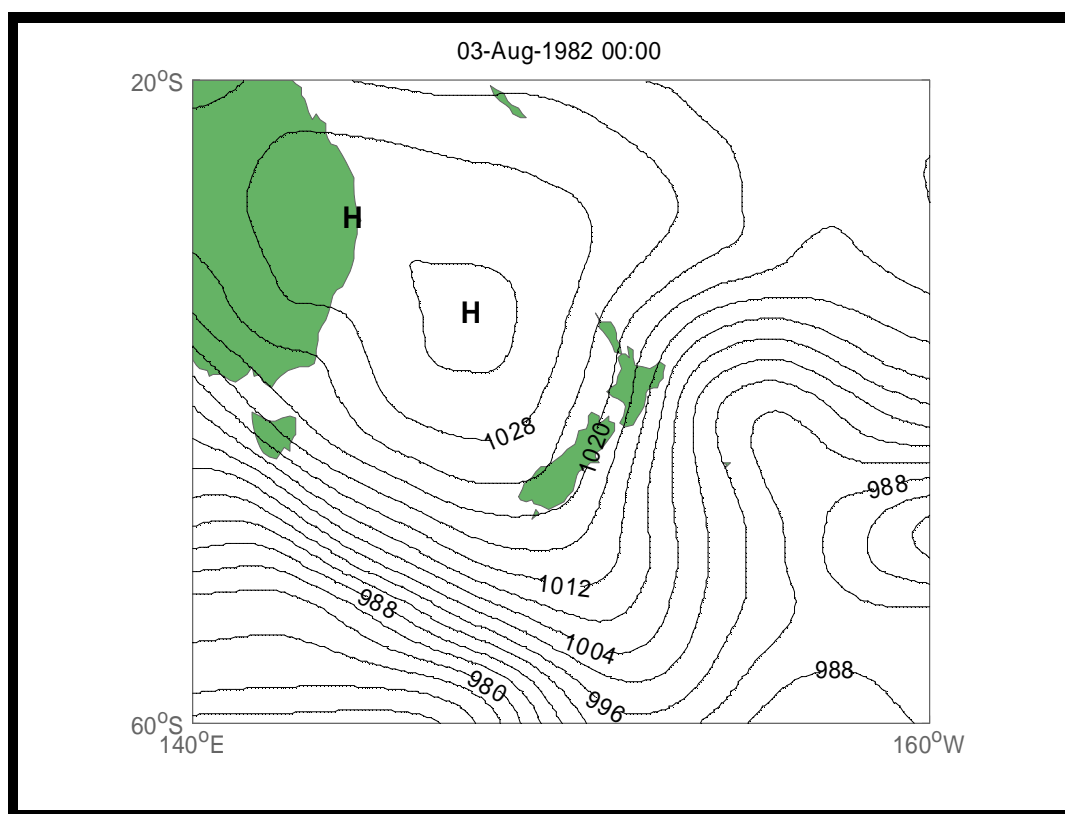


# Coastal Storm Database - Event Summary

Date: <b>2-3 Aug 1982</b>	Wind Direction: <b>SW</b>
Event Type: <b>Wind/Wave/Erosion</b>	Gisborne Duration (Hours): <b>-</b>
Location: <b>Gisborne/Wellington</b>	Wellington Duration (Hours): <b>17</b>
Origin: <b>Southern Ocean</b>	Pressure Gradient: <b>SSW</b>
Type: <b>Trough</b>	



## Synoptic Conditions

A trough of low pressure from a southern ocean cyclone covered NZ and the Chatham Islands. On its western side was a large intense anticyclone in the Tasman sea. Between these systems a very strong SSW airstream swept over the eastern North Island. The strongest pressure gradient was over the upper North Island.

## Sea Conditions

Stormy seas in Cook Strait  
Measured wave heights off Gisborne reached just under 2m

## Maximum Wave Statistics

Location	Max Wave Height (m)	Period (s)
Wellington	4.9	8
Napier	3.8	8
Gisborne	5.7	9

\*Highest Significant Wave Height

## Maximum Wind Gusts (kph and dir)

Date	Gisborne	Napier	Wellington
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**Maximum Wind Gusts (kph and dir)**

Date	Gisborne	Napier	Wellington
02-Aug-82	82 (S)	74 (W)	126 (SW)
03-Aug-82	80 (W)	61 (SW)	95 (S)

**Impact Area**

Gisborne

**Impacts and Damages**

- Large erosion scarp in front of Midway beach; a fence is hanging in mid-air due to loss of the foredune
- Series of power problems around city

Wellington

- All ferries (Aramonan, Aratika, Aranui) sheltered in Picton overnight and freight ferry Arahanga remained tied up in Wellington
- Airport closed to all Friendship flights and in evening closed to Boeing aircrafts
- Cook Strait ferry 'Aranui' turned back to Picton off Wellington Heads because of bad conditions
- Boats torn from moorings in harbour
- Fallen trees and power lines from high winds

**Data Source**

- 1 Erosion No Threat to Clubhouse - Engineer: Gisborne Herald, 5/08/1982, p1
  - 2 Ferry Passengers Victim of Winds: Gisborne Herald, 3/08/1982, p12
  - 3 High Winds Lead to Problems: Gisborne Herald, 3/08/1982, p12
  - 4 Ferries Shelter, Planes Shy Off, Macrocarpa Fall: Evening Post, 3/08/1982, p1
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