

## Sandspit Marina – User Guidelines

---

Welcome to the Sandspit Marina. The following guidelines are intended to provide information relating to entering Sandspit Harbour and berthing in the marina. Whilst it is known the majority of berth owners will be experienced boaties, there may still be some items addressed here that you may not be aware of.

Any queries to items raised here can be addressed to the marina office, phone (09) 425 0099 or email [Office@sandspitmarina.co.nz](mailto:Office@sandspitmarina.co.nz)

The marina has a RIB for berthing assistance within the marina. The marina office can be contacted on 09 425 0099 or Channel 73. Should towing assistance be required into Sandspit Harbour, service can be provided by Kawau Coastguard (ph 09 303 1303/radio Ch 82).

### Entering Sandspit Harbour

Sandspit has tidal times similar to Auckland Harbour – high tide 20 minutes earlier and low time is the same - however the heights are less. Sandspit tide details can be found on the Metservice website [www.metservice.com/marine/tides](http://www.metservice.com/marine/tides).

There is a sandbar across the harbour entrance, as shown on chart 5227, approximately 300-500m from the port hand mark. Depths at datum are approx. 1.5m. An average low tide has a minimum 0.5m height above datum.

The channel to the marina has a minimum depth of 1.5m. The harbour has a 5kt speed limit commencing at the port hand marker prior to the first group of moorings south of the wharf. Within the marina it is the lesser of 5 kts or No Wake.

### Entering/Leaving the Marina

#### Conditions

The marina is similar to the majority of marinas in the Auckland region with the following items of note

- There is a strong tidal flow in the river approximately 2 hours either side of mid tide on both incoming and outgoing tides. This flow is present in the northern most 1/3 of berths
- Visibility can be limited for boats entering the channel from the fairway – be especially vigilant
- The channel is shared with trailer boats using the club ramp which is accessed by the fairway between A and B piers. Please see sign re. trailer boats giving way to all marina boats in the marina, including the channel.

#### Preparations

- Be aware of the rules of the road:
  - Pass port to port in the channel and keep to the starboard side of the channel
  - Do not attempt to overtake unless waved on by the boat in front

- Know your sound signals
  - One blast – I am turning to starboard
  - Two Blasts – I am turning to port
  - Three Blasts – I am going astern
  - Five Blasts – please signal your intentions
- In addition to the rules of the road please show the following considerations
  - Give priority to a boat that is in the process of entering its berth
  - Verify there are no adjacent boats in the fairway prior to leaving your berth
  - Be mindful that boats with a following current have less control than those heading into it
- Know and prepare your boat
  - Verify rotation of your prop(s), this can be used to your advantage when berthing
  - Have checked the tide to consider flow
  - Have appropriate fendering in place including one loose ready to be positioned as required
  - It may be appropriate to have a temporary mooring rope/spring rigged which a crew can step ashore with
  - If you have requested dock master assistance, have a heaving line ready, tied off at the point which will first reach your berth finger
  - Brief your crew on leaving/arriving procedure
  - Have boat hook on hand
  - If fitted, momentarily test your bow thruster.
  - Consider whether you will berth bow or stern in. For boats normally berthing stern in, in adverse tide/wind conditions it may be safer to berth bow in and turn the boat at a later time.
  - Remember at all times safety is paramount, always try to protect your and other vessels to the best extent practicable, but do not take risks in trying to fend your boat off a pontoon or another vessel

## Entering your berth

The prime consideration is taking into account any possible tidal effects. Boats berthed inner most may have to pass thru the tidal stream whilst boats on outer berths may be maneuvering in the stream. It is obviously important to keep on the upstream side of the fairway entrance and inside the fairway, being mindful there may be a boat travelling in the opposite direction doing the same. Always proceed in the marina at a dead slow speed.

Entering a berth bow first should be relatively straight forward, keeping to the windward/upstream side of your berth when entering. For single screw boats, depending on your prop swing, you may be able to take advantage of the paddlewheel effect of your prop, ie if you are turning to starboard into your berth and your prop swings to port, as you turn to line up with the helm to starboard, leave the helm in this position when you engage astern – this will walk the stern over and as the boat slows you can straighten the helm and proceed in.



Berthing stern first has various considerations depending upon whether your boat is power or sail, single or twin screw and if equipped with bow thruster.

The key aspect to consider is that the boat will have to be brought to a halt and then regain momentum when reversing. Remember with the majority of boats you will have more control by reversing into the wind, avoiding having the bow blow off.

It will be difficult to reverse a single screw power boat (without bow thruster) into a berth if the prop swing astern is away from the berth. A single screw yacht in this situation, providing it can be steered in reverse can undertake this maneuver by proceeding at least 3 boat lengths past their berth prior to commencing going astern. This gives time to overcome the stern swing and have steerage whilst reversing.

Twin screw boats should find berthing straight forward, but nevertheless should be mindful of the effects tidal current.

## Leaving Your Berth

Prior to dropping your lines consider the potential effects of the wind and tide as you depart your berth and formulate your maneuvering plan accordingly. If there is a strong wind or tide blowing off your berth it may be appropriate to use a spring line to assist the boat to turn, and prevent it being blown onto the opposite berths. Should you find yourself in a situation of being blown onto berths and are reversing, reverse back until you are close to the upwind/up stream side.

Make sure you check for other boats in the fairway prior to getting underway.

When entering the channel it is advisable to stay close to the western side of the fairway to allow you to swing into the starboard side of the channel. You need to maintain an especially good lookout at the time of entering the channel as it may be difficult to sight a boat entering the marina from the channel.

## About your Berth

Be aware that your berth is not cotton-wool lined. Not only do we want your boat to be protected in your berth but we want the berth protected - especially the black polyethylene covering of the floatation polystyrene. Be aware of duckboards hanging below the dock and hitting the polystyrene. If this is going to happen then advise the marina who will have an answer with a form of buffering.

## Happy and Safe Boating

*By Alan Sexton*