

MANAGER'S MESSAGE

The Seaview Marina Staff and Board wish you all the best for 2007. This newsletter outlines some of the activities the Board has programmed and some of the changes which have been implemented and are about to be implemented at your marina.

Summer is here at last and we are basking in some unprecedented warm, still weather. The dreadful spell we had before and straight after Christmas has had a big impact on the marina's operation. It has been interesting to monitor the impact through the gate sales to the launching ramp – they are well down on what we budgeted and what we achieved last year. Let's hope we continue to get this weather through the next couple of months.

You would have received with your December 2006 billing a note outlining an increase in license fees from 1 July 2007. The Board reviewed our cost increases over the last three years, since the previous price increase, and looked at our competitors in the market. It was decided that around about a 10% to 11% rate increase was justified. The table below outlines these changes:

SCHEDULE OF CHARGES

BERTHS:

BERTH SIZES	Existing Annual Lease	Annual Lease from July 1 2007
Metres	\$ (incl GST)	\$ (incl GST)
10	2600.00	2900.00
12	3200.00	3600.00
14	3800.00	4200.00
16	4400.00	4800.00
18	5200.00	5800.00
20	7000.00	7000.00
<u>TRAILER PARKS:</u>	1000.00	1100.00
<u>POLE MOORINGS:</u>	950.00	1100.00
<u>RAMP PASS:</u>	100.00	110.00

Wayne Tilly, the Hardstand Supervisor, is no longer with Seaview Marina and the advertisement for his replacement yielded 25 applications. There was a wide range of very competent people. I interviewed four, all of whom would have been excellent. Our final choice was Bill Cole, one of our live aboard licensees on C Pier. There is a photo and brief profile on the last page.

Bill Cole and I have had a major clean up of the hardstand area and the 'Green Shed'. Four large rubbish skips have been filled and we have cut up 5 old unused cradles that have been taking up space. This has led to a much more efficient and effective operation and to compliment this all bookings for the hardstand are now being taken at the office and loaded into our 'Haul Out' module. This allows us to keep track of the activity and simplifies the invoicing process.

We plan to do some serious maintenance work on the launching ramp pontoons over the next six months. The western pontoon has a 12 degree list which will be rectified first. After this we will progressively replace the hinge components between the pontoons, many of which are badly worn. Finally, I plan to replace the plastic rubbing strake with a better quality product.

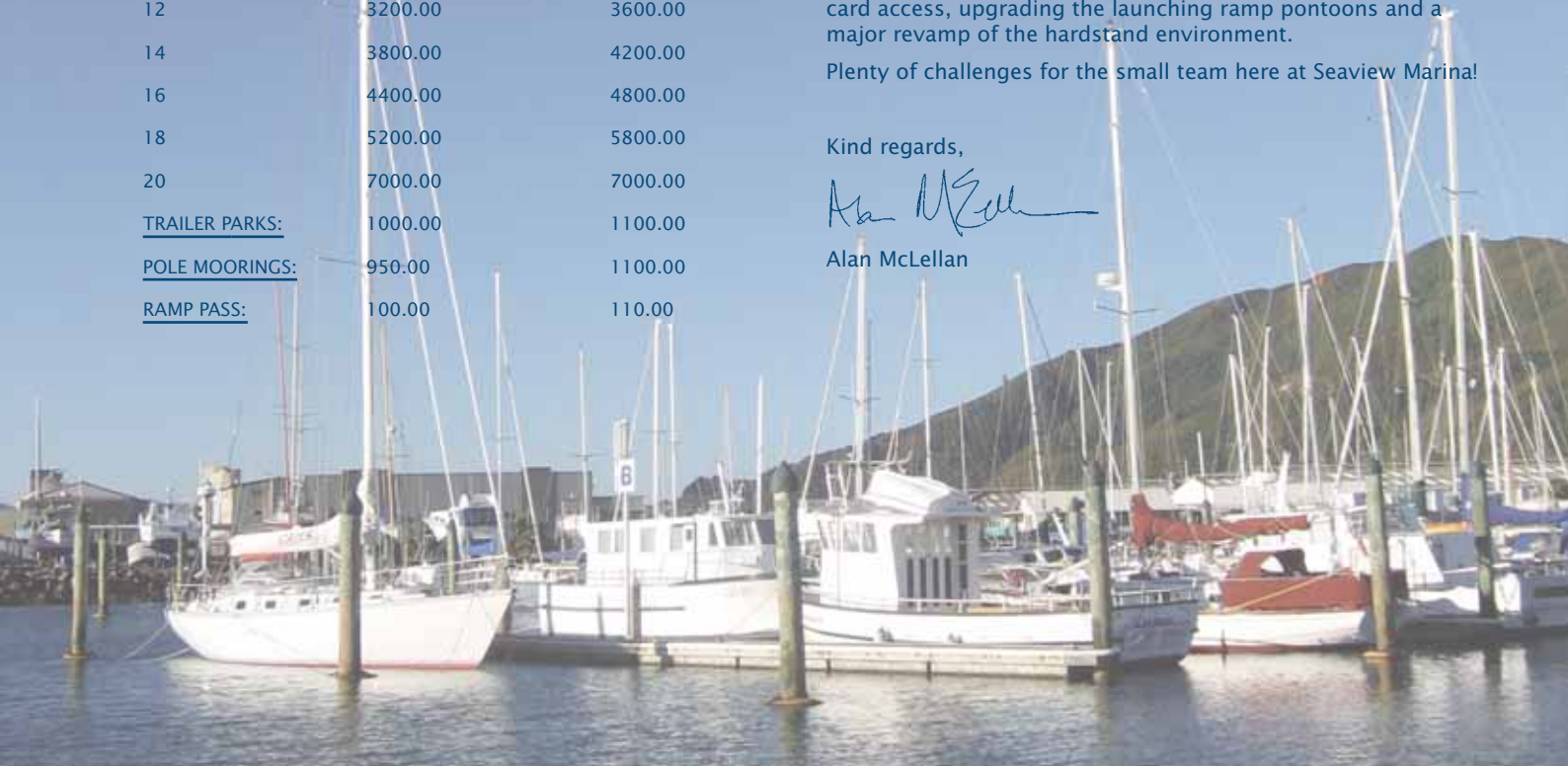
The 2007 year is looking like it will be a full one with a new staff member to train, the start of the building of the Marina Service Centre, completion of all gates being set up for proximity card access, upgrading the launching ramp pontoons and a major revamp of the hardstand environment.

Plenty of challenges for the small team here at Seaview Marina!

Kind regards,



Alan McLellan



CHAIRMAN'S MESSAGE

The Board is excited about the progress that has been made over the last 12 months. We have seen our development and service strategies put in place and are very happy with the results.

Seaview Marina is certainly becoming an environment that is attractive, both from a facility and service point of view, which has seen our occupancy rates climb into the ninety plus percentage levels. This bodes well for further development of marina berths in the near future. The 24 ten metre berths we have awaiting installation could be completed sooner than we expected if the demand keeps increasing.

With the addition of the sector lights the ability to bring a vessel into the marina at night has improved. These lights will greatly reduce our maintenance costs, as previously the lights at the entrance were unreliable and expensive to maintain. I know Alan is looking at complimenting the sector lights with additional lights at the entrance. He is taking advice from several members of the marina boating fraternity and will talk to Vega Industries at Porirua, from whom we purchased the sector lights.

We have finally completed the installation of automatic gate opening for Trailer Parks A and B. The proximity card access makes it so much easier for trailer boaties to get access in and out of the trailer parks. No more need to unlock padlocks and set and unset alarms. These will certainly improve the security of the trailer parks.

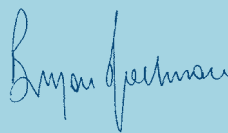
This proximity card access will now be extended to the gates of the marina berth complex. Each pier, starting from A, will be set up and made operational. By the end of April all will be completed and there will be no need for keys.

The Board is committed to the development of the Marine Service Centre. While we have decided to put the project management role out to contract, the basic strategy has not changed.

We are reviewing the tenders for the Project Management Role and this should be let within the next month. Once the Project Manager is in place the project will begin to move ahead with some urgency.

The Resource Consent work has almost been completed for the project and it is clear that the facility is seen to be an asset to the Marina by our shareholder, the Hutt City Council. Only a few issues remain to be sorted out, which include improving the landscape design around the facility and tightening up on some of the design features.

As a Board we are committed to giving the clients who use our facilities the best service and support possible. We plan to continually strive to have Seaview Marina become the best marina in our region.



Bryan Jackson
Seaview Marina Board Chairman



Sailing.... Have A Go

The sheltered waters on the eastern side of the marina office have become a hive of activity over the last six months. Not only is it one of the best locations around for model yacht racing but we are now regularly hosting Yachting New Zealand's 'Sailing ... Have A Go' programme for schools.

We also have the model yacht racing fraternity race here at least once a week. Their beautifully prepared model yachts are a pleasure to watch. They are very competitive – as serious as the real thing. Most of the skippers are 'old salts' who have raced yachts all their lives.

The 'Sailing ... Have A Go' programme is new to the marina but is going from strength to strength. The flat water, security of being inside the marina and our great changing and shower facilities has made Seaview Marina a favoured location for Yachting New Zealand to run this programme.

It is designed to give students in year 6,7 and 8 the opportunity to experience the pleasure of sailing in a safe and well managed environment, with a fully qualified yachting instructor and most importantly, to have fun. The children who come along to sail in the 6 plastic Optimists and 3 Topaz Toppers certainly show through their enthusiasm what a great programme this is.



Fire - A Constant Worry



Boats do burn – know what to do before you hit the water

Every year about 30 small boats, yachts and other pleasure craft have a fire onboard, and about half of these fires occur while the boat is at sea. When a fire breaks out on a boat at sea there is often nowhere to go except into the water, so it's important to know what to do to avoid a fire starting.

- **Show fumes the door:** Most boat fires are caused by leaking fuel or poorly ventilated engine space. When refuelling, make sure there is enough ventilation for petrol fumes. If you spill fuel, mop it up quickly, and ventilate the area before setting out. Don't leave any oily rags or petrol soaked items on board.

Isolate your boat's electrics when refuelling.

- **Get the right gear:** You wouldn't plan a fishing trip without rods or bait, so why leave vital safety equipment on shore? Make sure your boat has a fire extinguisher and fire blanket (for the galley) and, if your boat doesn't have a marine radio, that someone has a charged and working cell phone.

Stow your extinguisher away from the engine space. If a fire starts there you need to be able to get to the extinguisher safely.

- **Alarm yourself:** If you're planning to stay on your boat overnight, it's vital that you install a smoke alarm anywhere where there will be people sleeping. You can't smell smoke when you're asleep, so you need to know there is a fire onboard while you still have time to react.

- **Keep it ship-shape:** Maintaining your engine, fuel lines, and any gas cylinders and equipment on board is the best way to ensure you know about a problem before it crops up miles from shore.

Sometimes, though, a fire is just going to happen. If it does, here's what you need to remember:

- **Assemble the crew:** Before you deal with the fire, make sure everyone is prepared to abandon ship if necessary. This means everyone should have their life jackets on.
- **Transmit a May Day call or call 111:** If fire breaks out, transmit a May Day call on marine radio, if you can access it safely. If not, or if your boat doesn't have a marine radio, call 111 and ask for 'fire', then tell the emergency centre operator your location. Operate your EPIRB. The Fire Service and Coastguard will co-ordinate the rescue and fire fighting from there.
- **Cut off the source:** If it is safe to do so, turn off the electricity or gas, this may prevent the fire from spreading.
- **Tackle the problem:** If you have been trained to use a fire extinguisher, and it is safe to do so, try to put out the fire. **If you don't know what you're doing, you're safer to leave the fire alone.**
- **Take to the water:** If the fire has taken hold, it may be necessary to abandon ship.

More information on fire safety in boats is available at www.fire.org.nz

Fire safety precautions on the marina

Fire on board boats is a constant worry within the marina. There are many examples here in New Zealand and overseas of moored vessels catching fire and the subsequent loss of other boats close by.

For example at Tauranga Bridge Marina towards the end of September 2006 one peaceful Friday afternoon they got VHF call from a liveaboard saying that there was a lot of smoke coming from J pier. Staff were there in the workboat in around 2½ minutes where a very embarrassed mechanic with singed hair informed them it was a petrol boat as he busied himself on the end of a fire hose. Three neighbouring launches were towed to safety within about 10 minutes, the Fire Service were there within the same time but spent another 6 or 8 minutes running the hoses out the 200 or so metres to the burning boat.

It was not a moment too soon! – the marina fire hose was not winning the battle, even the firemen were fighting the blaze for a good 20 minutes before they got the blaze under control as all the upholstered linings were burning. Eventually after having to pump the boat out a couple of times they beat the blaze and towed "Double Trouble" to the hardstand where she was declared a total loss.



Seaview Marina has invested in an Emergency Response Fire Trolley which is capable of pumping salt water and a foaming agent at 300 litres/minute into a fire. Also situated in the middle of each walkway will be a fire extinguisher which has been set up on a frame, together with a life ring. In an emergency the fire extinguishers are available to contain the fire while the fire brigade gets to the marina.

A group of liveaboards have agreed to act as 'first response' personnel. If there is a fire the contact details are as follows:

Name	Vessel	Berth	Contact mobile
Phil Wyse	Ocean Star	E 22	021 277 7704
Graham McMillan	Blue Water	C 20	027 233 2265
Bob Reed	Fairwind	B 37	027 264 0976
Bill Cole	North Wind	C 45	027 410 2196
Graham McKeown	Majando	C 38	025 657 7566

The Marina Manager and the local Petone Fire Brigade are working on protocols to handle such an emergency. These will be put in place and all boaties at the marina will be given copies of the procedures, together with telephone numbers of contact personal.

We hope that a fire doesn't occur but if it does the marina staff, the liveaboard fire team, and the Petone Fire Brigade will be prepared.



Seaview marina not far away from full capacity

At the beginning of March 2006 there was a concern at the occupancy rates. The following twelve months have seen an excellent trend with occupancies now moving towards full.

The table below compares % occupancy for February 2006 and 2007 figures.

	Pole Moorings	No.	Trailer Parks	No.	Berths	No.
Feb 06	91%	2	79%	39	87%	31
Feb 07	100%	0	94%	11	96%	9

It is interesting to note that the demand still appears to be at the 10m and 12m berth size. In fact we have no 10m, 12m or 14m berths available at present.

While E pier, with 16 x 18m, 11 x 16m and 8 x 14m berths has taken some time to fill it is well on the way. The table below shows the occupancy rates of each of the piers.

Pier	A	B	C	D	E	TOTAL
Total No	50	53	48	49	34	234
Vacancies	1	1	0	0	7	9
Occupancy	88%	98%	100%	100%	71%	96%

Once we have 100% occupancy rate and a bit of a waiting list we will then commission the completion of the 24 x 10m berths on the walkway which is in position on the eastern side of the marina.

Are you Paying Your Marina License by Automatic Payment?

If the answer is yes, you will need to contact your bank to increase your automatic payments from May 2007 to cover the new license fee levels which come into effect on 1 July 2007. Please note, if you are paying by automatic payment your rental should be two months in advance.

To make this easier the table below shows you what the new monthly automatic payment rates are from 1 July 2007:

Category	Current MonthlyRate	Monthly Rate from 1 July 2007
Trailer Park	\$83.33	\$91.66
Pole Mooring	\$79.16	\$91.66
10m berth	\$216.66	\$241.66
12m berth	\$266.66	\$300.00
14m berth	\$316.66	\$350.00
16m berth	\$366.66	\$400.00
18m berth	\$433.33	\$483.33
20m berth	\$583.33	unchanged

Please contact Suzanne if you have any queries about your automatic payments or about your account.

Navigational Hazards in the Marina

Further to the article in our October Newsletter about 'Burgee's Rock' we have hired divers to thoroughly check the Marina for navigational hazards. They have confirmed the location of a submerged rock plus small rocky outcrops in the area between the boat launching ramp and the southern breakwater.

We repeat our warning to all vessels entering the Marina and using the boat ramp to keep at least 10 metres from the waters edge of the marina (marked with crosses on the accompanying aerial photograph).

Greater Wellington will be placing 5 Knot markers over the hazards - please keep outside these markers.

A note from the new Hardstand Supervisor, Bill Cole

I would like to thank Seaview Marina Limited for offering me the position of Hardstand Supervisor and Suzanne and Alan for their support and help over the past three weeks while I have been assisting covering the position while the role was advertised.

I hope to bring the skills I have learnt throughout my working life to this position. I have worked as a Farm Manager and a Commercial Fisherman. For the last seventeen years I have been working in mental health as a staff trainer and Manager.

I am looking forward to working alongside Suzanne and Alan in providing a customer focused service to all those using the wonderful facilities at the marina. I have been a Licensee for approximately eight years and during that time have had a number of boats. My current project is a 9.8m (30 ft) Athol Burns motor-sailer with a gaff rig and out of all the boats I've owned this one has given me the most pleasure.

In conclusion, if I can be of any assistance to marina users please feel free to contact me on 027 410 196.



New Cardinal Marker off Mokopuna/Leper Island

Greater Wellington Regional Council has placed an unlit north cardinal marker (right) to the north of Mokopuna/Leper Island. Over the years numerous yachts have hit this rock while racing (maybe they were a bit close to shore...?). So there is now a marker in place.

The marker is in location 41 degrees 14.943 South 174 degrees 51.952 East. Greater Wellington believes this is clear to the north of the offending rock and it was checked by a diver before being placed, but they would welcome any constructive feedback on its location.

For those of you who do not know what to do when faced with a north cardinal marker, check out Maritime NZ's publications on their website and then open the "Buoys and Beacons Handbook" to find out. To contact Greater Wellington Regional Council phone: 0800 496 734 or go to their website - www.gw.govt.nz



DO YOU HAVE A DINGHY ON THE RACKS?

We would like to know who owns the dinghies on our racks across from E pier. It is important that we can contact you should anything happen to your dinghy. There have been a couple of occasions when there has been damage and we haven't had a record of who to contact.

It would be a great help if you could let Suzanne or I know which dinghy is yours so we will keep a register.

