

Manager's Message

The marina is in good stead heading into summer. While it's business as usual, we are working on a number of projects for the future.

The biggest is the development of a commercial pier off the southern end of the causeway. The aim is to separate the commercial vessels from the recreational boats and provide the former with facilities to support their operation.

The plan is to provide a 'T' shaped floating facility. A floating walkway will lead to the berths, which will be situated on the top of the 'T'. To provide for loading and unloading, a wharf structure is planned at the end of the central causeway. The berth sizes are yet to be confirmed but it is expected that there will be half a dozen 25m berths and the others will range from 16, 18 and 20 metre in size.

The renovated ablution block will be moved 30m north of its present position to allow for this. This project will also require removal of all our existing pole moorings and relocation of moored vessels.

Another component will be the relocation of the diesel pump from its present position to the end of this floating facility. This will provide easier access and maneuvering for boats and keep the present dock way clear for boat hoist activities. A number of fuel suppliers are interested in providing the equipment and running the fuel dispensing service. We are also keen to get petrol supplied from the facility as well.

In the past we have worked southwards with our pier development. After the June 2013 storm damage we realized that a large pier at the southern end of the marina basin would

provide added breakwater protection to the internal basin. By reducing the fetch the resulting waves generated would be kept in check.

While the design details have yet to be completed it is anticipated that a business plan will be developed by the end of this year, for sign off by the Board. Hopefully this project could begin sometime in 2014.

Regards
Alan McLellan, CEO



Marina Users Association Questions

Recently a meeting of marina users was held to discuss issues relating to the marina. Feedback to the marina management from this meeting indicated that of interest to our customers was what on-going maintenance is being undertaken on site and whether operating procedures, particularly on the boat yard had changed in the light of the June storm.

Each year the marina budgets for routine maintenance work. A number of ongoing contracts provide for routine and compliance maintenance. In particular, our electrical power supply and power pedestals are checked every six months. If faults are encountered repairs are done immediately. One-off failures need repair, as was the case recently when the main power supply to Pier C failed.

The marina has also been budgeting for refurbishment of the marina pier structures. The full refurbishment of, in particular, the metal componentry is planned for the next 3 to 5 years.

Just to give you an idea of the amounts spent within the maintenance budgets the following expenditure has been budgeted for the 2013/2014 financial year.

Expenditure	Examples	Amount
Programmed Maintenance	Electrical, drainage and pumps	\$34K
One-off Maintenance	Power failure, damaged equipment	\$22K
Building Maintenance	Wash down of Sea Centre roof—6 monthly	\$12.5K
Refurbishment Funding	Replacement of pier through bolts and floating rings	\$50K

In total we expect to spend the full \$118,500 maintenance budget over the 2013/2014 financial year.

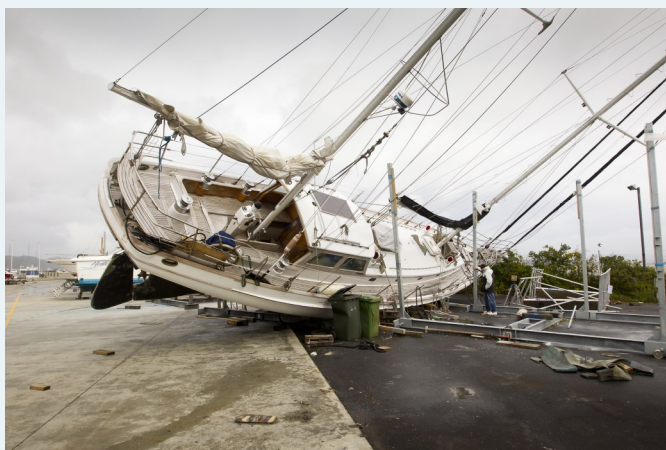
Hardstand Standard Operating Procedures

With the devastating storm experienced on the 20 June this year and the subsequent failure of one three arm cradle we have reviewed our operation procedures. Seaview Marina had operated without incident for twenty odd years but this storm resulted in a cradle failure. As a result Jacaranda fell onto its side.



The lessons learned from the incident have been applied to a rewritten Standard Operating Procedure for the hard stand. The key elements to this are being implemented over the next three months. They are:

- All three arm cradles positioned alongside and parallel to the dock way (N/S orientation)
- Angled jack props used on any vessel in a three arm cradle, or those with long keels
- Cradle arms tied together fore and aft to stop any movement in high winds
- Double chaining cradle arms on 'at risk' vessels over 100 km/hour wind speed
- Installing tie down points in the hardstand to strap vessels down in high winds
- All the chains and turnbuckles have been tested and any showing substandard results have been replaced.
- An engineering firm has been tasked with the job of developing a table for our staff indicating what actions need to be taken as wind speeds increase.



Costs of storm damage

A question was raised with regard to the cost of the repairs to the damage E and G piers. In addition to this was the cost of the repair to the vessel *Jacaranda*.

The marina has comprehensive cover for this type of storm event and we will be recovering a significant proportion of the repair work carried out. In addition to this our insurers have agreed to accept the claim on the repair of *Jacaranda*. The process would have been simpler if *Jacaranda* had been insured. Unfortunately she was not and the owner subjugated the responsibility to Seaview Marina Limited. Our insurers viewed all the damage as one claim. As a consequence only one excess of \$25k was applied.



Electrolysis in Vessels

The issue of electrolysis on vessels moored in the marina was raised. This is a difficult one to answer as each vessel has different characteristics. It is possible to test a boat (Strait Marine Ltd has the gear) to determine whether or not there is an electrolysis problem on that vessel. I imagine there are very few boat owners who know whether or not their vessels are being subjected to electrolysis.

The marina power supply outlets are tested every six months and we are confident there is no problem to boats from the 230 volt supply.



If boat owners think they have an electrolysis problem with their boat they should contact Phil Trowbridge at Strait Marine Services and he can provide you with a comprehensive report on any issues you have and what can be done about them.

Slow down

Speed of craft must not exceed 5 knots when:



- within 50 metres of another vessel, raft or person in the water.
- within 200 metres of shore or structure, on the inshore side of any row of buoys marking that distance from shore.
- within 200 metres of any vessel or raft flying Flag A (Diving Flag).

No vessel shall exceed a speed of 12 knots in the Lambton Harbour area (as shown on map).

(bylaws 3.2 and 6.8)



Refurbished Ablution facilities reopened

Last month work was completed on the refurbishment of the toilet block adjacent to E Pier.

The building, which housed a women's and men's toilet, had been on site since the marina opened and after 20 years of use they were in need of a facelift.

With a number of our customers living aboard their vessels on E and D pier and future piers planned, it was thought sensible to future-proof the building by including showers as well as toilets in the redevelopment.

The new facility now has two self-contained rooms, each with a shower, toilet and vanity. The walls which had previously been covered with rough-sawn boards have been re-lined in blonded, clear-finished marine ply. New vinyl has replaced the old draughty slatted wooded floors and skylights ensure the rooms are light and airy.

All customers have access to the new facility - simply use your grey proximity disk. Showers cost \$2.

The refurbishment was designed by cgm+foster Architects and construction undertaken by Cemac Ltd.

To complete the renovation the exterior of the toilet block will be repainted.



Kevin Ryan's Latest Project

It is a rare sight to see a completely new build being undertaken at Seaview Marina but in Unit 6 of the Sea Centre one is currently taking shape.

For the past eight months Kevin Ryan has been constructing a 12m alloy vessel of his own design intended for the private use of himself and his wife Leonie.

Kevin has fabricated the hull stem, frames and stringers and completed hull plating and all hull welding. Work has now commenced on fuel and water tanks. Hull stiffeners, engine bearers, deck beams, deck plating and hatches, along with bulwark capping are next.

The finished boat will incorporate a galley with sleeping accommodation forward and be powered by a single diesel, shaft driven, 300-400hp engine. The wheelhouse will be built and fitted to the hull when the vessel is out of the workshop and onto the hardstand.



Kevin Ryan and his new vessel



The Hull takes shape in Unit 6



A request for yacht owners

Spring traditionally is a very windy time in Wellington and the past months have reportedly been some of the windiest on record.

With these gales comes the risk of damage to covers, lines and also the clattering of loose halyards.

Please ensure your covers are tied down and halyards and lines are secure. Clattering halyards are an annoyance to others so when departing your vessel please tie back anything that is likely to drive your neighbours crazy.

ADVICE OF ROAD CLOSURE

Cam County Inc. Wellington will be holding their annual Port Road 1/8 Mile Street Drags on

SUNDAY 24 NOVEMBER 2013

FROM 7AM TO 5PM

Port Road, Toop Street and Marchbank Street will be closed while this event is on

Is this Your Dinghy?

A number of the dinghies on our dinghy storage racks are unnamed. Some are in very poor repair and we suspect they may have been abandoned. The dinghies pictured on these two pages have no name or details on them to assist us with identifying their owners. If one of these dinghies is yours please place your name or the name of your vessel on it as soon as possible and advise the office which of the dinghies is yours.

Any dinghies that are still unnamed after Friday 13 December 2013 will be disposed of.



Dinghy 1



Dinghy 2



Dinghy 3



Dinghy 4



Dinghy 5



Dinghy 6



Dinghy 7



Dinghy 8



Dinghy 9



Dinghy 10



Dinghy 11



Dinghy 12



Dinghy 13



Dinghy 14



Dinghy 15



Dinghy 16



Dinghy 17



Dinghy 18



Dinghy 19



Dinghy 20



Dinghy 21



Dinghy 22

Book your boat park or marina berth before 29 November 2013



and be into win a \$500 voucher from Burnsco Marine & Leisure,

Port Road, Seaview

For booking details contact admin@seaviewmarina.co.nz or phone **04 568 3736**



**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



Dogs in the Marina

Dogs are welcome at Seaview Marina. When enjoying a walk through the marina with your dog, please follow these simple guidelines:

- **Keep your dog under control on a leash at all times while they are on site**
- **Ensure your dog does not disrupt other peoples enjoyment of the marina**
- **Clean up after your dog**

A dog litter bag dispenser 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, and keep our marina clean.



Environmental Update



Make your workplace a safe place

**YOUR HEALTH.
OUR ENVIRONMENT.**

**USE ANTIFOULING
PAINTS SAFELY**

Know the rules

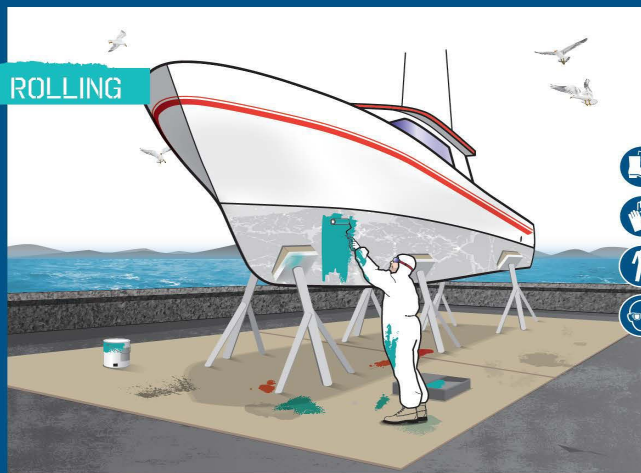
These paints are toxic and can harm your health as well as the marine environment. Learn more about the rules for antifouling paints; ask your local marina for your *Safely using antifouling paints* brochure.

Safety check list

- Wear the right safety gear
- Post warning signs when spraying
- Contain spray
- Work in a controlled work area
- Properly dispose of paint waste

www.epa.govt.nz

ROLLING



SPRAYING



SPRAY PAINT APPLICATION
WARNING:
THIS ANTIFOULING PAINT IS TOXIC TO HUMANS
DO NOT ENTER WITHOUT WEARING PERSONAL PROTECTIVE EQUIPMENT
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