



# SPECIAL GENERAL MEETING

10 April 2024

This motion is in support of a Capital Expenditure Request (CER) to fund the project that will connect the four main CFSA docks with a main walkway and procure 10 fingers for A dock.

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*Motion:*

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That CFSA expend up to \$250,000.00 for the purpose of achieving the Initial Operating Capability Phase 1 for the marina in Lang Cove.

Moved By: Tom Eagle

Seconded By: Aaron Weisgerber

## Background

CFSA successfully achieved the emergency operating capability (EOC) in 2022. Since this milestone, a significant amount of design and regulatory work has been completed which is allowing CFSA to move forward with the Initial Operating Capability (IOC) project. The IOC will be completed in phases, this project will be considered phase 1.

## Proposed Work

CFSA has been granted approval from the Department of fisheries and oceans to configure the marina as per the drawing attached below. To complete this work, a phased approach is needed to focus our volunteers and ensure that we deliver capacity as soon as practicable. The table below includes estimates for the main portions of the project. Please note that this will change as the project evolves and contracts are signed.

Item	Cost	Contingency (20%)	Total
10 New Fingers for A Dock (including delivery & attachment hardware)	\$105,000.00	\$21,000.00	\$126,000.00
Pile Driving	\$22,000.00	\$4,400.00	\$26,400.00
Removing ML Float Pilings	\$22,000.00	\$4,400.00	\$26,400.00
Chain to secure main walkway and other floats	\$46,000.00	\$9,200.00	\$55,200.00
Environmental Monitoring and Consulting	10,000.00	\$2,000.00	\$12,000.00
<b>Total</b>			<b>\$246,000.00</b>

## Questions and Answers

### 1. How much money does CFSA have?

CFSA has an unencumbered balance of approximately 1 million dollars. After this proposal is actioned the club will still be in a good financial position.

### 2. Why is there a 20% contingency

PSP policy and good practice requires a 20% contingency be added to projected expenditures in projects like this one.

### 3. How did you come up with the costs listed above?

We were able to consult vendors for approximate costs for the fingers, chain cost and piledriving work. We are still refining the environmental costs which we expect to be less than what is quoted above.

*4. What is the plan for the ML Floats?*

The ML floats will be used to make the main walkway around the marina and will also be used to replace, B, C, & D dock.

*5. Why do we need new fingers for A dock?*

The new marina requires B dock to be shortened in order to allow access to all four docks. We also need extra space to put boats while B, C, and D dock are being replaced with ML floats. Once the new fingers are installed we will have 10 additional berths to what exists now and also additional space along the walkway.

*6. I thought we already approved new fingers?*

The large request that was submitted for new fingers for CFSA proved to difficult to execute. This smaller request will ensure we get what it is needed in time.

*7. Why are the new fingers so expensive?*

The new fingers purchased will be 40 to 45 feet long and constructed of aluminum. This will ensure that the fingers can handle the chop that is present during larger storms on the western face of A dock. This will also be the home of our larger boats and also have the ability to accommodate larger vessels during events like the Cascadian Convoy.

*8. Why do we need environmental monitoring?*

When work that may affect the environment is conducted a qualified environmental professional is required to observe the work to ensure we do not adversely affect the sea bed.

*9. When will we have walk on shore access.*

Herold Engineering continues to design the shore access points. We have asked them to prioritize access on the western side as it is significantly easier to execute. We expect that this will follow very shortly once the main walkway is installed.

*10. Will volunteers be needed to execute this project?*

Yes! CFSA's success has always been as a result of dedicated volunteers. We will do our best to communicate what will be needed to make this project a success.

# Full IOC Marina Layout

Western Brow expected to be installed at IOC Phase 2

Eastern Brow expected to be installed at IOC Phase 3

WORK POINT LOCATIONS		
WP #	NORTHING	EASTING
1	5304890.075	46819.635
2	5304819.433	468705.824
3	5304862.082	468792.136
4	5304559.209	468846.060
5	5304803.311	468710.088
6	5304523.860	468713.763

NOTE: WORK POINTS (WP) ARE AT ENDS AND DIRECTION CHANGES ALONG THE NORTH FACE OF THE MAIN DOCK, NORTHWEST CORNER OF 'Y' DOCK AND NORTHWEST AND SOUTHWEST CORNERS OF 'A' DOCK.

