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THE NEWSLETTER OF HALF MOON BAY MARINA

AUCKLAND MARITIME FOUNDATION ANNUAL REPORT

A steady hand in stormy weather

Look around. The Marina is in good shape. Everything works like it should, like it always does. Boats motor out and motor back. On the boatyard the travelift does its haul-outs and drop-backs all day and the service crews are busy. Over in the commercial zone the construction of the third building – the one that fills the gap, the ‘food’ one, is close to opening. The Marina works at its business steadily all day while the growing stream of commuters cram the ferry terminal in the rush hours.

And the result? Another year, another performance that puts the right numbers on the right side of the ledger, that work for today and prepare for the future too. Very satisfactory.

But there's never a dull moment in this business and the 2010-11 year threw us a curly one. Full report inside.

*Inside*

• Annual Report • Saving old-timers • Global Ocean Racer

TRUSTEES' ANNUAL REPORT

The Trustees are pleased to report that the first year into our second thirty years of operation shows a solid result.

The Annual Report of the Auckland Maritime Foundation, owner of Half Moon Bay Marina, portrays a picture of steady progress in all our aims as an efficient, well-managed facility for all our users. The never-ending maintenance demands of the water structures as well as our on-shore environment continue to be repaired, refreshed, improved, and extended to ensure Half Moon Bay Marina retains its high ranking and reputation in the Marina industry.

Berth-holder fees

Berth-holders are now in another year with no increase in berth fees. This breakthrough was made possible primarily due to the decision by the ARC in 2010 to progressively withdraw the enormous sea-bed fees which were such a burden on berth-holder costs.

Balancing costs and fees is an area of constant examination and concern. So we are pleased to report the success of meetings with berth-holders in late 2010 which discussed many important issues and principles concerning the structure of berth fees and the costs of running and maintaining the Marina and brought much clarity and understanding between

management and users. This impetus of co-operation continued through the 2011 year with similar meetings conducted at the same time last year, again with a spirit of co-operation and goodwill appreciated by all parties.

Commercial development

Re-development of the commercial zone of the Marina progressed satisfactorily during this third year since the project began. Construction of the third and centre-piece building, dubbed 'The Promenade', got under way having a Progressive Enterprises Fresh Choice mini-market as the anchor tenant. Marketing to potential food category tenants plus those requiring professional office space, continues with expectation of full tenancy by building completion in mid-2012. A parking plan for the traffic associated with the new building and ensuring provision of berth-holder facilities and car parking will be fully implemented with the building completion.

During the process of re-development it is noticeable that the nature of Half Moon Bay is gradually changing. The new community services now available through our commercial properties along with the surging popularity of Ferry facilities and even the walkway to Bucklands Beach have brought new vigour and energy to our back door. Some growing pains ensue but benefits too.

Perpetual rights

But 2011 had a surprise in store – a sudden and unexpected challenge to our perpetual right to use the seabed, threatening one of Half Moon Bay Marina's most cherished possessions – our rights to perpetual berth licences!

A change in opinion by the Crown Law Office suggested the renewal of the seabed licence with perpetual rights, issued to us in 1995 under the Resource Management Act, was invalid. This matter was fully explained in the meetings with berth-holders last year but has yet to reach any conclusion. We have consulted widely with legal and political advisors and taken appropriate action. The position will continue to be pursued and berth-holders will be kept informed.

Marina Projects (NZ) Ltd

The Foundation's wholly-owned subsidiary, and master agent for Marine Travelift equipment for Australasia, had a quieter year attributable to the slower economic conditions.

CHARITABLE GRANTS

Under our Charitable Trust structure, grants to the following qualified organisations were made during the year.

Coastguard Northern Region – funding for VHF Now casting service

Glendowie Boating Club – funding assistance for a new patrol boat

Karapiro Water Ski Club – safety equipment

Motutapu Outdoor Education Camp – assistance with new staff accommodation

Sea Cadets of NZ – assistance towards a sail training boat

Spirit of Adventure Trust – youth training voyages

Torbay Sailing Club – funding assistance for a new patrol boat

Thank you

We take this opportunity to thank Mark Hollier, General Manager and indeed all our staff. We believe we have a great team of dedicated and experienced people and are very proud of them. Their skills, their hard work and personal extra efforts make the Marina work efficiently and give Half Moon Bay the top reputation it has.

We also thank all the members of our Half Moon Bay Marina community for their patronage and co-operation – especially our berth-holders, tenants, renters and all our customers for their contribution to this successful year.

As dedicated boaties we look to the future with optimism – and calm seas!

Harvey Sheppard
CHAIRMAN

Global Ocean Racer at HMBM

We wish this story was a happier one but it's still worth recording the effort, the success and the drama that unfolded for the Kiwi entry in the 2011-12, double-handed, round-the-world, Class 40, Global Ocean Race.

Ross and Campbell Field's entry in the race, 'Hupane/ Buckley Systems', is now on the hard at the HMBM after withdrawal from the third leg, Wellington to Punta del Este, when they were in overall 1st place. After batterings on both previous legs, the third leg soon became more of the same when gear damage and injury to Ross through a couple of bad falls, was the cause of the turn back to New Zealand for medical assistance.

Anyone for a 40-foot ocean racer?



Out of its element and forlorn

Bucklands Beach and Half Moon Bay were Campbell's old stomping ground so on making Auckland, after dropping Ross at Tauranga, it was to the people and the services he knew could do the job, that he headed.

As he said, after a year of blood, sweat and tears in preparing for the race (a French-built boat refitted in England) and just enough time for the adventure before Mrs Campbell Field was 'due', it was a huge disappointment not to go on.

The plan was to ship the boat back to Europe but the economics of that don't stack up.



Lift the boat, load the timber, drop the boat - and away!

Haul-out with a difference

What's the easiest way to get a load of timber to Great Barrier? Easy. Hire a travelift.

Well, that's what berth-holder Jim Cleland did when he needed to repair his landing on his property on Great Barrier. He had room on his boat for the timber and it was so much easier than loading from wharf to boat at this end. And at Great Barrier the timber was already on-site when he arrived! It's called kiwi ingenuity.



Saving the old-timers

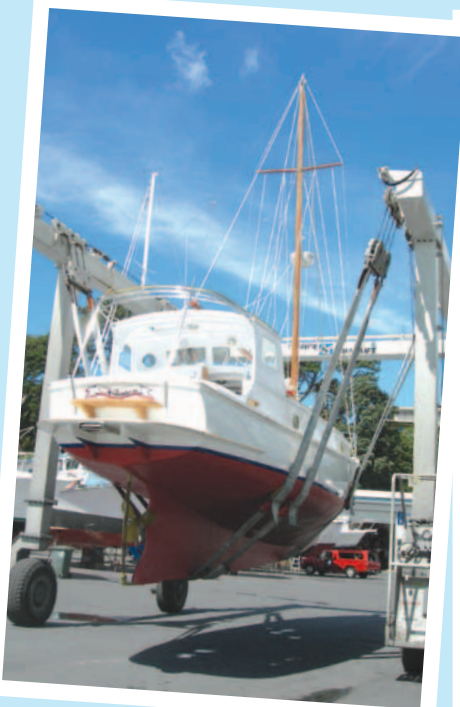
There's hardly ever a time when we don't have one or two restoration jobs on the yard here at HMBM. Here's two – one going, one coming.

Volare Volante

Some issues back we featured the 1915 launch Volante in a story about refits and restorations on our boatyard. Well here's the finished job. We snapped her as she went back in the water a little before Christmas. A beautiful job and a credit to the workmanship and expertise we have on our yard.

Owner, Ian Scott, tells us that she was originally built in Freemans Bay at Baileys yard but spent most of her life in Wellington and commandeered by the Navy during the war.

We reckon there's at least another 96 years in her.



One for Mrs Pollard

The Pollard boys, father and sons, are well known for their restoration of old vessels. They've done many and most get their re-birth here at Half Moon Bay.

The story on the latest arrival is that Mrs Pollard senior decided it was time they restored a boat for her! So the boys went looking and found 'Kere Lee' on the side of the road up North a couple of k's from the Opuia ferry terminal where it had sat in the grass for six or so years. A deal was done at the Towhai Tavern and now she's up on the hard and work has begun.

Apparently built pre-sixties and a full life fishing on the Kaipara Harbour is about all we know. Happy sailing Mrs Pollard!



COASTGUARD COURSES



More control – more safety



What if?? What if you were aboard your boat with your family, and you, the skipper, the boss, the know it all man, gets separated from the boat? For any reason, for many reasons. Maybe you're diving? Maybe you fall overboard untangling a line? Someone on board needs to start the boat, lift the anchor, manoeuvre to pick you up. Well? Could they?

Half Moon Bay and Coastguard's Northern Region Maritime School have partnered up to offer courses that would be ideal for those who potentially could face situations like this. These practical courses are a great way to learn in a positive environment and build confidence.

1. Trailer Boats – RYA Powerboat Level 1

This is a structured and well proven practical "on the water" course. It provides a recognised qualification and is the first step of a training programme to progress further. With a max. tutor-student ratio of 1:3, quality personal tuition is guaranteed. The vessel used would be our own "Educator", an easily managed 4.7m RIB run under SSM and compliant with all MNZ regulations.

*Half Moon Bay Marina Offer: \$295.00 - minimum of 2 students.
(Normally \$330.00 per person).*

2. Marina Vessels – Custom 1 day course

The student's own boat is used. Sons and daughters etc would also be able to attend. Due to MNZ requirements, all students must have a personal relationship with the owner of the vessel.

Our experienced tutor would tailor the day for the students, their experience level and what they would like to achieve. The content would be based on the two day RYA Motor cruising "Helmsman" course. No formal RYA qualification would be offered (the full course is available if desired).

*Half Moon Bay Marina offer: \$495.00 per one day session - up to 3 students.
(Normal cost for two day RYA "Motor cruising Helmsman" course \$1330.00 up to 3 students).*

For details and bookings contact Coastguard Tel 09 303 4303, Ext 3 or email education@coastguard.org.nz

Pest-free islands are looking good!



It's good news for the Bay of Islands' - Island Song Project. DOC report many more Tui have been seen this summer, more skinks and weta and the NZ Dotterel on various sandy beaches have managed to get a number of chicks away. Other good news is that boaties and campers

have been a really effective part of the Islands' pest defence system. Some have been handing out boatie bags to other

yachties, some have walked the islands talking about the project to visitors while others have used their eyes and reported to DOC about possible mouse and rat sightings on Urupukapuka Island. So far no further signs of these rodents have been detected either by DOC's rodent dogs or tracking cards or traps, so hopefully these sightings were false alarms.

Thank you to everyone out there supporting the project in such a range of practical ways.

If you are interested in volunteering to help bring the life back to the islands of Ipihiri please contact Helen Ough Dealy, Biosecurity Advocacy Ranger, 09-403 9006 or hodealy@doc.govt.nz.


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See the Raymarine E7 Touchscreen with WF to iPod

Young voyagers selected

Emma Scott of Glendowie College and Anthony Inns from Macleans College were drawn to be voyagers on the Spirit of New Zealand training ship thanks to Auckland Maritime Foundation sponsorship.

In fact, Emma has already completed her voyage.

Anthony is due to leave for his 10 day trip on May 8. Other voyagers will take their trips later in the year.

No news on dredging

Dredging remains in our sights but we have nothing to report at this time on a likely start date. The right equipment at the right price continues to be the objective. We will contact berth holders/occupiers individually as this matter is further advanced.



'The Promenade' – patience please

Construction of 'The Promenade' will soon reach the stage when the covers come off and works to finish the site and environment will proceed. This will entail carpark sealing and marking and other surrounding 'finishing' and some disruption to traffic in the immediate area may be felt for a short time.

We would ask for your patience and understanding while this work occurs.



Help us pot the proppers

There has been a recent increase of pier gates being held open using a trolley or by other means. This practice only compromises security for you and every boat on the pier!

Please do not 'prop' open the pier gates even for a short time. And if you see a pier gate propped open, unprop it! Berth holders and long term occupiers are often the best people to monitor this practice and a reminder from them to other fellow-users to "stop propping" is entirely appropriate.

Be warned!

Heavy penalties apply for out-of-date electrical warrants of fitness & electrical leads



A recent electrical audit of Half Moon Bay Marina by the Energy Safety division of the Ministry of Economic Development resulted in a positive report card. However a small number of issues of significance were highlighted. The most important of these was the consequence of permitting a vessel to connect to shore power without a current EWoF. We were reminded that the Electricity (Safety) Regulations 2010 stipulates that we must verify the vessel has a current warrant of electrical fitness before allowing connection to shore power. The regulations state non-compliance attracts a \$10,000 fine per event. Where possible the Marina office issues reminders to berthholders when EWoF's are due to expire, however **it is the boat owner's responsibility to ensure the EWoF is current.**

To guarantee continued supply of shore power to your vessel please ensure a copy of the new EWoF is forwarded to the marina office. To ensure we remain compliant with the electricity regulations where a vessel EWoF has expired, the power module will be disconnected on the day a EWoF goes out of currency and a reconnection fee will apply when a new certificate is supplied. The same regime applies to power leads with one major difference; the test period for leads is 12 months. HMB Electrical will check leads for \$30, including GST, on the basis that you take the lead to their premises. The Marina office will endeavour to remind you of the lead test expiry date; however **the responsibility remains with the boat owner to remain compliant.**