

MANAGER'S MESSAGE

The next six months will involve the Marina Staff in a number of projects aimed at improving the services provided here. With Mike Croft being responsible for the overall marina maintenance program the pressure is off Bill Cole, which will allow him to focus on providing the best service possible on the hardstand. Mike is working on producing a maintenance manual, with all routine maintenance schedules detailed.

At the moment we are working with seedigital Ltd to improve our camera surveillance capability. To this end we will be adding a camera to each pier gate to monitor people entering the pier walkway. We have also added two camera poles, one opposite the gate to Trailer Park B and one near the diesel tank. The camera in Trailer Park B will focus on the gate while the camera near the diesel tank will focus on the diesel tank facility. Remember that you should remove or secure all items on your boat which can be easily stolen.

We have new starboard and port lights, purchased from Vega Industries Ltd in Porirua, to replace those on the in-water poles at the marina entrance. These should be more reliable than the old ones.

The wash down area for trailer boats over by the launching ramp has become a problem due to a lack of adequate drainage. We will setting up a better drainage system and will tar-seal the area to eliminate the muddy conditions experienced at present. Coupled with this tar-seal work I intend to tidy up the tar-sealing along the western fence line of Trailer Park A. This also gets water ponding which makes it a nuisance for boat owners.

The marina team intends to provide service throughout the Christmas and New Year break as we know this is a time when you need the full services available. The office and boat yard will be open between the hours of 8am and 5pm throughout the Christmas/New Year period with the exception of the dates below:

Office and Boat Yard Closed:

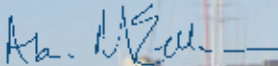
25-28 December 2008 inclusive

1-4 January 2009 inclusive

Staff will be available on-call for emergencies.

We have all enjoyed the 2008 year and we hope you have found the service provided to a high standard. Your feedback is important to us.

Kind regards



Alan McLellan

In this Issue...

- ▶ Chairman's Report
- ▶ Sounds Cod Fishing Ban
- ▶ F Pier nears completion
- ▶ Free power lead checks
- ▶ Historic vessels on boat yard
- ▶ Managing Fuel Spills
- ▶ Defibrillator available at Seaview
- ▶ Mokopuna Island Cardinal Mark
- ▶ South Coast Marine Reserve
- ▶ Feature Vessel – F V Conquest
- ▶ Lowry Bay Yacht Club

Stop Press

- There have been a number of instances reported to the marina manager of boats not obeying the rules when moving within the marina. Remember to keep to your starboard when negotiating the channels and don't cut corners as other boats depend on you. There is a 5 knot speed restriction in the marina.
- The Resource Consent Hearing for the Marine Service Centre development was held on the 5th and 6th of November.
- While the staff regularly check berths and trailer parks it is important to check your own boats and equipment. We recently had a boat which needed to have 8000 litres of water pumped out.
- Mike Croft is replacing A Pier floating mooring rings at the moment and we intend to progressively work our way through the marina.
- A couple of high points in the trailer boat channel have been removed by divers however, larger vessels should still take care if they are venturing into this area!
- Bill Cole, our hardstand supervisor, has 'popped the question' and Karen has accepted. Romance is alive and well on the marina!

CHAIRMAN'S MESSAGE

After an excellent year in 2007/2008 Seaview Marina is budgeting on maintaining a similar level of activity. The final profit for last year was \$297,871 and we hope to come close to \$295,000 for the 2008/2009 financial year. This may not be easy with the world financial slump being experienced. We are sure to feel the effects here in New Zealand and discretionary spending on boats and boating is sure to slow down. The Marina however is in excellent shape, at this stage, with the trailer parks totally full and only 8 berths free for leasing.

The Marine Service Centre Development has been on hold since the last newsletter as the Board has been required by the Hutt City Planning Department to answer questions and provide technical details related to the objections received against the project. At last we have a date for the Resource Consent Hearing, which was in early November. It was good to get the whole issue in front of an impartial Commissioner who can make a decision on the facts.

F Pier has been assembled and is ready to have the piles driven and the connection made to the hardstand. The Board has confidence that this will provide additional income for the marina, taking it another step towards a maximum berth capacity of 400. While we don't expect to fill F Pier immediately it will free up a number of larger berths which have 10 metre boats in them.

With the summer coming up at pace the Board is looking forward to another good hardstand and straddle lift season. With Mike Croft now fully trained on the straddle lift and proving his worth in the general maintenance area the service the marina provides is expected to keep on getting better. In fact Seaview Marina has been nominated for the Petone Herald Top Business Awards for 2008.

Bryan Jackson
Chairman Seaview Marina Limited

A new piece of equipment for the marina

The marina has purchased a RIB for use in the marina and surrounds. There has been a need for such a vessel for some time as we are called on to assist with towing and sometimes emergency situations. The old aluminium punt is not an appropriate vessel for these situations. At a pinch we have been able to use it when there have been calm conditions but with a flat bottom and only a 7 hp outboard it has very limited use.

The new boat is a 4.2m aluminium hull RIB with a 50 HP four stroke Yamaha outboard. With this type of boat we are now in a position to not only tow boats within the marina but also provide cover in emergency situations.

The boat has been put into survey and can only be operated by marina staff.



ANCHORING
BURNSCO MARINE AND LEISURE

CLOTHING

ELECTRONICS

FISHING
BURNSCO MARINE AND LEISURE

GALLEY

PAINT & MAINTENANCE

SAFETY

YACHT FITTINGS
BURNSCO MARINE AND LEISURE

Plus inflatable boats, navigation, plumbing, rope, seats, trailer parts, books, fastenings and much much more.

BURNSCO
MARINE AND LEISURE

WELLINGTON
14 TE PUNI STREET, PETONE
04 586 6955

OPENING HOURS
Monday-Friday 8.30am-5.30pm
Saturday & Sunday 8.30am-5.00pm

Marlborough Sounds closed to recreational blue cod fishing

On 1 October 2008 the enclosed waters of Marlborough Sounds were closed to all recreational fishing for blue cod until 1 October 2012.

It is now illegal for recreational fishers to take blue cod within the enclosed Sounds area which includes all the 'enclosed waters' of Pelorus, Kenepuru and Queen Charlotte Sounds and Tory Channel (see maps). This closure is to prevent further drops in blue cod numbers, which have seriously declined in most of the enclosed areas of the Marlborough Sounds.

Fishing for other fish species inside the Sounds is still allowed but any blue cod caught must be returned to the water immediately.

All blue cod landed within the Marlborough Sounds Area (but taken outside of the closed area) must be landed in a whole or gutted state. The only exception is for blue cod caught legally that will be used for immediate personal consumption on board the vessel during the trip in which that blue cod was taken. This is provided the fish has been taken outside the closed area and is within the daily bag limit of three blue cod per person per day.

If you catch a blue cod in the closed area,

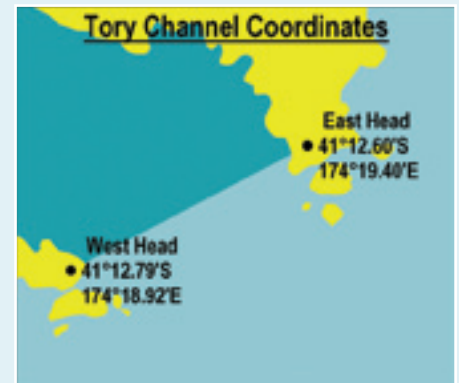
Do:

- ✓ Only take the fish out of the water if you have to
- ✓ Wear cotton or rubber gloves or at least wet your hands
- ✓ Lie fish on a soft wet surface if you need to handle them out of the water
- ✓ Minimise the time fish are out of the water
- ✓ Remove the hook carefully from lip hooked fish
- ✓ Cut the line for gut hooked fish
- ✓ Return fish gently to the sea

Don't:

- ✗ Hold fish by putting your fingers inside the gill covers
- ✗ Poke or touch the eyes and never hold a fish by the eye sockets
- ✗ Use a 'gob stick'
- ✗ Squeeze the gill covers or gut area
- ✗ Lift fish by the tail as this can dislocate the spine
- ✗ Drop or place fish on a hot, dry boat deck or on rocks

For more information on fishing rules go to fish.govt.nz



Get your power lead safety checked – For Free!

Electrical safety is a significant issue for the marina and in line with this we are offering all lease holders the opportunity to have your shore power leads safety checked and certified free of charge by a registered electrical inspector.

FREE SAFETY CHECKS ON POWER LEADS WILL BE HELD ON:

FRIDAY 5 DECEMBER BETWEEN 8AM-5PM

To get your free check simply unplug your power lead from your boat and leave it coiled on deck on the 5th.

While on the subject of electrical safety – thank you to those boat owners who have renewed your vessel's electrical warrant of fitness. Remember the electrical warrant of fitness is valid for four years and gives you and your neighbour peace of mind for that period of time.



HUTT VALLEY

Hunting & Fishing
NEW ZEALAND

OPEN 7 DAYS
444 Cuba Street
Alicetown Lower Hutt

SIMMS.

Hutt Valley Hunting & Fishing is under new management and offer exclusive service for a your fishing and hunting requirements

We offer customers 'Easy Fuel' discounts on purchases over \$50.

Don't forget to check out our new website, join our club and submit your images on our web gallery!
<http://www.huntingandfishing.co.nz>

Feature Vessel – Conquest

Described by the Dominion Post as 'Wellington's best kept secret' Wellington's original floating fish market has its home base on D Pier at Seaview Marina.

Adding colour, life and a constant source of interest to the area, F.V. Conquest is a working fishing vessel during the week and a fish market on weekends.

Built in 1967 in Nelson the 38' steel Conquest was originally used as a scallop boat out of Nelson and also as a trawler in Timaru. For the past two years she has been owned by Eastbourne fisherman Martin Hansen. Martin has over 18 years of fishing experience mostly around Wellington, with stints in Napier and Wanganui. Business partner Dan Dellabarca's family has been fishing around Cook Strait for generations.

Martin and Dan have been selling fish from Conquest since 13 July 2007. The boat and catch is opened up to the public on the south jetty at Whiorau Reserve, Lowry Bay on Saturdays from 9am and Chaffers Marina on Sundays from 7:30am.

Their motto is 'back to basics' - selling a range of locally caught fish species straight from the boat either whole, or filleted on the spot. Public demand for fresh simple fish at an affordable price is soaring and the business has doubled in less than a year.

With customers prepared to queue the length of the wharf to buy their fish the old fashioned way, share a joke with the crew who help with selection and cooking tips, the future of 'Wellington's Best Kept Secret' looks secure.



Lowry Bay Yacht Club offers something for all boaties...

The Lowry Bay Yacht Club is a friendly and sociable club based at a great venue that has a view over the marina. Friday evenings is a social highlight for many of our members with the bar opening from 5.00 pm until 10.30 and meals available. During the daylight saving months over summer, we hold our Friday night no-spinnaker series of yacht races. These races are perfect for the novice sailor to be introduced to sailing in the company of more experienced people. It doesn't matter if you just want to have a go at sailing on someone else's yacht, or you own your own yacht and are looking for assistance to develop more confidence. Contact our club manager and we will do what we can to assist.

The club also holds more competitive races on Sunday afternoons with a challenging racing programme. This programme includes the Commodore's Division which is generally more cruising yachts, or those skippers still developing their understanding and racing ability. To support this programme, we also hold a series of technical evenings where members are provided with a range of information to develop their own knowledge and ability.

For non-racing membership and launches we have an active cruising programme and the fishing adjunct of the club holds regular fishing events that all members are welcome to join. In summer we have kids' learn to sail sessions in small dinghies in calm weather.

The clubrooms are well appointed and, with the deck and bar, are the perfect private venue for functions such as weddings, and significant birthdays as well as acting as a training and conference venue.

All of the club's contact details are available on our website www.lbyc.org.nz



come sailing - it's
challenging
exciting
fun

Sailability Wellington
sailing for people with disabilities

04-472 4546
sailabilitywgtn@xtra.co.nz
www.ebymbc.org.nz/sailability.html

Sailing Access dinghies, on Sundays and Fridays
from Evans Bay Yacht & Motor Boat Club
501 Evans Bay Parade, Wellington



F Pier Nears Completion

After many months of hold ups we have finally got F pier under way. Bellingham Marine Limited has refurbished the walkways and fingers purchased some time ago from Chaffers Marina. A few replacement pontoons have had to be made but all in all there have been few issues with the quality of the structures.

New timber whalings have replaced the old and new galvanized bolts have been used to tie the structure together. The water and power ducting will be reused and new power/water pedestals installed. Apart from floating about 100mm lower than our other piers this will be as good as a new installation.

Originally the location was going to be directly opposite Pier E. However on observing the pier in the northerly conditions and after a suggestion from John Rushton it was decided that the whole pier would be moved northwards to a position approximately in line with C Pier. This will almost fully eliminate the wave action from the predominant northerly winds and get the pier closer to the ablution block facilities.

Unfortunately the Wellington Radio Yacht Club will lose the use of their launching facility. They will however have the use of F Pier to launch their model yachts. There will be no loss of area for their racing. Future developments will have an effect.

The piling was expected to be underway now but Bellingham Marine has had to change the piling contractor and the first piles will not be driven until 6 November 2008. I would anticipate the work being finished by the end of November and we will be keen to start shifting vessels across before Christmas.

We are planning a bit of an event for the opening, which will be just before the end of the New Year.



Bellingham
MARINE
*The World's Most Comprehensive
Marina Builder*



Bellingham Marine are proud to be involved with the construction of Pier F for Seaview Marina

0800 UNIFLOAT
0 8 0 0 8 6 4 3 5 6

UNIFLOAT
Precision engineered Rotation systems

UNIDECK
Inland water Rotation systems

UNISTACK
Shore based marine systems

Have you seen our blue trolleys?

In August 2007 we took delivery of five new blue fibreglass luggage trolleys for marina piers at a cost of \$500.62 each. Unfortunately we now have only three trolleys as two have gone missing.

If you can help us locate the two missing trolleys please contact marina staff.

To safeguard the remaining trolleys and for the convenience of other users, when you have finished using a trolley please return it to the gate and secure with the chain and padlock provided. Padlock keys can be obtained from the office.



What to do if you have a fuel spill

A single litre of fuel can contaminate over a million litres of water.

The cumulative effect of small spills has a serious impact on water quality.

The marina has just purchased two Spill Kits. One kit will be located in the 'Green Shed' on the boat yard and the other at the office.

The Spill Kits contain materials to contain and mop up all types of oil and fuel spills.

PLEASE USE THEM.

Report oil or fuel pollution to the marina office ph: 04-568-3736

PREVENTION IS THE BEST SOLUTION

Here are some suggestions to help prevent spills and eliminate pollution within the marina:

Actions to take when refueling

- Use caution when filling your fuel tank to avoid spillage into the water
- Listen to your boat – it gurgles when the tank is full
- Use a vent collection device or absorbent material to capture escaping fuel
- Attend the fuel nozzle at all times when fuelling
- If you overfill your fuel tank, wipe with a rag or absorbent material. Do not hose down the fuel into the water. Give the spent rags to marina staff for disposal
- If a spill occurs do not apply detergents or soaps. Notify marina staff immediately



Action You Can Take for Bilge Oil

- Use drip pans with absorbent pads while draining oil from sumps
- Keep engines well maintained
- Regularly check seals, gaskets, hoses and connections for drips and leaks
- Regularly change oil filters
- Place absorbent material in the bilge
- Clean and maintain bilges with absorbent material and do not use detergent
- Always before pumping bilges use water/oil separators or absorbents to soak up hydrocarbons
- Haul out your vessel before undertaking repair or maintenance work on engines
- Recycle or properly dispose of used oil and absorbents
- Contact the marina staff for disposal options

SWANSON RIGGING SERVICES LTD

Barry Swanson
Manager
Mobile: 0275 660 143

No longer located at 123 Port Road, Seaview
Offering mobile service

- **Manufacturers and suppliers of all -**
- Yacht Masts - Rigging - Flagpoles -
- Handbrake Cables - Ropework -
- Stainless Steel Fabrication -
- Balustrades - Handrails -
- Commercial Wire Work -

automarine
tech ltd

Larry Barclay
Auto Electrician

021 2499 111

e: automarine@paradise.net.nz
m: PO Box 31463 Lower Hutt 5040
p: 04 569 4618 f: 04 569 4619

Commercial, Industrial & Marine

Boaties Clash With Harbour Mark

Grant Nalder of Greater Wellington Regional Council Harbours (GWRC) has contacted the marina regarding two recent incidents in the harbour.

During a Monday night race, a RPNYC yacht was rounding the mark in a northerly and as they bore away came in contact with the reef the buoy was supposedly marking.

When GWRC inspected the buoy on Tuesday it was well to the south (probably about 10-15 metres) off its normal position and sitting alongside the reef. From reports received, the mark was in the correct position on Sunday afternoon. Given the near windless conditions between Sunday and Monday, it was assumed that a boat had attached itself to the mark, probably fishing, and resulted in the mark being moved.

This raises two issues. First, marker buoys do need to be approached with caution if they are marking a hazard. The skipper of the yacht did give it room rather than pass close, but unfortunately still ran foul of the reef. Secondly, the importance of not tying up to navigation marks cannot be stressed enough.

GWRC's intention is to replace the anchor weight with a screw anchor so the buoy will be unable to move in the future. They urge all boaties not to tie up to navigation marks (it is an offence under the bylaws) and report to Beacon Hill if you see anyone else tied to one or any navigation aid that appears damaged or out of position.

On Saturday 18 October, a good Wellington southerly front made its presence felt. This weather change had been forecast, and although it arrived about three hours late, was predicted. What was concerning was the number of boats that still got into difficulties when it did arrive.

The simple message is to check the weather forecast and keep an eye open for any change in the weather. A southerly change can be both rapid and severe.



Effluent Boom no longer required

You may have seen that we are dismantling the effluent boom installed in front of the storm water drain near the trailer boat ramp access gate. This boom had been maintained by Seaview Marina and was there to stop wastes from areas north of Port Road from contaminating our water. Over the last ten years or so the sources of contaminants have greatly reduced and this storm water drain is no longer a threat to the marina.

The maintenance to the boom has been costly and a southerly finally caused the boom to fail, requiring expensive replacement. After raising the issue with the Hutt City Council Waste Management Team they initiated a four month testing program to determine the extent of contaminants in the storm water. The results showed that no contaminants were present the boom no longer served a useful purpose.

The advice from the HCC Waste Management Team was to remove the boom completely.

DAVID MOLEN MARINE SERVICES

Services Provided:

- Total Boat Maintenance
- Life Line Replacement
- Mooring Line Replacement
- Mast & Boom Refurbishment
- Total Rig Checks
- Roller-Fuller Services & Refurbishments
- Rope Supply & Rope Splicing
- Exterior Cleaning
- Antifouling
- Stainless Steel Polishing
- Inflatable Dinghy Repairs

Contact Details:

David Molen

027 234 8034

04 234 8034

E-mail dave.shona@paradise.net.nz



WHAT'S HAPPENING ON THE HARDSTAND



Romo

A recent arrival on the boat yard is the 45'5" tug, Romo – a legend in the small tug and towboat world with 98 years of service and hard work under her belt.

Records indicate she was built in 1906 by Joseph Fell in Kohukohu, Hokianga as Jean Gordon and was originally steam.

In 1920 she was sold to James Mason of Whangarei and had an engine change from steam to oil propulsion. In 1937 she again changed hands, this time to well-respected Auckland shipwright W R (Bill) Rope and Wilfred Morgan who renamed her using the first letters of their surnames.

wartime duties in Wellington towing submarine nets and in 1946 was sold to the Hauraki Tow Boat Company who ran launches around Auckland Harbour. This started her long relationship with the Subritzky family which lasted over four generations. While in their ownership Romo was used on

the construction of the Auckland harbour bridge in 1958 and was one of the four tugs which positioned the centre span of the bridge. She was also used for barging loads of freight and cars to Waiheke Island and for numerous search and rescue operations around the Gulf in all conditions. Romo is regarded as one of the hardest working vessels of all time on the New Zealand Coast.

In 1994 Romo was finally sold due to the growth of the Subritzky's motorized barge fleet. Mike Blain of Warkworth purchased her and put in place a plan to restore her hull and make her a practical pleasure/work boat. A lot of repairs were carried out on the hull and a new and larger wheelhouse was fitted. Today Romo is in the ownership of Andy Black and is at Seaview being assessed with a view to having a total renovation.

Barbara W

Another historic tug recently on the boat yard was the 14.2m Barbara W. She was built in Tauranga between 1946 and 1948 at Lidgard's yard in Auckland for Alf Walling of Tauranga from a single kauri log of about 16.75m. The Wallings put Barbara W to work and also often used her as a pleasure launch and for charter work. Barbara W took local Maori to White Island during the muttonbird season and did 'stand in' work for Faulkner Ferries plus pile driving and towing work. Like Romo, Barbara W was one of the four small tugs used to position the Auckland Harbour Bridge centre span in place.

In 1969 the Barbara W was sold to the McCallum Bros and from 1973 to 1988 the 1400 ton Pohonui became her regular tow to and from Pakiri Beach with loads of sand. Up until two years ago Barbara W was one of the last old wooden workboats towing barges in the Hauraki Gulf. Still in original condition Barbara W is fitted out to live aboard and is currently on the market.



Nina

The Roberts Spray 12m Nina owned by Patrick Mabey has attracted a lot of attention since her arrival. Nina has an interesting connection with this area as she was built in approximately 1975 from steel petrol containers from Seaview by a Mr Lowry. Designed as a recreational vessel for offshore cruising she traveled the world with her first owner and again with her second owner Andy Cole. Nina has featured in several boating magazines and even had a bit part in the movie 'Speed 2: Cruise Control'. Currently Nina is undergoing an 'engine transplant' and tidy up and Patrick hopes to eventually take her offshore.

Defibrillator now available in the office

Mike Croft and Alan McLellan are fully trained in Workplace First Aid. Suzanne Willis and Bill Cole will be attending courses over the next six months.

As a result of this training we felt it was wise to have a defibrillator on site. Cardiac disease is a major problem in New Zealand and the chances are high that we could experience an event here on the marina. The Zoll defibrillator we have purchased provides us with the means of monitoring whether a patient needs CPR or a shock to reactivate the heart. This is done automatically by the defibrillator.

All our team here at the marina is trained on the use of the Zoll defibrillator. It is very portable so if an incident occurs where a patient is unconscious, there is absence of normal breathing and there is no pulse or signs of circulation ring the office immediately on one of the staff cell phones. We can be there in a matter of minutes to start the procedure.

IT MAY SAVE A LIFE!



gordon low marine ltd
SHIPBROKERS - PICTON

George Janis
Wellington Agent

- A/H: (04) 386 1646 •
- Mobile: 027 446 9783 •

- 78 Kent Street • Picton • New Zealand •
- Phone/Fax: (03) 573 8084 •
- Email: gordonlowmarine@xtra.co.nz •
- www.gordonlowmarine.co.nz •

CITY SEA CANVAS LTD

- Marine Covers
- Upholstery

John Worth

Telephone 021 434 971

Wellington Provedoring Marine Centre
123 Port Road, Seaview
LOWER HUTT