



LBYC and RPNYC Mooring repair and reinstatement project July 2021

Date: 9 July 2021

Mooring Joint Owners: Lowry Bay Yacht Club (LBYC) and Royal Port Nicholson Yacht Club (RPNYC)

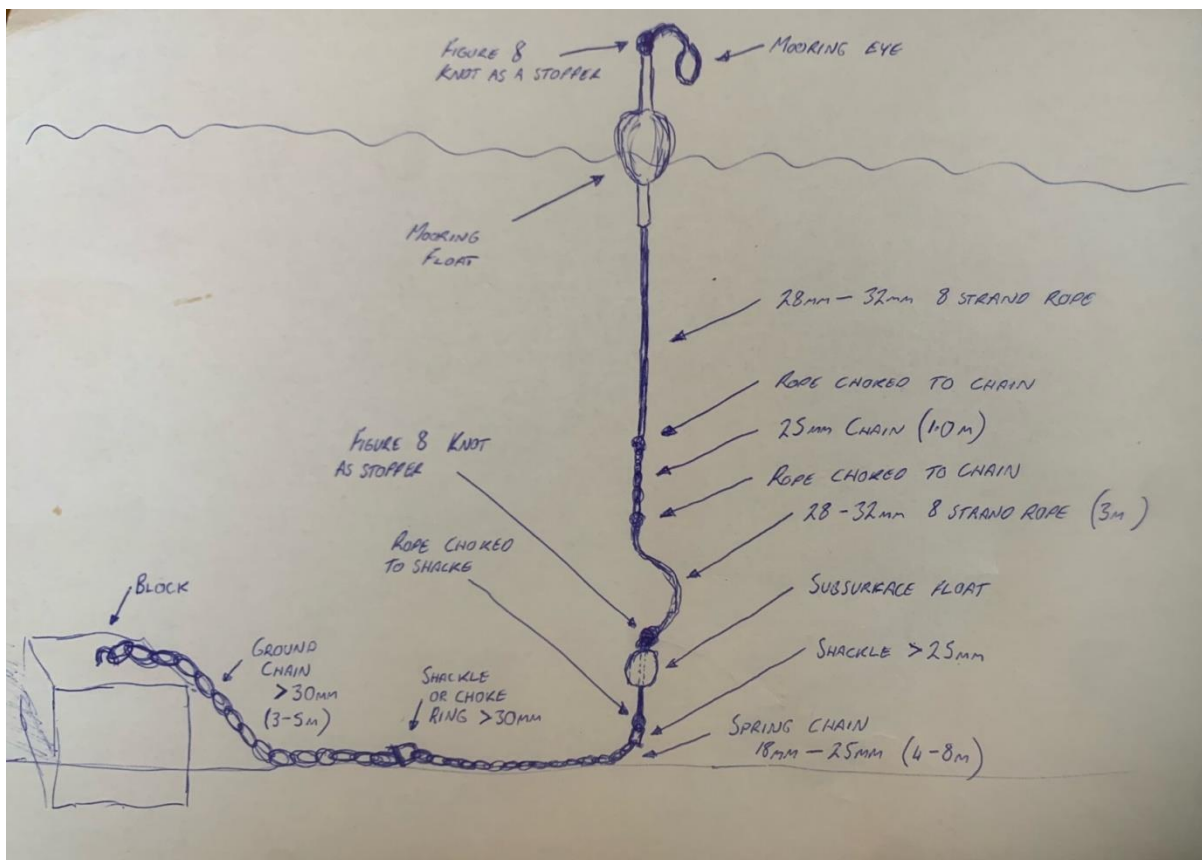
Assisted by

- Craig Ryburn (RPNYC), for providing advice and vessel Caniwi, and
- Guenter Wabnitz (LBYC) for organising, communications, procurement, and reporting.

The goal of the Maintenance / Inspection of the seven club moorings at Wellington Harbour is:

- a) Repair and/or reinstatement of damaged moorings
- b) Maintenance of moorings
- c) Improvement of mooring by adding a weight for upright positioning
- d) Reporting to the Harbour Master about the ongoing safety of the moorings.

The seven moorings are set up in accordance with the following diagram:



Mooring Design by Wilson Underwater Services



The following pictures show the moorings after maintenance and inspection and a table with the technical details:



Somes – Matiu South (Fergi Type)



Scorching Bay



Lowry Bay / Sorento Bay Mooring



Ward Island



Somes - Matiu North



Kau Bay



Seatoun / Worser Bay

LBYC / RPNYC Moorings Maintenance 2021															
Date of Maintenance / Inspection: 9 July 2021 Contractor: Wilson Underwater Services Ltd								Low Tide: 10:00 Vessel: Cianiwi (RPNYC, Driver: Bob)							
Standard Dimensions															
Priorities	Block (t) in air	Load by Vessel (t) max	Depth min above Datum	Surface Float size	Mooring Eye Rope	Weight Chain Length m	25 mm mm	28 mm Rope to ground Length m	Subsurface Float CC-1	Shackle to SpringCh	30 mm mm	Spring Chain Lgth - 5m	36 mm Shackle to Ground Chain	60 mm Ground Chain dia - mm	Comments
1	South Comes-Matiu	5.3	38	7 Fergi Buoy ex Miana installed	32mm	0.6 plus 3 kg	7	7	existing	1	24	existing no wear	1	1	Inspection after mainenance: passed previous buoy CC4 cut by sharp object and sunk two spare shackles added as weight for Feri Buoy
2	Scorching Bay	3.2	20	8 CC-4 at RPNYC boat shed	28mm	0.6	7	8	new ex RPNYC	1		existing ex RPNYC 20 mm	1		Inspection after mainenance: passed Block upside down
3	Lowry / Sorento Bay	3.2	20	4 CC-4 locally procured & assembled	28 mm	0.6	7	4	existing	1		existing 20 mm	1		Inspection after mainenance: passed
4	Ward Island	5.3	28	5 CC-4 existing	32 mm	0.6	7	5	existing	1		existing 24 mm worn to 20 mm	1		Inspection after mainenance: passed
4	Noth Comes-Matiu	2	15	9 CC-4 existing	32 mm	0.6	7	9	existing	1		existing 25 mm	1	32 mm	Inspection after mainenance: passed mooring had shifted southwards stopped by a rock wall Pipe had slipped down, pushed back, held with cable ties
4	Kau Bay	5.3	38	6 CC-4 existing	32 mm	0.6	7	6	existing	1		existing 20 mm	1		Inspection after mainenance: passed
4	Seatoun/Worser	3.2	20	8 CC-4 existing	32 mm top only	0.6	7	8	existing	1		existing 22 mm stud-link	1		Inspection after mainenance: passed spring chain remaining diameters: > 18 mm Block on side
	Spares retained			CC-4	CC4 From Lowry Bay shed			0		1		0	0		Cleaning from marine growth, adjusting stand pipe adding weights: 7 kg of chain about 2 m below float
	Maintenance included:														Measuring thickness of chain (weakest link) standard applied: maximum wear 20%



In summary, all seven moorings are safe to be used in accordance with their original specifications. With the improvements provided, the design is likely to ensure longevity of the equipment considering the following recommendations:

- a) Safety inspections: every two years from date of this and subsequent inspections.
- b) Maintenance: cleaning, visual check, functionality at least annually.
- c) Visits: and recording of performance by clubs at least every six months.

Murray Wilson
Wilson Underwater Services Ltd.