

## MANAGER'S MESSAGE

As predicted the first quarter of 2008 has been very busy for the Marina. With one of the best summers in Wellington for many years Seaview Marina was very active. The hardstand continued to be well patronized and the boat ramp showed record levels of activity. Coupled with this was the much higher than budgeted occupancy rates of pole moorings, berths and trailer parks.

Overall the 2007/2008 financial year has been the best on record for the marina. There are plenty of challenges ahead but it is gratifying to think that in the third quarter all the Board's and the Hutt City Council's targets for the full year have been met already.

With this in mind I recommended to the Board that the marina could sustain profitability in the 2008/2009 financial year with a smaller increase in license fees than was announced early in the year.

***The Board considered this and has approved a 50% reduction in the increase of license fees.***

Details of the new price increases are tabulated on page 3 of this newsletter.

I have appointed an additional person to our team at the marina. Mike Croft has taken over the role of Maintenance Dockhand. This brings the compliment to 3.5 full time employees, which is the same as employed 4 years ago when Wayne Tilly and Evan Rielle worked for Seaview Marina. In those days we paid for all our accounting to be done by the Hutt City Council, but now Suzanne does all this, and more, in house.

There have been some less than pleasant activities going on in the marina since the New Year. For the first time in a few years we have been hit with vandalism. The launching ramp access gate was damaged by a group of five young boy racers. They attacked the coin machine and proximity card reader with rocks one Thursday night. All up this cost the marina \$11 000 in repair costs and about \$2000 in lost revenue. A few days later the coffee machine in the laundry was vandalized but in this case it was easily repaired.

More disturbingly, there have been three unsavoury and abusive messages about marina management left on the white board in the laundry. Such activities will not be tolerated, and I ask you all to keep an eye out and report anything offensive or unpleasant to marina staff, so that we can take photographs (for use as evidence if necessary) and then remove the messages so as not to cause further offence to marina users.

On a more positive note the upgrade to the launching ramp pontoons has been completed at a cost of \$70 000. We are now awaiting the piling barge to get here from Auckland to begin the installation of Pier F. This will bring on stream another 22 ten metre berths and 10 twenty metre berths.

The demand for trailer parks has outpaced our ability to supply, which has necessitated me taking over the small triangular area across from the LBYC. This was used as free car parking for owners' cars while they headed to the Sounds. The fence between Trailer Park A and this area has been taken down and we have managed to get 16 additional parks. For those who want to have secure car parking while away cruising we will be able to put you in spare or unoccupied trailer parks.

Just let Suzanne or I know when you need the parking and we will do our best to accommodate your needs.

The hardstand is still performing better than it ever has with high occupancy rates. The 'Green Shed' coffee room now boasts a coffee machine and telephone for local calls. Just a couple of additional services SML provides for those using our hardstand area.

There are plenty of challenges ahead but with a full compliment of staff I'm looking forward to working on a number of client focused initiatives in the coming twelve months. I would like to thank the licensees and clients of SML for the support they have given us. We will continue to develop SML into a first class marina complex.

Kind regards



Alan McLellan



## 50% reduction in July 08 berth license fee increase

# CHAIRMAN'S MESSAGE

The progress towards letting tenders for the new Marina Service Centre Complex is moving along as planned. Approval to borrow the \$3.4 million was obtained from the Hutt City Council and as we expected, SML now needs to publicly notify to obtain a Resource Consent for the project.

Fortunately we have strong commitment from our prospective tenants who in the most part are prepared to stay the course.

There have been a few opposed to this development. Their concerns are based around the fact that the marina is in some way going to be competing with other private businesses. In fact the marina will be acting as a landlord by providing a facility for a group of businesses who want to be located on the marina. In all cases they see the advantage of being grouped together in the one locality.

While the marina will retain one large workshop for its own use and will also have purchased the large tunnel house already on the marina, the projections are that there is capacity for at least three to four sheds to service the demand.

We as a Board are confident that the Resource Consent will be granted and work will begin later in the year on this much needed facility.

As part of the building design a concept landscape plan has been developed by Rebecca Wilson of Earthworks Landscape Architects & Environmental Designers. This will form the template for future landscaping on the marina.

One of the measures of the success of a marina is the occupancy rates. The strategy the Board has promoted over the last five years has seen SML become a preferred location for private pleasure boats. This has culminated in demand outstripping the ability to supply resulting in occupancy rates in all our

business areas of close to 100%. The Board has therefore approved the construction of F pier and we are now just waiting for Bellingham Marine to arrive to begin the work.

A spin off from this high occupancy rate was a proposal brought to our last Board Meeting by the Marina Manager. He had been working through next financial year's budget and his calculations showed the price increase announced early in the year for implementation on 1 July 2008 could be reduced. The Board was unanimous in its support and approved a 50% reduction of the increase.

I would like to welcome Mike Croft to the team at Seaview. We now have a full complement of staff to take the marina through its next phase. Mike has been employed to manage the ever increasing maintenance requirements on the marina. We are lucky to have such a practical and personable person in this role.

I wish you all the best over the autumn and winter period and hope you get to use SML's facilities during this period.



Bryan Jackson  
Chairman Seaview Marina Limited

## Electrical Warrant of Fitness Checks About To Start

From 1 April 2008 all vessels berthed in Seaview Marina that have a connectable electrical installation i.e. fixed wiring, were required to have a current electrical warrant of fitness if the vessel is attached to shore power.

Thank you to those boat owners who have certified their vessels and given us a copy of their electrical warrant of fitness by the due date. Unfortunately there are still a lot of vessels who have not yet obtained a warrant of fitness.

One of Mike Croft's jobs over the two months will be to check all vessels comply. Please note, vessels not displaying a current electrical warrant of fitness after that time will not be allowed to connect to shore power.

To obtain your warrant contact:  
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## New Staff Member Appointed

Mike Croft is the new Marina Maintenance Dockhand at Seaview.

With the increased workload around the marina, Mike has been appointed to oversee maintenance schedules, assist Bill on the boat yard and ensure a safe working environment by identifying hazards and contamination issues.

Mike may already be familiar to many of you as the owner of the sailing vessel 'Shaydes' moored on A Pier.

Mike brings a wide range of skills to the marina. After serving an engineering apprenticeship at the Railways he moved into sales. This led to him becoming the manager of a used car dealership. His most recent experience was in the engineering trade.

In the two weeks since he started Mike's considerable practical skills have been put to good use. He has been measuring out and installing anchor pins in the 16 new trailer parks, overhauling the submersible pumping system, learning to operate the boat hoist, attending a two-day Workplace First Aid course and familiarizing himself with the marina computer system. When Bellingham Marine begins construction of the new F Pier this month Mike will be working alongside their staff to receive training in pier construction. This knowledge will be a great asset to the marina and enable Mike to do much of the future pier maintenance in-house.

Mike is passionate about boating and has owned numerous boats including his current keeler 'Shaydes' which he races and cruises. He is married with two daughters and lives in Eastbourne, in the home they have spent seven years renovating.

## New Marina Berth Fees with 50% Reduction

Marina berth fees will be increasing from 1 July 2008 but the increase will be 50% less than originally proposed.

The new schedule of charges is:

Berth Size	Current Annual Charge	Charge from 1 July 2008
10m	\$2900	\$2950
12m	\$3600	\$3650
14m	\$4200	\$4300
16m	\$4800	\$4900
18m	\$5800	\$6150
20m	\$7000	\$7250

**Please note – Trailer Park and Pole Mooring license fees remain unchanged.**

**If you are currently paying Your Marina Berth fees by monthly automatic payment you will need to contact your bank to increase these payments from this month (May 2008) to cover the new license fee levels. The increased rate is applicable from May as fees paid by automatic payment must be two months in advance.**

To make this easier the table below shows you what the new monthly automatic payment rates for marina berths will be from 1 July 2008:

Berth Size	Current Monthly Rate	Monthly Rate From 1 July 2008
<b>10m berth</b>	\$241.66	\$245.83
<b>12m berth</b>	\$300.00	\$304.16
<b>14m berth</b>	\$350.00	\$358.33
<b>16m berth</b>	\$400.00	\$408.33
<b>18m berth</b>	\$483.33	\$512.50
<b>20m berth</b>	\$583.33	\$604.16

Please contact Suzanne if you have any queries about your automatic payments or your account.



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# Feature Boat - The Estral



This month's feature boat is Bill Voisey's Estral, currently berthed on B Pier. The Estral, a carvel built kauri plank launch, approximately 21 ft, single masted & motorized, was built at Port Chalmers in the early forties, by Careys, a well known boat building firm in Otago. Owned originally by a Dunedin family the boat was sailed in the Taieri Mouth area for some years.

In 1947 the boat was bought by a Mr Wilson of Greenhills. It is believed he only used it once or twice after discovering the 4 HP single cylinder Orion engine was not powerful enough to get back to port from the open sea across the bar. A few months later, the Estral was purchased by Harry Jamieson of Bluff. Before using it however, the Jamiesons replaced the engine, fitting a Rugby 4 cylinder, coupled up to a 3 speed Renault gearbox complete with hand clutch. At the same time a wheelhouse was built & fitted, along with self draining ports. It was in this form that the Estral gave the Jamieson family a lot of pleasure, fishing trips, leisure trips, & occasionally deer stalking trips over to Stewart Island.

The Estral also had a mast & sail & it was not unknown in heavy seas, to use the sail & engine together, the sail acting as a steady. In 1956 a change was made with the fitting of a Petter 2 cylinder 10 HP diesel engine complete with a marine gearbox. It used to sail to Stewart Island in 3 & 3/4 hours, ie Bluff wharf to Halfmoon Bay wharf. The old Rugby engine was a little quicker.

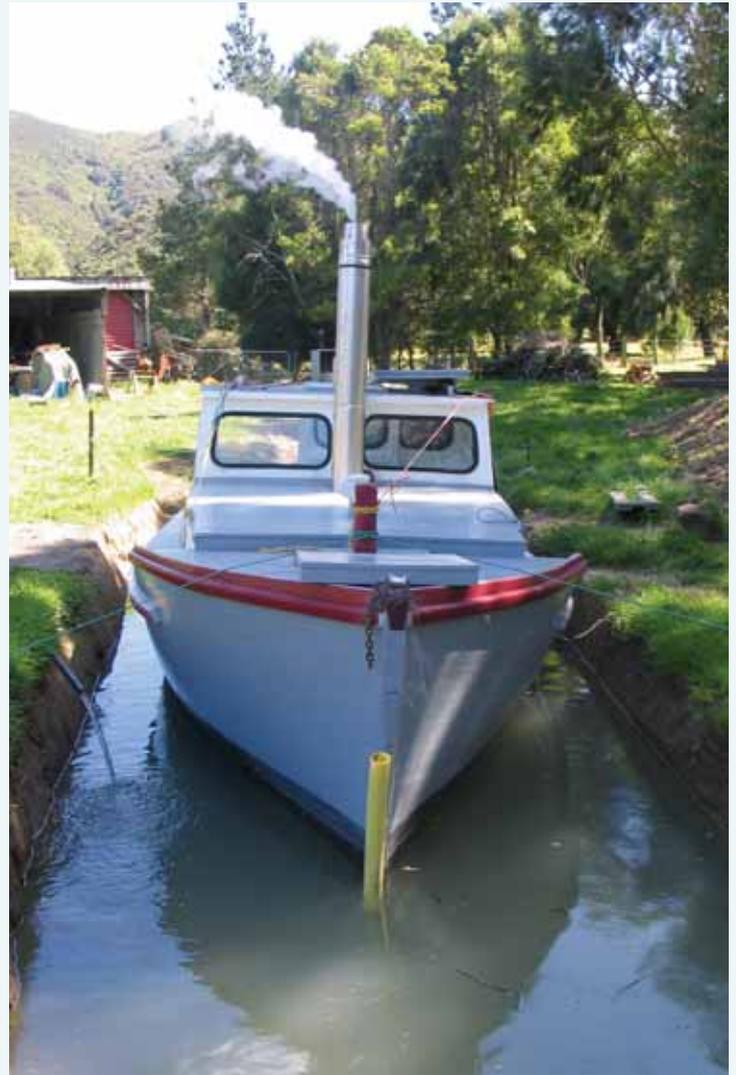
When Harry Jamieson died, his son Ewen took over the Estral. It was laid up for some time, then after being cleaned & tidied up etc, was transported to Napier by ship sometime in the 80's, where it was used frequently by the family for private fishing trips. When Ewen died suddenly in 1988 his son Rick took the boat over, renaming it the Kestral. Rick eventually shifted to Whitianga & then on to Australia. The boat was sold from Whitianga in 1996 to Bill Voisey who trucked it down to Wellington, converted it to a steam launch & reverted to the original name Estral.

In late 1992 Bill imported a set of castings for a compound steam engine which he subsequently built in his home workshop in his spare time over the next 8 years. A 5" diameter piece of railway train axle was used for the crankshaft which was turned out of the solid.

After purchasing Estral in 1996 Bill designed a boiler using a sketch of an old 1880's Stirling steam truck & made it to suit the available space in the cabin.

After putting in new ribs alongside the old broken & cracked ones, renewing the foredeck & well deck, replacing rotten planks, installing a false stem, adding a new rudder system & fantail, Bill fitted the engine boiler, a new prop shaft & bearings, fancy thrust unit, etc etc. He then bulldozed a hole in the paddock near the barn, towed the Estral into it, flooded the new graving dock & carried out engine trials, a lot of modifications, new oil burner system, different pumps etc.

The Estral, now with a 4HP compound 2 stroke steam engine and an oil fired water tube boiler, was re-launched at Seaview Marina Christmas 2000.



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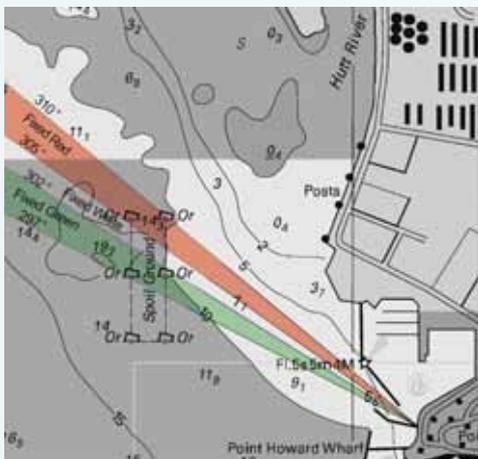
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# Sisiutl Visits New Zealand

Bob Bechler, a US cruiser, arrived in Opuia in October after a passage across the Pacific from Puerto Vallarta, Mexico. Bob originally left Seattle, Washington in 2002 and since then has logged over 40,000 miles in the Pacific. Sisiutl is a 44' ketch and he has a sail blog at <http://www.sailblogs.com/member/sisiutl>. This is his first trip to New Zealand. In January he traveled from Opuia to Wellington on a single-handed passage. Bob received a 'windy Wellington' welcome. Around Turakirae Head he was toying with the idea of putting up a spinnaker due to the light winds. By the time he was 8 miles from the entrance to Wellington the wind was blowing 55kts right out of the harbour! When he finally was helped into the marina and looked back into the bay it was calm again. Welcome to Wellington!! Bob said he has been in storms in the north Pacific but the conditions here in Wellington were something special! Bob enjoyed his months here in Seaview and even though he thought the summer was a 'bit unsettled' it reminded him very much of his home in Washington.

A highlight of his visit to Wellington was marrying Caryl Jade St Clair who lives here. They left May 1st for their first Pacific passage together. Their travels this year will take them to Tonga, Hawaii, California, and Mexico. A trip covering some 8,500 miles. In California they are picking up some veterinary equipment that Caryl ordered to be used on the various islands they will visit. Caryl is very active in animal welfare. In 2009 they will leave Mexico for French Polynesia and other stops across the Pacific. They are undecided about where to spend the cyclone season in 2009. The Marshall Islands are one choice but if New Zealand is decided on Bob and Caryl will return to Seaview again.

Bob hauled out here at Seaview and has enjoyed the services and people available at the Marina. He would like to return to see the results of the new developments planned for Seaview and thinks that the new facilities will make Seaview an important marina for both local cruisers as well as international boats visiting New Zealand. Currently they do not go much further south than Whangarei but with the planned capabilities for Seaview they may decide to visit further south. There is plenty to do here and the people have all been so helpful and friendly, says Bob.



This is not a navigational chart.

## SECTOR LIGHTS

This is just a reminder that the new sector lights are operating for those navigating the marina entrance way at night. The fixed red light has a bearing between 297 and 302 degrees, the fixed white light a bearing between 302 and 305 degrees and the fixed green between 305 and 310 degrees.

While this is the most convenient navigational tool to get into the marina it has been decided to also replace the red and green lights which are on the in-water poles as you enter the marina. Vega Industries will be providing the new units sometime in May 2008 and these should give far better service than the present units.

It should be noted that on at least two occasions these lights have had to be repaired because of, what appears to be, willful damage. The glass covers have been smashed which would indicate it has been done from either a vessel coming or going from the marina or someone on the breakwater throwing rocks at the lights. If you notice anything of this nature in the future please let the Manager know as they are expensive units to install and maintain. We are working with the Harbour master to include approaches to Seaview Marina in their latest charts.

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# A PIECE OF WELLINGTON HISTORY UNDER RESTORATION



One of the big local projects going on this year has been the restoration of the original police launch 'Lady Elizabeth'. Built in Picton in 1941 by Fred Musgrove and named after his grandmother, the vessel was requisitioned by the government to be used as Wellington's 1st official police boat. Built with a combination of solid New Zealand kauri, beech and jarrah, the Lady Elizabeth served a term of nearly 30 years until she failed her survey in 1969.

It has since been privately owned and in 2007 local berth holders Kevin and Mary Daly purchased the 'Liz' and had her trucked up to a farm in Mangaroa valley for the repairs and restoration.

Blair Coleman, who lives and runs a small boatbuilding and repair business here at Seaview, took on the challenging project.

The job has consisted of extensive repairs to the gunwales, main stringer and a section of ribs. The whole deck structure down both sides and stern has been rebuilt and parts of the superstructure have

been replaced. Some small sections of the sub-deck and structure needed repairing in the foredeck and a new belting will be added down the starboard side. Apart from one section of planking, the hull itself was in amazingly sound condition.

Blair notes, 'we used a combination of modern and traditional methods, but for the most part in keeping with the traditional. Where possible, the planking and rib repairs have all been fastened with copper rivets, and the new deck framing rebuilt the old fashioned way. The decks themselves are now a modern plywood construction, and she will be thoroughly re-glassed. As lady luck would have it, the boys in the shed next door had milled a heap of native kauri a few years previous, so we had a supply of seasoned, top grade heartwood virtually on tap throughout the summer'.

In Feb this year, Blair called in the services of local retired boat builder, Tony Nesbitt, to help part time on the job, as with the project growing in size, they needed to make sure she was all closed back up and sealed before the dry season ended.

Kevin, who is a very talented engineer, has also been restoring the old Gardner engine and running gear, and helps with the building on the weekends. As he and wife Mary intend to keep the boat for many years to come, they are giving the 'Lady Elizabeth' the complete overhaul she deserves.



**DANGER  
DIVER BELOW**

**THE DIVER'S FLAG MEANS**

**SLOW DOWN**

**TO UNDER 5 KNOTS**

**OR KEEP**

**200 METRES DISTANCE**

Some advice from Greater Wellington Regional Council - Harbours

Diving is an increasingly popular sport around Wellington, boosted by the sinking of the frigate Wellington on the south coast a couple of years ago. All boaties need to be aware of the presence of divers. The July start of the scallop season will increase diving activity in and around the harbour.

Any boat with divers in the water must display the diver's flag (flag 'A'), white with a blue swallow tail. With a dive flag, bigger is better, and the minimum size is 60cm by 60cm. This needs to flown in a position where it is most visible. Any boat seeing this flag must either keep more than 200 metres away from the boat flying the flag or slow down to 5 knots and keep a sharp lookout for divers in the water.

Divers need to look after their own safety as well and ensure their boat skipper is flying the flag. It is also a good idea for a diver to carry a "safety sausage" and whistle to make them easier to locate when on the surface.

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# WHAT'S HAPPENING ON THE HARDSTAND

## DOCK WAY DEEPENED

The dock way has been deepened, from the end of the wharf right into the head of the dock way. It is also planned to extend this approximately 50m south of the wharf along the breakwater. Survey data of the seabed showed it is presently possible to launch vessels up to about 4.5 m draft at the high tide but it would be an advantage to extend this to accommodate vessels up to 6m draft. Boats built by Hakes Marine are getting bigger and deeper and Seaview Marina wants to make it easier to get their boats into the water.



## 40 TONNES REQUIRES TWO CRANES

San Diego, which was featured in our last newsletter, was lifted out on the hard for a check up for worm in the bow section. She was too large for our dock way and too heavy for our travel lift so the owners Lee Bennett and Marie-Claire Andrews had to get her craned out of the dock way.

What appeared to be a major task went very smoothly and it was fascinating to watch the skill of the two crane operators as they moved the boat from the water, between the two cranes and onto one of our cradles.

Lee and Marie-Claire have a bit of work ahead of them but it appears nothing daunts this enterprising pair.



## KEEP YOUR ANCHOR CHAIN SECURED

A timely lesson to all cruising boaties! This photo shows what damage can be caused when an anchor and chain gets loose while motoring.

On a delivery trip down the Wairarapa Coast this launch's anchor broke loose and proceeded to pay out over the bow. The anchor and chain ended up wrapped around the starboard propeller and shaft after damaging the port propeller. The result to the starboard area was a badly bent shaft and strut and a ruined propeller.

The vessel was towed in from Ngawihi by a local fisherman and hauled out onto the hardstand for repairs.



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# Hakes Marine Projects Span Two Centuries

## ANOTHER HAKES RACER LAUNCHED AT SEAVIEW

A beautifully finished Transpac 52 christened 'Audi' was launched by crane into our dock way. This yacht was commissioned by an Italian owner and he and some of his team were here to see the yacht transported from Hakes' workshop and launched here at Seaview.

She drew 4 metres and so had to be launched at within a couple of hours either side of high tide. The mast was put in and it wasn't long before she was out gracing the Wellington Harbour and showing what a performance racer can do.

After a week here at the marina the reverse process occurred and 'Audi' left for Auckland to be shipped to Italy.



## TAWERA

Arch Logan's last larger racing classic 15.6m 'Tawera' (shown on the boat yard and under sail in Auckland) and was unloaded onto the hardstand before being transported to Hakes Marine for a varnish and 'birthday' makeover.

Designed by Arch Logan and built by Col Wild in 1935 she is one of the finest examples of a Bermudan classic in New Zealand. She was restored in 2004 and has been kept in the traditional mould of the 1930's but with the comfort of today.



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