

FOR SALE

The McIndoe

Little Shipyard

Careys Bay

Port Chalmers, Dunedin

WHARF & BOAT SHED

Suits 12m yacht

BOAT SHED:

Size: 4.5m wide x 6m long, built of heart red pine with corrugated iron cladding. All seawater rust damage has been repaired. Roof renewed and north window frame replaced about 1995. Four sheets in roof are of plastic for light. Fitted as workshop with benches, shelves and printers type-case storage draws for nuts bolts and screws. Hand basin with cold tap and drainage to sea. Double doors at each end of shed opening onto wharf at the harbour end (east) and onto concrete platform and the steps leading up to road at west end. Two car park spaces on road verge and several more on road. The three neighbouring boat shed owners and the neighbouring house owners are good friends but do not alter their parking arrangements on the street.

There is a 240v switchboard, 4 double 240v plugs, outside lights at each end of shed and is well lit inside.

Engineers Report 2020: stated two wooden shed piles need concrete surround to protect against wave/sand erosion of timber.

Grass area:

No cars allowed onto grass. To discourage cars coming down and ripping up the well manicured grass, which, at present is mown fortnightly in winter and weekly in summer, I leave the vehicle access down onto our grass area steep and rough. My car always parked in verge park outside boat shed.

WHARF:

Wharf Construction:

The wharf was designed and constructed of all new materials in 1986 by marine engineer F L (Steve) Carey. (He had built other wharves at the Chatham Islands for Wright Stevenson Ltd for the

crayfish industry). The Wharf is 2.3m wide X 22m long plus the 6.5m boat shed (total length 28.5m). It has 6 seaward piles and the handrails of Malayan balau hardwood; remainder of the 6 wharf piles are of pinus radiata tanalized grade H6. Deck planking 2.3m across x 300mm wide x 30mm thick, tanalized grade H4 pinus radiata. Steve Carey was assisted by Bill McIndoe (owner) and Elva Carey. Major components are all fastened with heavy galvanised steel bolts. Rescue Steel applied to all threads.

Berth Dredged to 1.7m

Boat berth is 1.7m deep for keel of yacht at low water in dredged soft mud channel on south side of wharf. With draft of 1.7m entry to berth from offshore possible 1.5 hours before or after low water.

Low loading platform with hand-railed steps down for ease of boarding yacht between half and low tide.

Droppers on south side of wharf for gunwale of yacht to bare against and prevent it going under wharf.

Two ladders: permanent, galvanized steel, with 500mm x 80mm flat rungs, reaching down to low water level; one ladder is below the crane and the other leading down from low loading platform.

Roofed Dinghy Shed: When hoisted out of the water with the wharf crane, and place on its two wheeled trolley, the 2.6m inflatable dinghy can easily be moved into the dinghy shed where it is sheltered from the sun and the rain.

Two 240v Plugs: The 2 weather proof electric plugs are at east (harbour) end of wharf for use by boat moored alongside.

Floodlighting:

The post-mounted floodlights are mounted on two of the taller wharf piles.

Wharf Crane: galvanized steel swiveling crane with 240v electric winch surge drum for hoisting dinghy or other heavy weights up or down from the yacht or from the water.

Through an additional small block and tackle the crane is also used to haul boat back alongside wharf against port quarter weighted outhaul/mooring rope and anchor.

Water: 3 Taps, one at each end of wharf and one in the middle

SLIP RAIL: about 33m long, gentle incline.

WINCH: Built by Sims Engineering Ltd originally as the geared trawl winch for research vessel Munida. With the tractor in position, powering the winch gearbox, driven by the power takeoff. It is now used to haul the yacht, on the cradle, up the inclined slip rail with 15mm thick wire rope.

CRADLE: Designed and built by F L (Steve) Carey is made of Malayan balau hardwood, takes max displacement boat of about 10 tons, max beam 4.5m, max draft 2m (at mhws). Two part block and tackle control the adjustable swinging support arms aft. The forward cradle posts are boat's forward side supports adjusted with big wedges. There is a permanent boarding ladder built on a diagonal brace. With a little work the cradle width is designed to be adjusted using the suitably placed drilled holes and bolts.

TRACTOR: 1952 Ferguson is elderly, is not roadworthy and has no battery and no brakes but it goes. It can power the winch or be moved across the grass to drive the water blaster pump in boat shed's northwest corner, using the power take off.

Water Blaster Pump: 2000psi pump mounted in corner of boat shed, driven by power take-off from repositioned tractor.

Water-blaster, hose and gun: about 45m high pressure hose, on windup reel, is long enough to reach from boat shed to the yacht out at the end of wharf for water-blast cleaning the boat and the wharf. The hose will also reach across grass to boat cradle for water-blasting both sides of boat hull when it is up on slip.

MOORING: 3.5m depth at MLWS, suitable for 10 ton yacht with draft of 2m. and is situated about 60m from wharf. Mooring weight is a 1.25t part-spoked, part-solid steam engine driving-wheel, which has a great grip on the mud of mother New Zealand. It has never dragged. The ground chain is ship's anchor chain with smaller size chain up to mooring buoy with 2m pick-up mooring rope. Over the 55 years I have owned the mooring in this position it has been frequently upgraded and regularly serviced. It is in a prime, well placed and sheltered position, only a short row from the wharf. Although I berth the Avanti alongside the wharf I have always maintained the mooring for emergencies when Margaret and I cannot bring the yacht back to the wharf because of high winds. We can then spend the night on the mooring until the wind abates. Also it has been nice to be able to offer it to visiting yachts, yachts going up and departing from our slip, friends and neighbours.

Written by
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