



HALF
MOON
BAY
marina

docklines

THE NEWSLETTER OF HALF MOON BAY MARINA

www.hmbmarina.co.nz



The Promenade is coming

What follows Compass and Anchor? We've called it 'The Promenade'. It's the third and largest, the centerpiece building of the redevelopment of our commercial precinct along Ara Tai heading towards the ferry terminals sitting between the Compass and Anchor buildings.

The name is chosen to fit the stroll you will be able to take across the Southern edge of the Marina and along the elevated terrace of The Promenade past the outdoor tables of the restaurants and cafes. It could soon form a popular dining destination in South-Eastern Auckland. You can see how it could look from the drawings.

All we need to start are the tenants.
And that's what is happening now.

(Continued inside)

THE  PROMENADE
HALF MOON BAY

30 years on – a proud record

In its 30th Annual Report the Auckland Maritime Foundation, owner and operator of Half Moon Bay Marina, is justly proud of its history and record of sound management and consistent performance. Chairman, Harvey Sheppard, who has been involved in the Marina's affairs since the purchase in 1980, makes clear in his report that the principal and constant aim has been to ensure marina users have a facility that is efficient, affordable and kept in a condition of which we can all be proud. Not an

easy task with the pressures of high maintenance for marina structures and the costs of occupying such a substantial and desirable waterside location.

But thanks in main to the ARC's phasing out of the sea-bed fees plus other cost saving factors, a great way to start the next thirty years was announced to berth-holders recently – a 3-year berth licence term with no increase in fees!

The Foundation's full report inside



Inside

• Record tide no fun • Walk-way success • Dredging



Put us
on your
radar



BUILDER
ROOFER
PAINTER
SERVICING
STABLES
ENGINEERING
ELECTRICAL
UPHOLSTERY



HALF
MOON
BAY
marina

The walk-stroll-run-bike-way, a run-away success

You only have to wait for a short while at either end of the new walkway running between Bucklands Beach and the Marina and you see just what amazing appeal this new community facility has. In no more than ten minutes, about mid-morning, on a fine, warm day recently there appeared two mid-age ladies (quickly walking), two senior ladies (slowly walking) a young mother and her toddler in a pushchair (briskly walking), two cyclists (carefully riding), a couple (more serious walking), and one old man who staggered out of his car but pushed off with a slow deliberate shuffle, all criss-crossing on the new walkway.

Half Moon Bay Marina is delighted that it contributed to the cost of the walkway that's providing such a novelty and place to plod, push, stride or wander in whatever mode that one fancies. And it's noticeable that the construction is so robust it could still be there in a hundred years!

At the Marina end there's a pathway that finishes at the end (or beginning?) of Argo Drive, by the Marina Administration building. But not too many people know that that roadway is part of the Marina property. And it can be a busy road. The Marina boatyard is full of trucks and marine trades people and their customers. There are no footpaths. It could be dangerous for a lady with a pushchair or a shuffling old man. So to avoid the obvious, the Marina has installed a 'crossing' leading to a ramp down onto the car parking area. So the route to take (heading South) is across the road on the 'crossing', down the easy-sloping ramp (the steps have been closed off) and then across the carpark and onto the Marina footpath – and vice versa going North.

Will that be obvious enough?

We don't want any of our walkway people, or their children, coming to grief on the road, the carpark or anywhere else on our property. We are just trying to do the good-citizen thing.

All age groups and all physical capabilities are treading the planks



Record tide no fun!

Is the time of great natural events upon us? Or should that be un-natural events?

We are all shocked and saddened by the Christchurch catastrophe but just a few weeks back we had something of a shock right here in Auckland. Minor by comparison but still effecting many around the city and very evident at the Marina.

Recall the weekend of 22-23 January. The storm, the wind, the tides. On Sunday 23rd the tide on the Waitemata was the HIGHEST EVER RECORDED. The official figures from Port of Auckland's hydrographer shows the prediction for 9.55am was 3.61m. It was observed at 4.13. That night the prediction for 22.28pm was 3.45m but the observation had fallen proportionately to 3.93m.

The Marina says 'thanks' to all who helped that day

Quite a number of concerned marina people

were watching closely through the day and night as the tide came and went! Staff were called in. Some water damage was incurred to the electrical junctions beneath each pier-head and power was taken down on piers D to I. Contact was attempted with all berth-holders and most were reached.

The pictures show the conditions and how limits were not far off!



Blowing at the entrance – That's a short pile!



Piles? What piles?



A Pier attenuator doing its job



Yes we can still see the wall

TRUSTEES ANNUAL REPORT

This year the Auckland Maritime Foundation celebrated the 30th Anniversary of its formation and purchase of Half Moon Bay Marina. It was a time to reflect on the past and to consider the state of our business 30 years on. A special edition of Docklines was produced to mark the occasion. It is gratifying for me as Chairman, with many years of personal involvement in managing and developing the Marina, to look back on both the issues and the progress we have made and be confident of a bright future ahead.

In reporting another satisfactory operational year the Trustees are happy that the affairs of the Marina are in very good shape.

Our first aim remains to provide the best marina facilities possible for our berth-holders while smoothing and minimising the cost pressures of maintaining the structure of the marina in efficient operational order. It is therefore pleasing that external cost-reducing factors and prudent management have meant no increase in overall berth-holder fees is required in the new three year term which began on 1st October 2010.

In addition, the cost of major scheduled projects associated with the berths area continues to be provided for by the sinking fund and a further significant sum has been transferred this year to the general reserves to provide for future capital costs as well as general marina development.

The requirement of our Trust Deed has again been fulfilled with a range of grants to qualified recipients in the marine field, a fact reinforced by the registration of the Auckland Maritime Foundation by the Charities Commission as part of its examination of the qualification of all existing charities.

Operational highlights in the year included:

- Floating structures maintenance programme continued with replacement of all nuts and washers on the through bolts.
- Pier lighting upgraded to LED for better performance and economy.
- Review of dredging requirements forecasts major work necessary in the 2011-12 year. Costs covered by sinking fund.
- Resource consent received for Stage 3 of the redevelopment plan for the Marina commercial precinct.



- The last and main building of the old Shopping Centre was demolished.
- The new Anchor building was completed on time and fully tenanted.

All these matters are part of our efforts, firstly to keep the marina in the best possible operating order and secondly to develop and renew our resources. The dredging of 20,000 metres of silt will take several months but early identification of the need and awarding of the tender has saved considerable cost. The sinking fund will be used for this purpose without any additional call on berth-holders.

The renewal of our general commercial premises has progressed well over the last few years in the face of difficult economic conditions. The new Compass and Anchor buildings are both successfully fully tenanted while work to complete the redevelopment of the third and main building is progressing. The result will be a modern and vibrant community of commercial businesses which we believe will add great attraction to the Marina and complement our boating facilities.

The relationship between the Foundation and berth-holders has come under scrutiny

in recent times and the need to bring more understanding of management issues and clarity of the Trust's responsibilities, charitable status and financial strategies will be further updated in future meetings with berth-holders.

The financial results of Marina Projects (NZ) Ltd, the Foundation's wholly-owned subsidiary were again in line with projections.

We take this opportunity to thank our managers and staff for their enthusiasm and dedication in making this marina an organization of which we are all very proud. Through their hard work and personal commitment they have all made a great contribution to our objective of being the best marina in New Zealand operating to world's best practice.

We also thank all the members of our Half Moon Bay Marina community for their co-operation and contribution to our mutual well being – our berth-holders, tenants, renters and all our customers who make up this unique corner of the world.

Harvey Sheppard
CHAIRMAN

GRANTS for the year ended 30th September 2010

Made in accordance with the Trust Deed

Buckland's Beach Sea Scouts	Contribution to a new patrol boat
Coastguard Northern Region	Funding for VHF Nowcasting service/Mac Training boat
Franklin Young Mariners	Safety equipment
Glendowie Yacht Club	Beach trailers for patrol boats
Jane Gifford Restoration Trust	Life jackets
Mangawhai Heads Volunteer Lifeguards ...	Safety equipment
Motutapu Outdoor Education Camp	New accommodation building assistance
Pakuranga Young Mariners	Safety equipment
Royal Akarana Yacht Club	Replacement trailer for patrol boat
Sea Cadets NZ	New training boat
Spirit of New Zealand Trust	Youth training voyages
Taikata Sailing Club	Assistance towards new training boat
YMCA Shakespear Lodge	VHF radios
Young Mariners of NZ	Safety equipment



It's as easy as ABC

The surety of a close parking space to their berths has always been a priority with Half Moon Bay Marina for berth-holders.

This issue has been topical in recent times as the redevelopment of the Marina commercial precinct takes place, in particular for the berth-holders on A, B & C piers.

To ensure the parking for this area was protected, electronic control gates were installed some months ago and surveys have been conducted through the summer (the busiest period of the year) to measure traffic flow and parking usage. Initial indications have shown a very positive result for berth-holders and we will continue to closely monitor the area for the remainder of the season and then review the results.



Dredging – the time cometh!

There's some bottom scraping needed. No, not your vessel. We mean dredging the Marina. And we regret to say that it has to be carried out this year.

An earlier report gave us a few years before dredging was necessary but a review last year brought forward the time we had left before things got sticky! So there is no option but to grit our teeth and get it done.

The work, estimated to take 16 weeks, will be done during the winter when any inconvenience for berth users will be at a minimum. With a start in May we should be all-done by early September before the new season gets under way.

The estimated cost of the work is \$980,000 but will be covered by the sinking fund provisions of your licence fee. There will be no additional charges made on berth-holders.

(You will be pleased to know that by early tender acceptance last year we got a very good deal!)

Full details of what is required of berth-holders will be sent to everyone very soon but we can inform you there will need to be a fair amount of shuffling of boats around the marina during the course of the work. The dredging is done area by area and up to 40 boats at a time will need to be repositioned at any time.

The key is first to get about this many boats out of their berths so the repositioning flow can begin. And getting them out of the water and onto our hardstand is the first option.

Volunteers please?

We are asking for volunteers to have their boats placed on the hardstand for the duration of the work. The lift out and hardstand costs will be free in return for the use of your berth which will be used to shuffle the boats while the dredging takes place.

There is a limit to the storage space we have available and because 40ft berths provide the most flexibility for manoeuvring all others, owners with this size berth will be given preference. Preference will also be given to berth holders looking to do a refit project utilizing some of the hardstand tenant's services. Other berth sizes are also useful so ANY berth-holder willing to have their boat out of the water for the dredging period should also advise us.

No decision or action is required just yet. But please give this matter some thought now and act when our formal advice arrives. And thank you in advance for your co-operation!