

Kerikeri Cruising Club

E Pier Breakwater- Flitch Plate, Waler and Through Rod Replacement Project Summary

A Marina Condition Assessment by Haigh Workman in 2016 noted that while the marina was in generally good condition the through rods, walers and flitch plates on the breakwater required replacement. At that time, most of these components were 20-year-old. The exception was the through rods running through the inspection hatches, these were replaced in 2013.

In late 2022, in accordance with the Club's Procurement Policy, Shorewise Engineering Consultants were engaged to provide engineering services for the project. This included specifying the project, drafting and assessment of tender documents, making a recommendation on any tenders and supervising the project implementation.

Tenders and the Engineer's recommendation have now been received and the Club Marina and General Committees have accepted the recommendation from Shorewise Engineering to engage Total Marine Services Ltd to implement this breakwater refurbishment project. Advice has been sought from the Club's insurer and honorary solicitor, Law North, regarding the suitability of the contract provisions. The Kerikeri Cruising Club Marina Trust, responsible for managing the refurbishment funds, has been briefed and approved the request for project funding (see values below).

The contract to refurbish E pier walers, through rods and flitch plates is a "major financial transaction (Club)" as defined in the Club's Constitution (page 26). Consequentially, a special general meeting of Club members must approve this before the Club can formally enter the contract (clause 4.10.3, page 15 and 16).

1 Project Costs

Expense	Description	Costs exc. GST
Marina Contractor	Main contractor responsible for replacement of waler, flitch plate and through-rods	\$722,970
Other Expenses	Including berthage for displaced licensee vessels, electrical, plumbing, legal and engineering	\$44,575
Sub-total		\$767,545
Contingency	8%	\$61,404
Total		\$828,949

Notes

Berthage – the work requires 6-8 vacant berths at any one time during the project to ensure the contractor can access the portion of the marina being refurbished. It is planned to make 7 berths vacant. The largest vessels will be relocated out of the marina for the entire project duration as a project expense. The other affected vessels will then be rotated through those

vacated berths as the work progresses along the pier.

Contingency – A contingency sum has been provided for in the budget to cover any required and approved variations.

2 Refurbishment Funding

Refurbishment Funds Available (as at Dec 2023)	Funding Commitments	
\$1,188,114	\$61,098	Finger Refurbishment project - underway
	\$7,232	A Pier Connection Bolt Replacement labour and sundries components only as materials have been paid for
	\$26,740	Piling Replacement and T-head refurbishment engineering services - commissioned
	Yet To Be Priced	Piling Replacement and T-head refurbishment – tenders yet to be sought 28 piles and t-head refurbishment.
	\$828,949	E pier refurbishment – Awaiting approval
	\$924,019	