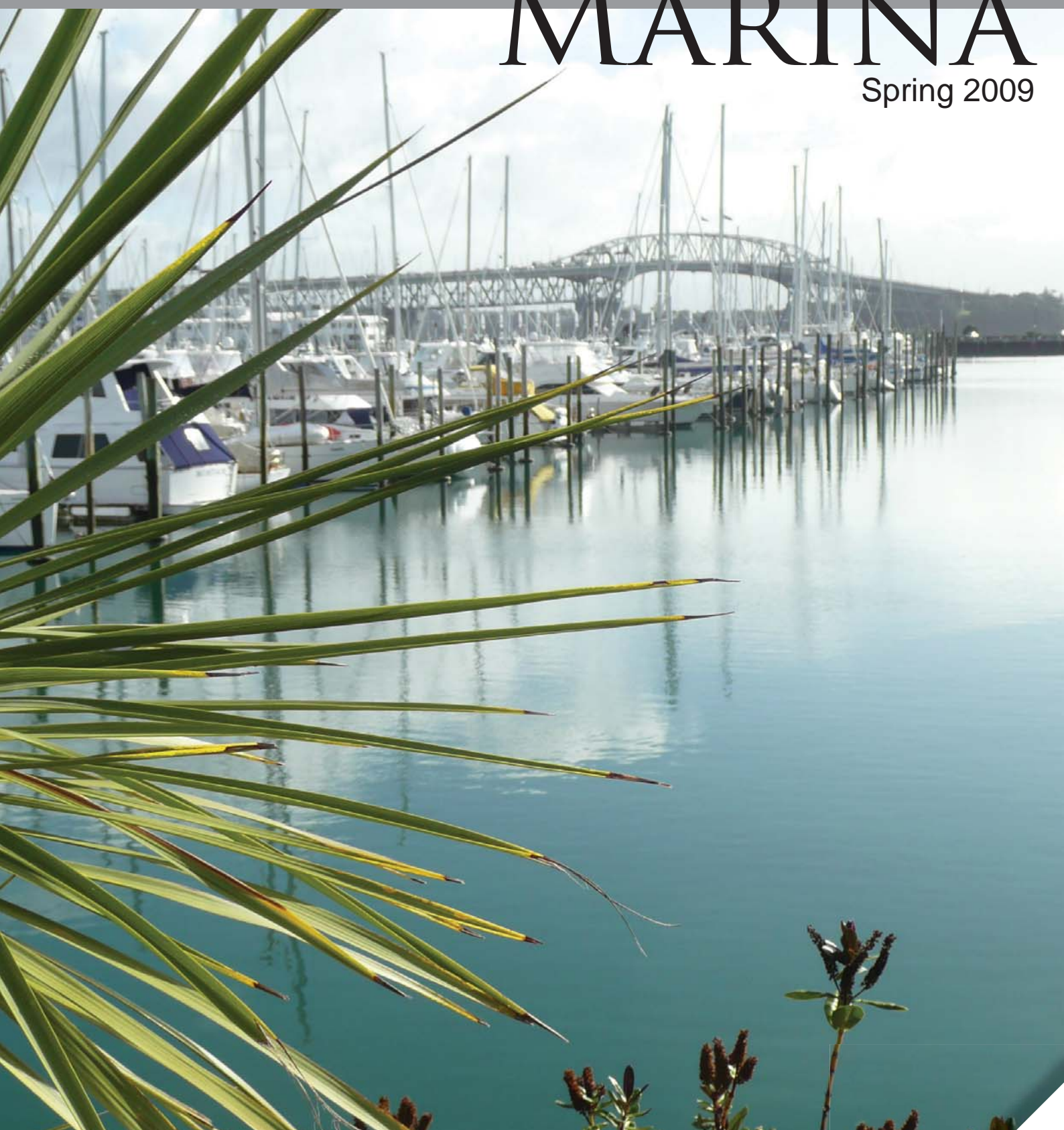




WESTHAVEN MARINA

Spring 2009

36.8399 S | 174.7438 E



Kupe | Marina Governance | Marina Repairs | Clean Boating | Bilge Pumps

Westhaven
Masterplan

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SPRING 2009
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PR03947

Welcome to the Westhaven marina newsletter 2009 Spring edition. In this issue we feature a number of articles of importance and interest to boat owners and marina users.

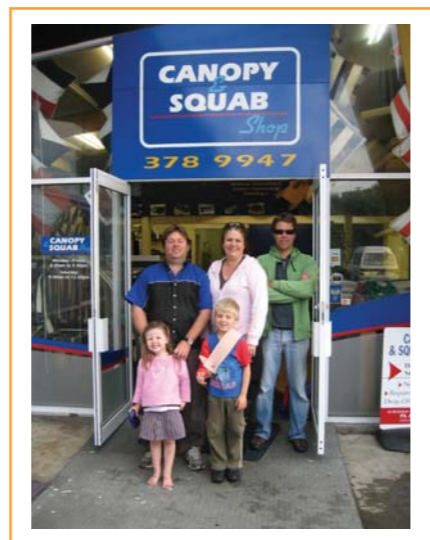
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Now is the time to catch up on your maintenance and enjoy hassle free sailing over Christmas and beyond. Ring or email Canopy and Squab Shop for a free check up and evaluation of your covers and squabs.



Feature Story: Kupe

Back in late 2007 our little launch Kupe started taking on water through a hull fitting while operating in the marina.

A haul-out and assessment quickly revealed that the years of hard work had taken their toll on the old girl and she badly needed a refit. Since then, a number of berth holders have been asking after her.

Kupe started life in 1962, designed and built by the then Auckland Harbour Board specifically for survey work and construction engineer's duties under and around the wharves. She is built of kauri with a ply deck with an overall length of 15'11" (4.8m) and 22 cwt displacement. She had to be smaller than 16ft in length so skippers didn't have to comply with specific maritime qualification requirements of the time.

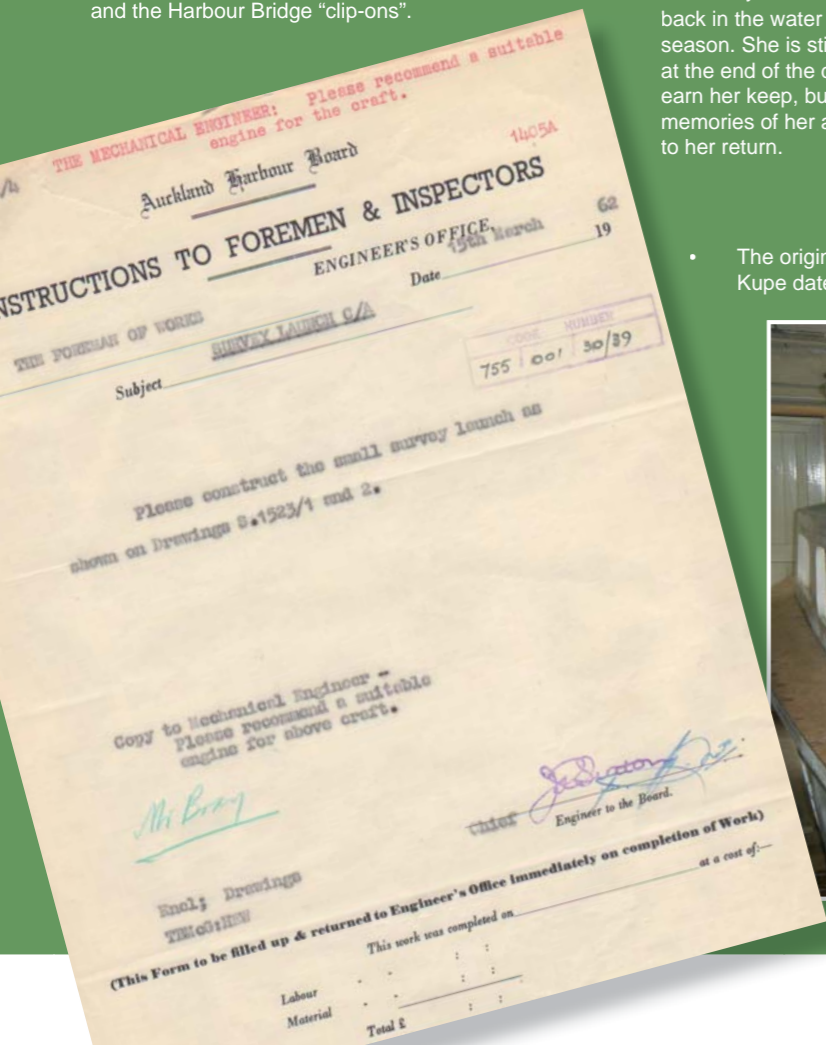
Originally powered by a Ford Consul 315 petrol engine with direct drive, Kupe has been re-powered several times in the 47 years since and currently has a Lister Diesel. The original construction cost of 1,474 pounds was a very good investment. She is also of interesting historical value, having been put to work on various large projects on the Waitemata, including the building of the Bean Rock light and the Harbour Bridge "clip-ons".

Tiirangi boat builder, Simon Ventura, was engaged to refit the boat because of his years of experience and enthusiasm working on wooden boats of a certain age. Kupe was stripped down and old decking removed to assess the condition of the original structure. "Just in time" were the words Simon used to describe her condition. Her hull and frames needed a few minor repairs, but showed little sign of any serious problems. The old deck had been hiding a little rot around the stern quarters, but overall she was structurally sound.

Mechanically, Kupe wasn't too bad. The engine has clocked up relatively low hours, but the prop shaft and bearings were worn out. Bill Falconer removed the engine for servicing and a tidy-up. It was discovered that the gearbox had originally been installed running in reverse, and will be re-installed the right way around. Other improvements have been made to better adapt the vessel to a marina environment and to address safety issues. Some of these were made possible due to advances in boat building technology, like epoxy resins, which were not available to her original builders.

After many hours of work, Kupe is being repainted and the mechanical systems reinstalled. Simon's attention to detail has been rewarded with a superb refit of this old Westhaven identity. The aim is to have her back in the water for the summer season. She is still a workboat, at the end of the day, and has to earn her keep, but those with fond memories of her are looking forward to her return.

- The original work order for Kupe dated 1962



Marina Governance

In our previous newsletter we noted council's intention to separate the Westhaven marina operation out from council's governance and operational structure and that it had embarked on a process that would lead eventually to Westhaven becoming part of a "council controlled organisation" with its own commercial oversight.

We also noted that the transition to a new council structure for the Auckland region would likely impact on the timeframe for any move to a CCO structure.

As expected, the Auckland Transition Agency has imposed a moratorium on restructurings of this nature until after the new Auckland Council is in place. Council has therefore taken the interim

decision to realign Westhaven marina's governance on a stand alone business unit (SABU) model by October 2009, with any further changes deferred until after the transition to the new council in November 2010.

The day to day operation of the marina will continue largely unchanged.

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Edwin De Laat & solo around the world sailor at Hobson West



Hobson West hosted two budding young sailors during May.

12 Year-old Edwin De Laat, a passionate focussed yachtsman with hundreds of sea miles under his belt, and 16 year-old Mike Perham, who two years ago, became the youngest person to sail across the Atlantic single-handed. Mike is now fulfilling an even bigger dream to become the youngest person to sail around the world single-handed. Hobson West Marina sponsored the berthage for both sailors during their Auckland stopovers. In October 2008, Edwin became the youngest Coastal Classic entrant and crewed in the Round White Island

Ocean Race on Ragtime/Infidel, as well as the Auckland Anniversary Regatta, Round Kowau Island Race, Classic Yacht Regatta, the Millennium Cup and on Starlight Express in the Gold Cup Inshore Series. Just recently he skippered his own keeler 'Crac-A-Jac' in the Farr 727 National Championships. His ultimate dream is sailing around the world in a speed machine preferably in the Volvo Race.

Mike Perham departed from Portsmouth in November 2008 in an attempt to set the record for the youngest sailor around the world. Mike hopes to raise £24,000 for charities (£1 for each nautical mile). Not bad for a young sailor. We wish him all the best. You can follow Mike's journey at: www.totallymoney.com/sailmike



Pier replacement update

Auckland City Council has recently called for Expressions of Interest from marina design specialists.

At the time this newsletter goes to print, the EOI will have just closed. Council is seeking expert advice as it begins a Request for Proposal/Tender (RFP/T) process for the re-design and replacement of the existing end-of-life marina piers.

The purpose of the EOI request is to identify consultants or consultancy firms with the specialist marina engineering knowledge to ensure the proper technical requirements are achieved for new piers. The first piers to be replaced will be A and T which are already well beyond their original design lives.

It is intended to replace A pier in the current financial year, hopefully without the need to first build a "decant" pier to receive relocated boats. The T pier replacement is also planned

to be substantially completed by financial year end. The 1980/81 piers G – S will be replaced progressively in subsequent years.

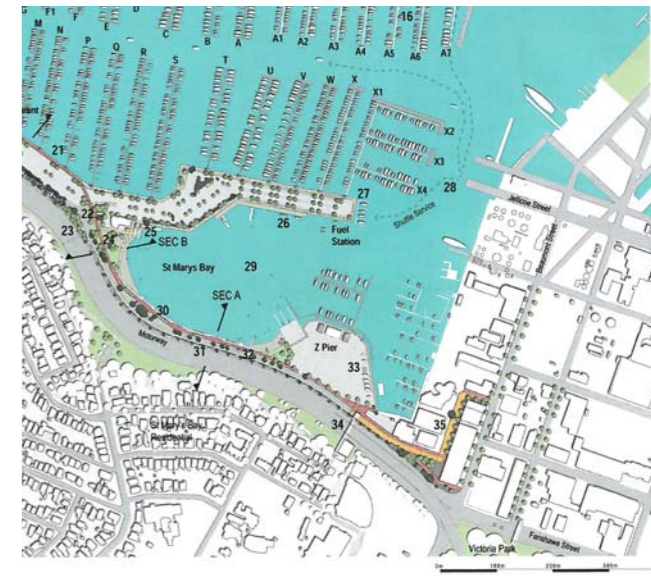
The source of funds for the pier replacements has yet to be finally determined, but is likely to require raising of debt. Obligations around servicing and repayment of the debt continue to be worked out between the marina users association and council.

Westhaven masterplan and Marine Events Centre

The Viaduct Harbour Marine Events Centre planned by Auckland City Council for the Halsey Street extension wharf, forms part of the city's vision for a revitalised CBD waterfront. Councillors have stepped up the Event Centre's priority in an effort to see it completed before Rugby World Cup 2011.

The preliminary design has been endorsed by the council's Urban Design Panel, and the resource consent application has been submitted. Councillor Aaron Bhatnagar, chairperson of the City Development Committee, says "The decision will provide much-needed activity and jobs for the construction industry in the short-term and economic benefits through tourism in the longer term. This demonstrates our commitment to balance affordable progress with developing the city."

Councillors have also recommended that Te Wero Bridge - the proposed connection between the Viaduct Harbour and Wynyard Quarter - be completed in 2016. The bridge will facilitate movement of people between the CBD and Wynyard



Quarter while balancing the needs of major events and boat movements in and out of the harbour.

The updated Westhaven concept plan also suggests a number of improvements for the site over the long term. Indeed, funding for these improvements is also out in the long term, although there are some priorities that may be achieved in the near future such as the much-needed widening of Westhaven Drive, especially through St Mary's Bay, with separation of pedestrian and vehicle traffic



Marina repairs update

The deteriorated condition of the T-head pontoon assemblies on the ends of P, Q, R and S piers has meant that we are having to replace the end berths on those piers or else risk them disintegrating.

Replacement pontoon floats were craned into the water and moored in St Mary's bay until ready to be towed to their new location and fitted into place.

The low centre of buoyancy of pontoon floats means that they will tip upside-down when not connected to any other structure. Given that each float weighs several tonnes, this tendency to flip when unsecured creates a genuine workplace hazard that must be appropriately managed and is just one of the reasons that we ask that the marina be treated as a wake-free zone.

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WMUA 2009 annual general meeting

The Westhaven Marina Users Association (WMUA) hosted its 2009 AGM at the Ponsonby Cruising Club in June.

Besides other WMUA business, the AGM provided a platform for open discussion between WMUA members and the Auckland City Council, especially on issues such as the proposed replacement of ageing piers.

WMUA and the marina have agreed on the need for reduced boat speeds within the marina to achieve a "no wakes" policy. This will help minimise long-term damage to marina components and avoid disruption to maintenance contractors and other marina users.



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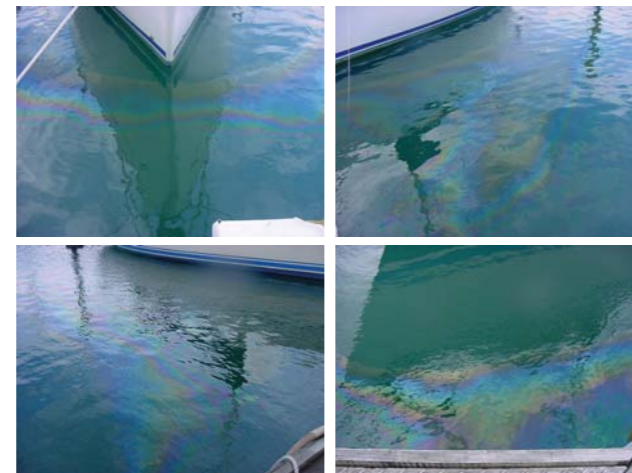
Located at the Old Alinghi and Team New Zealand bases
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Contact: Chris Lodge, phone 027 284 6852
chris.lodge@aucklandcity.govt.nz

Is your bilge pump releasing oil into the marina?

Automatic bilge pumps can have an environmental drawback if not properly managed.

Bilge pumps typically do not have filters attached and so whatever nasties are swilling in the bilges will be discharged to sea when the pump is operated. Within the marina this is often apparent by an oily sheen left on the surface water. Just one cup of oil can produce an oily sheen on over an acre of water and be harmful to marine life over this area.

Westhaven is a No Discharge Zone which means care must be taken to ensure anything poisonous, noxious, dangerous or offensive is not discharged into the marina boat harbour. We recommend fitting oil filters to bilge pumps or the use of a high-absorbent bilge sock in the bilge. These socks contain polymers with a huge appetite for hydrocarbons but will not absorb water. They may be purchased at any chandlery or through the marina office.



Hydrographical survey 2009

A hydrographical survey of the marina is undertaken every two years to enable silting trends to be identified and thereby assist with forward planning for future dredging requirements.

The most recent soundings took place in June this year and are able to be viewed under the "resources" tab on the www.westhaven.co.nz website. Depths are shown in meters and decimetres below chart datum. The latest survey results indicate no significant changes in water depth since the 2007 survey. However, if you experience any incident of grounding on a low tide, please advise the marina office so we can maintain a register of those incidents for planning purposes.

Clean Boating programme, booklet and resources

The Clean Boating booklet is an invaluable resource initiated by the New Zealand Marina Operators Association (NZMOA) to educate boat owners on the importance of clean boating habits.

As a berth owner or renter, you would have received a copy of the booklet in the mail and will find that it covers extensive tips and solutions that you as a boat owner can use in order to make a

difference to the marine environment. With contributions from Biosecurity NZ, the Department of Conservation and the Auckland Regional Council, this booklet covers topics such as storm preparations, how to keep pests off your boat, proper grid use, marine reserves, waste management including bilge and grey water, alternative cleaning products and much more.

As an extension to the Clean Marinas programme, the Clean Boating programme is part of an international environmental initiative and aims to educate boat owners through the use of resources such as this booklet, fact sheets, through their website at www.cleanboating.org.nz and by working together with boat owners and marinas to improve environmental performance.

Free copies of the booklet and complimentary Clean Boating floater key rings are available at our front office.



Waste, hazardous waste and recycling

The proper disposal of waste is important to avoid compromising our marina environment and marine life in the surrounding harbour and Gulf.

Taking responsibility for our individual actions regarding waste disposal is vital. At Westhaven we provide large rubbish skips in the car parks and within convenient reach of the pier gates. We are currently reviewing our collection facilities for recyclable glass, cans and plastic. Recycling benefits the environment and separating your recycling from regular waste onboard your vessel will make it easier to dispose of appropriately when you come ashore.

Hazardous waste receptacles for oil are also provided at various locations around the marina, so please dispose of waste oil only in these receptacles. Sewerage pump out facilities are available at Z pier and on the end of U pier for holding tanks.

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Updates

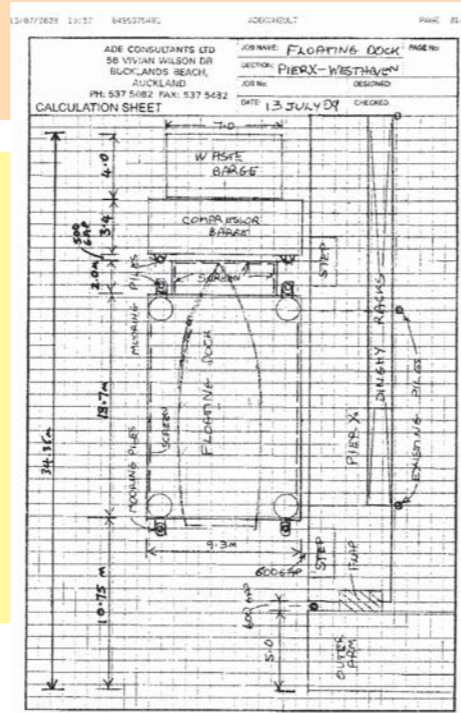
Floating dock relocation!

As many of you who make regular use of Ken Sharp's floating dock will be aware, its continued operation is in jeopardy because of the imminent termination of Ken's harbour licence. In an effort to ensure the floating dock continues in service for Westhaven boat owners, we are working closely with Ken and the marina users' association to relocate the floating dock within Westhaven.

The options are very limited, but the proposal at this stage is to relocate the dock alongside X Loading pier, at its northern end. This will have the dual advantage of ensuring the dock's longevity as

well as providing users with land-based access to the dock for the first time. We encourage marina users to give us feedback on the proposal to assist with our evaluation and planning.

So, whether you support or oppose this proposal, if you feel strongly about this issue please make sure to drop us a note and let us know.



Maintenance in the Marina

Current projects and maintenance updates



Through bolt changing and capping

Through-bolts are in the process of being replaced on piers V, W and X. The threads and nuts on these bolts are badly corroded after 15 years in an extreme environment and are no longer capable of being tightened, which compromises the integrity of the floating pontoons. Black plastic caps are being installed over the new bolts to reduce the rate of corrosion and increase the serviceable life of the through-bolts.

New pontoons

You may have noticed the new pontoons a temporary mooring in St Mary's bay. From there they will be towed around to the relevant piers as work completes.

Wet and Forget

The annual spraying of piers to clear moss, mould and algae is in progress.

New piles and hi-lines

Brent Shipman's Total Marine crew have been busy pulling rotten and broken piles from around the marina and driving over 50 new piles in the past few months.

Marina custodians have been replacing hi-lines as this work has progressed. Further pile replacements are scheduled for piers K – S in the near future.

Housekeeping

Missing trolleys

Where have all the trolleys gone? We realise our trolleys are ideal for many uses outside the marina, meaning that we spend several thousand dollars annually replacing those that go AWOL. Trolley replacement is an operating expense that could be better spent on other priorities and which can be avoided if the trolleys are not removed from the marina.

All marina users appreciate trolleys being readily available on demand, so please return them to their rightful place at the pier gates after each use so they are available for the next visitor.



Wi-fi update

Auckland City's Wi-fi network that council and Kordia have rolled out through the CBD fringe has been extended to include Westhaven and Hobson West marinas. Wireless internet is now accessible around the majority of the Westhaven and Hobson West sites. Sign up for your account online. Check www.tomizone.com/auckland for more details and if you require assistance, contact help@tomizone.com or call 0900 80808.

Electrical standards

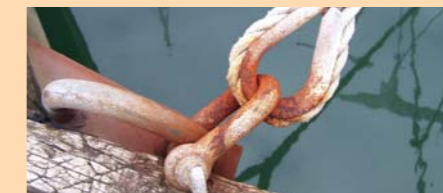
With boating activity set to increase in earnest as summer months arrive, we cannot stress enough the importance of ensuring your boats electrical fittings comply with the relevant safety standards. A reminder that all vessels



connected to shore power must have a current Warrant of Electrical Fitness and that power leads connected to shore power need to be certified. Besides the risk of electric shock, electrical faults can also be responsible for galvanic corrosion of boat and marina fittings. Eliminating electrical faults also eliminates the single greatest cause of fires in marinas.

Check you mooring lines and cleats!

Have you checked your mooring lines lately? Is the line adequate for the boat? What condition is the mooring line in? If you are concerned about the condition of your line then contact us at the marina office, as we are happy to assist in modifying or adjusting your lines to suit your vessels.



Reward for information

The owner of Raymarine C120 and C80 plotters stolen very recently from a vessel on C pier is offering a \$5000 reward for information leading to the return of these units. They were removed in what the owner describes as a very professional and courteous way: screws put back in the holes, console covered back up, access zipped and domed back up. This is a timely reminder to all marina users that gate codes must not be given out, and to always be vigilant when seeing people leaving other boats with equipment.

If you have been offered these units, or heard of similar units being fitted to a boat in circumstances that sound suspicious, or if you hear of a request for cables or antenna, etc., to fit these units, then please ask the question, and if suspicious please contact the Auckland Police (File 090802/9172) or the owner on 021-912913 or u-sell@xtra.co.nz

Boat moving

Maintenance works on the marina piers is ongoing and it is often necessary to temporarily relocate boats in order to provide the maintenance crew with access to a berth or to prevent accidental damage to boats from maintenance activity. Our customer services team will use its best endeavours to alert the owner of a potentially affected boat in ample time to arrange its relocation. Assistance is available from marina custodians if required.

The procedure highlights the need for boat owners and berth owners to ensure the marina office is advised promptly of any change in contact details. Our customer service team may need to contact you at any time about your boat, whether that be for scheduling marina maintenance or to alert you to an emergency situation and if you are not able to be contacted, it may mean your boat being moved without your knowledge, which we prefer to avoid. Thank you for your cooperation in this, and for your patience during maintenance activity.

Customer services update

During July Auckland City Council undertook its annual telephone survey to measure customer satisfaction around various council services, including those services provided at Westhaven marina. Over 10% of Westhaven customers were polled and provided useful feedback on a wide range of marina facilities and services and gave us a clear indication of where improvements can be made. Thanks to those readers who participated.

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