

## July 2014

### **FROM THE CHAIRMAN**

I hope you all enjoyed the nice Autumn weather. The Winter Storm was the main factor during this Quarter. With all the damage to the marina, we exceeded our compulsory large excess amount; so will be making an insurance claim. Please help the marina staff, by tying your boat up satisfactorily for storm events. Let's hope that's the end of the very bad weather for some long time. Looking out at the moment it certainly looks so.

*Cheers*

*Brian Parker  
Chairman*

### **From the Manager**

We all wondered where the winter was. Well I think it has let us know and the drought is certainly over! The better weather we had in May and early June did allow us a very good run at our dredging and pile replacement program which has been largely completed.

It has been disheartening however to see so much sediment pour into the marina with the recent storms. It seems that there will be an ongoing battle to remove it from the marina.

I trust your winter maintenance goes well and you will be ready to enjoy a boating summer.

You will shortly be receiving notices leading into the AGM at Labour weekend. Hope to see you there.

Darryl Smith  
Manager

### **SECURITY**

We have had two new cameras fitted and upgrade to digital recording and the IP cameras are giving better pictures than ever.

The LED lighting has proven to be very effective and we also now have the same lighting at the rear of each hard stand compound as well.

### **NEW GANGWAY AT THE SOUTH END AND FUEL PONTOON**

These gangways have been replaced with aluminium ones the same as the North end and we are pleased with the look of these and they should outlast the marina now so one less problem to deal with.

### **DREDGING**

All berths on C and B fingers were dredged. It is always a huge task for everyone with needing to remove and replace boats in berths and often at short notice.

We appreciate the understanding and help given us by owners to facilitate this happening.

There has also been a lot of work done at the entrance again which is always a headache area and will continue to be with amount of sediment coming down the river now.

The entrance channel is quite shallow in places and has compacted extremely hard. The dredge was having difficulty in the high flow current and has had to be removed whilst more floatation is added to make it safer for the crew. The dredging of the entrance channel will continue for a few more days once the dredge has been fitted with the floatation required.

## **PILE REPLACEMENT**

We have replaced 20 piles as per our maintenance schedule. Three piles were broken during the storm and were replaced while the barge was here.

We were hoping to get to a point this year where the piles would be in better condition after replacing a number we knew were worm ridden.

This has not been the case however and all piles removed were in a state of reasonable decay. Therefore the replacement schedule will continue next year.

## **TEN YEAR PLAN**

In conjunction with TCDC we have now (but only just) received a plan and costings for bringing in a new entrance via the road to the Coastguard building and creating new parking for both members and public use. This is also to provide 60 trailer parking spaces for the boat ramp, both ours and the public ramp outside the entrance to the hard stand.

We are reviewing the plan and costings at present.

## **WINTER HAUL OUTS**

It is hard to believe that it is July. The hard stand is extremely busy to the point that we have had a waiting list to get boats out. We do still have our winter promotion going for July and August however as emailed out. It won't be long before the Spring rush starts for summer boating so remember to book your haul out early to avoid the rush.

## **RECENT STORMS**

In one way we can say we were lucky to get away fairly lightly in the recent storm events. We did however suffer some damage and the amounts are reasonably significant.

We do carry insurance but as all marinas are considered prone to or open to storm damage we all carry a large excess so it does impact in a significant manner.

Some of the damage we suffered was; the card reader at the fuel pontoon that was blown off its mounts and filled with salt water, 3 piles broken, a number of broken whalers and a large amount of fencing.

Boat owners need to be aware that when you leave to go home that the weather is not always going to stay beautiful. Lines need to be able to secure your boat in adverse conditions. A number of vessels do not use a spring line and this would probably be the number one problem in bad weather.

Lines stretch beyond what you may think in bad weather which means that your boat is continually bashing into the marina structure causing damage to both your boat and the marina.

Staff, spend a lot of time before a storm event tightening lines putting on extra lines and especially spring lines with whatever we have available. We are on the docks until all hours and until it becomes just too unsafe to continue.

We try to notify owners when there has been obvious damage to boats but we don't get to see everything and sometimes hard to remember what shape canopies etc were in on boats before the storm.

Please take the time to visit your boats as soon as possible so that if there is damage you can start any insurance claims rolling.

POLICY NUMBER B2  
MOORING AND RETRIEVAL LINES  
as at July 08 Review

The Management Committee reserves the right to change policies at any time.

1. All lines to be standard as set out below:

10 metre berth	14mm
12 metre berth	16mm
14 metre berth	16mm
16 metre berth	20mm
18 metre berth	20mm
2. All rope to be white polyester.
3. Each rope to have an eye splice of 250mm internal diameter at one end.
4. Tail end of each rope to be either spliced or whipped and burnt off or heat shrink used and burnt off.
5. Ropes should be fitted with approximately 500mm of clear plastic hose to prevent chafing at the boat end.
6. All lines should be attached to the floating structure by passing the rope through the metal D on the structure then looping the line back through the eye splice.
7. Retrieval lines to be 6mm white polyester line attached to the walkway end of the floating structure by a suitable eye with the line then taken back through a block mounted on a suitable bracket (so as to prevent chafing from the outer pole floating ring) at the top of the outer pole of the berth. Enough should be left (allowing for tide rise and fall) so as to attach a suitable weight that will hang approximately 500mm below the low water level allowing the line to be held reasonably taught to allow retrieval.
8. The Berth Licensee shall pay the cost of providing, attaching, repairing and replacing the mooring lines from time to time in accordance with the instructions of the Society.
9. The Society may by notice to the Berth Licensee require the Berth Licensee to repair the fastenings on any boat in the berth so that they safely secure such boat.
10. If the Berth Licensee fails to comply with any such notice within the time specified the Society may remove such boat.

### **HAUL OUT WASH DOWN**

We are at present installing a wind break fence at the wash down area for the travelift. This will help prevent a lot of airborne contaminants flying about which is part of the Environment Protection Agency requirements which come into effect in 2015.

It will also help those boats close to the wash down when trying to polish etc.

### **RUBBISH**

It is pleasing to see that most people are embracing the concept of recycling and make an honest effort to do so. For that we and the environment thank you.

For the very small minority that do not try to do their part, we would dearly like to invite you into the club that does.

Our cameras do show us what happens out there and we will return your rubbish when we think you haven't made a great attempt.

Please also remind your crews to recycle when they take the rubbish up for you.

Thanks heaps from all the staff.

### **BOAT & BERTH SALES**

There have been a number of berth and boat sales take place throughout the year which I guess is a start of seeing some confidence coming back into the market. Not yet time to jump for joy but certainly some encouraging signs.

Attached are flyers of those who are presently actively selling boats and berths at Whitianga for your interest.

**NEW BUSINESS PROFILE**

**ENTHOS ON BOARD SECURITY / BOAT MINDERS**

It is always good to see people getting started in a new business opportunity.

Tony is one of those guy's that will turn his hand to anything. He has had a family batch here for years and is now moving to Whitianga.

His love of the marine industry and interest in the sea has seen him develop a new business he hopes to bring to Whitianga.

**The flyer for his new venture is attached.**

**The committee and staff of the Whitianga Marina Society wish you all safe boating.**

**AT THE HELM**

**COMMITTEE**

Brian Parker	Chairman	D07	078665434
Craig Donovan		Z08	0274777899
Ron Creed	Sec./Treas.	B23	078660725
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Matt Algie		C30	02102706897
Calum McGillivray		A11	0273218867

**STAFF**

Darryl Smith	Manager
Jo Leal	Accounts / Front Desk
Graham Murrell	Travel lift / Dock master
Karen Kooken	Front Desk

**All staff are contactable on 07 8662456 or for  
Emergencies 0274500828**

**Stunning Whitianga**





## BOAT MINDERS

To The Skipper

You can often be away from your boat for long or short periods. We offer a service that is very simple, we check your boat when you can't. We can check your boat at pre-agreed frequencies and provide 24 hour call out for urgent problems. **Any urgent issues found during an inspection will be reported to the owner/client immediately.**

Small problems left undetected soon deteriorate to much bigger and more expensive situations. As a boat owner you often find yourself wondering;

- \* I wonder if the lines are still taught ?
- \* Is the shore power working ?
- \* Have my covers/ sails blown loose ?
- \* Are the hatches still secure ?
- \* Has my boat been broken into ?
- \* Is the bilge pump working ?
- \* Are the batteries OK ?

The service we offer would be to carry out an exterior and or an interior inspection at pre agreed time scales ( that could be a year or part year contract, or just a couple of weeks whilst you are unable to get to your boat) A report of each inspection would be sent to you within 48 hours. I could also keep a record of all timings for servicing, certification and scheduled maintenance.

Remember how often we visit your boat is decided by you

Contact us for an initial no cost, no obligation inspection of your yacht or motor vessel so that we can put together a package that suits your circumstances.

Regards

Tony Gray

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# BOAT & BERTH SALES WHITIANGA



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