WALCON

CASE STUDY

PORTLAND MARINA

AT THE HEART OF THE 2012 OLYMPICS

Completed by Walcon Marine in May 2009, this state-of-the-art facility was commissioned by leading UK marina operator Dean & Reddyhoff.

With 250 berths and full onshore facilities, Portland Marina will form a critical part of the venue for the 2012 Olympic and Paralympic Games before becoming a permanent leisure marina.

All the pontoons used at Portland are based on Walcon's System 21 design. This combines a mild steel structure with fibre-concrete protected polystyrene floats to create a strong and long-lasting structure.

Hot-dip galvanisation gives protection against corrosion and here hardwood decking was chosen for its durability and quality. The main walkway is double width, with all the services running down a central duct. This allows a good deal more space for gear and equipment being trans-shipped than is usual on a marina of this size.

The fuel pontoon was specially designed in co-operation with the fuel supplier for maximum safety and convenience, and can service craft of all sizes with both conventional petrol and high volume diesel pumps. Landside fuel storage provides for 50,000 litres of diesel and 35,000 litres of petrol.

As an additional detail the outermost pontoons, intended to provide berthing for larger yachts, have been specially modified to give a freeboard of 650mm versus the conventional 500mm.

This is to make it easier for owners and crew to embark and disembark from their boats in greater comfort by reducing the distance between side deck and pontoon without the need for steps to be permanently fitted.

Another unusual feature is the bridge linking the shore to the marina. It is effectively fixed at each end to a section of decking that moves as a single piece as the walkway rises and falls in response to the tides. The decking sections attached to the head and foot of the bridge can move freely on hidden runners giving a smooth transition from shore to marina, free of obstacles, steps, or other hazards.

The end result makes the movement of people and trolleys that much easier. As with the gate at its head, special attention has been paid to the metalwork and the safety rails down each side to make them both stylised and reassuringly solid.

The finger pontoons installed here are the first of the new soft finger-end type developed by Walcon in 2009.

Fitted with rubber fender caps on each corner these ensure that any approach to a berth that ends up less than perfect inflicts little or no damage to either boat or pontoon due to the elimination of any sharp corners.

All the piling for the project was undertaken by Walcon's floating piling rig, the *Walcon Wizard*.