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SPOTLIGHT ON CORK

New Marina to Create 32 Full Time Jobs

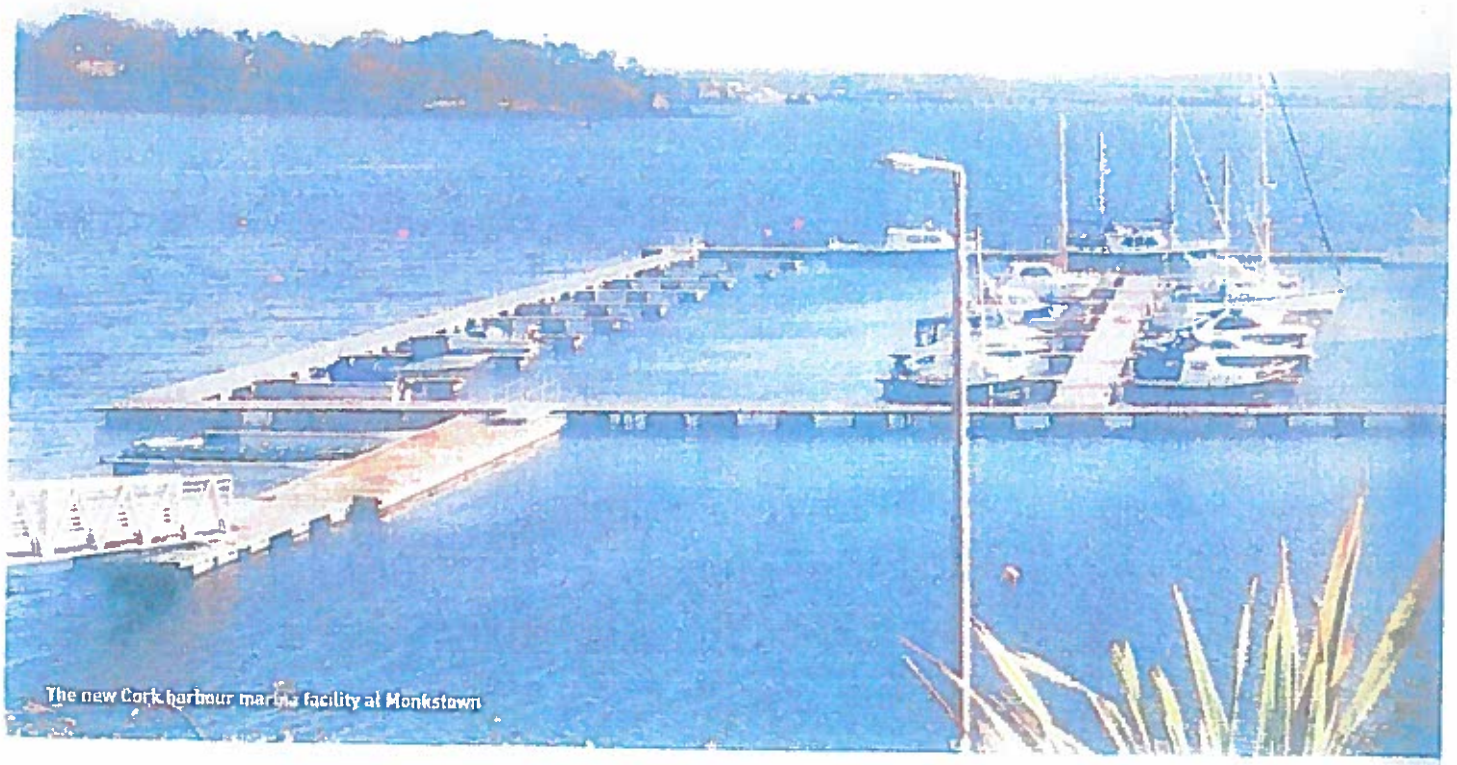
Cork Harbour Marina is set to expand to a 285 fingered berth marina and it is a major new facility for Cork Harbour boaters

The expansion to the new marina at Monkstown will allow for 176 car parking spaces, a marina pavilion building to incorporate a provisions shop, cafe/bar/restaurant, chandlery, marine and boat sales office, gym, changing rooms with showers, toilets and laundry facilities. All 285 berths are fully serviced, secure fingered berths ranging in size of up to 18m in length, a reception berth, a fuelling berth with diesel and petrol available and a pump out facility berth. The car park and pavilion will be encompassed by a public promenade with seating, panoramic viewing platform, viewing deck promontory and a nature awareness garden.

This expansion will lead to one of Ireland's finest marinas facilities which will support up to 90 jobs both directly and indirectly; of these 32 will be full time permanent jobs on the completed Marina complex. The Marina is a unique development, destined to be the South of Ireland's first Blue Flag marina with world-class facilities for berth holders and visitors alike which will allow Cork to capture a bigger slice of the world marine leisure market worth approx €928 billion annually. Initially, set up to address the deficit of safe berths in the Monkstown Bay area, the facility is a credit to the Irish team that invested, designed and built it, and of their ambitious plans for its expansion to a five-star facility to rival any that Europe has to offer.

A €1.5 million investment into the Irish economy was required to complete the first phase, namely an 82-berth state-of-the-art floating concrete marina. Project co-ordinator James O'Brien advised that "having secured a grant from SECAD (South and East Cork Area Development) and private investment, Monkstown Bay Marina Company proceeded with the totally Irish construction project. All local contractors were employed, from engineering to carpentry to provision of water supplies, to mooring and anchoring specialist teams".

When questioned if he felt that it was wise to undertake such a project during a recession, Mr O'Brien felt that the project will actually help Cork recover from the recession, "In recent years, the lack of marina and berthing facilities in Cork Harbour, the second biggest natural Harbour in the world, has been recognised as having a negative impact on the amount of yachts and marine leisure holidaymakers visiting the harbour, and utilising onshore facilities, both in the immediate locality and Cork County". Located just 7kms from Ringaskiddy Ferry Port, with access to the UK several times a week and Roscoff in France once a week. A weekly service to Spain is also under negotiation, at this time making Cork



The new Cork harbour marina facility at Monkstown

Harbour Marina the ideal place to winter a visiting boat or to place it in Ireland for multiple family visits, and with the world class cruising grounds of West Cork.

Having a slip (or berth) at a marina offers convenience, security, services, amenities, and a social atmosphere to enjoy. There are broader quality of life benefits for users also, such as improved safety, to-and-from access, and the availability of other essential services, such as electricity to effect repairs, fuel at a convenient marina location, or provisions, parts or repairs being delivered directly to any boat as necessary. Berth spaces are currently available to rent long and short term, at competitive costs.

The boating public have awaited the new marina for many years, and the response has been one of huge endorsement and positivity, with rapid take-up of berths, and a high incidence of short stay and overnighting too, all bringing much needed tourism revenue to a village that most, up to now, would have sailed or motored past!

Cork Harbour Marina offers an asset-backed, Bord Failte-approved BES scheme, in one of the only tax shelters left available to the Irish investor. Berths are allocated on a first-come first-served basis, all enquiries regarding berthing space should be directed to James O'Brien on 087 3669009

Monkstown is an attractive seaside village that offers visitors beautiful walks in a stunning location - even walking the marina, visitors can enjoy this tranquil and picturesque harbour setting.

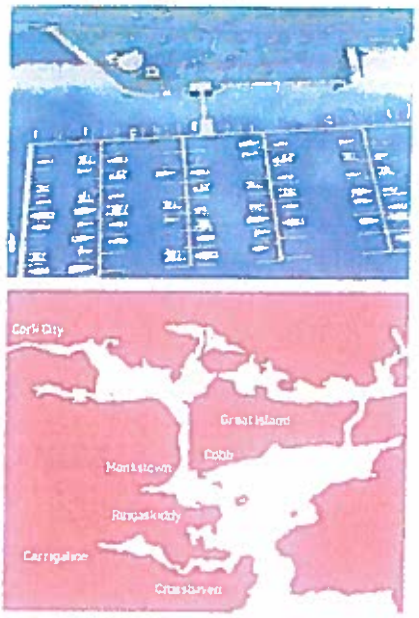
South of the city, the marina is also served by a regular bus route, No 223, allowing easy access to Cork City's shopping and social scenes, one of the top cities in the world for a short break, according to a recent Trailfinder survey. Cork Harbour Marina is also only 2kms from the Cross River Ferry, giving easy access to Great Island and East Cork.

For those choosing to stay for an extended period, various ancillary services can be organised - provisioning, refuelling, cleaning, antifouling, boat maintenance and repairs, sail repair, and winter storage both outdoor and covered. The marina team can also organise a boat delivery or recovery service provided by competent Offshore Yachtmasters.

Cork Harbour Marina is the closest marina to the suburbs of Douglas, Rochestown and Passage West, nestles right in front of the stunning Monkstown village, is convenient to Monkstown Sailing, Rowing, Golf and Tennis Clubs, and the world renowned Bosun Restaurant and Guesthouse, the convivial Monkstown Inn, and the proposed Monkstown Amenity Park, which the local communities are pushing toward completion.

In brief, Cork Harbour Marina is Ireland's newest coastal marina with all-year round berthage. The marina itself can accommodate boats up to 17m and consists of an outer perimeter of floating concrete break waters with fingered berths contained internally.

An artist's impression of plans for the €7million expanded marina at Monkstown



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DOUBLE GOLD MONTH FOR Anna

Delta Lloyd Gold for Annalise Murphy.

NOT ONE but two Gold medals in a month! That was the encouraging tally for Laser Radial Olympic sailor Annalise Murphy from Rathfarnham in Dublin and sees a return to form for the 23 year old and a payback for her constant training over the winter months! *writes Betty Armstrong.*

The first medal came in the Italian Olympic Week 2013 on Lake Garda, Annalise went into the medal race as favourite, four points ahead on the leaderboard despite mixed conditions the day before which saw her finishing the qualifying rounds with a 29th and 7th having won six of the previous nine races.

The second Gold came at the Delta Lloyd Regatta in Medemblik, Netherlands. She led the medal race from the first mark finishing with a lead of almost one minute.

She went into the medal race in third place two points behind Alison Young (GBR) and the London 2012 Silver medallist Marit Bouwemester (NED).

Also competing in the medal race was London 2012 Gold medallist Lijia Xu (CHN) who had to settle with sixth place. After the race Annalise commented; 'I got so far ahead I didn't have to worry. I had a good week and am happy with my performance'.

Commenting on the win ISA performance director James O'Callaghan stated; 'It was tight on points and to come through such a close competition in a strong Olympic field will give Annalise great confidence'.

The Delta Lloyd Regatta is the second in the Eurosaf series. In total five regattas will be sailed over the summer months with the next regatta, Sail for Gold at Weymouth from 9 to 15 June, followed by Kiler Woke, Germany later that month and finally Semaine Olympique Francaise in La Rochelle in the autumn.

Later in the season Annalise will compete in home waters in the Laser European Championships in Dun Laoghaire in September.

MalinWaters' support for events this summer in the three areas in which it operates, north west Ireland, Northern Ireland and the west coast of Scotland will keep the staff busy.

At the end of May it was the Scottish Series; the Sea Sessions at Bundoran followed in June and the two day Portrush Regatta on the north coast is scheduled for mid August.

These and other events provide an excellent opportunity to showcase the MalinWaters brand and its offerings. See www.malinWaters.com.

And MalinWaters is hosting a conference on the Importance of Marine and Coastal Tourism. Donegal County Council is holding the one day conference on 18 September in the beautiful Lough Eske Castle Hotel near Donegal town.

It will look at a broad range of issues and opportunities in the sector as they impact on the MalinWaters cross border region. The conference programme will include several key speakers and case studies and is targeted at those individuals and organisations with an interest in this niche sector. Save the date!

Not yachting but still using a lot of upper body – gig racing has returned to Strangford Lough, reviving this historical activity in the area. Initially the club intends to buy two practice boats to get people on the water as quickly as possible, but the longer term aim is to build a number of these beautiful craft to international competition standards.

'We've seen it work elsewhere says Strangford Lough Pilot Gig Club (SLPGC) chairman, Brian Black, 'And if we get sufficient support we can make it happen here'.

Last year a group from Lyme Regis brought their gigs to the lough and over 100 local people had a chance to try their skills at rowing - and thoroughly enjoyed it.

Another key player in the club, Sian Maxwell, sees the lough as a venue for international gig racing with significant benefits for the tourism industry and wider local benefits.

Achieving the necessary funding will be a major challenge and the team is already working on this. However, right now the priority is to get widespread engagement from people of all ages and abilities who are interested in gig racing and are willing to help in bringing the idea into reality.

'Although the club is currently based in Strangford village, we want to involve communities around the lough and along the neighbouring coastline', says Brian.

If you're interested visit www.strangfordloughpilotclub.co.uk or email frontSecSLPGC@aol.com.

A couple of new marinas, one on the east coast and one in Cork Harbour have widened the scope for cruising sailors as well as providing additional safe berthing for locals.

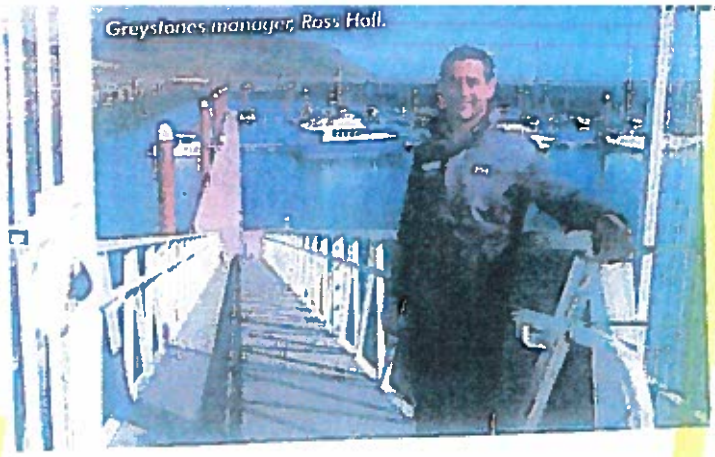
The first time we visited Monkstown in Cork Harbour was over a dozen years ago during a lay day in Cork Week. We tied up to the town quay a road's width away from the Ensign hostelry and had to keep returning to the boat to adjust the lines on the falling tide.

Now no such hassle. Round the corner, but still just a short walk from the village centre is the new Cork Harbour Marina with 80 fully serviced berths.

Managed by James O'Brien who enthusiastically provides information on local attractions, walks, the weather and places to eat, the marina is just the

gh Eske Castle
el, MalinWaters
ference venue.

Monkstown Marina.


Greystones manager, Ross Hall.

start but also the core of further expansion which will see over another 100 berths.

Further plans include building to provide a complex with visitor and interpretive centres, a chandlery, yoga, kayaking and educational facilities, a camper van park and a water taxi. The project which took five years to get off the ground is run by the Monkstown Bay Marina Company Ltd of which James is a director.

Currently the pontoons are anchored on chains so as not to compromise the permanent structure which will be on piles. Entry is by key code but at present there are no shore facilities, however the yacht club is nearby and visitors are welcome.

On the east coast a dozen miles south of Dublin is the attractive town of Greystones which has just opened its new marina. At present there are 110 berths with a final total of 250 on the cards. There are toilets and showers and owners of Marina have an onsite office with James Norton in charge.

Manager Ross Hall is optimistic about the future. 'We are ideally positioned on Ireland's east coast and with the marina currently well used and everything up and running, the signs are good'.

BBC Radio One's Big Music Weekend made Derry the place to be in late May, but a little earlier the city's pontoon on the River Foyle was the attraction for another crowd, maybe somewhat fewer in numbers, but nevertheless significant in the development of sailing for people with disabilities in the region.

The launch of Foyle Sailability, a cross border initiative to provide people with disabilities opportunities to get involved in sailing and other boating activities, has been hailed as a great success with upwards of 150 participants across the recent two day event.

Cathal MacElhatton, chairperson of Foyle Sailability said; 'We always knew that the interest was there, but the opportunity and access was not. With significant help from Belfast Lough Sailability and tremendous support from a pool of volunteers from a variety of local agencies particularly Foyle Port, the Loughs Agency and local boat clubs, we have managed to launch this exciting initiative with great success and we hope it will go from strength to strength'.

The two day event, which took place at the Foyle Marina in Derry City, allowed people with all sorts of disabilities the opportunity to try sailing a dinghy first hand, go for a spin in a specially adapted motor boat or try kayaking on the second day with assistance from transition year students from Moville Community College.

With the loan of specially adapted boats from Belfast Lough Sailability along with their wealth of experience and expertise, volunteers from Lough Foyle Yacht Club, Lough Swilly Yacht Club and Moville Boat Club were able to see first hand how best to manage giving people the chance to sail in a safe and fun environment.

The INTERREG funded pontoon was developed by Foyle Port and the Loughs Agency and incorporates disabled toilets and a hoist to facilitate access for all to a range of craft such as yachts, sailing dinghies, canoes and motor boats. The project also received funding from the Sustainable Development Fund; a Loughs Agency programme of small grants aimed at fostering the development of marine tourism and angling in the Foyle and Carlingford areas.

By definition a Currach is traditionally an Irish boat with a wooden frame over which animal skins were stretched, but more recently canvas.

In a bid to revive the use of the currach, the Causeway Coast Maritime Heritage Group based on Ireland's northern coast, has built three for use on the River Foyle in County Derry.

Funded by the Big Lottery, the three were constructed over the Easter holidays in the Foyle Further Education college while the students were on holiday, making use of the woodworking tools available there.

Deal and oak were used and the canvas was replaced by ballistic nylon covered with bitumen. Some students were also involved in the construction.

So after eight days hard work the currachs were launched right in the heart of the City of Derry. Plans are afoot to build a fourth on the island of Rathlin and another in Ballycastle, with the eventual aim of having enough in the north of Ireland to form a northern league.

Interest has been shown in Carlingford Lough in the south and in Strangford Lough in County Down. The Currachs will also be involved in the Fleadh Cheoil na hEireann, the biggest musical celebration of Irish culture anywhere in the world, from 11-18 August.

Anthony O'Leary of Cork will be leading the Royal Cork YC challenge in the biennial New York Yacht Club Invitational Cup presented by Rolex. There will be five days of racing for non-professional competitors at Newport, Rhode Island from 7-14 September 2013, on Narragansett Bay and Rhode Island Sound.ENDS

On line insurance specialists, Craftinsure.ie, is to sponsor the 2013 Irish National and Open Optimist Championships, to be hosted by the National Yacht Club at Dun Laoghaire on 14-18 August.

The event is anticipated to attract well over 200 young sailors, including a number from the UK and as far away as India, with more expected from other European countries as Dun Laoghaire is the venue for the Optimist European Championships in 2014.

Call Craftinsure.ie on 1800 844 100 or log on to either the National Yacht Club or IODAI websites.

James O'Brien.

BANGOR sailors, Robert Espey and Michael Gunning, got the 2013 RS Season off to a successful start, securing a win at the RS Irish Eastern Championships, held at the Royal St George Yacht Club in Dun Laoghaire, Dublin.

Finishing first on seven points, a cool two points clear of last year's event winners, the Ryan brothers, the Ballyholme duo have certainly made a lasting impression for the season ahead.

Despite the difficult conditions on Saturday, which saw dying and shifting breeze, the boys managed to return to the club as overnight leaders eagerly awaiting Sunday's forecast of a heavy breeze.

Sunday did indeed see a strong 15-20 knot westerly wind, with gusts of over 25 knots, conditions that are more favourable to the duo, who are used to battling it out on Ballyholme's trademark waves.

The strong winds allowed Robert and Michael to stretch their legs, and show the fleet what they are capable of, posting a first and second, enough to clinch the title of 2013 RS400 Irish Eastern Champions.

Finishing closely behind reigning champions, Robert and Michael, were well known local sailors, Michael Chunky Ferguson and Jeremy Tomalin who finished in third place.

This was their first race in the class, marking them as 'the ones to watch' for the remainder of the season.

Taking a break from their bikes, NDCC's (North Down Cycling Club) duo of Dave Cheyne and Richard McCullough paired up for the weekend and finished in fourth place.

Currachs on the Foyle.

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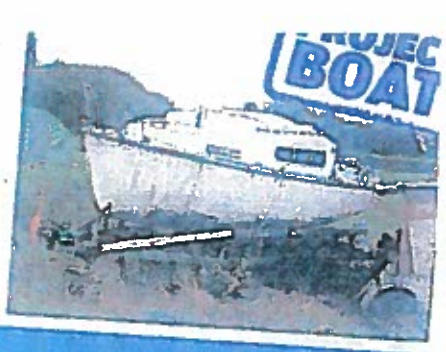

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SOUTH

VENTURERS FOUNDER LEAVES THE HELM

The founder of the independent Lepe-based Venturers volunteer search and rescue team has retired after 50 years. Philip (Tiffy) Pearce-Smith MBE, 79, handed over leadership of the charity and marine teaching academy at its 50th AGM to Martin Bennett. New Forest MP Julian Lewis praised Mr Pearce-Smith as an 'inspirational leader'.

The new Venturers leader, Martin Bennett (left), thanks their outgoing leader Philip Pearce-Smith MBE

SOUTHAMPTON'S TOWN QUAY WINS AWARD

Southampton's city-centre marina ABP Southampton Town Quay has been awarded 4 Gold Anchors by The Yacht Harbour Association. The 136-berth marina, which enjoyed substantial investment last winter, has been transformed over the last two years and keenly adheres to RYA The Green Blue environmental best practice wherever possible.

CHANNEL ISLANDS

GUERNSEY MARINA IDEAS

Guernsey's harbour master, Capt Peter Gill, is pressing for the development of Careening Hard in St Peter Port. The area where historically ships have been careened – beached at high tide for maintenance – currently earns the Harbour Authority barely £10,000 annually. A business case is in development, based on research suggesting that a new marina – providing up to 100 20m-35m berths – could realise as much as £2 million a year for the States and bring non-finance-related permanent jobs to the island.

SOUTH WEST

LAUNCHING AT LYME AND WEST BAY

Boaters in Lyme Regis and West Bay will have to share launching facilities with jet-skis. West Dorset District Council has approved plans to allow up to 20 personal water craft (PWC) to cross council-owned land and launch from the two harbours during 2012, although the PWCs will be restricted to operating in buoyed areas away from beaches.

The slipway at West Bay in Dorset will have to be shared with jet-skis

NEWQUAY IMPROVEMENTS

Newquay Harbour is to undergo an £800,000 package of improvements. Work will include construction of a new water quay at Fly Cellars and expanded storage and facilities for Newquay Rowing Club. New railings will also be installed, toilets relocated and extra parking spaces provided this year, after a visitor challenging a parking ticket claimed parking was part of their launch permit.

WALES

DREDGING AT PWLLHELI

Gwynedd Council approved plans to address problems at Hafan Pwllheli Marina as part of a £370,000 scheme to attract more customers. Silting will be removed at the harbour entrance, channel navigation improved by bed-levelling and relocating moorings, and fees will be frozen over 2012-13, with additional discounts for early booking. See Cruising Notes, pages 86-87.

MOORING FEES UP

Ceredigion mooring fees are going up by as much as 12% next year. Earlier this year boaters complained that Aberaeron fees had risen by twice the general inflation rate since 2001, and also that Ceredigion council had withdrawn mooring holders' free summer parking passes

IRELAND

CORK EXPANSION

Plans have been put forward for a major expansion of Cork Harbour Marina. An additional 200 berths up to 18m in length will be created bringing the total to 285, with a reception berth, a fuelling berth with diesel and petrol, and a pump-out facility berth. Shore facilities will comprise a marina pavilion building incorporating a provisions shop, cafe bar restaurant, chandlery, marine and boat sales office, gym, changing rooms with showers, toilets and laundry facilities.

NORTH WEST

NORTHWICH MARINA PLAN

Plans for a new 40-berth marina have been unveiled and detailed planning applications should be submitted early in 2012. It would be located on the River Weaver on the site of the former Forte and Regal cinema, and would include safe facilities, a restaurant, supermarket and up to 60 retirement apartments.

SCOTLAND

AWE LIFEBOAT CALL

Calls have been renewed for a lifeboat station to be established on Loch Awe, a scheme supported by the Oban Volunteer Coastguard. More than £6,000 towards the establishment of a rescue boat has been donated by the families of four men who drowned in the loch when their boat overturned in 2005.

NORTH EAST

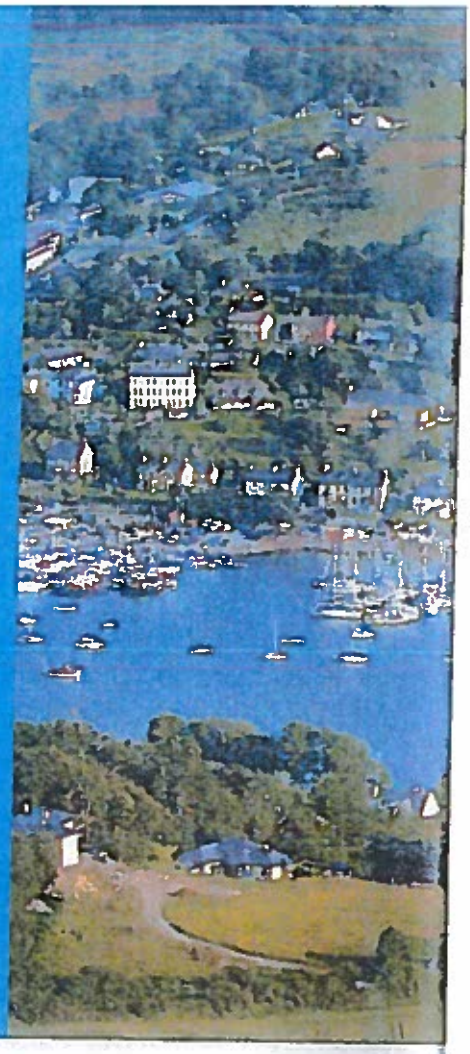
HULL LOCK LIMITS

Hull Marina locks will close for eight weeks for maintenance of the gates from 9 January. Daily lock opening times between 8am and 8pm are subject to 24 hours' advance booking on 01482 610220, or outside of office hours on 07932 178501. Unused bookings may be charged £25. There is also a notice stating at the entrance which will be addressed once maintenance is complete. For now, management confirms 2m of water 2 hours either side of high tide on the outside location.

Aberystwyth in Ceredigion will see mooring fees go up by 12% in 2012

SUCCESSFUL MARINAS DEPEND ON SUCCESSFUL DESIGN

CHRIS CLARKE ON WHAT IS INVOLVED IN DEVELOPING A MARINA



DESIGNING A MARINA encompasses a great number of variables. Marina Design requires different thought processes depending on the site. Such diverse issues must be brought together in harmony by a team of professionals who specialise in the critical aspects of Marina Design to create a successful project.

Preparatory work is vital as it helps prevent setbacks and misunderstandings, and lays a foundation for long term programme success. Preparation will enhance additional benefits such as cost savings, overall improved operation efficiencies, improved public usage of the facility and enhanced berth holder/member pride. The site assessment and design needs a structured approach, including a formal geotechnical desk study, followed by detailed investigation and an engineers design stage.

Marina site selection is paramount. Each Marina in the World is site specific and offers a varied range of services to meet their market needs. No two Marinas are identical, but all share common site characteristics and business needs. Location factors to consider would include; Planning Laws, protection from prevailing weather, access to sufficient water depth, environmental issues, access to open water, road access and particularly harmony with the local community.

Boats must be able to safely and easily enter and exit the Marina berth. Access variables to consider; whether key boating channels are nearby, water basin depth, ie a 40 foot sailing yacht needs a minimum water depth 13 feet. Marinas and boating activities should minimise changes to the natural landscape, keep the operation compatible with the existing environment, reduce most negative impacts and enhance positive beneficial values when possible and practical.

Environmental issues to consider; make sure water circulation and flushing movement is adequate to keep the Marina waters clean. Study the water quality as part of the Marina siting and Design. Consider location to protect against adverse effects on shellfish resources, wetlands, submerged aquatic vegetation or other important riparian and aquatic habitat areas as protected by local council or state.

Site preparation and construction costs should be kept to a minimum where possible. Dredging and certain types of breakwater are extremely expensive. The perfect site would be in a deepwater sheltered area. An integral part of a new development may be to use dredged Marina mud for reclamation. To gain strength and minimise leaching of contaminants, the mud is stabilised with ordinary Portland cement.

Types of breakwater would be; vertical concrete breakwater heads with loose rubble, packed loose boulders or prepared concrete units. In semi-sheltered areas floating concrete wave attenuators/ breakwater pontoons are favoured.

Where Marina's are situated in tidal areas, the pile system or anchoring system are used to secure pontoons. The anchoring system is more aesthetically pleasing for obvious reasons. In non-tidal areas the solid
concrete strut and concrete walkway system is used. A variety of pontoon and floatation systems are used throughout the world. These range from solid concrete structures to natural materials.

Pontoon services are a major part of the construction and the ongoing running of the Marina. These include electrical, lighting

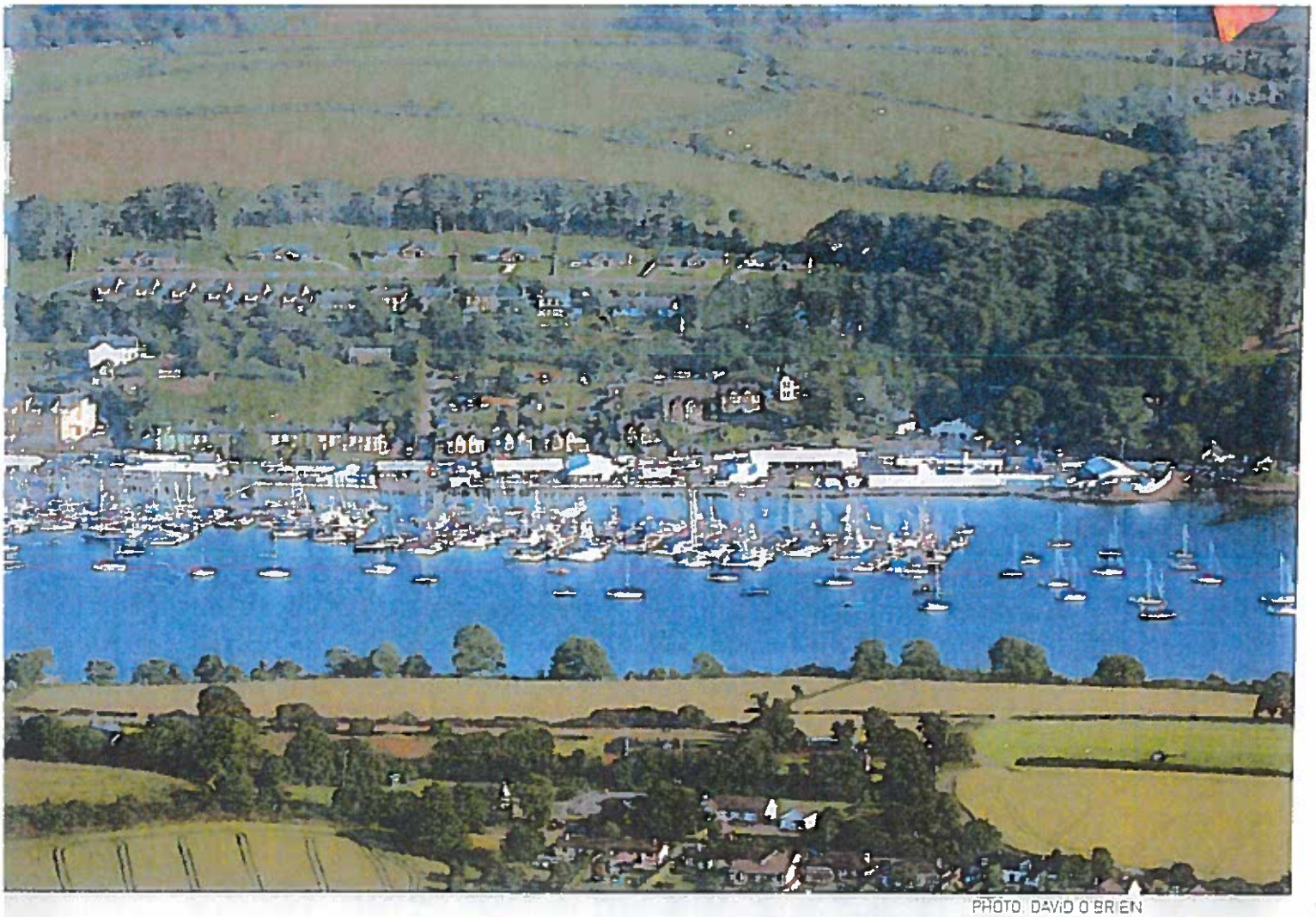


PHOTO: DAVID O'BRIEN

and socket outlets, water, telephone etc. A number of companies now offer various sophisticated Marina management programmes to include; accounting & billing, meter reading, access control, visitor/vacant space control, berth reservations and much more. Allowing for a system like this in new Marina planning is a must.

Associated essential services to any new Marina would be an office and reception area. A shower and toilet block with laundry services. A fuel dock or station, a w.c pump-out station, refuse and re-cycling area and closed circuit television monitoring system. Depending on the size of the site and costs involved, other services would include; a slipway, drying posts, lift-out facilities and power washing area. A boat storage area, car parks, Club house and bar/restaurant. An added facility would include dry stacking area and work shops.

Two Marina sites in Algarve, Portugal were developed when the site was dry. The Vilamoura site was dug out with the beach/coastline intact until the marina was complete. All the steel piles were put in place and a membrane was spread to cover the whole area, rubble was placed on the membrane to hold it in place and prevent leaching.

Granite rocks were then placed all-round the area to buttress the sides up to road level. The entrance was then dredged with the extending breakwaters in place. Lagos Marina was constructed in a similar way except a river was diverted to create the dry site.

The biggest Marina in the world is Marina Del Rey in California, USA. Marina Del Rey is on an 804 acre site (403 on water, 401 on land); it was built in 1965 at a cost of $36 million. It has 200 businesses, hotels, apartments, shops, restaurants, beaches, parks and amenity areas. The Marina has 6100 berths and overall has a work force of 8000.

A BOATING STATISTIC

Boats per 1000 population from a survey carried out in 2006:

Ireland - 4
England - 2.5
France - 19
Holland - 31
Belgium - 33

Europe's biggest Marina is Brighton Marina in the U.K. It has the largest non-industrial lock in Europe. It is built on a 126 acre site and cost £50 million approximately in 1980 to construct. It has 1600 berths and 863 residential properties. There is a growing national interest in Marine leisure activities in Ireland, this trend has been with us for the past fifteen years or so. A good network of coastal infrastructure needs to be developed to provide safe berthing, mooring and launching facilities to meet the needs of this emerging sector.

We, as an island nation, are lagging a long way behind other countries when it comes to providing marina and boat space. Lets hope this situation will alter in the not too distant future.

EVENING ECHO, Tuesday, September 2, 20

Residents view Monkstown marina plan

MONKSTOWN residents got their first glimpse of plans for a €10 million marina in the town at a public meeting last night.

The proposed marina would have room for 285 boats, as well as a restaurant, café, gym and shop.

The development would be an extension to an 82-berth marina, which is due to be built this winter and completed by next summer.

Speaking about his proposal, James O'Brien of Monkstown Bay Marina Company Ltd, said there was a lack of marina facilities in Cork harbour, with a three-to-four-year waiting list for a berth in some areas.

He added boat ownership was much lower in Ireland than other European countries, because there was not enough access to the water.

He said about one in every 171 people in Ireland owns a boat, while it's one-in-seven in Sweden and one-in-66 in France.

Mr O'Brien said they hosted the information evening to allay residents' concerns about the development.

Residents said they were worried the proposed three-storey building would ruin the view, and that the marina would bring more traffic and noise to the area.

People also said they were concerned about the amount of land that would have to be reclaimed from the sea, as well as the impact on local wildlife.

A total of 2.2 acres of land would have to be reclaimed from the foreshore to build the marina headquarter and a car park for almost 200 cars.

Other people wanted to know what would happen to the 80 to 100 boats currently moored at the marina's proposed location.

Mr O'Brien said anyone who has a boat moored in the area would be given first preference if they want to move to a berth in the marina. If not the company will help them find a new place to moor nearby, he explained.

Many locals who attended the information evening were in favour of the proposal.

John Hegarty said: "It is a big plan. Monkstown is dying. There is no shop here. It is just going downhill. Something needs to be done to rejuvenate it."

Una Hegarty said: "Look at other countries in the world and how they utilise their harbours. You come into Cork harbour, the second largest natural harbour in the world, and there is nothing."

Local councillor Marcia D'Alton said it looked like a well thought out plan, which seemed to address the needs of the town.

However, she expressed concern about the displacement of smaller boats, the amount of land being reclaimed and the effect it would have on birds.

A meeting of residents opposed to the plan will take place tonight at The Bosun in Monkstown.

By NIAMH MULLEN

Adam Cronin from Cronin-Millar, project consultants and Kerry Anne Creighton from Glenbrook at the public meeting about the proposed development of the marina, above, in Monkstown Sailing Club.

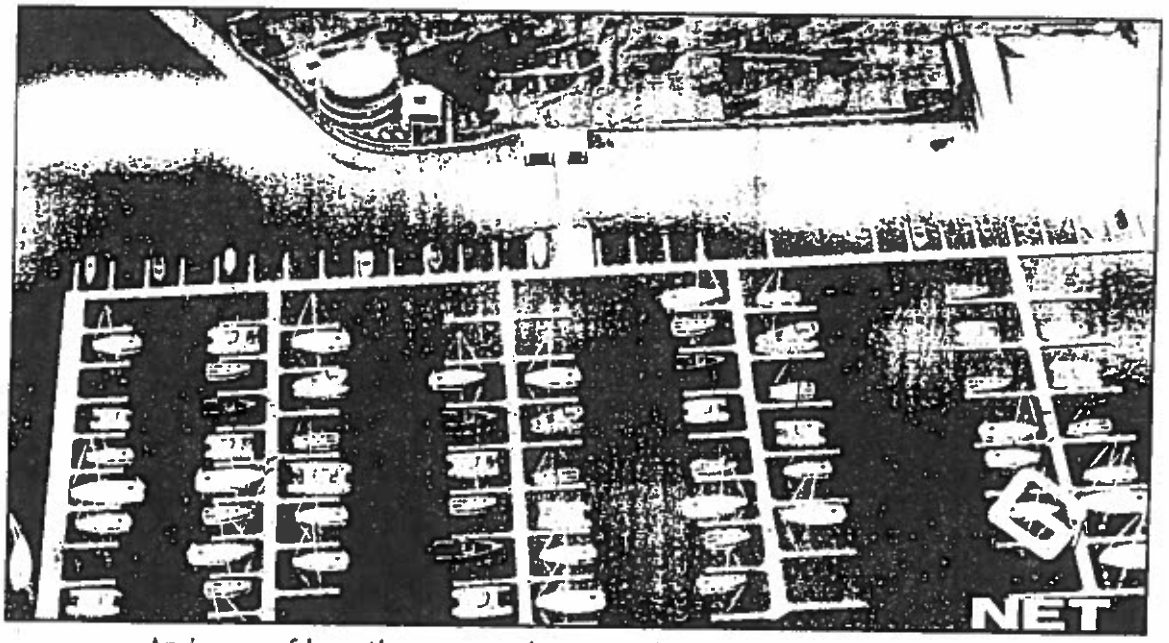
Picture: Miki Bark

Submission 6 - 2 - Appendix 4

Mallow to get eight CCTV cameras

086 8038600.

€10 Million Marina Goes On Public Display



An image of how the proposed new marina in Monkstown will look.

by JOHN O'REGAN

Plans have been put on public display for a spectacular €10 million marina in Monkstown, which will allow users safe and secure access to their boat.

At present, 150 boats are moored on approximately 28 acres of water. When complete, the new Monkstown marina will provide berths for 285 boats on 13 acres of water.

An open day was held last Monday and James O'Brien of Monkstown Bay Marina Company has been pleased with the response. He has been pursuing a world class Blue Flag marina for the last seven years and is delighted Phase 1 has been granted planning permission. This will allow construction of 82 berths, with the remaining 283 to be built in Phase 2, for which planning permission has recently been lodged.

When complete, Monkstown marina will also have a restaurant, café, gym and shop.

"This project will benefit the whole community," Mr. O'Sullivan maintains. "Sailing is not just for the elite but for the young, the elderly and for those that have never been involved in the sport before."

At present, sailors in Monkstown have to use a small boat through strong currents to get to their mooring. The new marina will end this dangerous practice, allowing people easy access to their boat in all weathers and sea conditions.

Mr. O'Sullivan also confirmed that the project continues to receive considerable support from Cork County Council and the Port of Cork. "There is a huge passion out there for this new marina," he said. "It will also make Monkstown a far more attractive location for foreign visitors, both onshore and by water."

Opening Of Knocknamanagh Old School Tracton

The dream of the people of Tracton, to restore and put

Passag Counci Suppo Waterf Develo

By JOHN (

Passage Council decided t their full Howard proposec million developm town.

The To engaged with the c week, in Holdings response tc Council's further in advance c decision.

Council are a letter of Planning fully backin "I have see false dawns Mayor Mich said. "We a the main c developme time to get will result in for Passage Councillor McGrath resounding "This projec town that stagnating plans may r but the time say yes are

were ahead after seven minutes of play. It was an uphill battle from there on for the visitors. Leeds earned the right to advance to the next round of

Rangers 3. Despite a good performance, the home side were shot shy in front of goal. The visitors ran out victors on the score 3-1. Carrig's scorer was David Walsh with John Bray and Peter Donnellan playing well.

Cobh, for speeding at 47mph in the 30mph limit at Church Road, Carrigaline, on May 18.

Defendant was Cormac O'Neill, 6, Oakfield Manor, Carrigaline.

The same penalty for travelling at 42mph in the 30mph

A £100 fine for speeding at 44mph in the 30mph zone at Kilmoney, Carrigaline, on April 29 was imposed on John Holland, 194, Dun Eoin, Carrigaline. Defendant pleaded guilty in court.

10/2/01

Marina for Monkstown?

By Leo McMahon

Proposals by a group of local private investors to develop a marina at Monkstown were outlined and welcomed at the monthly meeting of Passage West Town Commissioners.

Spokesperson Mr. Kieran O'Leary circulated plans and drawings of the proposed development which will be located on the Raffeen Creek side of Monkstown between the existing club base at the Sand Quay and the Black Bridge.

The project, he stated, had the full backing of Monkstown Bay Sailing Club and the group, all of whom were members, had already met with officials from the Port of Cork and approached Cork County Council. Whilst it was still very much at the "infancy stage", the developers wished to outline their plans to the town commissioners and seek their views.

Mr. Eugene Murphy said he welcomed the proposal having regard to the fact there was overcrowding of boats in the village itself. Support was also voiced by Mr. Michael Murphy who argued that Cork Harbour wasn't utilised half enough for water based activities. These would be further enhanced when the sewage treatment plant came into operation at Carrigrenan, Little Island. Ms. Jo. Kelleher said it offered a wonderful opportunity for the locality and was very good timing.

In reply to questions from Mr. Eddie O'Mahony, Mr. O'Leary said there would an attractive waterside walkway and seating around the area where the sea wall had to be broken to accommodate the marina and he predicted it would make a lovely amenity. There would be some dredging and two protective breakwaters and an environmental study and wave analysis by UCC would also be obtained. He anticipated that the project, if approved, would take up to two years to complete.

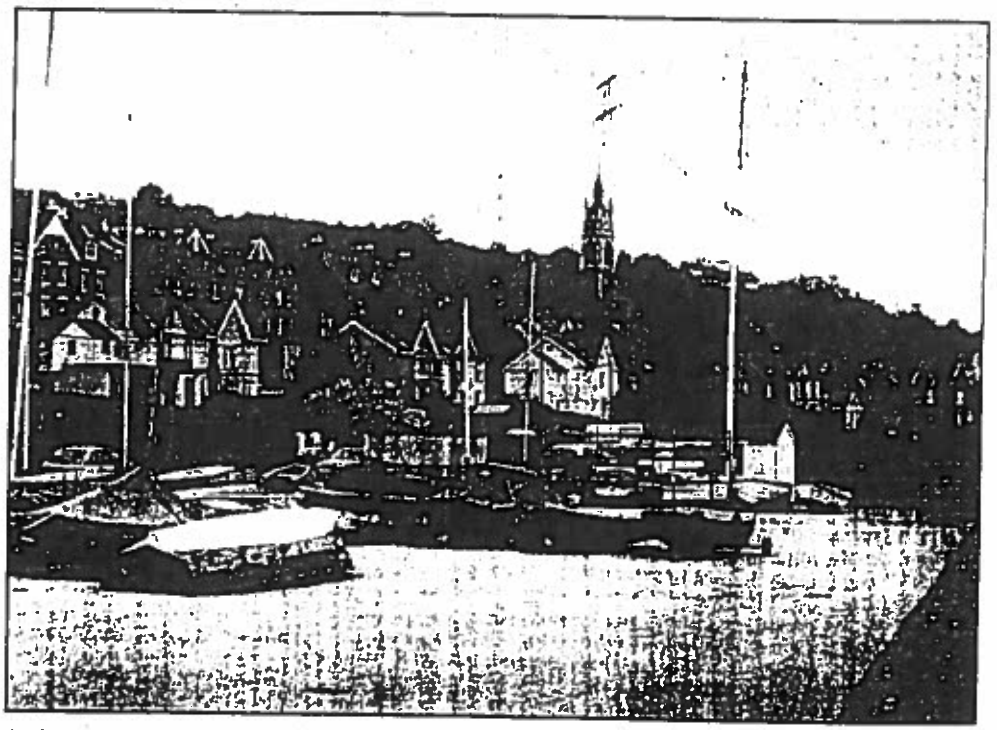
To chairman, Mr. Michael McGrath, he said more detailed plans were due to be examined by the developer' engineer and architect.

Mr. McGrath said he too welcomed the project 'in principle' and stressed the importance of consulting with local residents. He agreed that the locality was under exploited for harbour activities. He looked forward to further discussions on the proposal and thanked Mr. O'Leary for his attendance and presentation.

Later in the meeting, Mr. McGrath proposed town commissioners support for the application by Passage West Yawl Rowing Club for funding under the 2001 Sports Capital Grants Programme administered by the Dept. of Tourism and Sport.

"The town of Passage West, situated alongside the Lee, has a long and rich history in maritime activity. In this regard, the rowing club is continuing a proud association between the town's people and the harbour. The club provides excellent opportunities for young people in the town to participate in water sports," said the chairman who paid tribute to the club members for their dedication.

In reply to Mr. Michael Murphy, Mr. McGrath said funding was primarily required for a boat the club would build itself and some other necessary items. At the previous meeting, the commissioners agreed to donate £100 each to Monkstown and Cork Harbour Rowing Club and Passage West Rowing Club for fund-raising efforts, following appeals from both bodies.



A view of Monkstown village where many yachts are based at the Sand Quay.

(Photo: Crowley)

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it hurlers or footballers, are requested to attend. Training will continue at this time for the foreseeable future.

HOUSING

There are four houses under construction at Ringaskiddy and a further four at Maulbaun in Passage by the County Council. There are a further 12 houses out on tender for Passage West and those will be built later this year. The County Council also reported that they have a number of vacant houses at Dock Cottages and Maple Rise in Passage West and at Shamrock Place, Ringaskiddy.

AIB PASSAGE

The AIB Bank in Passage West is doing well and Declan Fitzgerald is happy that he is getting in many customers. The bank is a great addition to the town and was badly needed.

MOUNT OVAL VILLAGE

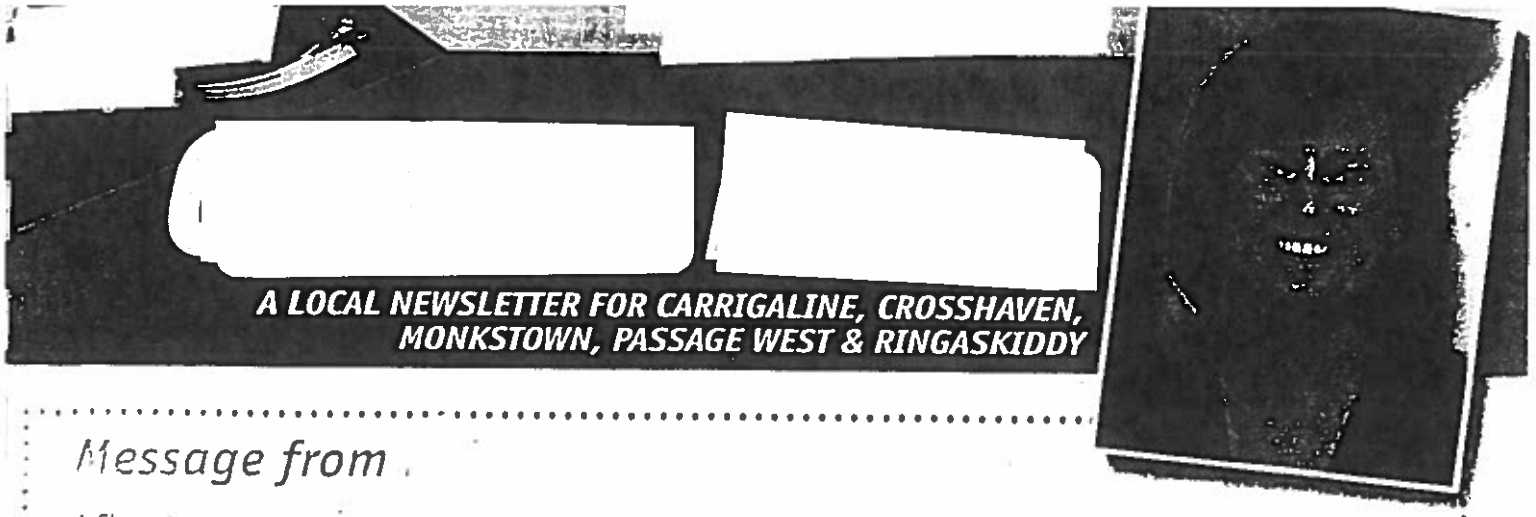
Mount Oval Village is situated across the road from Garryduff Sports Centre, just off Clarke's Hill. There are 110 acres to be built on with a further 35 acres of green space. This new village of 850 houses is creating a new town, having a Post Office, a pub, doctors' surgery, shops, restaurant and creche and possibly a Garda Station. Luckily, the traffic will not be coming down Clarke's Hill and on to the already overcrowded Rochestown Road, it will be given a new filter road leading to the link road at Carr's Hill, Douglas.

PASSAGE SOCCER CLUB

Under 11 league, result, Leeside 3, Passage United 4. Goalscorers were Michael Mullane, Adrian Murphy, John O'Byrne and Finbarr O'Donovan. Kieran Burke, James Kind and Eamonn Fitzgerald played very well.

CARE OF ELDERLY

The annual helpers party of PACE took place on Wednesday night last at the centre. All the volunteers, cooks, drivers, etc., celebrated another year of helping the elderly who find it difficult to cope on their own. It was also a very special occasion for Angela Ellis, a Trojan worker at the centre. Angela celebrated her 'big birthday' and was presented with a bouquet of flowers on behalf of all by Marie O'Reilly. The monthly social takes place on Wednesday night next, at the PACE centre.



A LOCAL NEWSLETTER FOR CARRIGALINE, CROSSHAVEN, MONKSTOWN, PASSAGE WEST & RINGASKIDDY

Message from

A Chara,

I would like to wish you and your family every success and good wishes for 2008.

I have recently been appointed Fine Gael spokesperson on Innovation. This is an area which has the potential to play a significant role in our economy and employ a growing number of people in areas such as science research and development. As an Environmental Engineer, I hope to bring a new and informed perspective to this area.

I have also been appointed to the Dail Public Accounts Committee. The role of the PAC is to prevent the taxpayer's money being wasted and to make sure that the Government gets value for money.

Although I welcome these opportunities, my first priority will continue to be representing the people of Cork.

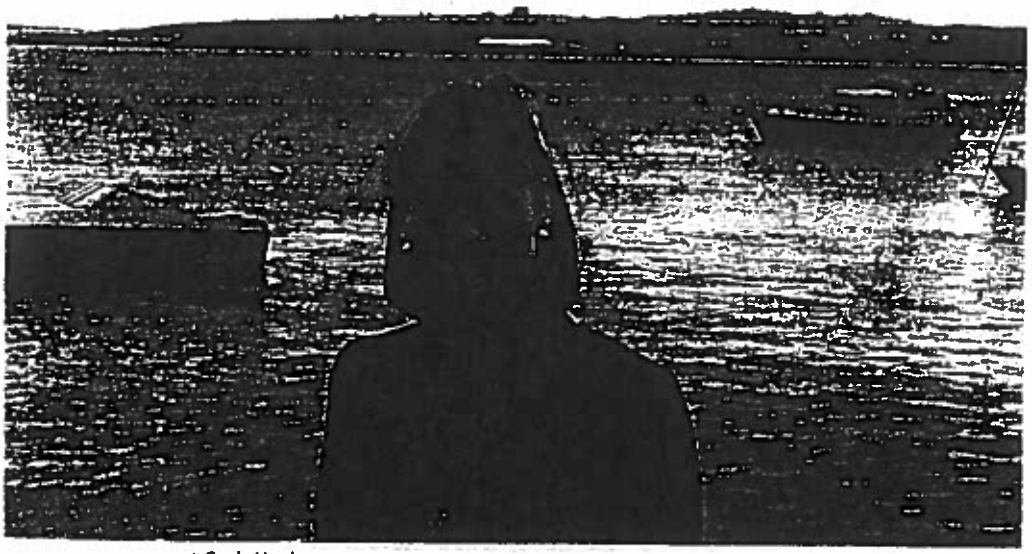
Is mise le meas,

Monkstown Marina gets go ahead

Planning permission for the development of an 82 berth marina in Monkstown has been granted by An Bord Pléanala. Cork County Council has previously approved the project but this was later appealed to An Bord Pléanala on the grounds of inadequate parking.

The three acre development will comprise a 22 metre-long steel gangway connecting the footpath with a floating structure which will have a breakwater on its outer perimeter and pontoons and fingers providing the 82 berths. It is also proposed that the road should be widened to provide for extra car parking spaces.

It is hoped that the opening of the Marina and the provision of the much needed berths will help the town's tourist industry and provide an economic boost for Monkstown.



at Cork Harbour

Passage to Rochestown road works update

The laying of a new water main between Rochestown and Passage West is set to cause weeks of traffic chaos for commuters using this busy roads. The construction phase of the project is expected to take up to 20 weeks with further delays to follow for the resurfacing of the road between Rochestown and Passage West by the County Council.

The current state of repair of the road from Passage West to Rochestown has been a major issue for commuters who use it on a daily basis for some years. It is planned that once this development is completed the surface of the road will be improved to a standard more suitable for the volume of traffic which it receives.

Oct 16/87

Monkstown wants a trailer park

By Leo McMahon

A BOAT trailer park is needed in Monkstown, declared Mr. Michael Murphy at the monthly meeting of Passage West Town Council.

All members condemned the long term parking of trailers on the road near the Sand Quay and in the public car park which in many instances posed a hazard to vehicles and pedestrians and also supported the regulations, recently adopted by Cork County Council, to prohibit the long term parking and advertising for sale of vehicles, boats and trailers on the road side, especially near Glenbrook cross river ferry terminal.

With regard to boat trailers, Mr. M. Murphy said it had to be acknowledged that Monkstown was popular for all types of water sports and activity and there was need for a boat trailier parking area. He suggested the county council look at the possiblity of converting waste ground behind the basketball court at the top of the amenity park and tennis club. Ms. Marcia D'Alton spoke in support.

Mr. M. Murphy said one long bar to which trailers could be attached by lock and chain on both sides would serve to get many of these off the public road and at the same time reduce the likelihood anti-social behaviour in the existing overgrowth. It had taken the council five years to get boat trailers out of the public car park but there was need to do something to provide an alternative.

OPPOSED

Ms. Jo. Kelleher questioned if such an area would be used and said she was opposed to any part of the amenity park being lost. She also believed boats and trailers belonging to people who were not members of the local sailing club should not be parked all season in the village. Ms. D'Alton however said the area in question suggested by Mr. M. Murphy was not in the amenity park but was effectively waste ground.

Ms. D'Alton said it was essential that the county council enforced new by-laws concerning the parking for the purpose of advertising and sale, vehicles, boats and trailers. In agreement, Mr. Jerry Cronin said there was also a problem of long term parking of trailers along Strand Road while Ms. Kelleher called for the removal of boats and trailers parked opposite Glenbrook ferry terminal, removal of overgrowth and for the area to be lined for public parking.

With regard to Mr. M. Murphy's request for a boat trailer park in Monkstown, Mayor Dominick Donnelly said he would speak to area engineer Mr. John Forde about it while Ms. Kelleher said she would put down a motion for the next meeting.

The removal of overgrowth along roads between the Glen and Castle Road near the tennis club would serve to create a lot of extra car parking spaces said Ms. Kelleher. There was also need to clear dykes because there was surface water all over the place. Mr. M. Murphy in support, said a lot could be done using a digger.

Reporting on his attendance as mayor at the recent meeting of the county council's Carrigaline Area Committee, Mr. Donnelly, the area engineer stated that it should be possible to install a press-button signalised pedestrian crossing near The Bosun Restaurant and car park in Monkstown.

He was replying to a motion first proposed by Ms. D'Alton calling for traffic calming in the village.

Mr. Jim Murphy welcomed this but warned it would not serve to slow high speed traffic entering the village from the Raffeen side. Ms. D'Alton agreed and pointed out that she still awaited a reponse for a meeting with the director of services for infrastructure and the senior engineer about this and other measures sought, including a 'gateway' to slow traffic.

The manager, Ms. Angela Murphy said county council departments had recently been streamlined into strategic, operations and corporate and she undertook to get in touch with the new senior engineer in charge of forward planning on traffic management, Mr. Peter O'Donoghue. Mr. J. Murphy further proposed that the area engineer be invited to a meeting and asked to give monthly written reports to the town council every month and this was agreed.

m our readers

when it matters most

ry School P32

al line up

copes

nd the jobs scene

Tel (021) 4274455

One was being questioned in Togher and the other was taken to Mayfield.

One of the men is in his 20s and the other is in his 30s.

Further arrests were not being ruled out this morning.

Waterfall native Darren Falsey was shot dead in his rented home in Ashbourne Court in Carrigaline on the afternoon of Wednesday, August 3.

Waterfall native Darren Falsey, who was shot dead in August.

The father-of-two was shot three times after opening the front door of the house. He was found at 2.45pm by his partner and her young son, lying in a pool of blood in the hall.

More than a fortnight ago, Gardai said the discovery of the gun was a major breakthrough in the murder investigation.

Mr Falsey was known to gardai and is believed to have been a significant player in the drugs business

Part of the investigation was focussed on phone contacts which Mr Falsey had in the run up to the brutal murder.

Phone records were being analysed since the murder.

John Edgeworth celebrated wit
after the massive win on the R
During the show, John won a s
Kenya and a Volvo car and the
spin the big wheel and won a f
€250,000.
The combined value of his w n v
The win was one of the bigges
this year.
Meanwhile, McCarthy's store o
in Youghal is also on a winn ng
The store has just celebrated its
to appear on the National Lotte
gameshow.
Over the past 20 years, four Lott
winning tickets have been sold a

Cork harbour to become world-class yacht facility

By PADRAIG HOARE

CORK Harbour Marina is set to get the green light to expand, transforming it into a world-class 285-berth facility for visitors.

Cork County Council has issued a notice of intention to grant planning permission to allow the expansion of the marina in Monkstown to a larger and more comprehensive 285-fingered berth marina with 175 car-parking spaces and a marina pavilion.

The pavilion will include a shop, restaurant, chandlery, marine and boat sales office and gym.

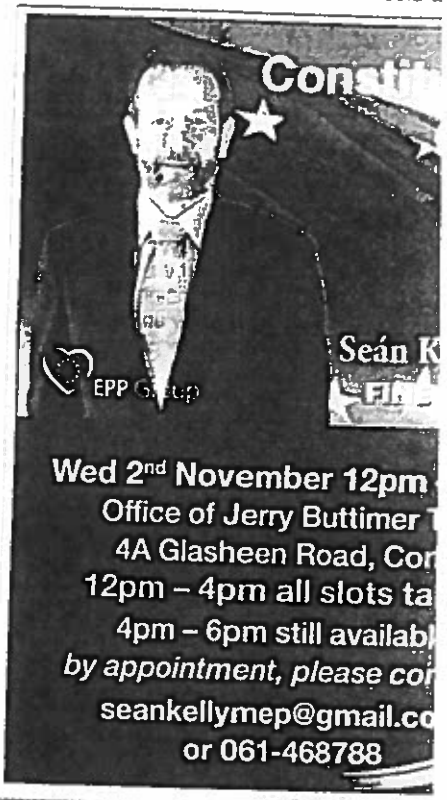
All 285 berths will be fully serviced berths, up to 18 metres in length, with a reception berth and a fuelling berth with diesel and petrol available.

The car park and pavilion will be surrounded by a public promenade with seating, panoramic viewing platform, viewing-deck promontory and a nature awareness garden.

The expansion will support up to 90 jobs both directly and indirectly, of these, 32 will be full-time permanent jobs on the completed Marina complex.

The Marina is a unique development, destined to be the South of Ireland's first Blue Flag marina.

Project co-coordinator James O'Brien said: "In recent years, the lack of marina and berthing facilities in Cork Harbour, the second biggest natural harbour in the world, has been recognised as having a negative impact on the amount of yachts and marine leisure holiday-makers visiting the harbour. Cork Harbour Marina will be the ideal place to winter a visiting boat or to place it in Ireland for multiple family visits, and all within the world-class cruising grounds of west Cork."



	RACING	LOCAL SOCCER	GAA
nland P60	Declared runners P40-42	Garryduff record impressive 4-1 win P44	Early Tracton dominance secures
ands P58	West Cork Flash takes the honours P41	Corinthians do the damage early on P45	Charleville put title on line next S
falloran P59	Fallon can put punters in black P40	Play-offs are the centre of attention P47	No fa rytale for Courceys P5

Evening Echo
oct 31 2011

Monkstown's New Marina Approved

An Bord Pleanála has approved plans for the construction of a new marina in Monkstown. This major development will provide 82 berthings spaces for boats as well as an accessing deck, and will prove to be a huge economic and tourism boost for the town an surrounding harbour areas.

Over recent months the project has been hit by various delays, and comes almost a whole year after the initial planning application was submitted to the council by the Monkstown Bay Marina Company. The decision was welcomed by locals, and the terms were accepted following the submission of further information on the project back in April.

Local Fianna Fail councillor Deirdre Forde stated that the decision marked a positive development for the local area. She said that the new marina would be a beneficial development for the lower harbour. Cllr Forde said: The marina will make a significant difference, and coupled with such plans as are currently under negotiation – such as a commuter ferry from Passage west to the city centre – will make for a positive development in terms of the use of Cork Harbour. We are in the process of examining new strategies for the County Development Plan and as part of that we are beginning to look closely at how we treat our waterways and those townlands on our waterways. A new marina is a good example of varied uses for those towns which have access to the harbour," she concluded

Council Commences Planning Process For 27 Acre Amenity Park At Castletreasure, Douglas - Mcgrath

Cork County Council has commenced the statutory planning process for the development of a 27-acre

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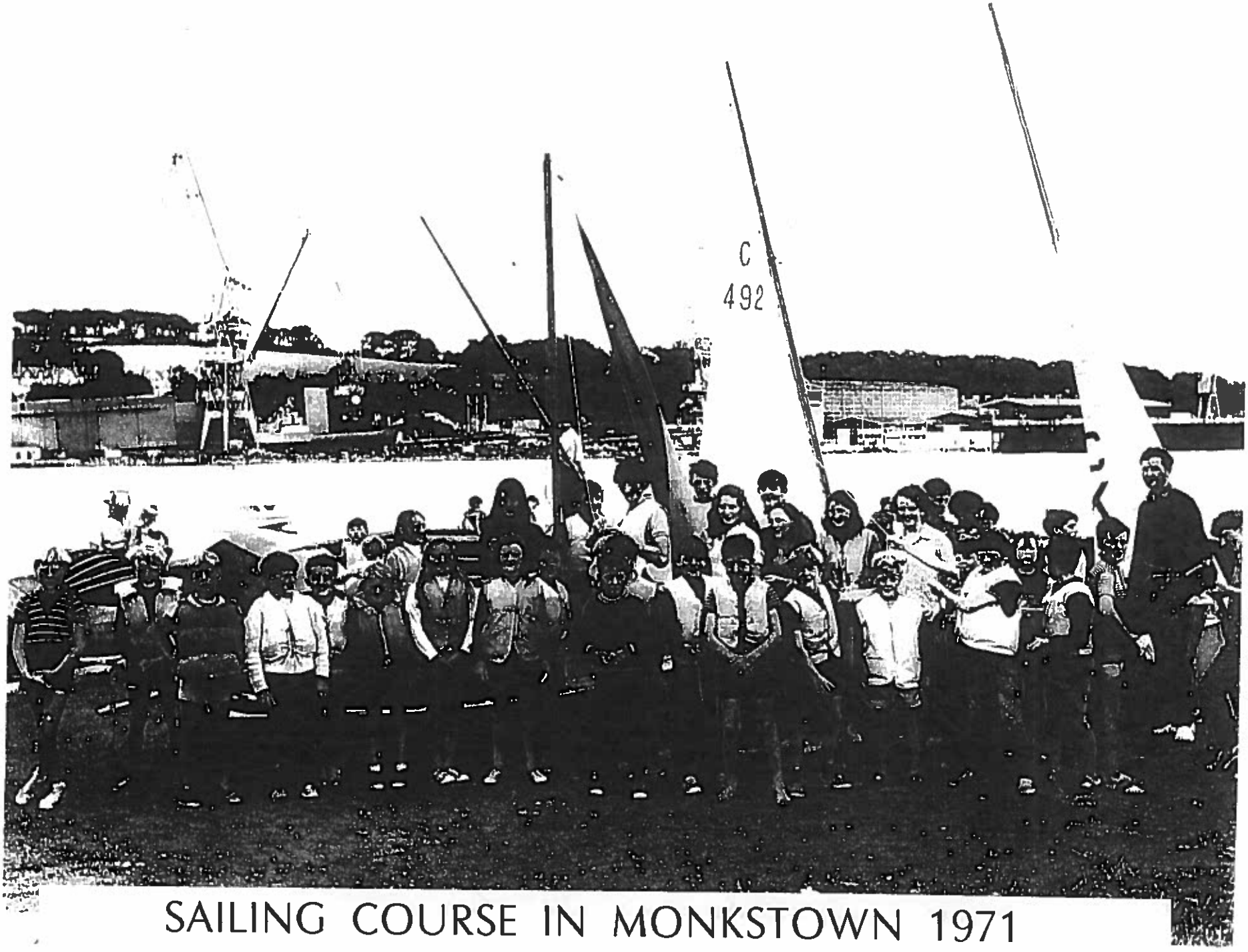

SAILING COURSE IN MONKSTOWN 1971

SUBMISSION 62 - APPENDIX 7

Sailing Course 2007

SAILING COURSE IN MONKSTOWN 2007

SAILING COURSE IN MONKSTOWN 2012

MONKSTOWN BAY SAILING CLUB LTD.

3. de Vesci Place, Monkstown, Co. Cork.

7th April, 2009

TO WHOM IT MAY CONCERN

Re: Proposed upgrade of the marina development in Monkstown.

Dear Sir/Madam,

I have already made a submission for the proposed 82 berth marina development in Monkstown Bay (a copy of which I have enclosed) but after seeing the proposed marina development plans for phase 2 by Monkstown Bay Marina Company Ltd., I feel that it is important to show my support for this phase of the development. In particular by providing off road parking and traffic calming measures which will reduce the risk of accidents on the road in the village of Monkstown. The extra toilet and shower facilities are also a great bonus to junior training as our course attendance is restricted due to the low number of toilets and showers in our club house. The marine safety training and educational room will also be of immense benefit to all aspects of marine leisure and safety programs organised by the club committee or its members.

I also enclosed two photographs, of pupils attending Irish Sailing Association approved sailing courses run by Monkstown Bay Sailing Club. The first photograph shows the pupils attending the 1970 M.B.S.C. sail training course and the second photograph is of pupils attending the 37th sail training course run by M.B.S.C. in 2007. There are quite number of the past pupils over the last number of years who have made careers in the marine industry using this educational facility as a stepping stone to achieve their goals.

Hopefully the Cork County Council Planning Department will see the enormous benefit that this proposal has to offer both locals and tourists and will support the provision of this recreational and educational facility which will serve the needs of the entire community.

Yours sincerely,

Ann O'Leary

Ann O'Leary
Junior Training Officer

hone: (021) 4859935
ıet: www.mbsc.ie
ıany Reg. No. 344111

Fax: (021) 4859946
Email: mbsc@eircom.net
Registered Office:
91. South Mall, Cork.

MONKSTOWN BAY SAILING CLUB LTD.

3. de Vesci Place, Monkstown, Co. Cork.

nkstown Bay Sailing Club was founded in 1970 and every year since then we have run an Irish Sailing Association roved sailing course for the month of July. We train about 70 junior sailors every year (ranging in age from 10 to 16 ırs) and the majority of these young people and indeed their instructors are living in the locality.

would greatly welcome the proposed Marina development for Monkstown Bay and would see it as a huge benefit ur junior sailors and their safety. The students launch more than 40 dinghies every day from the sandquay and a ina would provide shelter to the slipway on the south side of the sandquay making it easier to launch and recover r sailing boats in safety. Because of the amount of children in the water we provide a large rescue service and feel a ina would provide us with easier access to our rescue craft and hence cut our emergency response time.

side of Monkstown Bay Sailing Club organised events (when supervision and a rescue service is provided), the or sailors rely on a small few watchful local residents to raise the alarm in an emergency. With the proposed Marina lace and an alert marina manager who has immediate access to a rescue craft, the bay would be a much safer place unior sailors and for all boating activities.

ın O'Leary
nior Training Officer

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mpany Reg. No. 344111

Fax: (021) 4859946
Email: mbsc@eircom.net
Registered Office:
91. South Mall, Cork.

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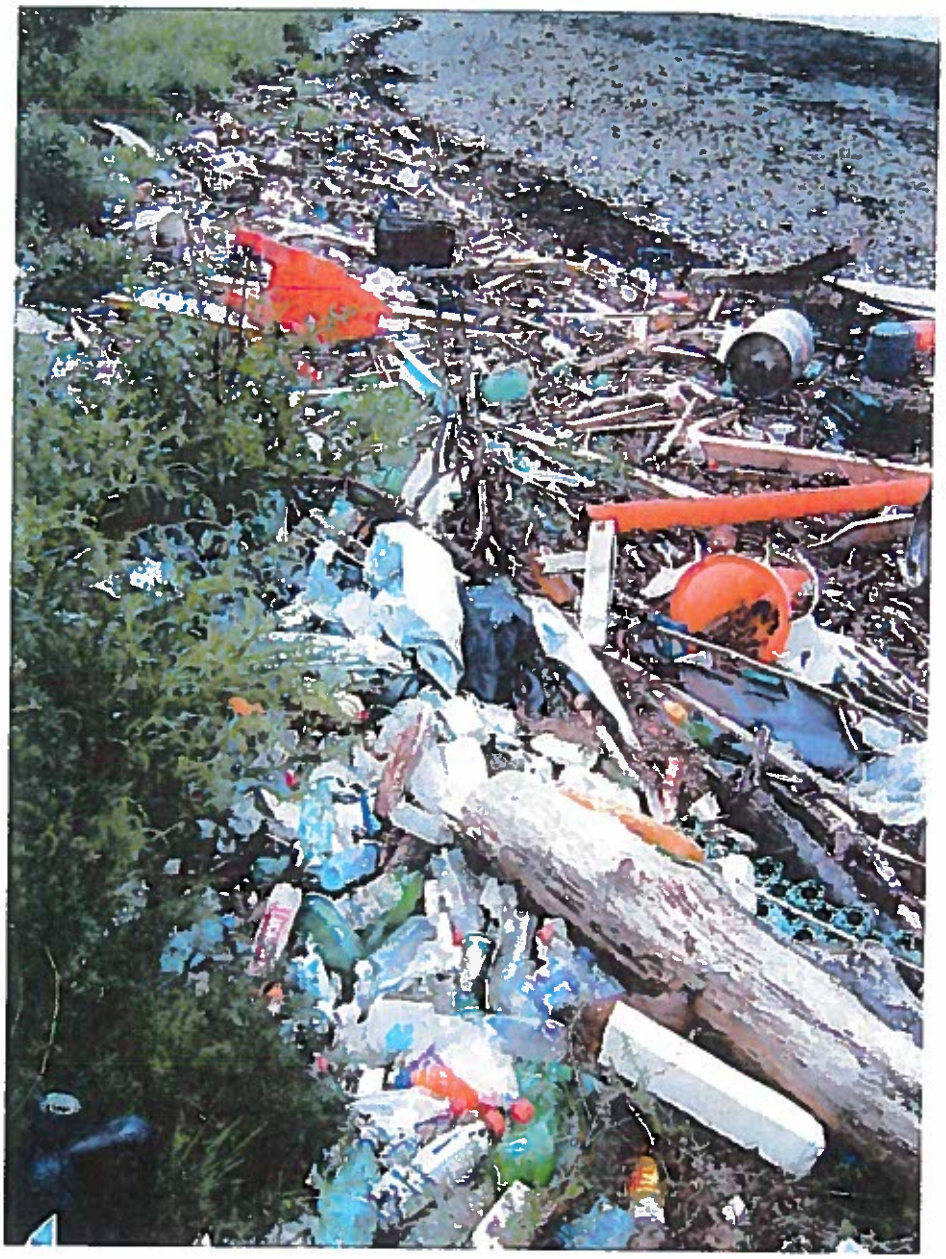
SUBMISSION 62 – APPENDIX 8

Marine Litter

Cleaning Up Cork Harbour

Project Proposal



Magstrom Ltd.
San Remo, Monkstown, Co. Cork
021 4841031

Project Manager
James O'Brien
magstrom@gmail.com

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Sections

1 Marine Litter – Background and Introduction

2 Marine Litter in Cork Harbour – Photographic Evidence

3 Project aims

4 Project details

5 Magstrom Company Profile

Appendices

A References

B Regulatory framework

C OSPAR Quality Status Report 2006

D Southampton University Press Release – Where does all the plastic go?

E Pocket Guide to Marine Debris

F Cork Harbour Marine Debris Survey – June 1, 2006

"The quality of life available in Cork is both a major marketing strength and a highly prized asset recognised nationally and internationally.

The natural environment and in particular the *spectacular harbour area* are without comparison elsewhere in Europe. Protecting this asset and the social and cultural assets in all their manifestations is therefore vital to the future success of the area."

(Cork Area Strategic Plan, 2001 – 2020)

All photographs of marine litter in this document were taken on the shores of Cork Harbour, often within meters of amenity walks and other tourist attractions in the area.

1. Marine Litter Background & Introduction

What is marine litter?

Marine litter, or *marine debris*, is discarded waste material that enters our seas and contaminates our foreshores, beaches, rivers, harbours, seas and oceans. Though it ends up on our shores and in our waters, most marine litter (up to 80%) comes originally from land-based sources, with much of the rest originating from the maritime industry.

Many types of litter can circulate for a long time in the marine environment, often being dispersed far from their point of entry by currents, tides and winds. Plastic litter is particularly persistent and can circulate for decades in our seas and harbours.

Is marine litter pollution?

OSPAR (the Oslo and Paris Commission for the Protection of the Marine Environment of the NE Atlantic) defines the term pollution as follows:

> "...the introduction by man, directly or indirectly, of substances or energy into the maritime area which results, or is likely to result in any or all of the following:
>
> – hazards to human health,
> – harm to living resources and marine ecosystems,
> – damage to amenities,
> – or interference with other legitimate uses of the sea."

Marine debris can cause *all* of the above problems, and is categorized as *pollution* by OSPAR and by other regulatory and environmental bodies.

What are the impacts of marine litter?

Marine litter is now recognised as a serious issue globally. It is potentially *hazardous* to or *negatively impacts* on:

- **Marine organisms and birds**
  (litter is both physically and toxicologically hazardous to wildlife, with entanglement, ingestion and suffocation the main killers)

- **Human health and safety**
  (on shore, medical waste, broken glass and metal are particularly hazardous; in the water, anything that can disable a boat or entangle a swimmer or diver is potentially hazardous to human health and safety)

- **Fisheries industry**
  (damage to nets, fouling of fishing grounds, damage to fish stocks, catch contamination, fouling of propellers, anchor lines and water intakes all have a negative economic impact on the fisheries industry)

- **Other commercial and pleasure boats**
  (all water craft, big or small can be threatened by floating debris)

- **Water-based recreational activities**
  (all recreational activities on or near the sea, including boating, swimming and diving, are negatively impacted by marine litter)

- **Tourism and amenity**
  (marine litter washed up on our shores or floating in the waters close to beaches and local amenities are not only unsightly and offputting, but it gives an impression of poor water quality and high levels of pollution in the area)

- **Rescue services**
  (an indirect cost of marine debris is the cost of rescue services for vessels disabled by floating or underwater debris)

- **Plastics**
  (Plastics are the predominant type of marine litter. Their buoyancy means that they can circulate widely; their persistence means that they can circulate literally for decades; and as they degrade the problems they cause increase - the smaller the fragments the harder they are to recover, and the greater their potential for toxicity and for the release of chemicals and particulates into the sea)

Controlling marine litter

In the UK, the Marine Litter Task Team reports on the status of litter in the marine environment, its impacts on different sectors of industry and the community, and makes recommendations for appropriate further actions. Its objectives are:

- To evaluate the extent of litter in the marine environment;
- To quantify, where possible in economic terms, the impact of litter on UK interests;
- To seek to identify options for controlling litter, where possible recommending a national agency who should take the lead on key issues; and
- To raise awareness of the problem of litter.

The group has stated that, *"It is also clear that the current lack of understanding of litter in the marine environment, contributes to a continued lack of co-ordination and impetus to organise a coherent strategy to deal with the issue."*

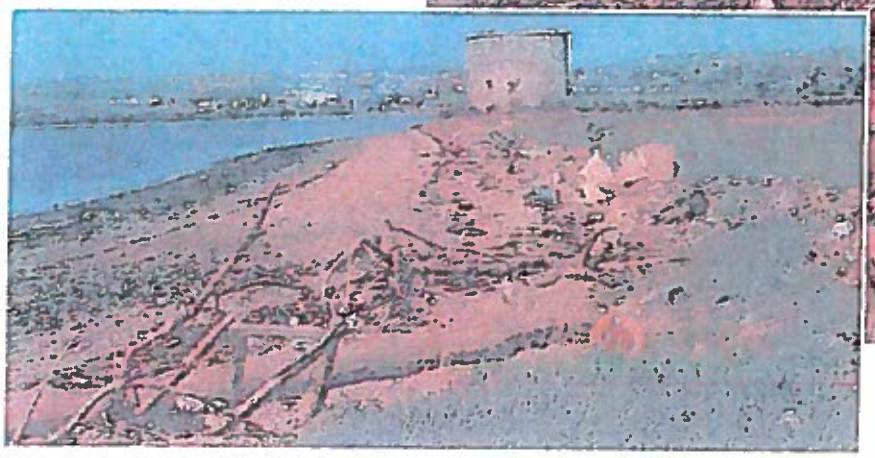
In Cork Harbour, and in Ireland in general, no such task team yet exists, even though marine debris adds yet another dimension to the growing problem of waste management in the area both in reality and in how the area is perceived.

The photographs on the following pages demonstrate the extent of litter within meters of amenity walks and tourist attractions in Cork Harbour. The following sections propose a solution for controlling and managing the marine litter problem in Cork Harbour.

2. Marine Litter in Cork Harbour Photographic Evidence

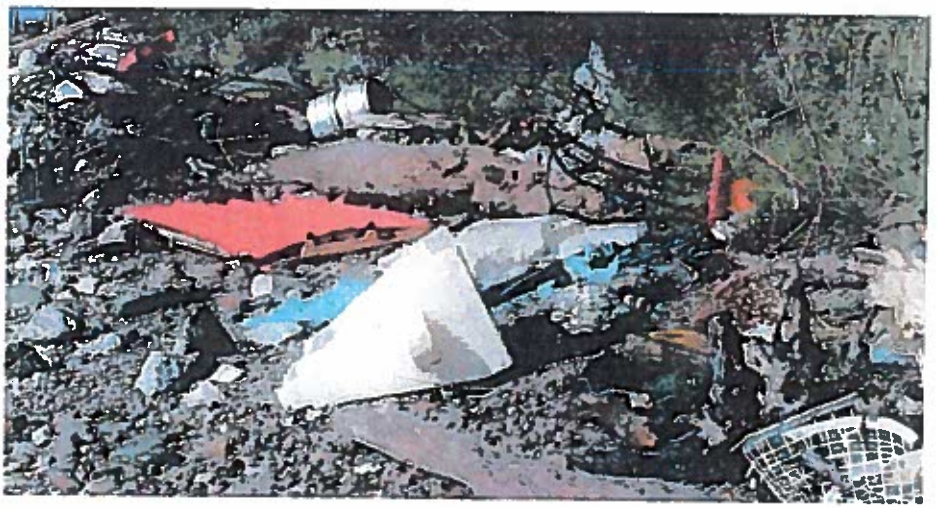
N/E SHORE LOUGH MAHON 2002

Tivoli 2002



Marino Point 2002

Barry Point, Little Island 2004



Marino Point 2004

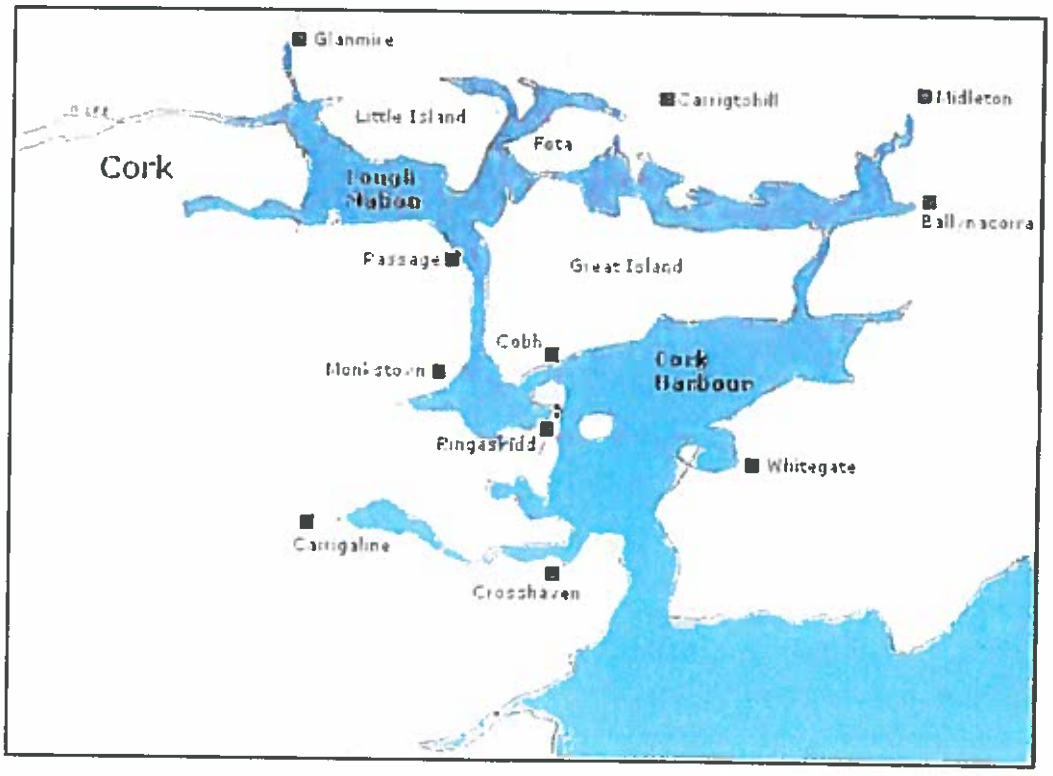
Carrigrenan Point 2004

Cork Harbour 2006

3. Project Aims

The aims of the proposed project are as follows:

- To clear Cork Harbour of marine debris.
- To recycle most, if not all, of the collected debris.
- To control marine litter by regular cleaning of defined zones within the harbour.
- To provide a back-up emergency support vessel in the event of hazardous spills, cargo loss or rescue operations.
- To liaise with the Ocean Conservancy's *Ocean Action* network and other relevant organisations in an effort to reduce marine debris, throughout the world, by creating awareness in coastal communities.



"Cork Harbour is an outstanding asset which has the potential to become Europe's most exciting waterfront, the focus for a 'mosaic' of different opportunities."
(Cork Area Strategic Plan – 2001 – 2020)

4. Project Details

Overview

Cork Harbour's status as Ireland's premier industrial deep-water port merits a system for controlling marine debris, which at present is in every corner of the Harbour. Magstrom Ltd. have been monitoring the debris in the Harbour for over 4 and a half years, and the situation is getting worse every year.

Magstrom propose setting up a marine litter clean-up and control system and running it on a daily basis. We have communicated with companies running similar clean up operations in large ports in other countries, have taken their expert advice and adapted it to suit the needs of Cork Harbour. The system we intend to use already has a proven track record.

Multi-purpose response unit

Magstrom has the trained personnel and specialised machinery required to remove everyday debris from our shores. It also has the ability to provide personnel and machinery for use as an emergency unit when required. Because our multi-purpose vessel will be in everyday use, it can be in any area of the Harbour at very short notice. Therefore some pollution situations can be brought under control within a very short time period.

Equipment

The equipment required for the project includes the following:

- Rotork multi-purpose vessel
- Purpose-built beach trailers
- All Terrain Vehicle (ATV)
- Enclosed road trailer
- Health & Safety equipment
- Reusable collection sacks
- Company vehicle

The **Rotork** is a 40ft landing and carrying craft, capable of carrying the equipment required for recovering debris along the amenity shores and beaches of Cork Harbour. It has been used in many countries throughout the world and is used for the purpose of pollution control and operating in shallow waters.

The **Beach Trailers** will be purpose built. They will be lightweight and used as a unit of measurement of the debris collected (e.g. one cubic metre).

The **ATV** will be used as a means of transport on the shores and beaches. It will also be used to tow the beach trailers to and from the Rotork.

The **Enclosed Road Trailer** will be suitable for the transport of the recyclable waste to the Civic Amenity Centres.

Health & Safety Equipment will comply with Health & Safety regulations.

Reusable Collection Sacks will be used for the separation of recyclable waste.

The **Company Vehicle** will be used to tow the enclosed trailer to Civic Amenity Sites and will also provide a means for advertising and raising public awareness.

5. Magstrom Company Profile

About Magstrom Ltd.

Magstrom Limited has been in business since 1999, recycling and working with waste and excess materials disposal as part of its support to offshore oil field industry.

The Directors of Magstrom Ltd have been working within the Offshore Oil & Gas Exploration industry from the mid 70s to the present day. Over the past twenty years they have worked for most of the oil companies operating in Irish, UK and Norwegian waters.

Seven years ago, Magstrom Ltd was set up to support offshore service companies in supplying materials and equipment offshore. Since the company was formed it has satisfactorily completed contracts with Halliburton Manufacturing & Services, Dowel Slumberger, Baroid Drilling Fluids, MI Drilling Fluids, Marathon Oil, Total, Statoil, Ramco, Enterprise Oil, Foyne Seabase Offshore Ltd etc.

Magstrom has good working relationships with the Port of Cork Company and the Shannon Foynes Port Company.

Past projects include:

- Contract with Irish Refining Ltd to supply personnel, machinery and advice to help with the clean up with the 1997 oil spillage of in Cork Harbour.
- Eighty tonnes of Barite Contaminated Bulk Cement was reused in the Royal Cork Yacht Club's car park.
- Twenty five tonnes of Bulk Cement in Foynes was reused by a local Patio laying company and a local building contractor.
- Liquid chemical waste, which was removed from six tanks on a Norwegian Supply Boat in Cork City Quays, was disposed of through Shannon Environmental Services. (Contract required traceability certificates.)
- Three hundred gallons of toxic waste from an offshore service company warehouse in Cork, had to be removed and disposed of through Solchem Ltd. (Contracts required traceability certificates.)

These projects demonstrate the experience that Magstrom has in sourcing recycling methods, rather than taking the disposal option. In the event that recycling is not an option, then disposal is done through the proper channels.

Project Personnel

Magstrom Ltd will have one project manager and one Rotork driver – both will hold the appropriate tickets for such a vessel.

There will also be one full-time debris collector and one part-time debris collector. The part-time debris collector will also manage the base operations.

All personnel will have the required sea safety certificates.

A. References

Marine Conservation Society website:
www.mcsuk.org/marine_world/marine_world.php?title=marine%20litter

The Impacts of Marine Litter, Marine Pollution Monitoring Management Group, Report of the Marine Litter Task Team, 2002.

Ocean Conservancy website:
www.oceanconservancy.org

OSPAR, 1992. Convention for the protection of the marine environment of the north-east Atlantic.

OSPAR, 2000. Quality status report.
www.ospar.org/eng/html/qsr2000/QSR2000welcome.htm

USEPA website:
www.epa.gov/owow/oceans/debris/

B. Regulatory Framework

Irish National and International Regulatory Controls of
Litter in the Marine Environment.

International Maritime Organisation (IMO)

- Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Convention, 1975)

MARPOL

- The International Convention for the Prevention of Pollution from Ships 1973
- The Control of Pollution (Landed Ship's Waste) Regulations 1987

EC Directives

- The EC Urban Waste Water Treatment (UWWT) Directive (97/27/EEC)
- The Council Directive on Port Reception Facilities for Ship-generated Waste and Cargo Residues (2000/59/EC)
- The EC Dangerous Substances Directive (76/464/EEC)
- The EC Packaging and Packaging Waste Directive (94/62/EEC)
- The EC Bathing Waters Directive (76/160/EEC)
- The EC Hazardous Waste Directive (91/689/EEC)

Oslo & Paris Commission (OSPAR)

- Convention for the protection of the North East Atlantic, 1998

Environment Protection Agency Act, 1992

C. OSPAR Quality Status Report 2006 Extract

6.3.4 Litter

Description of the impact

Sources of marine litter (for 95% consisting of non-degradable plastics) are mainly related to waste generated by shipping (fishing and commercial) and tourist and recreational activities. Floating litter and sunken pieces have been found in large quantities in all regions of the OSPAR maritime area. Impacts on marine life include the drowning of birds entangled in plastic sheeting, and the death of birds, turtles and cetaceans caused by ingested plastic objects. Litter has also been found to carry a variety of epiphytic organisms to sea areas that these organisms would not normally reach. Economically, the recreational and commercial fishing sectors are likely to be most affected by litter. As tourism, urban development and industrial pressure for development in the coastal zone increase, the problem of litter may also increase.

Effectiveness of measures

Under MARPOL Annex V, which entered into force on 3 December 1988, the discharge to sea from ships of all plastics is prohibited. An amendment to this Annex, adopted in 1995, requires all ships of 400 t and above, or transporting more than 15 people, to file a plan for garbage management. The North Sea (1991) and the Baltic Sea (1988) have been designated as MARPOL Special Areas for the purpose of Annex V, and the dumping of all garbage and litter from ships is therefore prohibited. However, there seems to have been no subsequent improvement in the situation with regard to litter. Within the OSPAR Strategy on Marine Biodiversity and Ecosystems attention will be given to the ecological impacts of litter.

Limitations in knowledge

Improved and more standardised methodologies, including the establishment of reference areas, will be needed to assess properly the scale and impact of litter both on coasts and offshore. These, in turn, will provide a basis for assessing trends in the quantities and significance of litter throughout the OSPAR area.

Identification of priorities for action

The following actions should be considered by the appropriate international, national and local authorities:

a. adequate enforcement of the requirements of MARPOL Annex V;

b. rapid adoption, implementation and adequate enforcement of the (draft) European Parliament and Council Directive on port reception facilities for ships-operated waste and cargo residues (OJ C10/4, 13 January 2000);

c. consideration of the designation of a larger part of the OSPAR maritime area as MARPOL Special Areas (Annex V);

d. campaigns to educate the public and those involved in tourism, fishing and shipping industries; and

e. relocation and/or improved management of coastal landfill sites from which garbage may escape to the sea.

D. University of Southampton News Release

News Release - University of Southampton - 7 May 2004

Where does all the plastic go?

A team of expert marine biologists and chemists has carried out research which proves for the first time that oceans and shores are contaminated with microscopic fragments and fibres of plastic.

Eight scientists from the Universities of Southampton and Plymouth and the Plymouth-based Sir Alister Hardy Foundation for Ocean Science have today (Friday 7 May) published their findings in the prestigious international journal Science.

The article 'Lost at Sea: Where Is All the Plastic?' provides a snapshot of the extent of contamination of marine habitats by microscopic plastic fragments. The results of the project, which was funded by the Leverhulme Trust, show conclusively that microscopic plastics are now common in marine habitats. It is already known that large items of plastic debris are accumulating in the seas and on shorelines, harming marine life including turtles, fish, seabirds and mammals.

Samples were collected around the Plymouth coastline and then analyzed at Southampton by University chemist Dr Andrea Russell using a technique called Fourier Transform-Infra Red spectroscopy. Various fibres were identified, including nylon, polyethylene acrylic and other synthetic polymers. These polymers are used for a wide range of domestic and industrial products, such as clothing, packaging and rope, which indicates that these fragments are the result of larger items disintegrating.

Speaking about the research Dr Russell said: 'Some of the particles we identified in the samples were of natural origin and others could not be identified. However, about one-third were synthetic polymers and we conclusively identified nine of these. They were present in most samples, but were considerably more abundant in subtidal sediment.'

Dr Richard Thompson, Senior Lecturer in Marine Ecology at the University of Plymouth and head of the research team, commented: 'Given the durability of plastics and the disposable nature of many plastic items, this type of contamination is likely to increase. Our team is now working to identify the possible environmental consequences of this new form of contamination.'

Notes for editors:

The Science paper can be accessed at www.eurekalert.org

The University of Southampton is a leading UK teaching and research institution with a global reputation for leading-edge research and scholarship. The University has over 19,200 students and 4800 staff and plays an important role in the City of Southampton. Its annual turnover is in the region of £250 million.

E. Pocket Guide to Marine Debris

From a booklet published by The Ocean Conservancy and the United States EPA

The Ocean Conservancy is a private, nonprofit organization committed to protecting ocean ecosystems and conserving the global abundance and diversity of marine wildlife. Through science-based advocacy, research, and public education, The Ocean Conservancy informs, inspires, and empowers people to speak and act for the oceans.

The mission of the Ocean Conservancy's International Coastal Cleanup (ICC) is to remove debris from the shorelines, waterways, and beaches of the world's lakes, rivers, and oceans; collect and catalogue valuable information on the amount and types of debris; educate the public on the issues of marine pollution; and use the information collected from the cleanup to affect policy changes and other measures needed to reduce marine pollution and enhance marine conservation. The data collected is used by the EPA, U.S. Coast Guard, other federal agencies, state and local agencies, business and industry and the public to help develop effective measures to control marine debris. For more information visit the Ocean Conservancy's website http://www.oceanconservancy.org. To use your voice to defend the marine environment, join The Ocean Conservancy's Ocean Action Network.

This document was first published in 1993. Funding for the original preparation of this document was provided by the U.S. Environmental Protection Agency (EPA).

Introduction

Marine and other aquatic debris is more than an unsightly inconvenience for beach-bound vacationers or pleasure boaters; it is one of the world's most pervasive pollution problems affecting our waterways. By the simple process of moving from ship to sea, sewer to surf, or hand to sand, any manufactured material becomes marine debris. Cigarette and cigar filters, fishing line, disposable diapers, tampon applicators, six-pack holders, bottles and cans, syringes, tires - the litany of litter is as varied as the products available in the global marketplace, but it all shares a common origin. At a critical point, someone, somewhere, mishandled it - either deliberately or thoughtlessly. Every piece of litter has a person's face behind it.

Aesthetically, marine debris looks terrible and can have a major effect on the tourist industry in waterfront communities. More importantly, thousands of marine animals die each year from becoming entangled in debris or from consuming it, thinking that it is food. Marine debris can also pose human health and safety concerns. Serious injury can occur by stepping on a sharp piece of glass or metal, or worse yet, a discarded syringe. When marine debris gets caught in propellers, motors, and other machinery of commercial and recreational boats and ships, consumers pay more for products and services at the marketplace. Many debris items such as syringes, condoms, and tampon applicators are visual indicators of more serious water quality issues.

Time it takes for debris to decompose in the environment

Glass bottle	1 million years	Plastic bag	10-20 years
Monofilament fishing line	600 years	Cigarette filter	1-5 years
Plastic beverage bottles	450 years	Wool sock	1-5 years
Disposable diapers	450 years	Plywood	1-3 years
Aluminum can	80-200 years	Waxed milk carton	3 months
Foamed plastic buoy	80 years	Apple core	2 months
Rubber boot sole	50-80 years	Newspaper	6 weeks
Foamed plastic cup	50 years	Orange or banana peel	2-5 weeks
Tin can	50 years	Paper towel	2-4 weeks
Leather	50 years		
Nylon fabric	30-40 years		
Plastic film canister	20-30 years		

Sources: U.S. National Park Service; Mote Marine Lab, Sarasota, FL

F. Marine Debris Survey

Carrigrenan Beach, Little Island

June 1, 2006

MULLERICE CARTON	3 months
DRUIDS CELTIC CIDER CAN	80 – 200 years
HULA HOOPS BAG	10 years
HEINEKEN CAN	80 – 200 years
ENERGISE RED CITRUS PLASTIC BOTTLE (CLUB)	450 years
DUTCH GOLD LARGER CAN	80 – 200 years
HARP LARGER CAN	80 – 200 years
CAPRI SUN	10 years
WALKERS CRISPS PACKET	10 years
ROPE	600 years
DANONE ACTIMEL	10 years
IRON GATE	Unknown
RUSTY CANS	50 -200 years
BUDWEISER CAN	80 years
DUTCH GOLD CAN	80-200 years
PLASTIC FOOD CONTAINER	450 years
PAINTING TRAY	450 years
PLASTIC PLANT HOLDER	450 years
IRISH YOGURTS LOW FAT	20-30 years
LOCAZADE PLASTIC BOTTLE	450 years
RONSON LIGHTER FUEL AEROSOL	50 years
CMP PLASTIC MILK BOTTLE	450 years
TAYTO BAG	10 years
BIG WATER TANK	Unknown
PLASTIC WHEEL FROM CHILDS TOY	450 years
TULLAMORE DEW WHISKEY BOTTLE	1 million years
PADDY BOTTLE	1 million years
FLORA BUTTER CARTON	50 years
ESSO OIL CONTAINER	450 years
COCA COLA PLASTIC BOTTLE	450 years
BIG BLACK REFUSE BAG	1-5 years
DRIFT WOOD	Unknown
MIGHTY MUNCH BAG	1-5 years
LUCOZADE PLASTIC BOTTLE	450 years
PURE ZONE CLEANSER PLASTIC CONTAINER	450 years
MCDONNELL'S CHIP CARTON	50 years
2 STROKE OIL CONTAINER	450 years
PLASTIC ROPE	600 years
GALA COFFEE CUP (FOAMED)	50 years

RED BULL CAN	80-200 years
TULLAMORE DEW WHISKEY BOTTLE	1 million years
CLUB ORANGE PLASTIC BOTTLE	450 years
PLASTIC GRILL	450 years
CARLING CAN	80-200 years
BUDWEISER CAN	80-200 years
LOW LOW ORIGINAL CONTAINER	50 years
DUNNE STORES PLASTIC BAG	1-5 years
COFFEE CUP BEWLEYS	50 years
CMP CREAM PLASTIC BOTTLE	450 years
JACOBS CRACKERS PACKET	1-5 years
SYRINGE (VETS)	Unknown
CLUB ORANGE CAN	80-200 years
VO5 SHAMPOO	20-30 years
GALTEE TENDER CURE PACKET	1-5 years
POTTED PLANT CONTAINER	20-30 years
SEVEN SEAS CONTAINER	20-30 years
HULA HOOPS PACKET	1-5 years
BIG TOAST IRISH PRIDE WRAPPER	1-5 years
MULLER VITALITY	20-30 years
BLACK REFUSE BAG	1-5 years
GALAXY BAR WRAPPER	1-5 years
LINDEN VINTAGE CIDER CAN	80-200 years
Q8 OIL CONTAINER	450 years
YOPLAIT ESSENCE MULTIVITAMEN BOOST	20-30 years
KP CHOC DIPS	10-20 years
DUTCH GOLD CANS	80-200 years
RED BULL CANS	80-200 years
SLIPPER	50-80 years
BLACKTHORN CIDER CAN	80-200 years
LORRY COVER	Unknown
GUINNESS CAN	80-200 years
WOODEN PALATE	Unknown
CENTRA SHOPPING BAG	1-5 years
DUTCH GOLD CAN	80-200 years
STYRO FOAME	80-200 years
KING SPAN INSULATION	Unknown
PIECE OF WOOD WITH NAIL PROTRUDING	Unknown
BUILDING DPC	450 years
BEAUTIFULLY BUTTERFULLY BUTTER CONTAINER	50 years
SUPER VALUE ORANGE JUICE CONTAINER	450 years
WROUGHT IRON	Unknown
WORKING GLOVES	50 years
CUSHION FROM COUCH	Unknown
PLASTIC ORANGE JUICE SQUEEZER	450 years
BUILDERS PANEL	1-3 years
TRICITY FRIDGE DOOR	Unknown
PLASTIC GARDEN TABLE	450 years

ELECTRICAL CABLE	Unknown
BIG SCHWEPPES TONIC WATER PLASTIC BOTTLE	450 years
NIVEA MENS SHAVING GEL AEROSOL CAN	50 years
DAIRY GOLD BUTTER CONTAINER	50 years
DVD COVER	50 years
CASTROL OIL DRUM	450 years
COWBOY HAT	50-80 years
TRAFFIC CONE	450 years
FOOTBALL	50 years
MEN AT WORK SIGN (READYMIX)	10 years
PLASTIC LAUNDRY BASKET	450 years
MILK CRATE	450 years
HGW PAINT TIN	50 years
ROLLING ROCK 33 BEER BOTTLE	1 million years
HOUSE HOLD BLEACH CONTAINER	450 years
ROUND UP 5 LITRE CONTAINER	450 years
MILTON CONTAINER	450 years
LYNX 24-7 AEROSOL	50 years
WILKINSON SHAVING FOAM	50 years
PLASTIC WHEEL TO CHILDS TOY	450 years
SUPER TURTLE WAX CONTAINER	1 million year
CAPRI SUN	1-5 years
HOLSTEIN LARGER CAN	80-200 year
NATIONAL ALUMINIUM PLASTIC SEAT COVER	Unknown
CAR BUMPER 96-C-7091 DENNEHY'S CROSS GARAGE	450 years
LITTLE TIKES CAR (PLASTIC)	450 years
SHOE	50 -80 years
PLASTIC PALATE	50 years
PLASTIC SHOPPING BASKET	450 years
PLASTIC ICE BUCKET	450 years
RUSTY CANS	50 years
MITRE SHIN GUARDS	450 years
TYCO CAR TRACK (KIDS TOY)	450 years
BROAD BAND CABLE	Unknown
VOLVIC WATER BOTTLE	450 years
BANDING NYLON	Unknown
DEEP RIVER ROCK Bottle	1 million years
GLOVE	
KIDS SHOE	50 -80 years
TRAFFIC CONE	450 years
PEN 111 CONCENTRAT LOT NO. 203033107	
DELIAL SUN CREAM LOTION	
CORK CITY COUNCIL REFUSE BIN 03515 2005	