

Alissa Sluys

From: Doug and Helen <totarahill@xtra.co.nz>
Sent: Wednesday, 16 May 2018 9:27 AM
To: Colleen Prendergast
Subject: Fwd: Dredging Mooring Management Plan
Attachments: Management 2018.05.12 FINAL.PDF

Here you go!

Douglas

----- Forwarded Message -----

Subject:Dredging Mooring Management Plan
Date:Tue, 15 May 2018 20:57:04 +0000
From:Ross Watters <RossW@nrc.govt.nz>
To:Doug Schmuck (totarahill@xtra.co.nz) <totarahill@xtra.co.nz>
CC:Jim Lyle <jiml@nrc.govt.nz>

Hello Doug

I can confirm that both Jim and I have read through your proposed Dredging Mooring Management Plan, and that we are satisfied that the plan will address the navigation safety aspects of the dredging operation.

Regards Ross

[Ross Watters](#)
Maritime Officer
Regional Harbourmaster's Office
[Northland Regional Council | Te Kaunihera ā rohe o Te Taitokerau](#)

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DREDGING MOORING MANAGEMENT

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PLAN PRINCIPALS

APP.039650.01.01

This is a management plan for the conduct of handling both mooring structures and vessels attached to them for the purpose of dredging a deep water channel to a boat maintenance facility inshore within a Marine 4 Management Area.

It is envisioned that this plan will remain in place as part of the consented activities for the purpose of both capital and maintenance dredging into the future, having all of the same responsibilities/ liabilities to those mooring holders in any way affected by these works.

1). Therefore, the procedures commensurate to this Dredging Mooring Management Plan (DMMP), are first and foremost consultation with those affected mooring holders prior to any works with the total commitment by Doug's Opua Boatyard for the care and well being of any vessel and structure affected by this plan.

2). Secondly is the organization of specialist contractors to undertake the works with the concurrence of the Northland Regional Council subject to all the principles of this (DMMP).

3). Third is to facilitate any need of the contractors to expedite the work in a safe and orderly manner in stages along the propose route through the mooring field so that no more than five moorings are affected longer than a period of seven working days for each stage; weather permitting.

4). Lastly, the (DMMP) drawing setting out the prosed works and physical layout of the proposed channel, all affected moorings in each proposed stage, and dredging operation parameters where required is attached as a Dredging Mooring Management Plan By Total Marine Services: dated (9/5/2018).

5). Once all dredging works are complete, the locations and dispositions of all the directly affected moorings will be confirmed to the satisfaction of the Harbour Master office by a dredging survey report from Moorings Northland.

SCHEDULE OF WORK

1). Relocate vessel to safe storage at the Boatyard or onto a suitable mooring of the kind for each vessel associated with each phase of the works.

2). Lift and store the affected mooring structures in the proposed channel and batter to an fronting the occupational area of the boatyard until each stage of the dredging is complete. This after each batter 4 metre mooring site platform has been dredged to allow for future maintenance requirements of those individual mooring structures.

3). Any vessel and mooring outside the proposed dredge area by 5 or more metres will have its tackle extended 90 degrees to the line of works and be under continued attendance during any period of dredging with a minimum distance from the dredge machinery of 10 meters at all times. Any mooring with or without a vessel 15 or more metres form the line of the dredging boundary on the (DMMP) will be monitored continually for 10 metre clearance from any activity directly affected by the dredging process.

4). At all periods that the dredge is not in use, it will be securely moored in the designated operational boundaries shown on the (DMMP) and/or relocated to its usual berth away form the site.


5). Once each dredging stage is complete, the moorings associated with it will be reinstated to their normal GPS position, and/or new agreed position, with any required alterations to the tolerances of their standing ground tackle per the instructions laid out by Moorings Northland as the secondary contractor to this project.

5). No seceding stage will begin until a clearance of 10 metres from the 15 metre dredge radius to the next mooring in line down the channel is established and the proceeding scheduling factors 1-3 of preparations above are complete.

6). During the last stage of the dredging all remaining moorings within the channel will be removed, relocated after dredging, and up graded accordingly to bring them into compliance for the length of vessels attached to them.

7). Once all dredging and required inshore work is complete, the channel will be cleared to effect the dredge extraction along the same line or course of the dredge centre line with 5 metre clearance attendance to any vessel coming within its line of retreat.

8). On completion of all works Moorings Northland will provide a mooring survey report for all directly affected moorings shown on (DMMP) for the confirmation process by the NRC.


Doug Schmuck
For: Doug's Opua Boatyard

Date: 11 MAY 2018

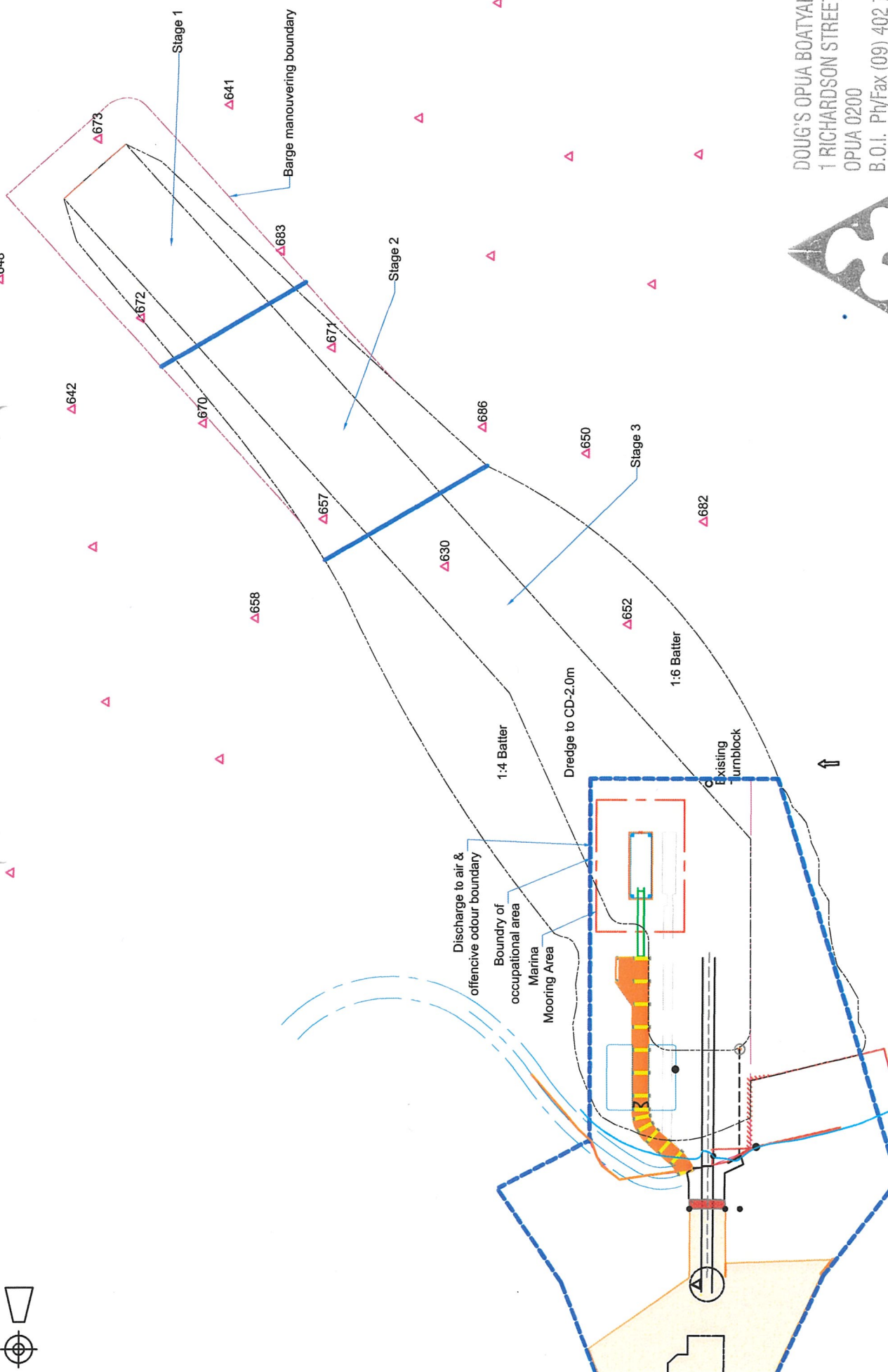
Jim Lyle
Harbour Master/Bay of Islands

Date:

Ross Watters
Moorings Manager NRC

Date:

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DOUG'S OPUA BOATYARD
 1 RICHARDSON STREET
 OPUA 0200
 B.O.I. Ph/Fax (09) 402 7055
 GST No. 62-348-089



Rev	Date	Description	Approved
G	19/04/2018	Various changes for internal review	AJ
1	02/05/2018	Issued for Resource Consent	AJ
2	04/05/2018	Added Sheet 6 and 7	AJ
3	09/05/2018	Updated Dredging & mooring Management Plan	AJ

Drawing No	0155-0504-0003	Scale	1:500
Revision	2	Client	Doug's Opuia Boatyard
Date	09/05/2018	Drawn by	Craig Clive
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APP-039650-01-01
 Dredging & Mooring management Plan
 Type: 03 Site Plan