

Government of Newfoundland & Labrador  
Department of Environment & Conservation  
P.O. Box 8700  
St. Johns , NL  
A1B 4J6

Attn: Mr. Bas Cleary, Director

Reference: Installation of New Vessel Slipway/Haulout-your file Reference #  
200.20.1545

Sir;

Please find enclosed our registration document pursuant to The Environmental  
Assessment Regulation, 2003.

Hopefully to your satisfaction. Please let us know at your earliest convenience if  
further info is required.

A handwritten signature in black ink, appearing to read "Ford Dowden". The signature is written in a cursive style with a large, stylized initial "F".

Ford Dowden

**NAME OF UNDERTAKING:**

Installation of Marine Rail Slipway/Haul Out.

**PROPONENT:**

- (I) Glovertown Shipyards Ltd
- (ii) 300 Main Street North  
Glovertown ,NL  
A0G 2L0  
PH: 709-533-6792

**CHIEF EXECUTIVE OFFICER:**

- (iii) Hubert Ford Dowden  
President  
300 Main Street North  
Glovertown ,NL  
A0G 2L0  
PH: Office-709-533-6792  
Home-709-533-2196

**PRINCIPLE CONTACT PERSON:**

- (iv) Hubert Ford Dowden  
President/Yard Supervisor  
300 Main Street North  
Glovertown ,NL  
A0G 2L0  
PH: Office-709-533-6792  
Home-709-533-2196

## **THE UNDERTAKING:**

### **(I) Nature of the Undertaking:**

This undertaking involves the installation of a new Marine Railway/Haulout at our facility in Glovertown,NL. This facility would compliment two marine railways installed in 1993.

### **(ii) Purpose/Rationale/Need for the Undertaking:**

Glovertown Shipyards Ltd has been in the shipbuilding and repair business at this location for 27 years. We presently have two similar marine railways with capacities of 200 tons each which limits us on the size of vessels we can dock. Our maximum capacity at present are vessels in the 100 foot range. The new slipway will enhance our maximum capacity to 500 tons or approximately 150 feet vessels. This will greatly increase our range of clients and services we can supply.

## DESCRIPTION OF THE UNDERTAKING:

### Geographical Location:

(I) The proposed site is on property already occupied by Glovertown Shipyards Ltd. It is bounded on the North East and West by Glovertown Shipyards. The South is bounded by Alexander Bay. See attached drawing and map. This site will be accessed by an existing road on G.S.L. property and then by a public road which connects to Shipyard property.(Attachments B and D)

### (ii) Physical Features:

Attachment B details buildings, crane structures, existing haul outs, roads and wharfs. Attachment D offers a broader perspective of similar structures in the Glovertown area.

Attachment B details the area to be affected on G.S.L. property while Attachment C details affected areas in the waters of Alexander Bay.

The area affected on G.S.L. property is relatively flat (approximately 8ft. above high water mark) and is presently used as storage/parking area. A much more detailed description of physical topography is offered in Attachment G and H. Attachment H was developed by soundings taken to determine the suitability of the site for a Marine Railway. Attachment D shows the area void of any brooks or ponds. We propose to divert the drainage ditch shown in Attachment B further to the North or provide a system of culverts to allow it to continue its present course.

The affected land area is void of vegetation (presently used as a storage/parking area) with the exception of Alders in the vicinity of the drainage ditch. A diving survey conducted in the area to be affected in the waters of Alexander Bay has shown a sandy/clay bottom, again relatively free of vegetation and fish.

The marine railway will extend into the waters of Alexander Bay. As such any wildlife species and or fish which frequent the area may be displaced. Diving surveys shows an abundance of marine life in and around our existing haul outs.

(iii) Construction:

It is proposed to construct the Marine Haulout in three stages-September 2008 to August 2009.

Stage One would commence in September 2008 and involve installing a land based track of approximately 300 feet in length. A coffer dam consisting of existing materials would be maintained to prevent entry into the water of Alexander Bay of any pollutants or silts. Upon completion of stage one in December 2008 washed stone and cement would provide a barrier to entry of silts into the waters of Alexander Bay.

Stage Two would commence January 2009 and finish May 2009. It involves construction of the carriage which will run on the marine railway. This structure will be built by G.S.L. in its shop on site and assembled in the spring of 2009 on the portion of track completed in Stage one.

Stage Three will commence in May 2009 and involves approximately 300 feet of track in the waters of Alexander Bay. It is proposed to use all washed stone in the waters of Alexander Bay and install track and stone with the aid of divers, barges and cranes. Stage three will represent completion of the project and is scheduled to end in August 2009.

Potential sources of pollutants during the construction period include the following:

1. Hydraulic Oils from trucks, excavators, loaders or cranes
2. Fuel, oils, antifreeze from the above
3. Silts which may enter the waters of Alexander Bay

We propose to control these by isolating work involved in stage one and two from the ocean with a coffer dam. Silts will be similarly controlled in stages one and two. Silts will be controlled in all three stages by the use of washed stone.

In the event of a spill G.S.L. has a standing "Environmental Spill Program" which was developed and implemented in 2001.

We do not perceive any potential resource conflict. No fish farms are located in the area and Alexander Bay is classed by D.F.O. as "Inland Waters" and no commercial fishing is permitted. Further the site is not near any traffic areas frequented by recreational boaters.

#### (IV) Operation:

The Marine Slipway will be a permanent fixture, the system will consist of structural steel on wood foundations extending 300 feet beyond the low tide level to a water depth of 25 feet. A similar structure will be extended 300 feet on land. A structural steel cradle will run on the system for drydocking ships.

Potential sources of pollutants during the operation period include:

Airborne Emissions;

1. Overspray from painting
2. Dust from sandblasting

Liquid Effluents;

1. Diesel fuels from Ships/machinery
2. Hydraulic/gear oils from ships/machinery

Solid Waste Materials;

1. Asbestos contaminated materials

G.S.L. has addressed these potential pollutants in the following ways:

Airborne Emissions

1. Paint-lead free paints are used. Overspray is contained as possible and Cleaned if necessary.
2. Sandblast Dust-Crushed slag used as a grit to minimize Health, Safety and Environment Issues.

Grit is contained as possible and cleaned/removed at all times.

Liquid Effluents;

Liquid and or cross contaminated materials will be contained. In the event Of a spill our “Environmental Spill Program “ will be invoked.

Solid Waste Materials;

Asbestos and or related materials will be removed/disposed by a recognized Certified contractor in a manner suitable to the appropriate authority.

No causes or resource conflicts are perceived or anticipated based on the history of our present operations of two Marine Railways.

(V) Occupations:

Construction Project-14 employees-4000 hrs.  
Operation Phase-25 employees-25000hrs/year

Construction Project Occupation Breakdown

-Labourers	-----4
-Divers	-----2
-Crane Operator	-----1
-Welders	-----4
-Electrician	-----1
-Painters	-----1
-Heavy Equipment	-----2
-Carpenter	-----1

Operation Phase Occupation Breakdown

-Labourers	-----4
-Welders	-----5
-Electricians	-----2
-Carpenters	-----2
-Painters	-----5
-Hydraulic Technicians	-----2
-Plumber	-----1
-Mechanic	-----1
-Shipwright	-----3

The undertaking will be constructed by G.S.L. We anticipate having to contract out diving services (2 divers) and ground related work (2 heavy equipment operators) for a total of 4 positions. Some 10 employees will be diverted from the G.S.L. work force as require for a total of 10 positions.



G.S.L. will draw from its existing work force and as such we are limited to present employees. From our present workforce we are able to divert the following female workers to the project for a total of three.

Labourers-----1  
Welders -----1  
Painters -----1

We are essentially unable to control the age or gender of contractor employees.

We anticipate hiring approximately 10 new employees in the operation phase of the project.

(VI) Bibliography:

Attachment B-Yard layout and location of proposed new slipway.

Attachment C-Recent map from Crown Land Division (1:10,000) showing location/topography of G.S.L.

Attachment D-Recent map from Crown Land (1:100,00) showing our facility in the Glovertown area with transportation routes, power lines, ponds, brooks and water bodies note

**SCHEDULE:**

Project Construction start Date:August 1,2008

Project Construction latest start Date:September 15,2008

The date of August 1/08 would allow adequate time for completion of stage one as outlined in our presentation. Any date later than Sept 15/08 would not allow adequate time for completion of stage one and thus negate the possibility of stage two or three being completed in a timely manner. If G.S.L. does not complete the undertaking by mid summer 2009 we will miss the portion of the season when we secure most of our work. This would in effect push the project back one full year.

**FUNDING:**

Funding will be done from G.S.L. resources and is expected to be \$350,000.00

June 11/08  
Date

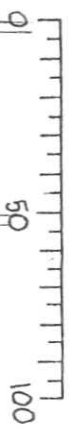
Hubert F. Davidson  
Signature

# Attachment B

ACCESS ROAD 17' MINIMUM WIDTH

DITCH

SCALE



SLOPE

DRAINAGE DITCH

Proposed New Slipway

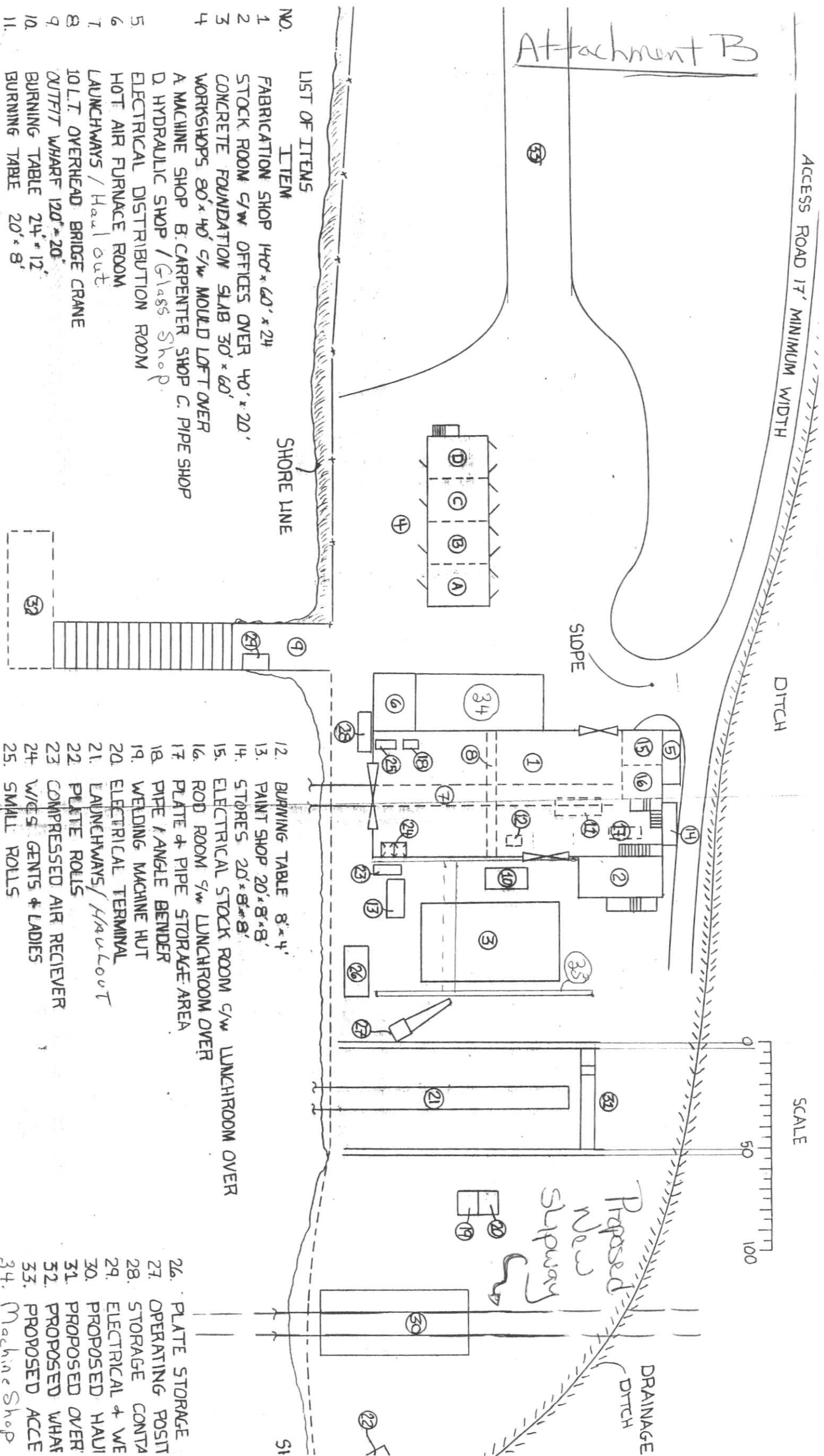
1. FABRICATION SHOP 140' x 60' x 24'
2. STOCK ROOM C/W OFFICES OVER 40' x 20'
3. CONCRETE FOUNDATION SLAB 30' x 60'
4. WORKSHOPS 80' x 40' C/W MOULD LOFT OVER
5. A MACHINE SHOP B. CARPENTER SHOP C. PIPE SHOP
6. D. HYDRAULIC SHOP / Glass Shop
7. ELECTRICAL DISTRIBUTION ROOM
8. HOT AIR FURNACE ROOM
9. LAUNCHWAYS / Haul out
10. 10LT OVERHEAD BRIDGE CRANE
11. OUTFIT WHARF 120' x 20'
12. BURNING TABLE 24' x 12'
13. BURNING TABLE 20' x 8'

LIST OF ITEMS

SHORE LINE

12. BURNING TABLE 8' x 4'
13. PAINT SHOP 20' x 8' x 8'
14. STORES 20' x 8' x 8'
15. ELECTRICAL STOCK ROOM C/W LUNCHROOM OVER
16. ROD ROOM C/W LUNCHROOM OVER
17. PLATE & PIPE STORAGE AREA
18. PIPE / ANGLE BENDER
19. WELDING MACHINE HUT
20. ELECTRICAL TERMINAL
21. LAUNCHWAYS / Haulout
22. PLATE ROLLS
23. COMPRESSED AIR RECEIVER
24. W/D'S GENTS & LADIES
25. SMALL ROLLS

26. PLATE STORAGE
27. OPERATING POSIT
28. STORAGE CONTA
29. ELECTRICAL & WE
30. PROPOSED HAUL
31. PROPOSED OVER
32. PROPOSED WHARF
33. PROPOSED ACCE
34. Machine Shop
35. 10 Ton Crane



# Government of Newfoundland & Labrador Department of Environment & Conservation



## NOTE TO USERS

The information on this map was compiled from land surveys registered in the Crown Lands Registry.

Since the Registry does not contain information on all land ownership within the Province, the information depicted cannot be considered complete.

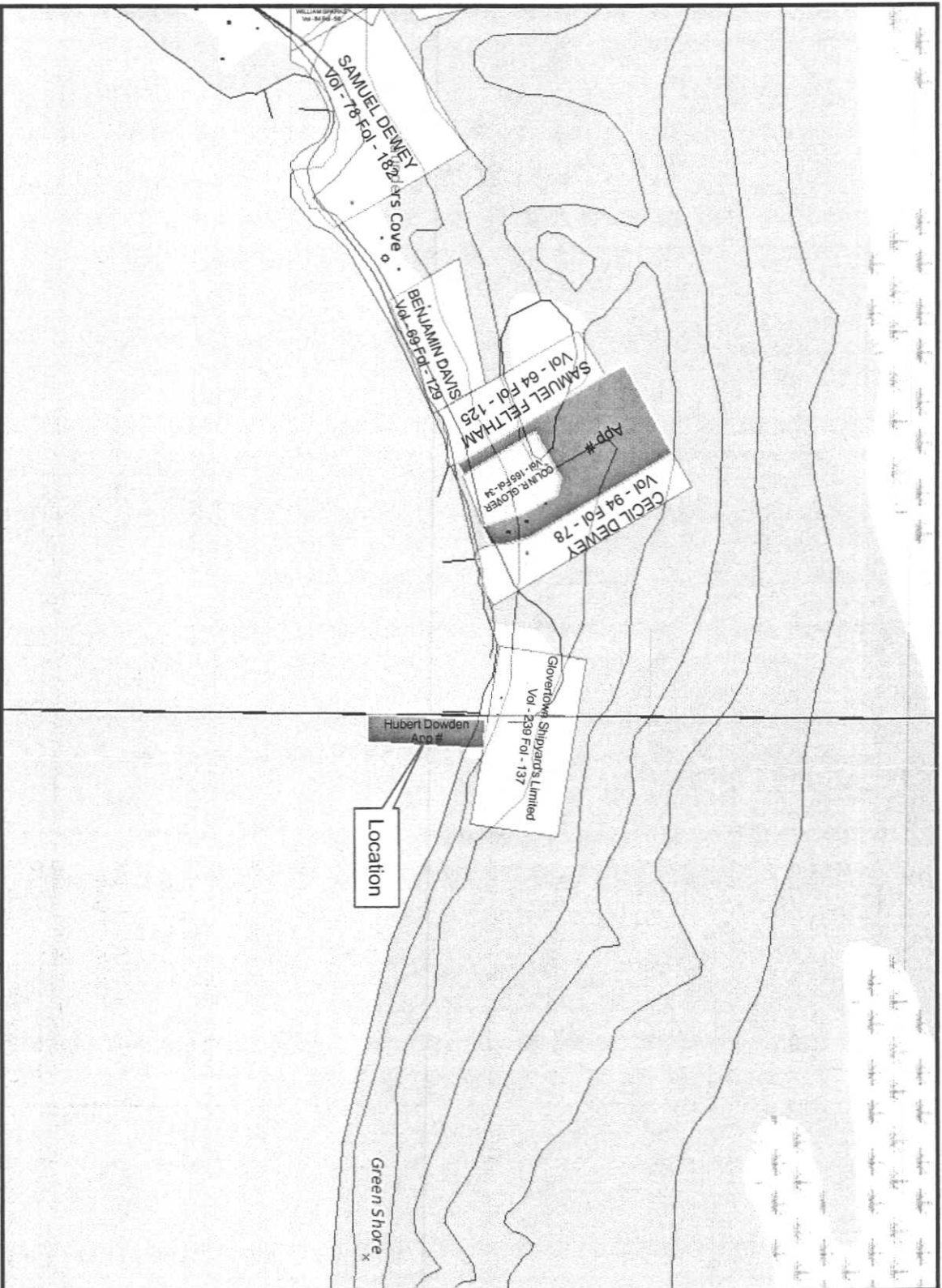
The boundary lines shown are intended to be used as an index to land titles issued by the Crown. The accuracy of the plot is not sufficient for measurement purposes and does not guarantee title.

Users finding any errors or omissions on this map sheet are asked to contact the Crown Titles Mapping Section, Howley Building Higgins Line, St. John's Newfoundland.

Some titles may not be plotted due to Crown Lands volumes missing from the Crown Lands registry or insufficient survey information.

Users can also contact the Crown Titles Mapping Section by fax or telephone as listed below.

Fax - 729-3221  
Telephone - 729-0061



## Crown Lands Division



Scale 1:10,000

ATTACHMENT C

# Government of Newfoundland & Labrador

## Department of Environment & Conservation



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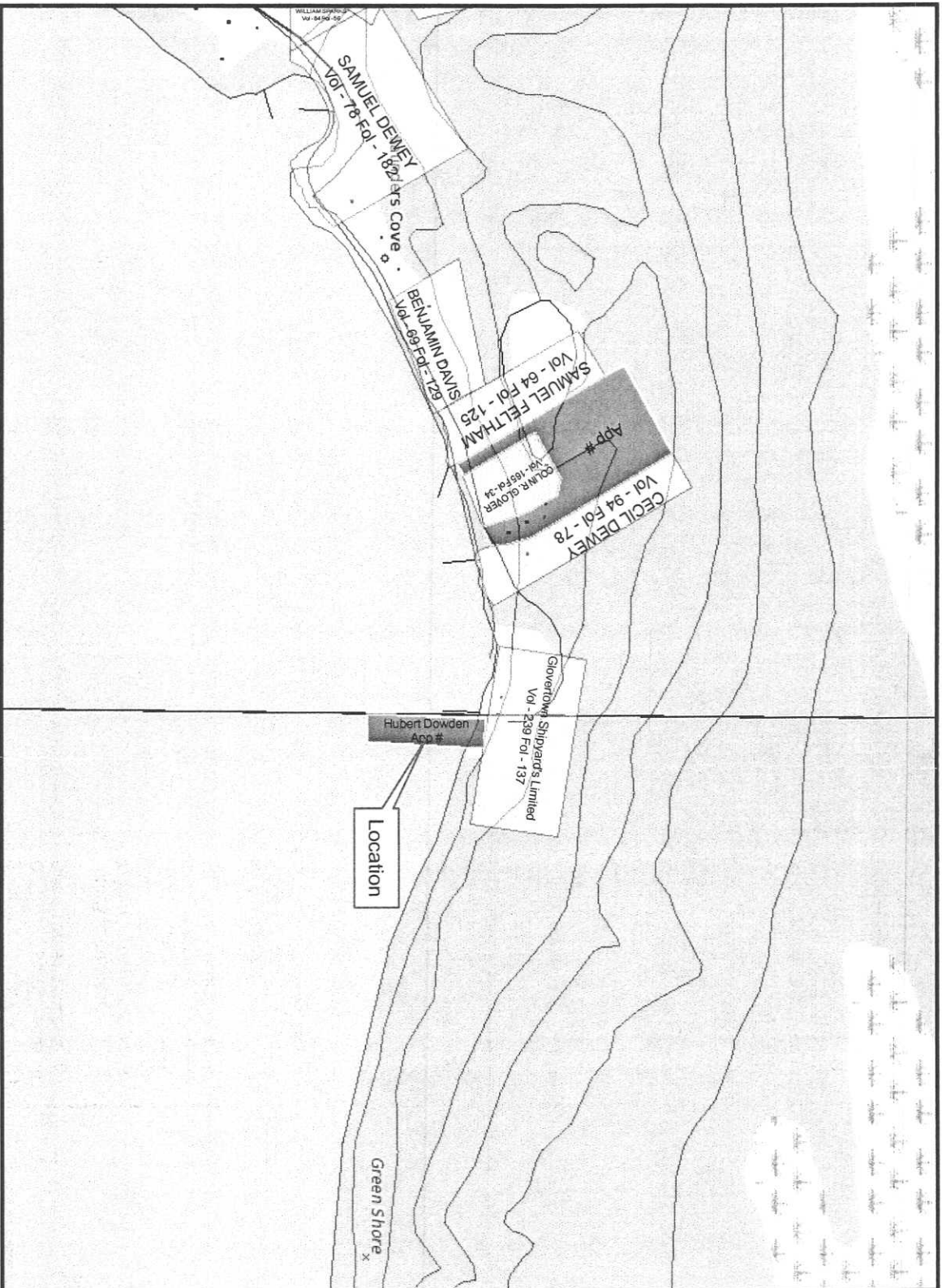
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## Crown Lands Division

Scale 1:10,000



ATTACHMENT D