

**From:** [BDC Lgoima](#)  
**To:** [REDACTED]  
**Subject:** Official Information Request for Kawatiri Slipping Information Ref: OIA 020/25  
**Date:** Friday, 28 February 2025 4:32:25 pm  
**Attachments:** [Slipping programme February 2025.pdf](#)

---

Dear [REDACTED]

We refer to your official information request dated 10 February 2025 for information relating to the Kawatiri Dredge.

Your questions and our answers in red, are as follows;

I note the Dredge Kawatiri is scheduled to sail to Nelson later this month to the Calwell Slipway. In the past, slipway visits were only necessary for out-of-water surveys or emergency work.

Full out-of-water surveys are generally done every 5th year with Intermediate surveys every 3rd year in between. I gather the last five-year survey slipway visit was in 2022. Annual surveys are in-water. Intermediate surveys are either in-water or out-of-water, depending on the MNZ approved MTO survey plan for the vessel. All surveys require a detailed work-list to be created, for budget purposes, contractor work planning, and to determine the amount of time required on the slipway. Due to the imminent departure of the vessel I expect this information will be readily available and would appreciate a prompt response.

My questions are:

1. Considering the last five year survey was done in 2022, is this an out-of-water intermediate survey? If not, what type of survey is this?

When the full-term survey was completed in 2022, the surveyor agreed that we could defer a number of checks. These included the removal of the propeller shafts and their seals, the removal of the propellers and their inspection and the rudders being removed with their bearings/shafts being inspected and tested. A bump test for the rudders indicated that there was no concern with their condition. Delaying these checks until 2025 and reducing the period of the hull coating system period saved the council money.

In agreeing to defer the above check until 2025, the Council was also mindful that the Kawatiri would have a busy work program of flood recovery dredging from late 2022 which would take about 18 –24 months. It was thus deemed prudent to make the mid-term survey in 2025 an out of water survey to check that the underwater condition of the Kawatiri after this level of workload compared to previous years, was holding up. If the underwater condition of the Kawatiri when she is slipped in 2025 is acceptable, we will apply a 5-year hull coating which will mean the next out of water survey should be undertaken in 2030.

2. How long is the dredge booked to be on the Calwell Slipway?

3-4 weeks

3. What is the full work-list for this slipping?

See attached schedule. We will also check the condition of the propellers and undertake

repairs if required.

4. What are the budgeted/estimated costs for this slipping and the work required? I appreciate some of this can be objective until the vessel is out of the water.

Budgeted cost is \$444,000. The pre-slipping cost is \$440,000. Repairs to the propellers would be in addition to these values.

5. Will a full crew be accommodated in Nelson during this slipping? If not, how many ships crew will be involved whilst it is on the slipway?

5 members of the crew are involved in the slipping.

6. Will the dredge be engaged in any other activities at Port Nelson (other than on the slipway)?

At this time we don't expect to be doing any dredging in Port Nelson at the end of the slipping period.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

If you wish to discuss this decision with us, please feel free to contact the Buller District Council by return email to [lgoima@bdc.govt.nz](mailto:lgoima@bdc.govt.nz).

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request may be published at <https://bullerdc.govt.nz/district-council/your-council/request-for-official-information/responses-to-lgoima-requests/> with your personal information removed.

Kind regards

Paul Numan | Group Manager Corporate Services  
Email [Paul.Numan@bdc.govt.nz](mailto:Paul.Numan@bdc.govt.nz)

Buller District Council | Phone 0800 807 239 | [bullerdc.govt.nz](http://bullerdc.govt.nz)  
PO Box 21 | Westport 7866

Community Driven | One Team | Future Focused | Integrity | We Care

Email Disclaimer: This correspondence is for the named person's use only. It may contain confidential or legally privileged information or both. No confidentiality or privilege is waived or lost by any mistransmission. If you receive this correspondence in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or relay any part of this correspondence if you are not the intended recipient. Any views expressed in this message are those of the individual sender, except where the sender expressly, and with authority, states them to be the views of Buller District Council.



# New trees for Victoria Square

We're conducting a survey to gather community feedback on the replacement of 11 unsafe or noxious trees at Victoria Square in Westport.



[Click here to vote](#)

## Slipping Programme - February 2025

## 1 Main Engine Port

[illegible]

## 2 Main Engine Starboard

[illegible]

### 3 Gearbox Port

[illegible]

#### **4 Gearbox Starboard**

[illegible]

## 5 Generator Engine Port

[illegible]

## 6 Generator Port

[illegible]

## 7 Generator Engine Starboard

[illegible]

## **8 Generator Starboard**

[illegible]

## 9 Pump Engine

[illegible]

## 10 Pump Engine Gearbox and Flexi Coupling

[illegible]

## 11 Dredge Pump

[illegible]

## 12 Jetwater Engine

[illegible]

### **13 Jetwater Clutch and Pump**

[illegible]

## **14 Fire, Ballast and Flushing Pumps**

[illegible]

## 15 Hydraulic Pumps (incl solenoids)

[illegible]

**16 Fire Lines (incl valves and manifolds)**

[illegible]

## 17 Ships Side Valves

[illegible]

**18 Bilge Lines (incl valves)**

[illegible]

### 19 Engine Cooling Pipes (incl valves)

[illegible]

## **20 Flushing Lines (incl valves)**

[illegible]

## 21 Hydraulic lines (incl valves)

[illegible]

## 22 Hydraulic Control Systems

[illegible]

## 23 Fuel, Lub and void Tanks

[illegible]

## 24 Fuel and Lub Lines (incl valves)

[illegible]

## 25 Exhausts, Forced Air and Extraction (pump room engine room)

[illegible]

## 26 Alarms and Monitoring

[illegible]

## 27 Bilges, Frames and Shell Plating

[illegible]

## 28 Main Switchboard and Mega Tests

[illegible]

## 29 Propellers

[illegible]

## 30 Shafts

[illegible]

## **31 Rudders and Steering Gear**

[illegible]

## 32 Bow Thruster

[illegible]

### **33 Hull and Topsides Protection**

[illegible]

## Deck and Deck Services

## **34 Anchoring Systems**

[illegible]

### **35 Mooring Equipment (Winches, Bitts, Panama's and Fairlead Rollers)**

[illegible]

### **36 Handrails, Water Tight Doors, Portholes and Stairs**

[illegible]

### **37 Masts and rigging**

[illegible]

## 38 Deck Lighting

[illegible]

## Dredge Equipment

### 39 Hopper

[illegible]

## 40 Trunnion

[illegible]

## 41 Gantry

[illegible]

## 42 Pipework

[illegible]

### 43 Drag heads

[illegible]

## 44 Jet Water

[illegible]

## **45 Deck Crane**

[illegible]

## Bridge Equipment

## **46 Dredging and Navigation Controls and Systems**

[illegible]

## Domestic

## **47 Heating, cooling, Electrical and Sanitation**

**1) Fit heat pumps to accommodation as follows**

[illegible]

2) The following work to be completed in bridge toilet

[illegible]

3) The following work to be completed in Poop deck bathroom / changing room / laundry

[illegible]

[illegible]

**48 LSA**

[illegible][illegible][illegible][illegible][illegible]