



Mainsheet

7 April 2017

COMING UP

THIS SATURDAY -- WORKING BEE -- from 9am, details below

EASTER FRIDAY 14 April -- CLUB CLOSED

EASTER SUNDAY 16 April -- The soon to be internationally famous Russell Ukulele Orchestra returns

Friday 21 April -- submissions due on Northland Regional Council's biofouling, biosecurity charges and revised harbour by-law proposals -- more on this below

WORKING BEE -- SATURDAY 8 APRIL



We are having a working bee this Saturday 8 April, starting at 9 am. Activities planned for the day include:

- cleaning in the club house and kitchen and washing windows
- putting up a light string and checking all the other lights
- some more work on the sub-floor (bring tools)
- cutting firewood for the winter (bring your chainsaw)

- a general tidy up around the club and reserve
- making morning tea for everyone

The more who turn up, the easier it is for everyone.

REGIONAL COUNCIL PROPOSAL

NEW HULL FOULING RULES, BIOSECURITY CHARGES FOR MOORING OWNERS, REVISED HARBOUR BY-LAWS

Northland Regional Council is seeking feedback on new rules on hull fouling, revised harbour by-laws and a proposal to introduce a \$122 per mooring *marine biosecurity charge*.

The details can be found at [the Regional Council website](#).

Feedback closes at 4pm on Friday 21 April.

There is a drop in session at the Bay of Islands Yacht Club on Monday 10 April between 3 and 6 pm.

PROPOSED HULL-FOULING RULE

The Regional Council is proposing a Marine Pathway Plan which includes a rule that means you will not be able to travel between harbours in Northland unless your hull is clean -- well more precisely -- is only "lightly fouled". The intention is to reduce the risk of spreading marine pests. Fouled boat hulls is a common way marine pests spread.

From the Council's [frequently asked questions](#) on this proposal:

Who is affected?

The proposed marine pathway plan will apply to all vessels entering Northland from other regions, or moving between designated 'places' within the Northland region.

This includes recreational yachts and launches; and commercial vessels such as fishing boats, tugs and barges, tankers and naval craft.

Most trailer boats wouldn't be affected by the rules as they don't usually live in the water long enough to grow fouling.

What is 'light fouling'?

'Light fouling' means small patches (up to 100mm in diameter) totalling less than 5% of the hull and niche areas.

As a rough gauge, if the hull-fouling is visible from the surface, it's probably more than light fouling.

'Light fouling' was selected based on research into the risks associated with different levels of fouling – for more detail, see the plan's [cost-benefit analysis](http://www.nrc.govt.nz/haveyoursay) on our website at www.nrc.govt.nz/haveyoursay.

It is also consistent with Ministry for Primary Industry's standards for visiting international vessels (the Craft Risk Management Standard).

Where are the designated 'places'?

The rule about 'light fouling' would only apply if you moved your boat to another designated 'place' – that is, another harbour, estuary or popular offshore anchorage.

These designated 'places' are.

They are: Parengarenga Harbour, Houhora Harbour, Rangaunu Harbour, Whangape and Herekino Harbours, Hokianga Harbour, Doubtless Bay, Whangaroa Harbour, the Cavalli Islands, the Bay of Islands, Whangaruru Harbour, Whananaki Harbour, the Poor Knights Islands, Tutukaka Harbour to Pataua Estuary, Hen & Chicken Islands, Bream Head to Bream Bay (including Whangārei Harbour), Mangawhai Harbour and Waipu Estuary, and the part of the Kaipara Harbour lying within the Northland Regional Council boundary.

The harbours and popular anchorages listed as 'places' were designated after taking into account known marine pest risks, common vessel movements and the availability of haul-out/cleaning facilities.

It is important to remember that, regardless of the level of fouling on your hull, it's still an offence to transport marine pests (even within the same harbour).

What if I'm not going far?

To meet the proposed marine pathway plan rule, your vessel hull will need to be clean before moving to a new area (as per the designated 'places'). If you are staying in the harbour or just heading out for a fish and coming back in to the same harbour, you do not need to meet the hull biofouling standard.

Could I clean my boat in the water?

In-water cleaning is covered by council's Regional Plan. Controls on in-water cleaning are in place not only to prevent the spread of marine pests but also the unnecessary discharge of heavy metals from antifouling paints into the environment.

The current rules allow for in-water cleaning if there is no discharge, which in real terms means only the use of a soft cloth to clean a boat with a hard antifoul paint on its hull.

To make it easier for people to keep their hulls clean, the council is hoping to relax the rules around in-water cleaning (in our Proposed Regional Plan, due out for consultation later in 2017).

This would make it a permitted activity to clean 'light fouling' off most boats, provided there are no marine pests and the boat is in commercial and marinas zones and within 50m of mapped mooring zones.

Light fouling is a slime layer on the hull, although it includes any goose barnacles and also occasional small patches (up to 10cm wide) of macrofouling (visible organisms) that total

less than 5% of the hull.

Would I get fined if I don't comply?

Council intends to take a staged approach to implementing the marine pathway plan, if approved.

During the first year, owners/people in charge of vessels that exceed 'light fouling' when moving between places will receive a warning and information regarding the fouling on their hull.

After this time, vessels that are found entering Northland or moving between places in the region with a level of fouling exceeding light fouling will receive a Notice of Direction. This requires the owner/person in charge to take the vessel directly to an approved haul-out facility to be cleaned or clean the fouling in another approved manner, at the owner's cost.

Council also has the ability to issue fines ranging from \$750 to \$1000. These are currently only used in cases where there has been repeat offending or disregard for environmental impacts.

SHORT TACKS

MOORING BY-LAWS

The proposed new Harbour By-Laws include a section on moorings.

Some of the new provisions include:

- need to put contact details on boat when on a mooring
- increased Council powers to remove moorings that are not maintained
- need permission from Harbour Master to leave a mooring vacant for more than 6 months
- Harbour Master able to direct relocation or removal of a mooring for safety reasons or to make more efficient use of mooring space.

LIFEJACKETS

The lifejacket rules are to be tightened -- essentially the proposal is that life-jackets have to be worn in all boats of 6 metres or less long, including dinghies. See page 16 of [the proposed by-laws](#).

MAKING A SUBMISSION ON THESE CHANGES

If you want to make a submission on any of these Regional Council proposals you need to do so by 4 pm on Friday 21 April.

You can make a submission [on line](#) or make a

BOAT IDENTIFICATION

It is proposed that a section be added to the bylaw requiring all vessels to display an identification mark:

6.1 Vessels to be identified

6.1.1 All vessels must display an identification mark, consisting of letters from the Roman alphabet or a combination of letters from the Roman alphabet, and numbers that are not the vessel's brand, make or model, and that are unique to that vessel.

6.1.2 Subject to clause 6.1.3, this clause does not apply to:

- a. non-mechanically powered vessels of less than six metres in length [includes dinghies without outboards, centreboard yachts]; and
- b. power driven vessels of less than four metres in length.

6.1.3 Non-mechanically powered vessels and power driven vessels referred to in clause 6.1.2 must be marked with the current owner's name and contact details somewhere on the vessel.

6.1.4 The identification mark must be displayed above the waterline on each side of the vessel.

submission in writing and either email it to mailroom@nrc.govt.nz or deliver to the Regional Council's Opuia office or post it to Private Bag 9021, Whangarei 0148.

The minimum height of the identification mark must be 90 millimetres and the identification mark must be clearly visible by day from a distance of at least 50 metres.

MARINE BIOSECURITY CHARGE

The Regional Council is seeking views on options to fund its marine biosecurity work.

Its preferred option is an annual marine biosecurity charge on moorings and boat sheds (\$122), marinas (\$122 per berth) and three commercial ports paying \$5,750 each. It calls this a marine biosecurity charge.

The Council explains:

The Marine Biosecurity Charge

Section 3.5 of the Charging Policy sets out the annual charges set for water takes, discharges, land use activities, and coastal structures including moorings. Fees are currently set under the Resource Management Act and the Navigation Safety Bylaw for most consented and/or licenced structures. Council are now considering a fairer way to pay for marine pest management through user charges on some of these structures.

Council's marine pest management programme is set out in our pest management strategy, and involves inspection, monitoring, and response work in the marine environment. This programme comes at a significant cost which has been increasing rapidly over the past few years, with our budgeted spend for the 2017/18 coming close to half a million dollars. Most of the work council does in this space is inspecting and monitoring boat hulls and associated structures, as this is the main way marine pests are spread, or are nodes of spread. Currently the costs of these inspections and response is effectively funded from all ratepayers' pockets, as the initial response to marine biosecurity incursions were paid for in this way.

Like Council's flood schemes, now that the response programme has reached a "maintenance" stage, council is seeking to recover the costs from the direct users of the space. Council has been looking for a fairer way to recover the costs of marine pest management, and is looking to increase charges for moorings, boatsheds, marinas, and three large commercial marine facilities in Whangarei, where these activities are undertaken.

Council's preferred option is full cost recovery, as outlined in 'Option 1' below. Including GST, this would mean an extra \$122 per year, that would be added as a charge to moorings, marina berths and boatsheds. These charges are set out in section 3.5.4.1 and 3.5.4.2 of this policy.

A charge is also proposed for Port Nikau, Northport and Golden Bay Cement, of \$5750 a year. This money would fund the ongoing monitoring and inspection of boat hulls and marine structures, and the response required when marine pests are found in these places. These charges are set out in section 3.5.4.2 of this policy.

Council is looking to understand the right level of contribution that structure owners should make to the cost of the marine biosecurity activity, and wants to have full regard to community views in relation to this. While proposed charges as discussed above have been included in this draft charging policy, three options are being explored for the marine biosecurity charge:

OPTION 1 : Apply a charge of \$122 to moorings, boat sheds and marina berths, and a \$5750 charge to three large commercial marine facilities in Whangarei, to achieve full cost recovery of our marine biosecurity programme.

OPTION 2: All ratepayers in Northland should pay.

OPTION 3: Split the costs – set a lesser charge for moorings, boatsheds, marina berths and large commercial marine facilities, and fund the remainder from all ratepayers.

A frequently asked questions document about this [marine biosecurity charge is here](#).

CLASSIFIED ADS

Our club house is a great venue to rent for parties, weddings, anniversaries. If you are interested in renting it. Here is [a form setting out the terms and conditions](#).

We offer a **CLASSIFIED AD SERVICE** for members wanting to buy or sell or rent anything nautical. Cost \$5 for up to 30 words, \$10 for 31-50 words. Images extra. For enquiries or to place an ad in the next Mainsheet email info@russellboatingclub.org.nz

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