

CHAIRMAN'S MESSAGE

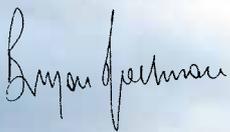
There is lots of good news around Seaview Marina these days; the best of all is that our Manager, Alan McLellan has had a successful liver transplant. We were all quite worried about Alan's seemingly rapid deterioration in health and relieved when he was urgently called to Auckland on 12 March for what was in the end, an eight hour operation. I'm sure along with the Directors and his team you will be pleased to hear Alan returned to work on 3 May 2010. Personally Alan would like to thank all those who have responded so positively with support and encouragement.

During Alan's absence, Suzanne, Bill and Mike with some help from a few others, continued to provide the excellent service you our customers tell us you receive.

Of course, the rest of the 'good news' is pretty obvious. Our new Travelift carried out its first real lift on the 17th March after having received all its compliance certificates.

The amazing speed with which the new "Sea Centre" is progressing is a wonderful sight. Demand for the space is very encouraging with only a small area as yet un-let and some strong enquiries from potential tenants. The two 'overhaul' sheds already have firm bookings and a waiting list with one boat owner signing up for a twelve month lease for one of them. The cafe is sure to be a winner too, as anything to do with the sea generally helps develop a great appetite.

May I finish by thanking all our customers, suppliers and contractors for your continued support.



Bryan Jackson
Seaview Marina Board Chairman

In this issue...

- ▶ Burnsco opening at Seaview
- ▶ Boatyard gets a makeover
- ▶ New travelift up and running
- ▶ Feature Vessel - "Patriach"
- ▶ Storm lashes Seaview
- ▶ Fire evacuation procedure
- ▶ Electrical Warrant of Fitness deadline
- ▶ Clean Boating Advice
- ▶ Marina maintenance
- ▶ Orca visit the marina
- ▶ Marina fees increase 1 July
- ▶ Sea Scouts clean-up marina



Boat yard Gets Makeover

An integral component of the new Sea Centre development has been the resealing of the entire boat yard and dockway with a combination of concrete and tar-seal.

The yard was closed to all lifts from 18 February to 11 March while Stage 1 of the sealing work, in the area from the dockway to the Lowry Bay Yacht Club was undertaken. This included improved drainage, curb and channel, new power pedestals and water supply. Since then Stage 2 to the west of the dockway has been completed.

The new seal looks fantastic and the benefits were immediately obvious on completion of Stage 1, with the removal of potholes giving ease of movement for the Travelift and vehicles and elimination of dust a benefit not only to those undertaking paint and exterior finishing work on boats but also to nearby berth holders.

Improved containment and drainage now ensures waste and contaminants are led to the appropriate trade waste sumps or sewers so that there is no danger of them draining to the sea.

Bill and Mike are continuing to move vessels from the western edge of the yard onto the new seal so the remainder of the dockway and entrance can be resurfaced over the coming weeks.

We apologise to those working on boats in the yard and to berth holders for the inconvenience and difficulties caused by noise, dust and space restrictions during construction and thank you for your patience and consideration. We also appreciate that some customers wanting to lift out boats during the resurfacing have had to delay their work and again we are grateful for the co-operation shown.

New Marine Travelift in action

The assembly of our new 50 tonne Marine Travelift by Brett Colby of Marina Projects assisted by Mike Croft went without a hitch and was successfully completed on 5 February.

Before it could be commissioned and put to use the Travelift then needed to be tested under 125% load and certified by Bureau Veritas New Zealand. A difficulty was in finding weights of the appropriate size and shape in the Wellington area to meet test requirements. Staff spent many hours sourcing the appropriate weights and eventually, with the help of Titan Cranes, we were able to find four which when combined were the correct test weight.

On 5 March the test was undertaken and the travelift passed. Cleared for lifting on 16 March it successfully hoisted its first vessel that day - John McGhies 'Jade II'. The new Travelift is a purpose-built boat hoist and can lift vessels up to 50 tonnes, boats can be adjusted laterally in the strops, there is less need for forestays or backstays to be removed and it has load cells to accurately weigh vessels.

The old boat hoist has been listed for sale on Trademe.



The new sheds take shape April 2010



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www.grandpacific.co.nz for more info

Burnsco opening at Seaview Marina



Burnsco Marine and Leisure, New Zealand's leading chandlery chain, will be opening a new store at Seaview Marina. The large shop will occupy the eastern end of the new Sea Centre and will give Seaview boaties what they have been missing - the walk-in convenience of a fully stocked modern chandlery right on their doorstep. Opening is planned for September.

Burnsco will be moving to Seaview from its current premises in Te Puni St in Petone. Bruce Macleod, Burnsco's Managing Director, said "Our aim is to be on all the main marinas in New Zealand. We were very excited to be offered a spot in the new marine cluster which Seaview is developing. The Sea Centre will mean that, for the first time, Wellington boaties have all the services and facilities they need in the one location."

The Burnsco staff at Petone are looking forward to the move. David Erasmus, Burnsco's Manager said "We've enjoyed our time in Petone, one hundred per cent. But we'll be right in the thick of things at Seaview Marina and it will be so much more convenient for our customers. If you're working on your boat, you'll be able to walk right into Burnsco for everything you need, rather than have to get into your car and drive round to Petone and back."

One member of staff who won't be making the move is Nick Webley. Nick has been appointed manager of Burnsco's new store in Opuia, Bay of Islands and leaves the Petone store with mixed feelings. He says "I love Wellington and will miss the great customers I've got to know over the past few years. But the opportunity to live, work and sail in the Bay of Islands was just too great. I look forward to seeing some of our Wellington regulars when they're up there."

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BURNSCO
MARINE AND LEISURE

Storm lashes marina

An intense storm described as a weather bomb blasted through the Wellington region late afternoon on 12 March 2010 causing widespread damage to property and commuter chaos. With a forecast of 35-40k expected everyone was caught out with the sudden arrival of a fast moving front with wind gusts in excess of 122km/h and a temperature which dropped from 19.9 – 9 degrees.

At Seaview Marina seven boats on trailers and one launch resting on blocks were blown over by the force of the wind. A yacht in the dockway at the time the storm hit sustained damage to a toe rail, several vessels had furlers blown out or biminis and covers torn to shreds and two boats were pushed across the trailer park by the force of the gusts. Pieces of timber, covers and other unsecured items were sent flying presenting a real hazard.

On a positive note it was pleasing that in such severe conditions the marina did not sustain more damage. No vessels in marina berths broke free, there were no issues with vessels in cradles on the boat yard and with the protection of the new G-Pier walkway F Pier and the boats tied to it rode the storm well.

The lessons to be learnt from the storm -

- **Insure your vessel**
- **Secure your boat to its trailer.**
- **Regularly check your tie-downs for wear**
- **Chock or wheel clamp the wheels of your trailer to stop it from moving in strong winds**
- **Replace or repair worn covers**
- **Check lines for wear**
- **Don't leave unsecured items on deck**



The storm approaching Seaview



5 Etchells flattened by the force of the wind.



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Feature Vessel - Patriarch

Local Picton boat builder Philip Carey designed and built Patriarch at the McManaway Marine yard in Picton. Construction commenced in January 2003.

The keel is one solid piece of jarrah and the frames and stringers, laminated macrocarpa. Hull sheathing consists of three off-set layers of 12mm marine ply sheets glued and screwed. In total over 600 sheets and 25,000 stainless steel screws and many, many litres of resin were used. The deck sheathing is two sheets of 20mm marine ply, glued and screwed together and the superstructure is macrocarpa and rosewood frames with single thickness ply sheathing. Fibre glassed over the hull and superstructure provides a smooth durable protective outer "skin."

When the vessel was launched in 2005 it was jointly owned by Philip Carey and Graeme McLean under the company name Carey-McLean Limited, its intended role was to operate as a tuna troller during the albacore season and as an expedition and general purpose vessel during the off season.

The 19m Patriarch is fitted with a full suite of 'state of the art electronics' provided by Advance Trident including: FURUNO FCV-1100C colour depth sounder and fish finder, Wesmar SS395 fish finding Scanning Sonar with full 360 degree scanning and a 180 degree vertical slice, JERK JMA-5106 6kw radar – range 72 nautical miles, Lowrance Globalmap 8200c navigation system, Simrad AP45 autopilot, deadman alarm and Seaplot Navigational programme.

The vessel was designed and built to sustain a crew at sea for up to 30 days. This was put to the test on her first major voyage from Picton to the Auckland Islands, which are situated 200 nautical miles south of Stewart Island. Shortly after this expedition Graham McLean acquired full ownership of the Patriarch and she commenced operations as a charter vessel operating out of Lyttelton and Akaroa under the company name of Canterbury Fishing Adventures Ltd. During the early part of 2009 she fished for tuna, both commercially and for charter out of Westport before moving north to Wellington in July.

In November 2009 Patriarch commenced charter operations from Pier "E" Seaview Marina, under the name of PATRIARCH CHARTERS. Local recreational fisherman Hugh Shields being appointed as Charter Operations Manager.

Patriarch has undergone a complete re-fit for charter work with attention being put into providing modern conveniences to ensure customer comfort and enjoyment. The Patriarch has a large, functional galley and mess room complete with dining table and settees. A barbeque and deck chairs are provided for outdoor meals. There are bunks with comfortable mattresses to sleep 12 people, a flushing toilet and two hot showers.

Patriarch has a large, spacious deck surrounded by high handrails, a huge 70cu m fish hold which can be filled with ice for preserving large amounts of fish as well as a smaller 20cu foot chest freezer for smaller catches. An inflatable dingy with outboard motor can be lowered to water by the onboard crane and is available to provide access for divers to those "hard to get at places." In addition to the latest navigation electronics, Patriarch also carries the highest quality life jackets, life rafts, buoyancy aides and flares.

The Patriarch, like its name suggests, instils confidence and reassurance - something vital when tackling New Zealand's exposed coastal waters!

Inspections and bookings welcome! Phone Hugh Shields (027) 5888 250



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Contact us today to discuss your requirements.
Charter Manager – **Hugh Shields 021 810 290**
email: patriarchcharters@xtra.co.nz



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Patriarch - Technical Specifications:

Designer: W.P Carey
Design: Semi displacement
Keel: Full length Hardwood
Construction: Glass over 36mm thick laminated ply
Hull Construction: Laminated and sawn frames
Deck Cabin Construction: Laminated Beams rosewood and ply glassed.
Builder: Philip Carey, McManaway Marine
Current Safe Ship Management: Survey class 200 nautical miles, 12 persons.
Coastal passenger 27 persons
LOA: 19 metres
Beam: 6 metres
Draft: 2 metres
Displacement: 70 tonnes
Engine: MTU/Detroit series 60 class C. 350 continuous horsepower @ 1800 rpm
Fuel Capacity: 2 x 5,000 litre tanks - 10,000 litres total
Max Speed: 11 knots
Cruise rpm: 1650
Electric Power: John Deere Genset
Fresh Water Capacity: 2 x 1,500 litre SS tanks – 3,000 litres total

New Zealand's Clean Boating Programme

- Your boating habits can make a difference

The Marina Operators Association, of which Seaview Marina is a member, is committed to educating boaties on the importance of clean boating habits.

If you want to make a positive difference to New Zealand's marine environment the New Zealand Marina Operators Association booklet 'Clean Boating' has some simple tips to ensure your boating is clean and our seas remain alive and healthy.

Free copies of the booklet are available at the marina office or go to the dedicated website www.cleanboating.org.nz



Working together | Making a difference
Tips for boaties on protecting our marine environment



Comings and Goings

Cop Out Departs

In February we said farewell to Canadian Ken Squirrell and his Kiwi wife Wendy as they set sail for Opoua on their catamaran 'Cop Out' with plans to travel on to Tonga, Australia, Asia and ultimately Turkey. 'Cop Out' had been berthed at Seaview since January 2009 after a three year voyage cruising from Vancouver, via Mexico, Panama, the Galapagos Islands and Pacific Islands to Wellington.



Tardis III returns from the Pacific

Early this year the 33ft cor-ten steel Ganley cutter-ketch Tardis III returned from a 5214nm Pacific cruise. On board were Matthijs, Hanne, Sam (17) & Darius (14). Hanne van Beek relates the story of her family's first Pacific voyage -

'Some people say the hardest thing about cruising is leaving, preparing the boat, packing up the house etc. Two days before we were due to leave it turned out we needed a new motor. This meant living on the hard-stand while the boat was open in the winter. After that we thought we had gone through the tough part. However that was all fun and games compared to spending three days on the sea anchor, or watching our son struggling with the jib in gale force winds in the middle of the night. We were clipped on at all times while on deck, but we were all so exhausted that accidents



can easily happen.

We had a rough time getting to New Caledonia. Once we reached Noumea, the capital, I was ready to throw in the towel and sell the boat. Luckily we didn't do that. Once there, the trade winds made sailing the relaxing sport we all love. After an easy passage to the Loyalty Islands I asked our youngest son whether he thought it would all be worth it. He had been the least keen of us. Just one day on the island had made it all worth while for him, and said he wanted to stay for a million days. We compromised with staying 4 weeks on Ouvea, the northern-most island of the Loyalties. It is an atoll with white beaches, clear turquoise water and the friendliest people we have ever met.

We then sailed across to Espiritu Santo, one of the northern island of Vanuatu and slowly made our way south, visiting 11 of the 14 main islands that make up Vanuatu, 'The untouched Paradise'.

We are now back and having to deal with unimportant things like work and school, but we are already planning our next trip.



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Seaview Marina Fire Evacuation Procedure

5 long blasts on the air horn is our warning for fire

If you discover a fire:

- Raise the alarm by yelling 'fire, fire, fire' (or sound an air horn with 5 long blasts)
- Ensure that the NZ Fire Service has been notified, call the emergency services on: 111
 - State the name and address, your contact number and nature of emergency
 - Address is: Seaview Marina – 100 Port Road, Seaview
- Advise the Warden(s)
- All persons are to evacuate the office via the nearest exit and proceed to the assembly point
- Follow the instructions of the Wardens
- **DO NOT** linger to finish what you are doing or collect personal effects or to grab your coffee/tea
- Only if conditions permit should attempts be made to extinguish the fire

Evacuation assembly area is:

In the main car park by the Marina Office – look for this sign



There's a right way to dispose of waste oil and a wrong way...

There's a right way to dispose of waste oil and a wrong way.....

As part of our ongoing commitment to making Seaview a 'Clean Marina' we are continually moving towards sorting and disposing of waste responsibly.

There is a collection point for waste oil on the boat yard and we ask that you please take oil there for collection. A brick bat goes to the boatie who dumped their waste oil in a bucket and plastic containers on the ground beside the rubbish bins at the end of E Pier - right under the sign asking that oil be disposed of on the boatyard!



Maintenance in the Marina

Current Projects:

Protecting the piles

Over the years some piles on our older piers have suffered from chafing and wear from metal brackets and floating rings.

To protect worn piles from further damage and extend their serviceable life, Mike has been busy attaching plastic wear strips to the worst affected.

He has also been tightening through bolts on the piers. Both these maintenance programmes of pile protection and pier maintenance will be ongoing.



Replacing worn and damaged buffers

We will also be undertaking an audit of worn and damaged buffers and begin replacing damaged and missing sections over the next few months.

Tamatoa Sea Scouts complete Marina Cleanup

The Tamatoa Sea Scouts undertook their annual cleanup of the marina on 20 March picking up rubbish around the waters edge and along Port Road.

Does Something Need Fixing?

Keeping on top of maintenance and repairs around the marina is a priority for us.

If you notice anything that is faulty or needs repair please let us know by calling into the office or phoning 568-3736. All maintenance issues reported to us are then entered in our maintenance log for prompt action by staff.

Thanks for your assistance.

Orca pay a visit to Seaview

The arrival in Wellington harbour of a pod of orca over summer stopped traffic and drew crowds of onlookers to the beaches to watch their antics. Pictured below is one orca that decided to do a circuit of the marina while touring the harbour.



Grinding metal a No-No!

Grinding of any metal anywhere in the marina is absolutely prohibited unless by arrangement with the management.

The fine metal fragments created by grinding can settle on nearby vessels and cause serious damage to paintwork.



A Reminder – Marina Fees and Boat yard charges increase on 1 July 2010

We remind you that marina berth, trailer park, pole mooring, ramp access card and boatyard charges will be increasing from 1 July 2010.

The increase in marina berth charges is being spread over twelve months starting with the first instalment on 1 July 2010 and the balance on 1 January 2011.

If you are paying your marina fees by automatic payment you will need to contact your bank to increase your automatic payments from May 2010 to cover the new license fee levels which come into effect on 1 July 2010. 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 will be. (Please note the payment amounts have been rounded up to the nearest dollar):

| Automatic Payment - Monthly Rates | | |
|-----------------------------------|----------------------|--|
| | Current Monthly Rate | Monthly Rate From 1 July 2010 (First instalment) |
| Trailer Park | \$91.66 | \$100 |
| Pole Mooring | \$91.66 | \$100 |
| 10m Berth | \$241.66 | \$253 |
| 12m Berth | \$304.16 | \$313 |
| 14m Berth | \$358.33 | \$378 |
| 16m Berth | \$408.33 | \$421 |
| 18m Berth | \$512.50 | \$530 |
| 20m Berth | \$604.16 | \$636 |
| Cat Berths | Unchanged | |

Please contact Suzanne if you have any queries about the new charges, your automatic payments or your account.

Electrical Warrant of Fitness Deadline - 1 June 2010

Over the last couple of years Marina staff have continued to educate boat owners about the responsibilities they have regarding their vessels Electrical Warrant of Fitness (EWOFF). This has taken the form of articles in the last four newsletters, notices on pier gates or attached to some vessels asking for clarification of their status regarding their EWOFF and special offers to inspect power leads and notices.

Many owners have chased up their lapsed or non-existent EWOFFs over this period and we thank you for your cooperation.

It is now necessary for us to enforce the requirement for all vessels to have a current Electrical Warrant of Fitness.

We are therefore giving one months grace to those that need an EWOFF so your vessel can be inspected and certified. From 1 June 2010 we will be asking those whose vessels are connected illegally to disconnect their vessels from our electrical supply.

If you require clarification of any of the above issues please do not hesitate to contact Mike Croft ph 0275 022 888



Gordon McDougall

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