



- ♦ The Port of Airlie development includes a marina basin measuring around 11 hectares.
- ♦ Water access to the marina basin will be via an entrance channel extending in a generally northwards direction from the marina basin.
- ♦ The majority of dredging works to create the marina basin have been undertaken in a dry working environment. The perimeter sheet piling, bund walls and armour rock have held back the sea water in Boat Haven (Muddy Bay) enabling Golding Contractors to create the marina basin using excavators, trucks and other land-based machinery.
- ♦ In this process, the surface mud is excavated and set aside. The earth beneath the surface mud then is excavated and claimed for use elsewhere on the site before the surface mud is placed back in the excavated hole as a top layer.
- ♦ This method of construction means the mud does not have to be stockpiled on the site for years until it dries out and becomes compacted. Instead, the mud once again becomes the upper-most surface in the marina facing the water above it.
- ♦ While most of the marina basin has been excavated in the dry, not every channel can be created this way.
- ♦ Some channels need to be created using a submersible cutter suction dredge.
- ♦ This equipment has a cutting head which excavates the sea bed and vacuums the material to a material storage barge floating above it.
- ♦ These dredging works are scheduled to commence in late May and early June 2008. They will be conducted in accord with approved practices and permits and are expected to generate minimal noise disruptions.
- ♦ Boat operators are required to remain outside of the Exclusion Zone and well clear of dredging equipment during this operation.
- ♦ Further queries or comments can be directed in writing to the Secretary, Community Reference Group for the Port Of Airlie Port Of Airlie at the addresses given below.



CRG PORT OF AIRLIE - FAST FACTS

MARINA DREDGING WORKS MAY-JUNE 2008