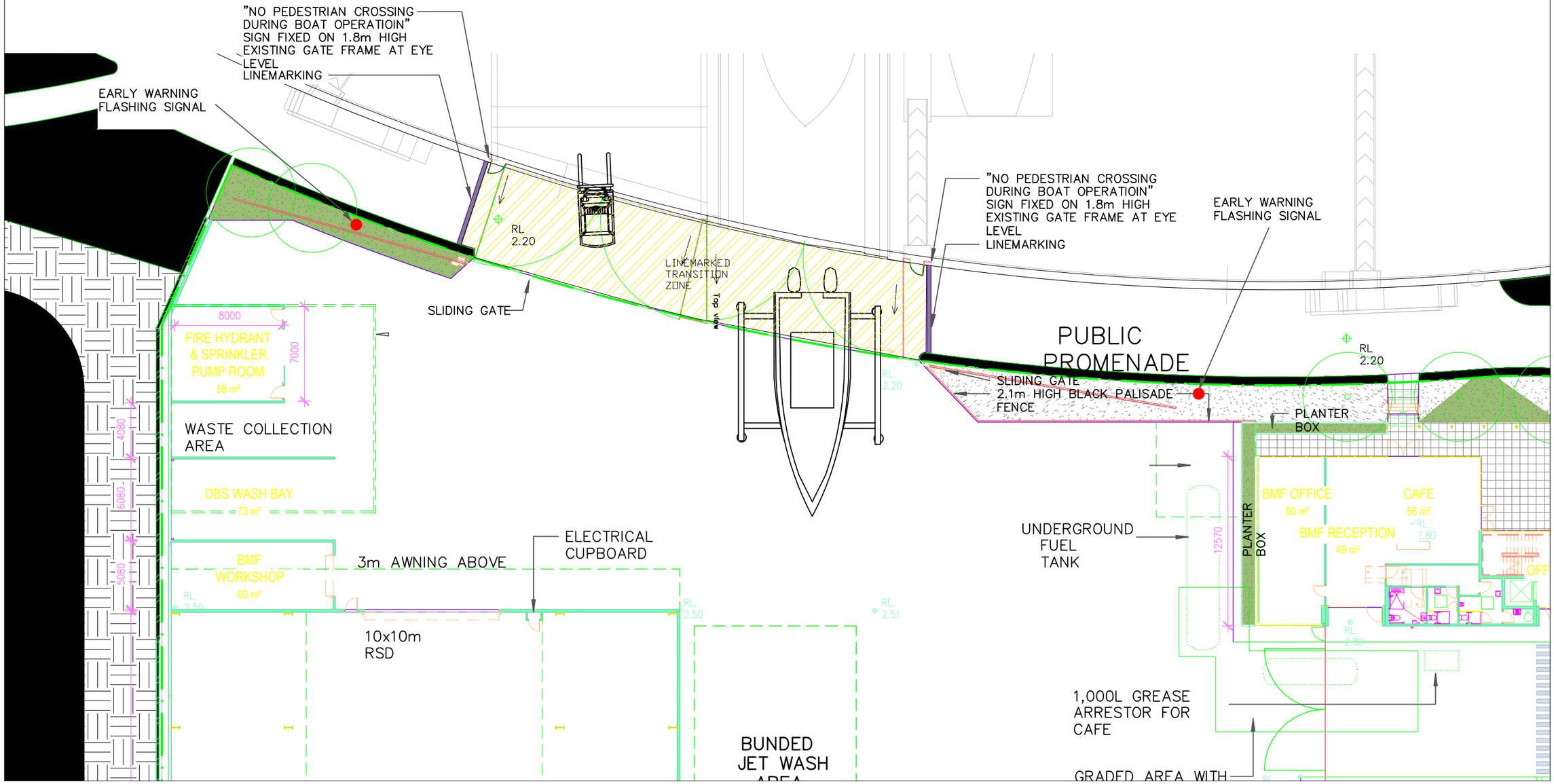
Plan C

VESSEL LOADING/UNLOADING ZONES



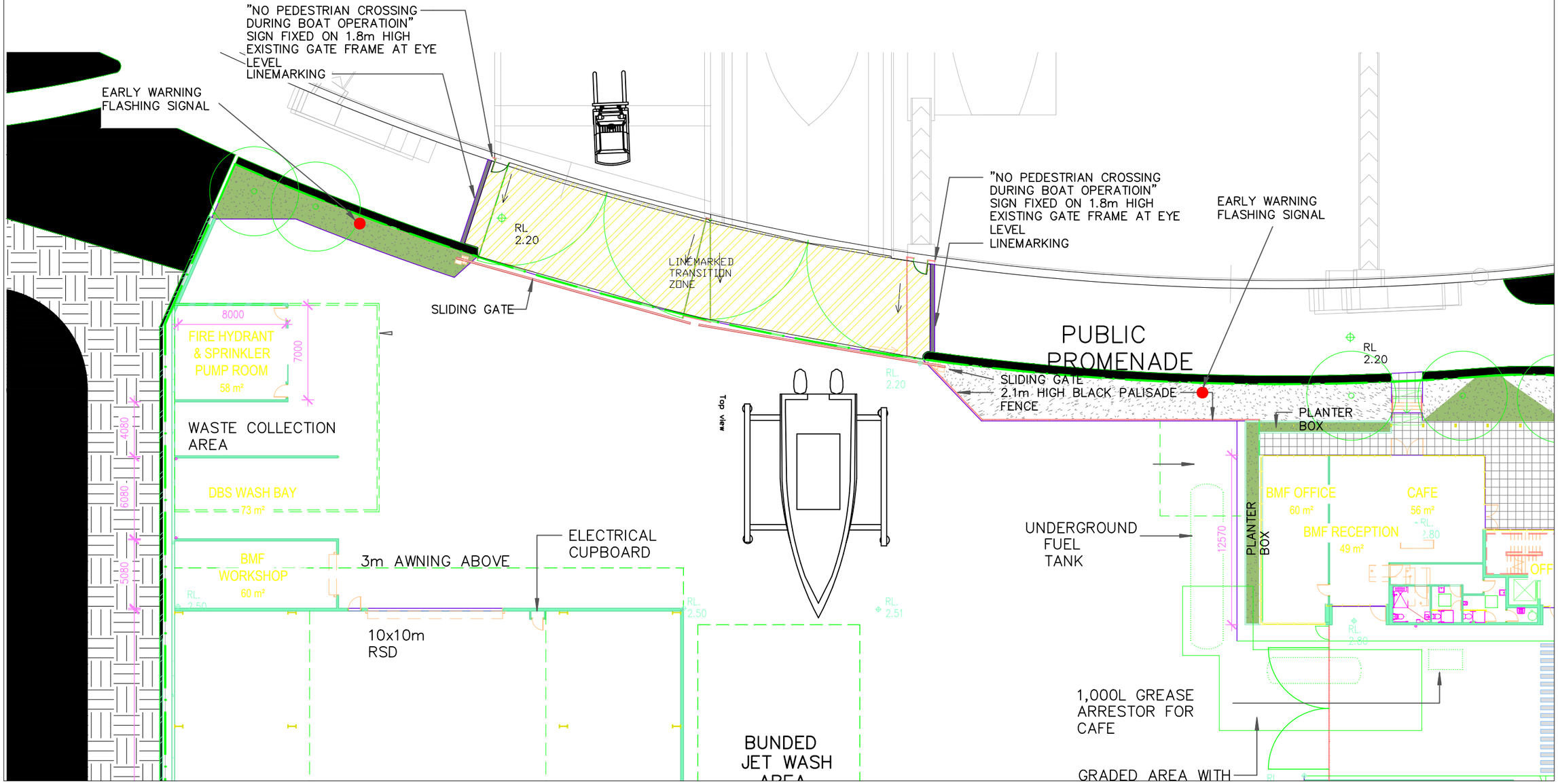
Plan D

VESSEL LOADING/UNLOADING ZONES



Plan E

VESSEL LOADING/UNLOADING ZONES



Plan F

VESSEL LOADING/UNLOADING ZONES