

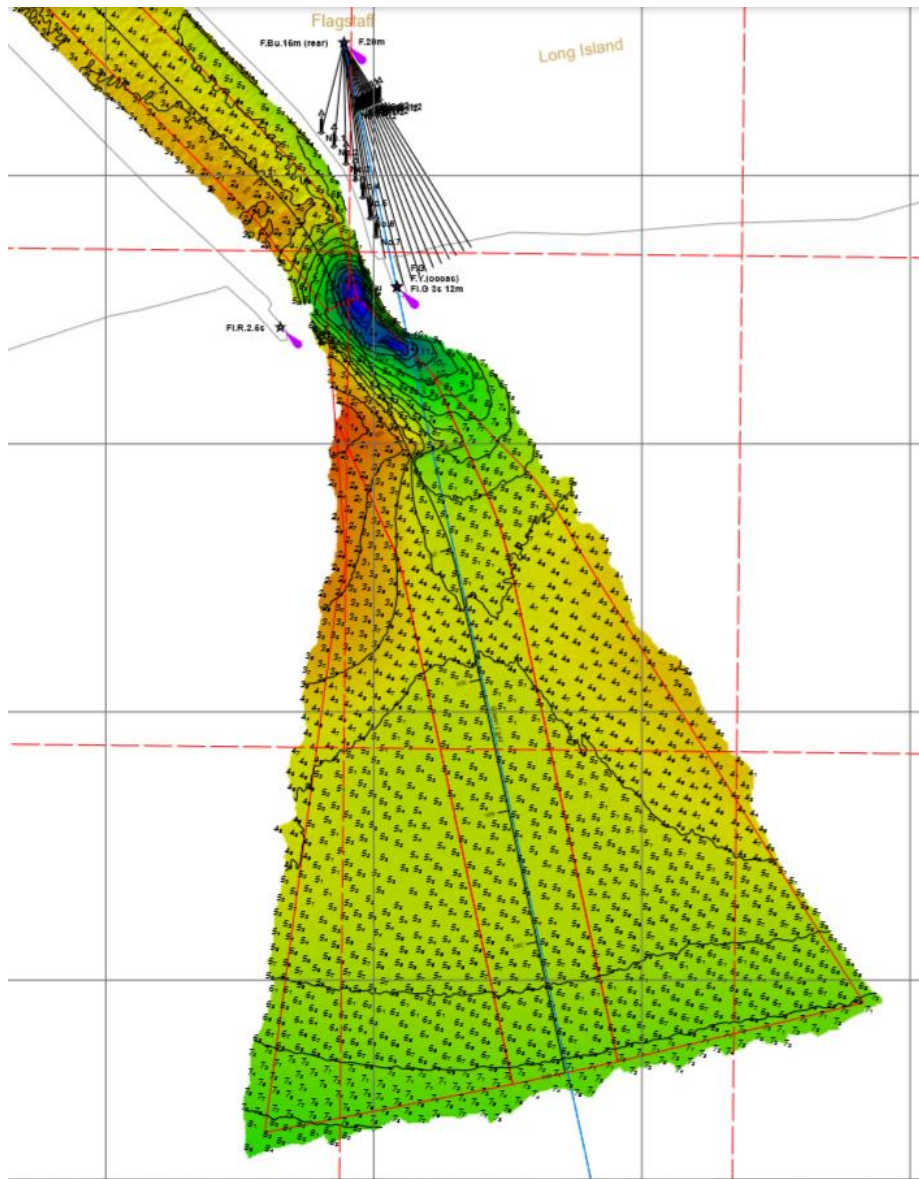
Website version

2019	Work	Comments
January 2019	Safety checks and vessel maintenance for initial weeks.	January is annual mtce period (as per Kalimna and other dredging plant) due to high vessel traffic around Lakes Entrance during the Christmas/New Year into January holiday period
14 th January	Dredging operations commenced on the bar and Entrance Channel. Dredging in the Turning Circle and Cunninghame Arm and The Narrows when conditions allow.	Weather, tides and currents and sea conditions impact the available time to dredge
August 2019	Variation sought to channel design for section of channel above Rigby Island. This supports maintenance of the natural channel adjacent to the islands shoreline	Variation to the dredge design was approved by DELWP (Victoria) and DEE (Commonwealth)
September / October 2019	Damen warranty period ends	Significant period spent on maintenance to finalise outstanding warranty items
November / December 2019	Environmental Management Plan audit completed of GLOA program and TSHD operations	100% compliance achieved
December 2019	Programmed Maintenance System implemented	Supports proactive maintenance of the vessel after manufacturers warranty period expiry
2019 calendar year	Tommy Norton TSHD 225 days were available to dredge: 73 days dredging, 66 days lost to weather, 38 days maintenance, 48 days crew leave, training, VIP visits, etc 168,072m3 dredged All sand deposited to the eastern Dredged Material Ground (DMG) 37 dolphin sightings (194 individual animals) resulting in 820 minutes of delays 2 whale sightings (totaling 5 individuals) with no delays 80,203L diesel fuel used Kalimna CSD 85,668m3 dredged all sand deposited to the western beach outfall	Access to the port and dredged inner channels throughout the year were as per design GLOA Program Key Performance Indicators met or exceeded throughout the year Challenges in second half of year due to extended Southern Annual Mode resulting in persistent westerlies. These erode the beaches and raise tides above predicted levels resulting in the flood tides carry greater amounts of sand into the Gippsland Lakes. All under weather and sea conditions where Tommy Norton has limited opportunity to dredge

2020	Work	Comments
January 2020	Safety checks and vessel maintenance for initial weeks	January is traditional annual mtce period (as per Kalimna and other dredging plant) due to high vessel traffic around Lakes Entrance during the Christmas/New Year into January holiday period. Vessel traffic much reduced this year due to bushfires.
15 th January	Dredging operations commenced on the bar and Entrance Channel. Dredging in the Turning Circle and Cunninghame Arm and The Narrows will occur when conditions allow.	Delayed start due to bushfire smoke and poor conditions.
January / February 2020	Dredging of the revised channel design at Rigby Island with Kalimna CSD	This is a priority area to dredge, to allow the passage of Coral Trekker to attend the Paynesville Classic Boat Festival

Progressive Bar Surveys - The latest full bathymetric surveys of the Bar and Inner Channels can be found [here](#).

Survey 12th December 2019



Survey 14th January 2020

