

## Manager's Message

The new financial year started with the clean-up of the storm damage. It had a dramatic impact on the first few weeks. The marina's insurance is covering all the damage.

Contractors are currently in the marina completing the repair work to G and E piers. We have learnt a lot from the experience and a review of our procedures is underway. In many ways we came off lightly considering the nature and severity of the storm.

Over the last month you may have noticed that the old toilets at the end of the causeway have been under repair. After 20 years the facility was in dire need of refurbishment. This was a project that was planned for this financial year and we have

converted the facility into two unisex shower/toilet units. No longer will the wind whistle up between the floor boards!

There has been a lot of focus on Health and Safety processes and procedures during the last three months. We have updated our Health and Safety manual, which the Board has signed off. The next step is to get it audited, which if we are successful will allow us to claim a rebate on our ACC levy. There will be ongoing training required for the marina staff and we are starting with fire training.

The 2012/2013 financial year saw the hardstand outperform our expectations. We lifted and stored more boats than we had done in the last 10 years. This was a result of the 'pull effect' of the tenants in the Sea Centre, as well as the good service provided by our boatyard team. It also provided proof that the decision to upgrade the hardstand and build the Sea Centre was justified.

With the establishment of a Seaview Marina User's Association the Board and I are looking forward to the opportunity of establishing a worthwhile dialogue between the various groups who utilize the marina. Congratulations to those who have made the effort to get this off the ground.

Regards  
Alan McLellan, CEO



*Inside*

*June storm • mooring lines • vessel insurance • 'Blink' launch • dogs in the marina • dealing with spills •*

## 21 June Storm - the lessons learnt.....

The intense storm that blasted through the Wellington region late afternoon on 21 June 2013 caused widespread damage to property. The Eastern Bays area, including Seaview Marina, was one of the hardest hit by the combination of record-breaking winds plus very high tides.



The wind strength made it impossible for staff to safely attend to many vessels for a day and a half after the storm began.

Several boats on trailers and one on the boat yard were blown over by the force of the gusts which were recorded at up to 200kph.

Damage was sustained to the end of G Pier and part of E Pier was also crushed by the vessel Hemnestral which broke a stern pole.

Flying debris off boats dismasted at least one, and possibly two vessels.

Three boats on pole moorings broke lines, with one miraculously holding on by only one stern line for two days.

Many vessels had covers torn and a number had furlers blown out or windows smashed in.

The amount of debris washed and blown into the marina was unprecedented. Two additional staff were hired for a week to collect plastic and driftwood from around the marina shoreline, inside berths and the dock way. There was so much rubbish in the dock way it was impossible to lift vessels until it was cleared.

Four large rubbish skips were filled with collected debris.

On a positive note it was pleasing that in such severe conditions the marina did not sustain more damage.

With staff now having the capability to email all customers to issue emergency warnings, this was used to good effect to warn boat owners of the approaching storm and remind them to check and secure vessels. Many of you responded by doing so.

The solid breakwater mitigated the worst effects of the wind and tide and vessels on floating berths generally weathered the storm very well. Tied down and secured trailer boats mostly suffered superficial cover damage only.

All vessels on berths and in parks were checked by staff after the storm and owners advised of any damage or issues requiring their attention.

Marina management and staff are continually reviewing procedures and preparedness plans to deal with emergency events and risks. There are lessons for us all to be learnt both from not only this storm but also the recent series of strong earthquakes and we all have a part to play in ensuring damage from such events is mitigated. Some suggestions as to what you can do to help protect your boat and personal property:

- Insure your vessel.
- Secure your boat to its trailer and to the ring at the front of your trailer park. Regularly check your tie-downs for wear.
- Chock or wheel clamp the wheels of your trailer to stop it from moving in strong winds.
- Check covers are secure and replace or repair worn covers. Secure furlers.
- Check mooring lines regularly for wear and double up if necessary. Maintain lines and deck fittings to a high standard.
- Never leave unsecured items on deck, piers, fingers, walkways or around your trailer boat.
- Advise us of a change of email or mobile phone immediately so we can contact you in an emergency.

## Third Party Insurance now a minimum requirement for all vessels lifted or stored on the boat yard

Effective immediately all vessels lifted out or stored on the boatyard must carry Third Party insurance with a minimum Public Liability cover of \$5,000,000.00.

When you make a boat yard booking you will be asked to provide proof of insurance prior to your lift-out date.

If your vessel is not currently insured it is possible to obtain short-term third party insurance cover from a number of insurers. Their contact details are available from the marina office.

If you would like further information about the boatyard requirements please contact Suzanne at the marina office:  
Phone: 04 568-3736  
or email her at [suzanne@seaviewmarina.co.nz](mailto:suzanne@seaviewmarina.co.nz)

## Vessel Insurance to become Mandatory

Currently it is not mandatory that vessels stored at Seaview Marina carry vessel insurance. However the 21 June storm and changing policies in the insurance and marina industries have brought the issue of insurance into sharp focus.

The marina Board will be recommending a change to all marina berth, pole mooring and trailer park licenses to require that all vessels stored in the marina carry Third Party insurance with a minimum \$5,000,000.00 Public Liability cover. All customers will be advised of this amendment in writing.

It is important that the marina is aware of its potential liability and for this reason staff are contacting all customers asking for copies of insurance details so that they can be held on file. With a database of over 500 customers this is a large task. If you have not already done so, your assistance in providing a copy of your Certificate of Currency to the marina office would be greatly appreciated.

We acknowledge that some customers may experience difficulty insuring their vessels because their boats age, condition or construction. In addition, some may require a survey or inspection before insurance is cover is approved.

Please contact Marina staff who have details of insurance companies or insurance brokers who may be able to assist.  
**Please email your Certificate of Currency to:**  
[suzanne@seaviewmarina.co.nz](mailto:suzanne@seaviewmarina.co.nz)  
or post to: Seaview Marina, P O Box 33-230, Petone, Lower Hutt 5045



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## A Guide to Marina Mooring Line Standards

Recent extreme weather events experienced at Seaview Marina have highlighted the need to review the mooring equipment and methods used by owners of vessels - particularly those on our pole moorings.

Vessels moored on the poles are the most vulnerable as they tend to experience more extreme wind and sea conditions than those on floating berths. For this reason it is essential that they are properly secured before leaving them unattended in a marina. Failure to do so can result in damage to boats and/or other property.

Mooring lines are the owner's responsibility. We require, therefore, that owners of vessels carry out regular checks on their mooring lines and ensure they are the correct size and type of rope.

Marina staff will be inspecting vessels on pole moorings on a monthly basis to ensure that no vessel poses a threat to others in the marina.

Please note: Inadequate mooring lines will be replaced at the owners' expense.

This article is a guide to assist you with constructing mooring lines that will be fit-for-purpose and also relatively inexpensive.

### How to Construct Your Mooring Lines

Most marine cordage is for general or specialized use aboard yachts, and the less it stretches, the more it is valued by sailors. For mooring lines, however, sailors and power boaties alike need a rope that does stretch.

### Nylon is best

In pursuit of dock lines that do not stiffen with age, some rope manufacturers offer pre-spliced dock lines made from "stretchy" polyester. Polyester is far 'stiffer', will not absorb energy as effectively as nylon, and can subject the

vessel to unnecessary shock loads. These may be fine for large boats in protected floating marina berths, but for tying a boat to a pole mooring, for example, it is best to ignore all



**Polyester dock lines**

rope labeled Polyester, Dacron, Kevlar or Spectra.

The best rope for dock lines is nylon.

Nylon has three characteristics that make it ideal for dock lines. It is incredibly strong, it is very stretchy, and it is very good at resisting the harmful effects of sunlight.

The value of strength is self-evident, but the benefits of elasticity may not be as obvious. When your boat surges against an unyielding dock line, the load on the line goes from zero to the maximum at the instant the line becomes tight. The likely consequence is a broken line, or even a fitting torn from the deck. Nylon doesn't come taut suddenly, but dissipates the load by stretching.

As for nylon's resistance to ultraviolet damage, nylon lines enjoy quite a long life in our often sunny environment. Polyester is marginally better in this regard, as well as being slightly more abrasion resistant, but the advantage is insufficient for giving up elasticity.

Nylon is also relatively inexpensive. The only cheaper line is polypropylene.

### What about polypropylene?



**Polypropylene dock lines**

Polypropylene rope is stiff, very slippery, and usually bright yellow, but its most distinguishing characteristic is that it floats.

Polypropylene has a relatively low breaking strength, the quality of the rope is notoriously inconsistent, and because it is so slippery it may not hold a splice.

Nevertheless, some boaties use polypropylene rope for dock lines, presumably because it is cheap. This is false economy. Polypropylene suffers badly in sunlight, losing much of its strength in as little as a year. It is best left for ski ropes and dinghy painters.

#### Braid or Three-strand?

Nylon rope is available in both braided and three-strand twist construction. Each has its advantages. Braided line has better abrasion resistance than three-strand, and typically it is slightly stronger.

The main advantages of three-strand nylon for mooring lines are that it doesn't snag, it is easy to splice, and it is considerably less costly than braided rope. Three-strand also has the significant advantage of stretching more than braid. As a practical choice for mooring lines, three-strand nylon is unbeatable.

The best choice, therefore, is also the least expensive.

#### Recommended Line Sizes

Since larger diameter line takes longer to chafe through, a case can be made for choosing the largest diameter that will fit your cleats. But as the line diameter gets larger, it also becomes less elastic. The line diameters shown in the chart should deliver both sufficient strength and the benefits of elasticity:

Line Diameter	Boat Length
10mm	up to 8m
12mm	up to 11m
14mm	up to 13m
18mm	up to 17m
24mm	up to 20m

#### Caring for Dock Lines

Dock lines must not be neglected. They should be checked often for tightness and condition. Just the normal movement of boats in the water can sometimes loosen the lines. It can also cause chafing and, in turn, weakening of the lines. Once this damage starts, the strength of the lines is reduced quickly.

In addition to keeping an eye out for deteriorating dock lines, other measures can be taken to extend their life

cycle. Chafing caused by the lines rubbing against boat hardware and mooring poles is another likely cause of dock line deterioration. It is therefore, a good idea to use some kind of chafe guards to protect dock lines from such abrasive damage.



Chafe guard

Chafe guards made of such materials as polyester and leather are available through chandlers and other marine supply outlets. Boaties have also found that simply inserting dock lines through short lengths of plastic tubing or water hoses at the point where they are likely to rub something may limit chafing as well.

#### What length?

For dock lines that are a fixture of your pole mooring berth, work out the right lengths using old or light line (flag halyard) - making allowances for eye splices - then make up your new lines to those lengths. Nothing is more convenient than pulling into your berth and simply dropping eyes over the mooring cleats. Be sure to leave a little extra length for unusually high or low tides.

#### Eye splice

Your dock lines should have an eye splice in one end. For pole moorings, the eye will be in the boat end of the line, and it should be just large enough to fit over the horns of the boat's mooring cleats. A small eye will be unlikely to come loose, but for complete security you can feed the eye under an open-based cleat before looping it back over the horns.

A knot is a poor substitute for a proper splice. A bowline, for example, reduces the breaking strength of a line by about 40% while a splice retains 95% of the rope's strength.



Eye splices

## It'll Be Quick - 'Blink' ..... and you'll miss It!

Our thanks to Jim Bolland for this article and photographs.  
For more great sailing news go to Jim's blog:  
[www.abrushwithsail.blogspot.co.nz](http://www.abrushwithsail.blogspot.co.nz)

Saturday 17 August 2013. Today's launching of the 12m harbour/offshore race boat 'Blink' for Tony and Vesna Wells raises the bar for future keel-yacht racing on Wellington harbour.



Designed by rising star Robert Shaw of Auckland and built by Craig Partridge Yachts in Kerikeri, 'Blink' is a credit to all involved and should be on the front-line, in the battle for line and handicap honours at her home club, the Royal Port Nicholson Yacht Club.

The tempo of the launching at Seaview Marina could have been dampened by the inclement south easterly wind and rain, but for the enthusiasm and excitement of owners, crew and supporters, thrilled to see 'Blink' in the water.



There will no doubt be more written about this Shaw 12 during the coming season. Dockside rumour has it that offshore plans include the Around North Island Race and in the future, the Sydney Hobart classic.

The design objectives were to maximize the performance potential of a 12m offshore monohull, with the capacity to sleep a full crew and with a usable interior.

This is a versatile boat, set up for high performance racing either short-handed or fully crewed, both harbour and offshore. 'Blink' is built with racing in the infamous Cook Strait in mind, with robust construction and systems, foam core and options chosen with the wisdom that 'to win you must first finish' in mind; twin rudders, twin hydraulic rams, and dual hydraulic keel power sources (electric and engine pumps).

Principal dimensions and details are: Length: 12m / Sailing Displ: 4.1T 8 CREW/Empty Displ: 3.6T / Draft 3m / Keel Cant Angle: 50 degrees / RM (max): 7,687 kg/m / Mast: 19.8m.

Fixed Prod: 1m / Retractable prod: 2.5m / SA up: 110m<sup>2</sup>, down: 268m<sup>2</sup>.





## Environmental Update

### Fuel Spills

Occasionally oil escapes into the marina or harbour. This could be through a minor accidental spill or as a result of a more significant incident. A small quantity of oil can cover a large area very quickly. For example, with a sheen thickness of only 0.1mm, less than a litre of diesel can spread over a huge area.



Vessel operators should make all reasonable attempts to stop the discharge and prevent oil reaching the marine environment. For example by plugging scuppers and collecting any oil from the deck. Where possible oil should be contained and recovered from the water.

Should such an event occur within the marina contact the marina office ph: 04-568-3736.

For a spill in the harbor please contact either Wellington Harbour Radio (Beacon Hill) on VHF Ch14 or ph: 04 473 4547, or the Greater Wellington Regional Council's Environment Hotline, 0800 496 734 without delay. Prompt action may mitigate the effects of the spill and avoid unnecessary delays in tracing the source.



Absorbent pads and booms from a spill kit shown here in use containing and collecting a marina spill

### What to do if you have a fuel spill in the marina



The marina has two Spill Kits on site. Both kits are located on the boat yard (one by the diesel pump and the other in the boat yard staff office in the Sea Centre). Look for the yellow wheelie bins.

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

**Please use them.**

#### 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.
- Turn off automatic bilge pumps.
- 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 bilge 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.

## Marina Administrator Attends Marina Training Course



The Board is very supportive of improving the skills and knowledge of all marina staff. The marina industry is becoming more complex and technical and to keep up with these changes training for all our staff is a priority. To this end the Board sent Suzanne Willis to an Intermediate Management Course offered by the Marina Industries Association of Australia in Queensland in August. A total of 28 students from New Zealand, Australia and Fiji completed the comprehensive programme which provided a thorough overview of the operations, policies and procedures in the marina industry and exposed students to innovative ways of dealing with issues and challenges. The course covered human resources, leadership management, marketing, marina law, emergency management, environment management, health and safety and marina insurance. Marina CEO Alan McLellan completed the same course five years ago and it has proved to be very valuable in his role.

Mike Croft is scheduled to attend a forklift operator refresher training course and Mark Cousins is completing his first year of the National Certificate in Marine Operations and Services.



### Dogs in the Marina

Dogs are welcome at Seaview Marina but please note: they **must be kept on a leash at all times while they are on site.**

Hutt City Council has supplied us with a dog litter bag dispenser which is located on the corner of trailer park A by the marina office and there are many rubbish bins around the marina. Please use the bags, pick up after your dog and keep our marina clean.

Please co-operate with marina staff if they ask you to leash your dog or pick up after it. Unfortunately owners who do not comply will be asked to remove their dog from the marina. Remember, not all our customers like dogs but if yours is under control and not littering the marina then we can all enjoy this great space together.



### Seaview Marina Hours and Contact Details

**Office Hours** 8am-5pm, Monday to Friday  
8:30am-12 noon Saturday  
**Boat Yard Hours** 8am-5pm, Monday to Saturday  
**Office Phone:** 04-5683736 **Fax:** 04 5683586

#### Manager:

Alan McLellan Mob: 027 443 5330  
Email: alan@seaviewmarina.co.nz

#### Marina Administrator:

Suzanne Willis Mob: 0275 995 857  
Email: suzanne@seaviewmarina.co.nz

#### Assistant Administrator:

Alison Watt Mob: 021 449 845  
Email: alison@seaviewmarina.co.nz

#### Boat Yard Supervisor:

Mike Croft Mob: 0275 022 888  
Email: mike@seaviewmarina.co.nz

#### Maintenance Dockhand:

Mark Cousins Mob: 0274 102 196  
Email: mark@seaviewmarina.co.nz

[www.seaviewmarina.co.nz](http://www.seaviewmarina.co.nz)



**MARINA SECURITY WARNING**

This month a contractor working on the E Pier toilets had an item stolen from his unlocked vehicle. Our security cameras picked up the vehicle registration and the Police were informed.

While the marina has many systems in place working to ensure your property and personal safety are protected whilst on site, to maintain this security we also need your help:

- Please ensure you do not leave valuables in your car while it is parked at the marina. If you must do this, stow them out of sight.
- Remember to lock your vehicle and cabin areas.
- Shut the pier gate behind you as you move on and off the pier.
- Secure items such as dinghies and outboards when your boat is on the hardstand.

If you see anyone acting suspiciously around the marina contact marina staff immediately on: 04 568-3736.

**You can now pay your rental by Direct Debit**

Seaview Marina is now set up to accept rental payments by direct debit. Direct debit takes the hassle out of paying your rental by automatically debiting your account on the first of the month for the exact amount owing. These amounts are automatically adjusted for you when rates change so you don't need to visit your bank. Each month you will continue to receive an invoice showing the amount and date of agreed deductions in that period.

If you wish to arrange a direct debit please contact the office for an application form.



This dinghy was found washed up near the boatyard after the 21 June storm. If it belongs to you please contact the marina office on phone: 568-3736

**HOW LONG UNTIL IT'S GONE?**

Estimated decomposition rates of common marine debris items



Estimated individual item timelines depend on product composition and environmental conditions.  
Source: NOAA (National Oceanic and Atmospheric Administration), US / Woods Hole Sea Grant, US. Graphics: Oliver Lüdt / Museum für Gestaltung Zürich, ZHdK