

Manager's Report

It's now nine months since we opened the new hardstand and the Sea Centre. Over this period of time the new facilities have more than proved themselves. What we are seeing are more vessels from outside the marina coming to use the hardstand and the services from our Sea Centre tenants.

Over the last nine months the Travelift and hardstand activity has increased by 36% and 16% respectively. This is a remarkable increase in business, particularly in the depressed economic times we are experiencing at the moment. The fact that the Sea Centre has a group of marine service providers has, as expected, attracted this additional business.

The Sea Centre itself is now providing a wide range of services and products for the boating public of the Lower Hutt and greater Wellington regions. The latest tenant, who moved in this March, is H2O Marine Limited. They have developed a 'state of the art' paint shop and have already painted and antifouled two vessels and antifouled a third.

The two workshops Seaview Marina is leasing out on a casual basis, units 2 and 6, have been occupied continuously since we took them over from the Sea Centre. The demand for workshop space for short periods of time is strong. Already we have had two vessels for periods of up to a month being repaired in unit 4 - the yet to be leased rigger's facility.

You will all be happy to know that a recent engineering survey was done on the marina breakwater. The results were encouraging in that there was very little settlement evident after 18 years. Obviously the design and construction of the breakwater was first class. It will require some additional rocks on a couple of places on the batters, but not for a few years.

Fortunately for us the protection gained by the solid breakwater has given us 18 years of protection from excessive wear and tear on our floating structures. However, the time has come to focus on pier maintenance. In particular piers A through to D need components replaced. A significant amount has been budgeted for this work in the 2011-2012 year. Over the next four years we aim to completely renew the through bolts, floating metal rings and other metal components which are showing excessive rusting.

Overall the marina is in good heart. This year's performance indicates the marina will achieve the return on investment required by our shareholder, the Hutt City Council - a good result in the depressed economic conditions.

Regards
Alan



Alan McLellan
Marina Manager

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CHAIRMAN'S MESSAGE

There is one thing for certain, with anything to do with the sea ongoing maintenance is essential. The harshness of the Seaview Marina operating environment means that we need to continuously replace, repair and monitor our assets. Moving components are especially vulnerable to wear and tear.

During the forthcoming year we have budgeted to spend \$100,000 on routine maintenance.

We all know that postponing maintenance creates a bow wave for future years so we ask that you bear with our team as they go about some of the more major works.

I would like to take this opportunity to thank long-serving Board member John Anderson whose term on the Board came to an end in December 2010. Two new Directors, Hutt City Councillors Ross Jamieson and Chris Milne have replaced John. We have included profiles of all Seaview Marina Board members in this issue.

Many thanks for your continued support.



Bryan Jackson
Seaview Marina Board Chairman

Introducing the Seaview Marina Board



Bryan Jackson (Chairman)

Bryan Jackson has been Chairman of Seaview Marina since it was first established as a CCO (Council Controlled Organisation). Bryan is a company director. He is Chairman of Vehicle Testing New Zealand, a board member of KiwiRail and a director of ING NZ Pty Limited, IEF Limited, Nees Hardware and Building Supplies

Limited, Urban Plus and several other private companies.

Arthur Stewart (Director)



Arthur has been a director of Seaview Marina since its inception. He has been in the property industry for over 40 years, commencing with Valuation New Zealand before moving into private practice. He has been a Director of DTZ New Zealand, managing principal of Darroch Ltd and is a current Director of Urban Plus. He is a former Government appointee to the NZ Valuers Registration Board.

Arthur has also been a NZ yachting representative winning the Southern Cross Cup, Kenwood Cup, National Keelboat Championships (1999 & 2000) and 3rd in the Admirals Cup. He has been a Director of Yachting New Zealand 1999-2005, Chairman of the Board of YNZ 2000-2006, Commodore Lowry Bay Yacht Club 1971-1972, Commodore RPNYC 1995-98 and President RPNYC 2008-.



Ross Jamieson (Director)

Ross Jamieson has been an avid boater all his life, from sailing Takapuna as a kid on Wellington harbour, through to owning a Jeanneau 33i currently on charter in Tonga.

He has served on the board of Weltec for nine years and is a current City Councillor with special interest as a RMA Commissioner. Ross was Eastbourne's last Mayor.

On leaving university Ross worked for Sealords. He practised as a management consultant but now specialises in employment relations.

Ross is the author of the New Zealand Employment Law Guide.



Chris Milne (Director)

Chris Milne is a qualified lawyer and accountant with international banking experience gained in the UK, USA and Canada. Since returning to New Zealand 20 years ago he has developed a business development consultancy, focusing on capital raising and restructuring, technology and

productivity. He has held a variety of directorships and has started and sold a number of businesses. He was first elected as a Hutt City Councillor in 2004 and sits on the Seaview Marina Board as a Council representative.

New Boaties storage facility in the Sea Centre

An exciting project nearing completion is the new boaties storage facility currently being fitted out in Unit 5B of the Sea Centre. If you need more space to store sails, ropes, squabs and other boat gear this could be perfect for you.



- 12 storage units in 2 sizes:
 - 8 units measuring 2700 x 1800
 - 4 storage units measuring 900 x 2700.All units are 2m high
- Short and long-term hire
- Clean, dry premises
- Convenient location right on the marina
- Competitive rates from only \$50 and \$100 per month
- 24 hour a day, 7 days a week access
- Use your existing security disk to enter/exit Unit 5B
- Drive to the door
- Security patrolled

Phone: 568-3736

A New Marina Coatings Facility to Boost the Seaview Marina Sea Centre

When the new marine servicing cluster proposal was publicised by Seaview Marina Management it did not take long for H2O Contractor's Managing Director, Alistair Mackenzie to decide that this was an opportunity too good to miss. H2O Contractors have been quick to secure a long-term lease on Shed 3, one of the two largest service sheds. It has now been fitted out with new compliant fans, filters and construction materials to become a modern coatings facility ably managed by Dale Bowers.

As a proudly Wellington-based and privately owned operator the company has been serving clients in the lower North Island for over 15 years. The list of services belies H2O's modest size being highly diversified to include drain cleaning, CCTV pipe inspection, water blasting and painting. Something they are most respected for, by those in the know, is specialization in harsh environment industrial coatings. Some of H2O's work is readily visible whenever a Seaview fuel company storage tank gets a spruce up. Alistair and Dale have long associations with vessel coating. Alistair's began as a provider of hull preparation and painting services to inter-island ferries and others on the old floating dock. Dale has decades of experience with marine coatings as well as a spell on aircraft coating at Woodbourne. Both anticipate the Seaview Sea Centre facility will complement existing company work in the area and provide a much needed service to local boaties.

The painting facility covers 220m² and can accept vessels up to 6.6m high. The large service sheds have been built to allow the travel lift to enter with a boat of up to 50 tonnes. Vessels are already moving through this new era facility at a steady rate and feedback has been extremely positive.

Providing a controlled environment allows H2O's skilled staff to apply the latest generation of coatings to the highest standard which is impossible on an open hardstand, even in perfect weather. Advantages of this new facility include:

- Work timetables unaffected by wind and rain
- Coating now possible over winter months
- Multiple applications over a 24 hour period
- Controlled curing of specialist coatings to manufacturer's specifications

The H2O Contractors Painting Division are certified applicators and have a wealth of experience in applying products from suppliers such as Altex, International, Jotun, Carboline, Dulux and Resene. Coatings Division Manager Collin Gear has over 30 years experience in the business behind him. He and the team are some of the few trusted to prepare and coat vital infrastructure assets including tank farms, product pipelines, bridges, power transformers, gas valves and tunnels.

Vessel owners are often short on time to undertake vital maintenance themselves which is where H2O can offer peace of mind and a full service from lift out through cleaning and coatings and back into the water. There is even a qualified commercial launch master on staff to extend this new era of service. While excited about the

prospects of the venture the team at H2O also undertake many different types of work such as:

- Waterblasting with pressures from 3,000 to 38,000 psi
- Wet slurry and dry abrasive blasting using a variety of blasting media
- Drain cleaning and CCTV inspection of pipes ranging from domestic to large municipal and industrial pipelines
- Chemical cleaning



For marine enquiries please contact the H2O Marine Manager Dale Bowers on (0275)947073 or 9778733 A/hrs.

For general enquiries please contact the H2O office Ph: (04) 4733124 Fax: (04) 4734625. For urgent queries you can also contact Alistair: (0275)799899 or Collin: (0275)820165.

Further information is also on their web site www.h2o.co.nz or email info@h2o.co.nz

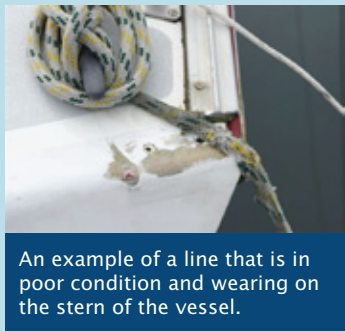
Pre-Winter maintenance - a checklist

A tour of the marina has shown that many berth holders are maintaining their vessels, lines and leads in good condition. However, it is not difficult to find examples of vessels with old, worn or incorrectly tied mooring lines, damaged fenders, old disused shackles on mooring rings, mussel encrusted lines and non-compliant power leads or connections.

We have compiled a gallery of the areas of most concern and urge boat owners to check your vessel before winter to ensure it is safe and compliant. If you want advice about any aspect of the information shown in this newsletter, please don't hesitate to contact our staff.

Line maintenance

With winter fast approaching it is a perfect time to have a good look at your lines. Failure to regularly check and maintain lines can lead to chafe, potentially damaging your vessel and causing the lines to eventually break. Are your lines old, chafed or undersized and are they of the right material for the job? Remove undersized lines and replace any that are showing signs of age. Avoid polypropylene as it floats, suffers from excessive elasticity and is not always easy to handle. Generally we recommend you use lines of no less than 14mm in diameter.



An example of a line that is in poor condition and wearing on the stern of the vessel.



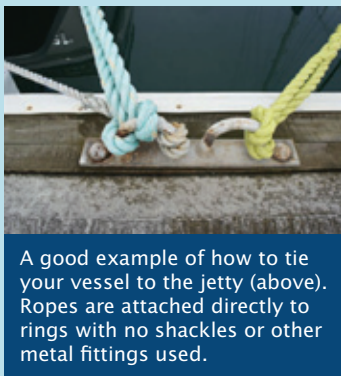
Another example of poorly maintained ropes. Two worn ropes don't solve the problem.

Attaching your lines to mooring rings

Please don't use shackles to attach your lines to rings - they are unnecessary, often wear out before the rope does and cause wear and rust on the marina mooring rings and floats, which increase marina maintenance costs. Please remove all old, unused shackles from your rings.



These disused shackles will continue to corrode the rings if not removed



A good example of how to tie your vessel to the jetty (above). Ropes are attached directly to rings with no shackles or other metal fittings used.

Ensure Your lines are in Good Condition



You can protect your lines from chafing and your vessel from rope damage by stitching leather, duct tape, hose (shown here) or other soft yet durable material onto the rope where there are points of contact with your vessel.



Consider doubling up mooring lines, leaving sufficient slack in the additional lines to only become 'live' should the first line chafe through.

Always ensure your vessel is tied up correctly



Poorly tied up vessels can lead to the vessel being too far into the berth and lead to bow sprit or anchor overhang.

These twin anchors overhanging the jetty present a significant hazard for those walking past - particularly at night.

Keep your fore and aft lines clear of mussels



Mussel growth on fore and aft lines places considerable wear on the ropes, splices and jetties and sunken lines present a potential hazard to props and boat hulls. Please assist us by removing mussel growth from your lines

regularly or replacing fore and aft lines. Lines not repaired will be cut away and removed by marina staff over the coming months.

Hazards left in the Water and on the jetties

Please don't leave your dinghy or inflatable in the water - it is liable to fill with rainwater and sink and can damage the wharf structures. Don't leave rubbish or other items on the jetty - they are a tripping hazard and can damage other vessels if blown around in high winds.



Don't neglect your fenders.

Sun damage and wear can make fenders hard and brittle. If they are in a bad state of repair they won't be protecting your vessel.

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Electrical Connections - does your vessel comply?



An example of a non-complying shore power connection. There are only sufficient power pedestals to connect one lead per boat to shore power. In consideration of others please note that our policy is strictly **one lead per vessel**.



All power leads must be tested and tagged annually. They should display a current test certificate tag



The design of most Seaview piers means that power supply leads may need to be run across fingers which can pose a tripping hazard. Where possible it is preferable to run a cable in the gap between the pontoon floats.



Ensure cables traversing walkways are properly arranged to prevent this type of tripping hazard and are long enough to allow normal movement of a vessel without placing undue stress on connections.



Don't let your power lead lie in the water



A example of an untagged and unsafe power lead with exposed core.

Need to upgrade your power lead?



You can purchase a fully compliant, tagged, 20m long power lead with flat 3-pin or Reyrolle plug at the marina office. We have had these made up and are selling them at cost for \$196.00 each.

Boating after dark

Winter and shorter daylight hours are approaching, so a few simple precautions are necessary if going out at night, or even if you think you might be late back from a day on the water.

Now is a good time to check that your navigation lights are correct for your vessel, are working and clearly visible to other vessels.

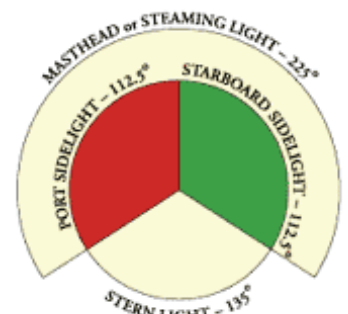
For yachts this means sidelights and a stern light if sailing and, if motoring, a white mast light ABOVE the side lights. For smaller powerboats (under 12 metres length) make sure you have a white light above your sidelights. These are often mounted on a removable pole and checking the contacts before its needed is a good idea.



If you have a VHF radio you should listen on VHF Ch14 on Wellington Harbour. This will keep you informed about what ships are moving around the harbour. If you are unsure of what a large vessel is doing, talk to them on Ch 14 and avoid any confusion. During hours of darkness and in poor visibility, any vessel transiting Wellington Harbour entrance is required to call Wellington Harbour Radio (Beacon Hill) on Ch14 and advise their vessel details and intentions.

For more information www.gw.govt.nz/harbours or phone the Harbourmaster's office on 830 4160.

Remember to keep a good lookout, stay warm and enjoy your time on the water safely.



Projects - Completed

Over the past twelve months major projects such as the construction of the Sea Centre, purchase of our new Marine Travelift, connection of G Pier to the causeway and sealing of the boat yard have made a significant contribution to the facilities and services offered by Seaview Marina.

In addition to the projects listed above, other improvements and maintenance work completed were:

- A \$16,000 facelift to the wash down area by the boat ramp, which vastly improved drainage for trailer boat owners. Previously muddy water tended to pond around the taps and not drain. The area was resealed, potholes filled and concrete pads placed under taps. Protective barriers were also installed around each tap.
- Cleaning of all floating rings on piers A-F was undertaken by diver Jed Curtis at a cost of \$1407.00
- A workshop in the container on the boat yard was set up for use by customers
- 5 new wheelie bins were purchased (1 for each trailer park and 3 for the boat yard) at a cost of \$618.00
- An extra recycling bin was added to keep up with demand.

Unscheduled maintenance

Projects such as those listed above can be budgeted for. However, in our harsh marine environment there are always unforeseen maintenance costs that arise each year and 2010-2011 has been no exception.

Some of the recent problems resulting in unbudgeted for expense were:

- Blockages caused by cloth and other non-flushable material being placed down toilets cost the marina \$ 2,089.00 in repairs to the abluition sump
- The power cable to B Pier failed costing \$ 7,275.00 to replace.
- The boat yard sump leak repair cost \$2,145.00

Current

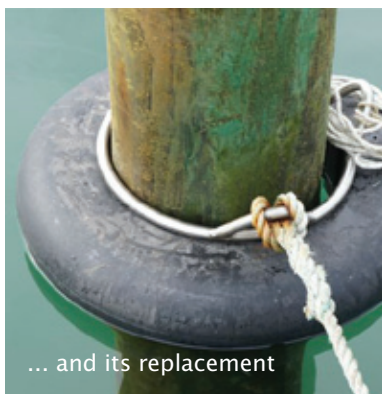
The cleaning and replacement of worn floating rings is part of our on-going programmed pier maintenance. As the cost per ring is \$350-\$450 plus GST, replacement of rings will be staged over several years. Ten new floating rings were ordered last month to replace some of the worst affected and they are being installed now.

In the meantime you can help extend the life and efficiency of your floating rings by:

- Advising us of any repairs needed
- Attaching your lines directly to rings without using shackles
- Removing old or unused shackles
- Ensuring fore and aft lines attached to floating rings are clear of mussel growth. Mussels drag lines down and considerably reduce the buoyancy of floating rings.



An old, corroded floating ring



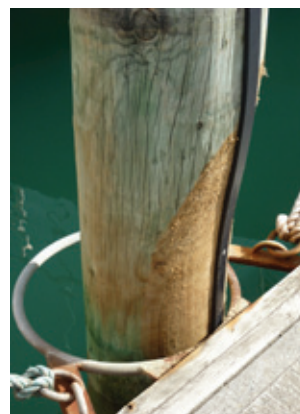
... and its replacement

Future

Much of the expenditure planned for the next 12 months will concentrate on maintenance. The projects that staff and contractors will be working on will often be hidden or less visible but will contribute significantly to the marina's ongoing life.

Examples of maintenance work planned for the months ahead include:

- Replacement of through-bolts on piers (2011-2012 budget estimate cost \$100,000). The nuts and threads on through-bolts are badly corroded after 18 years in an extreme environment and are no longer able to be tightened, which compromises the integrity of the floating pontoons.
- Continuing replacement of floating rings. There are over 80 floating rings in the marina and these will be replaced in stages.
- Steelworks and angle replacement on piers
- Continuing replacement of rubbing strips on poles to prevent wear. With approximately 52 poles per pier this will also be a staged process.
- Replacement of worn rubbing strips on marina walkways and fingers.
- Replacement of power pedestals to facilitate live - aboards
- Replacement of worn or illegible berth numbers on piers A-D
- Construction of fencing to screen the rubbish bins opposite C Pier and stop wind from blowing over the recycling bins.



Anti-fouling - be aware of the risks

Antifouling is essential for the proper maintenance and protection of boats. It prevents the growth of organisms that attach themselves to a boat's hull and other surfaces directly in contact with the water. If left unchecked they can cause serious problems for the boat owner.

However, handling antifouling doesn't come without risks to human health. Despite this it is a common sight on the Seaview hardstand to see people applying antifouling wearing little or no protective clothing.

The main hazard from antifouling paints, like all solvent-based paints, is damage to the skin. Antifouling paints also contain active ingredients which may be skin irritants and cause skin rashes, particularly when in contact with wet or sweaty skin. The other significant hazard is damage to the lungs mainly from solvents, but also from paint spray particles. Solvents will affect the central nervous system and particulates can irritate both inside and outside the body.

The best way to protect yourself is to wear protective clothing. The following health protection is suggested for those applying antifouling and for anyone who is near to the application of antifouling.



Clothing/Skin protection

- Wear an overall with full length sleeves and legs
- Wear a second disposable overall with a hood worn over the cotton overall
- Keep the buttons and zips done up and the hood over your head
- Wear long sleeve gloves and boots
- Make sure there are no gaps or exposed skin at wrists and ankles
- Wear a full face mask or a half mask, goggles and barrier cream

Good Ways of Working – during painting

- Keep everyone out of the area except those applying the antifouling
- Keep children and pets away from the area
- Don't allow paint or dry spray to come into contact with your skin or eyes or to remain in contact with your skin for more than half an hour, especially if your skin is wet or sweaty
- Don't dry-sand antifouling of any type

After application of antifouling

- Hose down overspray on hardstand with water and remove it
- Wash before eating, drinking or smoking
- Shower before going home, or as soon as possible if in contact with paint or dry spray
- Throw away your disposable overall every day
- Wash your face mask and inside your helmet every day
- Wear a clean overall and helmet sweatband every day
- Replace your gloves as soon as the inside looks dirty

A Reminder – Marina Berth Fees increase on 1 July 2011

A schedule of the new marina berth charges effective 1 July 2011 (as advised in December 2010) is shown on the accompanying schedule.

	Annual Charge From 1 /1/2011	Annual Charge from 1/7/2011
10m berth	\$3189	\$3285
12m berth	\$3945	\$4064
14m berth	\$4660	\$4800
16m berth	\$5315	\$5475
18m berth	\$6634	\$6833
20m berth	\$8176	\$8422
Cat Berth 12-16m	\$5110	\$5264
Cat Berth 18-20m	\$6000	\$6180

Please note: if you are paying your rental in installments by automatic payment you will need to contact your bank to increase your payments to cover the new license fee levels.

To calculate your new automatic payment rates please divide the annual charge for your vessel by the number of annual payments you are making.

Liveaboard customers will need to add their monthly liveaboard allowance to the above totals.

FIRE EMERGENCY PROCEDURES

Action to be taken following the discovery of a fire in the marina.

Activate Fire Alarm

Note - Fire alarms are not connected to the Fire Service

Call 111

By telephone and advise the Fire Service that:

There is a boat on fire at Seaview Marina
Describe the location within the marina
(pier, berth number etc)
Advise what fire fighting efforts, if any,
are already in progress.

Warn Others

Account for all persons and clear the pier
Advise marina staff ph: 568-3736 or 0274 435 330.

Keep Spectators Well Away

Fuel tanks or LPG cylinders may explode
Toxic fumes may be present

Only If Safe To Do So

Use all available fire fighting equipment to combat the fire
Secure the burning boat to the marina with a chain
Remove adjacent boats and boats downwind away from the fire area to create a fire break

Never cut a burning vessel adrift or tow it away from the berth

Ensure the Fire Service has clear access to the fire, open all access gates, remove vehicles near fire hydrants and pier bridges

Contractor Registration Reminder

Over the past year Seaview Marina has been working towards implementing improved health and safety practices. This has resulted in a change to the way we manage contractors on site.

We are now requiring that all contractors be inducted onto the site on their first visit. This enables us to inform the contractor of any hazards at the marina on the day and also allows us to ensure their work complies with our health and safety policies.

If you have hired a contractor to work on your vessel please ask them to register at the marina office on arrival before accessing the marina. The induction process should only take 5-10 minutes of their time.

Animals in the marina

With the number of live aboards currently at the maximum allowable in the marina we have noticed a corresponding increase in domestic animals living on board.

While we currently don't restrict our live aboard customers from bringing animals to the marina, in the light of recent problems this rule may have to be changed.

Soiling on vessels by cats in particular has become a serious issue, particularly on C and D piers. Five understandably upset owners have had to clean up cat droppings from their cockpits, wash squabs covered in cat hair and hose down covers that have been sprayed on repeatedly. Cats belonging to live aboards have also been seen entering vessels that they don't live on. Two vessels in Trailer Park B have been home to litters of kittens and an adult cat was captured on a vessel in a trailer park this month.

While some of these problems may be attributable to feral cats, it is apparent the soiling on and visiting other vessels on piers relates to live aboard domestic animals.

Please assist us by:

- **Not increasing the animal population further by bringing additional live aboard pets into the marina – we do not want to be put in the position of asking you to remove them**
- **Lock your cat in your boat at night**
- **Provide a dirt box for your cat**
- **Clean up after your dog – a dog litter bag dispenser has been installed by the boat ramp**

Exotic Visitors to the marina



This very large stingray was seen around the marina in April. Thanks to Warren Gaiger for the photo.



Linda Gilbert took this shot of a visiting heron on board Steven Crawford's ex harbour ferry 'Thunderbird'



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