

# Proposed Marina Development at Clifden

## Overview:

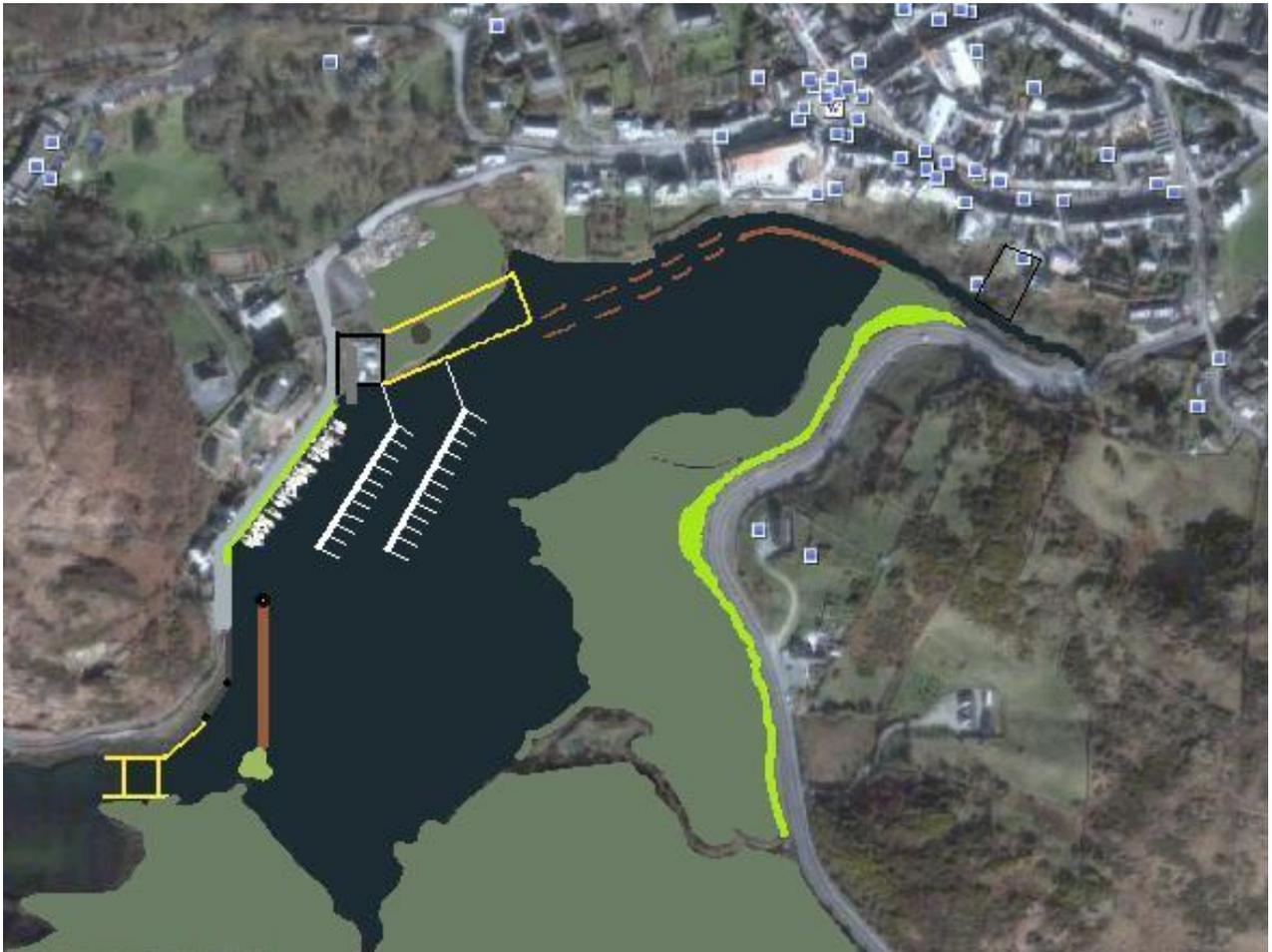
Considering the current economic situation this idea may be the 'Making or Saving of Clifden'.

This is not a new idea but an old one originally brought to our attention, by Sean Joyce of the local 'VG' Supermarket (as it was known then), I believe, in the 1970s.

His plan was to 'Gate the Harbour' and develop a Marina with surrounding 'Park Lands'.

This was once seen as an 'Opportunity' (not taken),  
It could now be seen as a 'Necessity' (that has to happen).

## Immediate, Medium and Long Term plan



## **Immediate plan:**

### **Phase1:**

This will take some time but we must start the ball rolling by pushing the idea and plans to '**Gate the Harbour**', creating a medium to long term stopping point for visiting boats.

### **Phase2 (while phase 1 is being pushed):**

Install seasonal 75m floating Jetty Extension (with concrete floating landing) to compliment the now existing Jetty at the Beach area of Clifden Bay which will encourage visiting boats to stay longer in Clifden Bay while checking out what our town has to offer and time for them to learn more of what we are proposing.

This also gives boats somewhere to tie up while waiting for the required 'Height of Tide' for their particular vessel to enter the 'Town Harbour Marina', once operational, for a medium to long term stay.



## **Benefits:**

### **Jetty Extension at Clifden Beach:**

1. All boats, both shallow and deep draft, have access to deep water floating jetty on all tides. This is only good for the short to medium term stop-over (not meant for unattended boats to be left).
2. Boats waiting to gain access to the Town Harbour at high tide have a "Waiting Pontoon" and access to shore facilities without the need to drop anchor and tender (dinghy) ashore.

## **Medium Term plan and benefits:**

**Gate the Town Harbour** keeping boats in the harbour afloat full time.

Most will agree the harbour looks much nicer when the tide is in.

A single set of gates will make the harbour accessible at high tide only and for a limited period like Galway Docks (open 2 hours before high tide and closed at high tide).

The next step-up is a second set of gates, or lock gates, instead of the fore mentioned single set, which will give access at all heights of tide like Kilrush Marina (determined only by the height of tide needed by a specific boat).

**Build Marina**, in phases. There are many options here. Pictured is one option I see being the easiest to start with.



Illustrated above is how the Town Quay could look. This example shows 21 boats, approx 50ft each, tied up, stern-to, using their own anchors on their bows. All that has to be supplied is a series of mooring points on the town quay. The same space could facilitate 35 boats of 30ft size.

The simplest and probably quickest next step would be to put down “Bow Pick Up” lines to enable boats to tie to the pier wall, stern to, Mediterranean style. This would just entail a line of moorings set at correct distances away from the pier wall. This should facilitate at least 20 boats of varying sizes while keeping the end of the pier with the car park free for boats (i.e. Fishing boats) to load/unload or make repairs etc.

This gives boats access to the harbour and the benefit of staying afloat at all heights of tide in a sheltered harbour for medium to long term mooring.

An option after this is to supply water and electricity for each of the berths. This is chargeable to each boat.

This example still only uses two thirds of the quay wall, keeping the end of the quay free for loading and unloading as is used by existing vessels using the harbour.

***This shows the immediate benefits of gating the Town Harbour.***

**First Phase:**

Gate the Town Harbour keeping water in the harbour at all times.

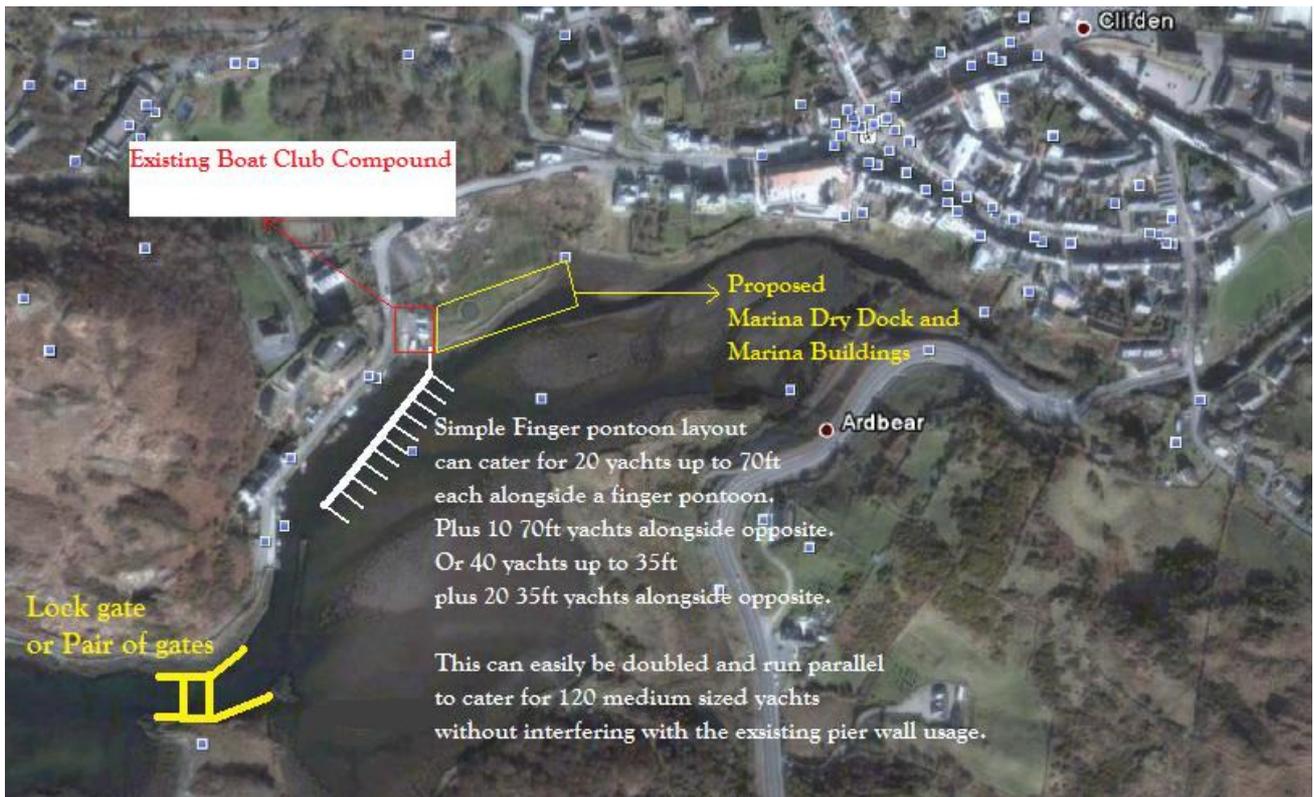
**Second Phase:**

Install mooring blocks and buoys for the boats to tie their bows to. This eliminates the chance of the individual boat’s anchors getting tangled. This also makes the berth a more chargeable one.

Also then install swinging moorings in the middle of the harbour for the more security concerned boater and giving more berthing opportunities and options.

### **Third Phase:**

At this point we have to decide whether to keep this classic look in the harbour or go ahead and modernise it by installing the finger pontoon systems. The other option at this stage is to install the finger pontoon system at “The Beach” area where there is deeper water.



Once the Harbour is gated and has pontoon berths the Town Harbour Marina will need Dry Dock and Marina Buildings. This also can be done in phases.

### **Summary:**

Clifden needs a new attraction, a new angle, a new draw for tourism and business in general.

The building of these local amenities will give Clifden the edge it needs. It will bring a whole new client/custom to the area, giving Clifden a whole new dimension.

This will build a whole new Primary, Secondary and Tertiary business line for the town and community, creating new business opportunities and employment for many.

Clifden Boat Club hosted the “West Coast Sailing Championships” in 2007 and 2008. This brought 40 plus yachts, and their crews, to Clifden for most of a week each year. The nearest time we can host these again is on a three year basis, which is now hapening this year, July 13<sup>th</sup> to 16<sup>th</sup> 2011.

The “National Sailing Championships” were, 2009, in the west coast (Tralee) for the first time ever. We have just recently confirmed that Tralee will host them on the west coast again in 2013.

The criteria, at the moment, for hosting “The Nationals” are having a marina that can facilitate 100 yachts. This should be our time line for full development. The decision to host either of these events has to be done 3 years in advance (now).

***Imagine what could be seen here if we build this Marina.***

Damian Ward. 31<sup>st</sup> January 2011