

Harbours department Quarterly and Year End Review

30 June 2011

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1. Overview of the year

1.1 Highlights 2010/2011

A brief summary of highlights follows:

- 2 July 2010: Laid-up fishing vessel "Southern Prospector" prevented from sinking when engine room flooded with water.
- 12 August 2010: Sailing of cargo vessel cancelled when Master found intoxicated.
- 3 September 2010: Kings Wharf pile light damaged when Strait Shipping ferry lost power to both engines when berthing in a southerly gale.
- 15 November 2010: Globules of oil reported on Kapiti Coast beaches and investigated.
- 9 December 2010: New Beacon Hill Signal Station became operational.
- 12 December 2010: Department received new Rigid Hull Inflatable Boat from Nelson, commissioned a few weeks later
- 19 February 2011: New large cruise ship "Queen Elizabeth" berthed at Wellington, port "open day" held for public.
- 26 February 2011: cruise ship "Queen Mary 2" (diverted from Lyttelton at short notice because of Christchurch earthquake) berthed at Wellington to become the largest ship ever to have called at the port.
- 2 March 2011: Harbour ferry "City Cat" awash after damage in bad weather near Seatoun. Forty four passengers and crew were quickly rescued without injury.
- 7 March 2011: Official opening ceremony of new Beacon Hill Signal Station by GWRC councillors

1.2 Harbour issues

We have now renegotiated with CentrePort the Service Level Agreement which has resulted in an additional \$25,000 being added to the agreement which now stands at \$505,000 per annum, and is also now linked to CPI increases which will take effect from 1 July each year.

The Kings Wharf pile remains bent; however, we do now finally have an agreed way forward for its repair with Strait Shipping, although there may still be some contest around this should the preferred alignment technique fail and we need to revert to another plan to straighten (or replace) it.

Finally, John Riding has almost completed our Safety Management System report which once completed will be taken to the Environmental Wellbeing

Committee for adoption, and then sent to Maritime New Zealand for formal approval.

1.2.1 Navigation aids

On 16 June a wind generator was installed on the Front Leading Light to provide additional battery-charging during the darker winter period.

Pt Jerningham Light required a new battery to be fitted after the battery-charge failed to last the night on 11 June 2011.

1.2.2 Beacon Hill

The new main GEM-radar developed a radar-scanner fault at the end of June and a replacement part was air freighted from the manufacturers and fitted as soon as weather permitted. The back-up radar is in operational use. Apart from that, the new equipment at the new Beacon Hill communications station has worked well, and just required “settling-in” adjustments.

Opening of Beacon Hill Communications Station March 2011



1.2.3 Marine oil spill response

One report of an apparent marine oil spill was received, but an onsite inspection revealed that there was no oil present.

One GW staff member attended a two-day Wildlife Responder Course at Massey during April.

On 4 May an Oil Spill Response exercise was held at the launching ramp at Seaview marina. NZ Fire Service used their new command centre vehicle for the exercise. See photo below.

The Region's Tier 2 Oil Spill Response Plan was updated.

On 8 June a meeting was held with OMV about their revised Oil Spill Response Plan for FPSO Raroa at their Maari Offshore Oilfield.

The marine oil spill response equipment held in storage had its quarterly servicing.

Marine oil response exercise



1.2.4 Other events

With the assistance of Marico the Harbour Safety Management System is nearing completion.

On 1 April the revised Maritime Rules Part 90 came into effect (this covers the legal requirements for qualifications of harbour pilots and Pilotage Exemption Certificates, for which Maritime New Zealand are the Pilotage Authority, but which still involves the Harbourmaster in the process).

On 26 April the ferry Santa Regina made contact with the laid-up fishing vessel Southern Prospector whilst backing into her Glasgow Wharf berth in strong southerlies, which resulted in a gash on the ferry's starboard quarter; fortunately well above the waterline. The fishing vessel suffered some damage also.

We assisted NZ Fire Service with their Tactical Plan for responding to fires aboard ships, initially concerned with cruise ships in port during RWC (meeting held on 25 May to finalise plan).

On 2 and 3 June the annual Harbour Masters/Harbour Managers Special Interest Group meeting was held at Council and chaired by Mike Pryce. The meeting was attended by most of the New Zealand Harbourmasters, and staff from Maritime New Zealand, Land Information New Zealand and other maritime organisations.

On 8 June, Harbours Department Secretary Pat Dixon retired after 23 years of service. Replacement, Anjuli Burrell, started on 15 June.

On 16 June we met with Royal New Zealand Navy for preliminary discussions on arrangements for RNZN Fleet Review in Wellington to commemorate 70th anniversary of RNZN between 29 September and 3 October 2011.

1.2.5 Recreation

The services of the additional part-time “summer” Harbour Ranger were concluded at the end of the Easter Weekend (which marked the end of most of the summer water recreational activities).

1.2.6 Finance

Harbours Income Statement Twelve months ending 30 June 2011	Full Year Actual \$000	Full Year Budget \$000	Full Year Variance \$000
Rates & Levies	1,174	1,174	-
Government Grants & Subsidies	-	79	(79)
External Revenue	671	620	51
Investment Revenue	-	-	-
Internal Revenue	-	10	(10)
TOTAL INCOME	1,845	1,883	(38)
<i>less:</i>			
Personnel Costs	883	883	-
Materials, Supplies & Services	344	412	68
Travel & Transport Costs	46	46	-
Contractor & Consultants	116	62	(54)
Grants and Subsidies Expenditure	-	-	-
Internal Charges	28	29	1
Total Direct Expenditure	1,417	1,432	15
Financial Costs	60	56	(4)
Bad Debts	(6)	-	6
Corporate & Department Overheads	273	273	-
Depreciation	119	139	20
Loss(Gain) on Sale of Assets / Investments	(5)	(4)	1
TOTAL EXPENDITURE	1,858	1,896	38
OPERATING SURPLUS/(DEFICIT)	(13)	(13)	-

Budget Variance explanations

- Harbours income, expenditure and net deficit result are all in line with budget
- Savings in insurance premiums of \$80,000 offset the \$26,000 costs of using a consultant to revise the Safety Management Plan and offset maintenance costs for the navigation aids

1.2.7 Plant maintenance

Harbours use the SAP plant maintenance system for recording maintenance of its equipment. Maintenance plans exist for these assets and there is no deferred maintenance. The number of works orders processed in the quarter are shown in the table below:

Plant Maintenance Report Harbours	Total	Open	Closed
Planned Works orders	53	8	45
Unplanned Works orders	2	1	1