

Welcome TOMMY NORTON



Securing future access to the Gippsland Lakes

The new dredge for maintenance of ocean access to the Gippsland Lakes, 'Tommy Norton', has arrived! It is an important milestone in the maritime history of the Gippsland Lakes and a major achievement for Gippsland Ports.

The Trailer Suction Hopper Dredge (THSD) 'Tommy Norton' is purpose-built for the conditions at Lakes Entrance and the important task of maintaining safer and more reliable access for commercial maritime traffic and recreational vessels.

After detailed planning, contractual negotiations, and an international design process, construction commenced with the first cutting of steel in June 2016, then the keel laying in September 2016 and launch in April 2017.

'Tommy Norton' arrived at Lakes Entrance on 1 September 2017.

The Gippsland Ports' crew received intensive training, using a simulator at Smartships Australia which simulates the vessel's operation in Lakes Entrance conditions.

The arrival of 'Tommy Norton' secures the future of commercial and recreational boating access to the Gippsland Lakes.

About TOMMY NORTON

Builder: Damen Gorinchem
at Damen Yichang Shipyard, China

Owner/operator: Gippsland Ports

Length overall: 60.4m

Beam: 12.0m

Draft (unladen): 3.18m

Hopper volume: 650m³

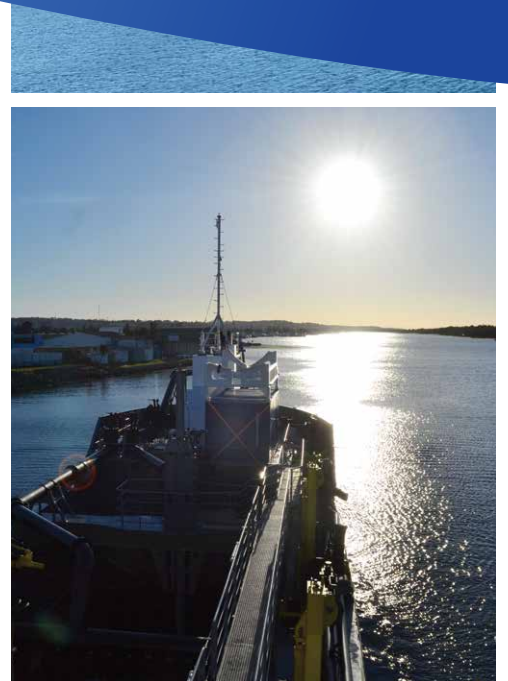
Gross tonnage: 1095t

Max speed: 9.6 knots

Pump ashore capability: 850m

Rainbowing capability: 41m

Propulsion: 2 x Caterpillar C18 Acert
447kW – Schottle azimuth thrusters
driving 2 x 1300mm fixed pitch
propellers in nozzles. Bow Thruster 1 x
Caterpillar C12 254kW Channel Thruster



Who is TOMMY NORTON?

The Thomas Norton was a paddle steamer operated in the 1870s at Lakes Entrance and in the Gippsland Lakes, affectionately known as the PS 'Tommy Norton'.

Built by W & G White in Williamstown, Victoria, in 1859, the carvel-built paddle steamer hull, consisted of one deck, one mast, with a rounded stern.

The PS 'Tommy Norton' was brought to the Gippsland Lakes by the newly formed 'Gippsland Lakes Navigation Company' in 1864.

The steamer worked as a tug at the bar of the natural entrance to the Gippsland Lakes. She worked in direct competition with the PS 'Lady of the Lake', towing schooners and steamers through the tricky and forever varying entrance. When the natural entrance was totally sealed or too shallow to navigate, the PS 'Tommy Norton' would be used to take passengers and cargo on the twice-weekly Latrobe Bridge, Sale to Bairnsdale run.

Sadly, on the 26th October 1877, in the evening somewhere between 6:00 and 7:00 pm, the PS 'Tommy Norton' lost the battle with the sea.

The Gippsland Times

SATURDAY, NOVEMBER 3, 1877

THE WRECK OF THE TOMMY NORTON

Between six and seven o'clock on Friday last, after piloting the steamer and schooner "Nowra" safely the "T. Norton" returned to re-cross the bar, and in the attempt was caught broadside on by the wind and heavy sea running there, and driven on to the western spit.

At once refusing to answer her helm; she canted over on one side and remained so with the sea beating over her 'until about eight o'clock, when the locks that connect the boiler with the ship's side were carried away and she immediately began to fill, the water putting out the engine fires, and the little vessel remained on the spit gradually falling to pieces owing to the immense strain of water that was breaking over her side.

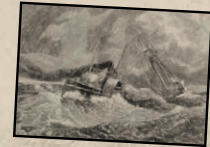
In this condition of excitement, terror, and anxiety, all hands, consisting of the captain and

four of a crew, with Mrs Rigney, a lady on a visit to Bairnsdale, who had brought from Sale by the "Murray" and-transhipped by her into the "T. Norton", remained on board until daylight.

Without a murmur of complaint the lady continued in that position the whole night through, and when asked to go below for fear of being washed overboard she begged to be allowed to remain on deck, stating that while she could see her fellow sufferers still alive it gave her hope.

As day-light broke, Captain MacAlpine and Brown, the engineer, succeeded in getting ashore and securing the boat of the "Maffra", which was, lying in Reeves River, by which they rescued the remainder of the crew from the wreck.

Nothing was saved belonging to the company or the crew, except the clothes the latter wore at the time the vessel struck.

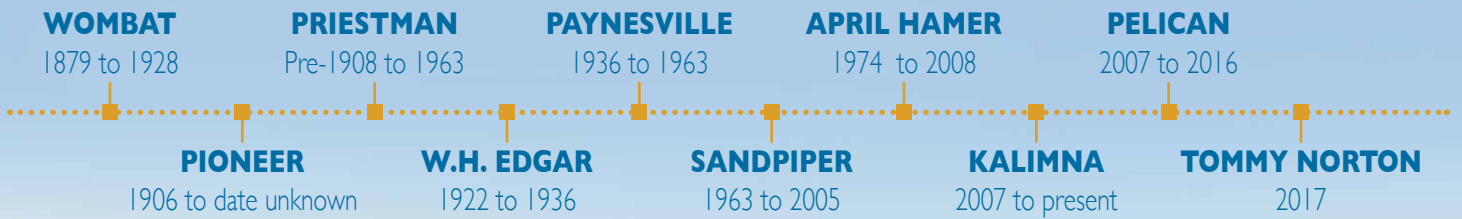


Diary of a NEW DREDGE

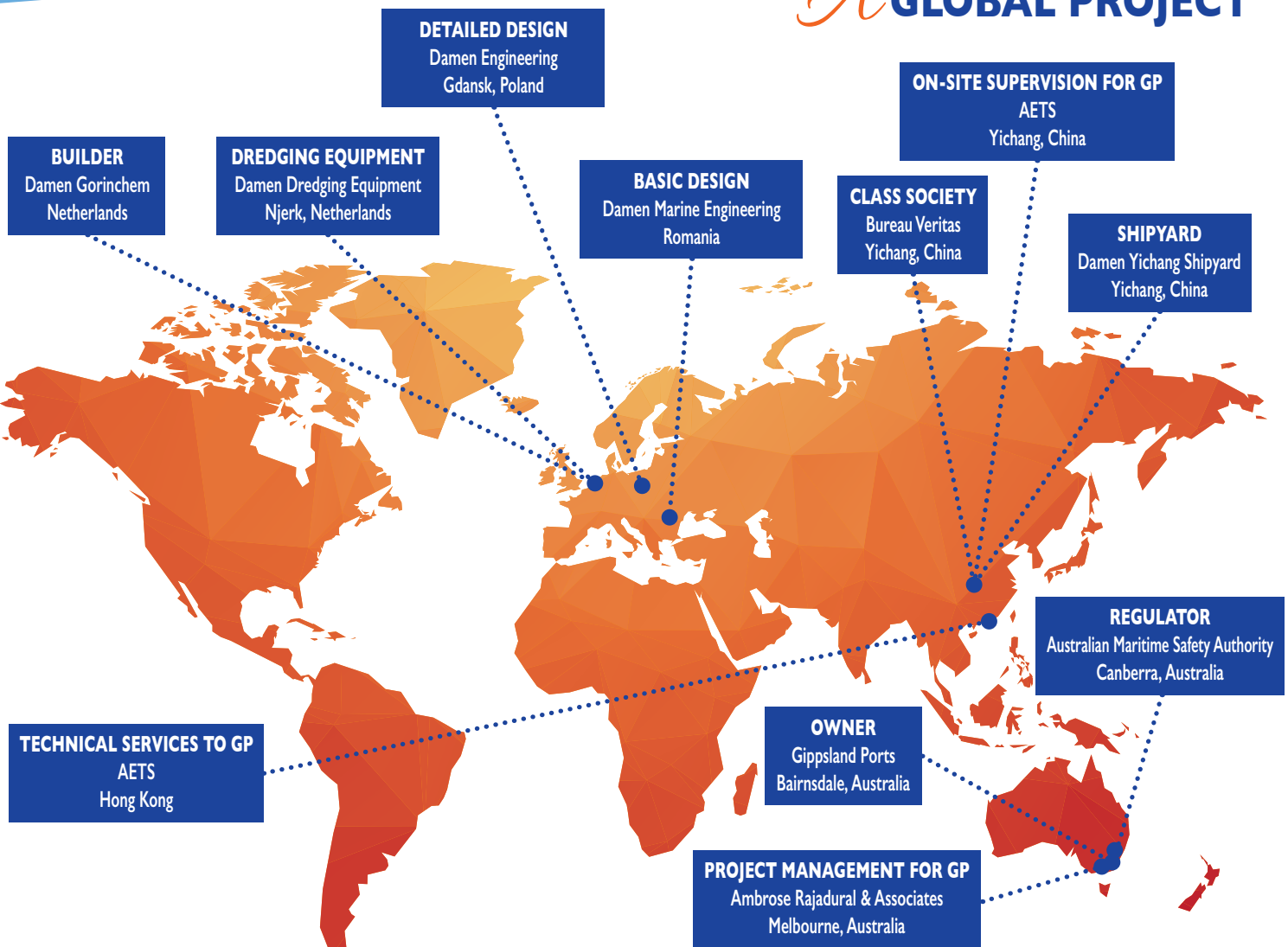
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|--------------|---|
| MAR 2008 | First trial of Trailing Suction Hopper Dredge (TSHD) technology using the Pelican |
| DEC 2009 | Final Business Case for Future Sand Management at Lakes Entrance |
| MAY 2010 | State Government announces \$9.1 million over four years for Gippsland Lakes Ocean Access |
| MAY-AUG 2013 | Strategic assessment of future dredging options |
| OCT-DEC 2013 | Business case prepared |
| JUN 2014 | TSHD procurement process commences |
| OCT 2014 | State Government approval to proceed with market process |
| | Tenders advertised nationally and internationally |
| FEB 2015 | Detailed tender evaluation commenced |
| JUN 2015 | Approval to proceed with contract negotiations |
| 26 NOV 2015 | Contract is executed with Damen Shipyards Group |
| 28 JUN 2016 | Steel cutting commenced |
| 8 SEP 2016 | Keel laying |
| 6 APR 2017 | 'Tommy Norton' launched |
| 23 JUN 2017 | Sea trials in East China Sea |
| 29 JUL 2017 | 'Tommy Norton' sails for Australia |
| 1 SEPT 2017 | 'Tommy Norton' arrives at Lakes Entrance |



Dredges of the GIPPSLAND LAKES



A GLOBAL PROJECT



World class DESIGN, TECHNOLOGY AND CREW

Tommy Norton is purpose-built for the conditions at Lakes Entrance, with the world's leading design, technology and personnel for the dredging task.

Environment

Double walled fuel tanks – reduced risk of spill. Capacity to lighten itself and reduce draft in case of shallow water.

Navigation

Fully electronic chart system, monitoring wind, sea state, current and other conditions. Twin azimuth propulsion units and bow thruster for manoeuvrability, Echo sounders located fore and aft to provide accurate depth data.

Dredging

Extended dredge automation and tracking system. Automatically records time, location and quantity of dredging.

Operation

Smartships full mission simulator – used for training crews and reviewing operation. Enhanced bridge design – improved space, layout, visibility and working conditions. Full bridge controls for all engine and dredging functions.

Maintaining our ENTRANCE

The Port of Gippsland Lakes is home to Victoria's largest commercial fishing fleet. It also services commercial vessels and offshore oil and gas suppliers.

The increasing popularity of offshore fishing and boating means that the entrance to the Gippsland Lakes is also an important asset for recreational boating. Up to 200 vessel transits per day have been captured on Gippsland Ports' web cameras which indicate the popularity and regional importance of this ocean access facility.

The economic contribution to the region of the recreational boating and commercial fishing industries operating within and through the Port of Gippsland Lakes exceeds \$200m annually.

Maintenance dredging at Lakes Entrance has been undertaken for over 120 years and is vital to provide a reliable entrance to the Gippsland Lakes. Dredging will continue to maintain the historical depths at the entrance and bar, within all environmental approvals. Gippsland Ports has an excellent record of meeting all environmental and safety requirements in its dredging operations.

Delivery of the "Tommy Norton" will ensure ocean access at Lakes Entrance is maintained for the region's economically important commercial fishing and tourism industries, and will contribute to enhanced maritime safety for recreational boating and fishing enthusiasts using the entrance.

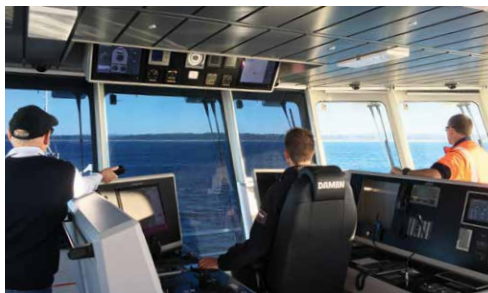
Crew

Master – Daren Korwa: Over 20 years' international maritime and dredging experience. Master Class 1 Certificate of Competency and qualifications in Nautical Science.

Engineer - Peter Alberda: Qualifications in Maritime Engineering from the Netherlands. Certificate of Competency Chief Engineer all ships.

Mate / Pipe Operator – Shayne Day: Gippsland Ports employee for 18 years. Master IV <35m, Local Knowledge Certificates for Port of Gippsland Lakes.

Mate / Engineer - Neil McCallum: Local resident with many years' experience as engineer and master of vessels, including NSCV Master IV, Local Knowledge Certificates for Port of Gippsland Lakes.



Gippsland Ports acknowledges the traditional owners of the land and waters of the Gippsland Lakes, the Gunai Kurnai people, and pays respects to their elders, past and present.

This is reflected in the naming of Tommy Norton's support vessels:

Workboat: 'Warin' (meaning 'sea')

Rescue craft: 'Ballagen' (meaning 'sea sponge')

A message from GIPPSLAND PORTS

Gippsland Ports is extremely proud to take delivery of the Trailing Suction Hopper Dredge, "Tommy Norton".

We are very appreciative of the support provided by the Victorian Government to provide for continued maintenance of ocean access to the Gippsland Lakes through funding the procurement of "Tommy Norton" and to undertake the related on-shore infrastructure and services works.

This project has been a significant undertaking by Gippsland Ports on behalf of the State of Victoria and we are delighted to have delivered an excellent vessel both on time and within budget.

To have been able to achieve this outcome is testimony to the builder, Damen Shipyards Group and Gippsland Ports' project managers, supported by our appointed technical and quality support team, Anglo Eastern Technical Services based in Hong Kong.

We are grateful for the excellent work provided by all involved in the building of "Tommy Norton", Gippsland Ports' staff, and local contractors and service providers at Lakes Entrance.

Maintenance of ocean access is critical to supporting and sustaining commercial and recreational maritime access through the entrance which is of vital importance to the local economy.

We anticipate "Tommy Norton" will provide decades of safer and more reliable bar crossing in the same manner its namesake did in the 1870s prior to the creation of the artificial entrance.

Geoff Hocking, **Chair, Gippsland Ports**

