

# **Harbours Department Report**

## **Mike Pryce, Manager**

**February 2000**

### **1. Harbour Navigation Aids**

Steeple Rock Light repair is nearing completion, with inclement summer weather slowing work. New batteries have been installed in the light.

The Department of Conservation's submarine power cable to Somes/Matiu Island has broken, and its equipment on the island and our Somes Island lighthouse are currently running off a diesel generator power supply.

There were no "Y2K" effects to any of the navigational aids or to Beacon Hill Communications Station.

### **2. Oil Pollution Response**

Seven marine oil spill reports were received, and three required minor follow-up action.

A meeting of our Regional Oil Pollution Support Group was held on 20 December, and an equipment exercise was arranged for 10 February.

During late November and until mid-December, all of our oil pollution response equipment and buoy mooring chains, etc, were moved out of 31 Shed into another nearby store. This involved a considerable amount of work by mainly the Harbour Rangers, Grant Nalder and Greg Meikle, assisted by Deputy Harbourmaster Patrick Atwood, with many tonnes of equipment moved.

The demolition of Shed 31 (built in 1909) commenced in late December as part of port redevelopment.

The routine response equipment check was satisfactorily carried out on 18 January.

### **3. Departmental Activities**

New 5 knot / 200 metre marker buoys were delivered from manufacturer and placed at several beaches and launching ramps around Wellington and Porirua harbours during December. We have received some favourable comment about their enhanced effectiveness.

Both swim rafts were moored in place in Oriental Bay by 17 December, but inclement weather has reduced their usage this summer.

#### 4. **General Events/Information**

The new Tranz Rail fast ferry *Condor Vitesse* arrived on 2 December and entered service across Cook Strait on 8 December.

The Turkish bulk-carrier *Muzeyyen Ana* broke-down whilst sailing from the harbour on 8 December. After many hours at anchor off Falcon Shoal effecting engine repairs, the vessel was towed back to the usual anchorage inside the harbour, where it was detained by the Maritime Safety Authority until engine defects were repaired. The vessel finally sailed on 11 December.

The fireworks display on 31 December from a barge moored in Lambton Harbour went off with few problems, as did the “Taniwha’s” at dawn on 1 January, using *Incat 050* and the floating crane *Hikitia*.

On 4 January, *Incat 050* experienced a rough-weather voyage into Wellington, which received some media coverage. Attached for Councillors’ information is a copy of the Maritime Safety Authority report into the incident.

For the year 1 January to 31 December 1999 there were 15,143 recorded vessel movements through the harbour entrance.

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