



IMPACT OF AQUACULTURE ON RECREATIONAL BOATING

Potential conflicts, Perspectives, Experiences at finding Balance



Sail for Life



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YNZ – POSITION STATEMENT

“Yachting New Zealand is not opposed to aquaculture per se, however aquaculture and much of the activity YNZ promotes and protects is mutually exclusive; the physical nature of aquaculture means that it will take up space in the marine coastal area that then cannot be used by others and/or will pose navigational hazards in some areas. Yachting New Zealand considers that it is important that aquaculture development takes place in areas where there will be no adverse effect on the community’s access to the water for recreational use.”



YNZ – WEBSITE EXTRACTS

Yachting NZ seeks to ensure...

- That government (central, regional and local) place appropriate weight on the importance of recreational boating concerns.
- That any aquaculture structures are illuminated and marked in a way that they are visible in all conditions.
- That all proprietors of farms are required to pay an adequate bond to cover removal of structures once farms outlive their usefulness.
- That government (central, regional and local) consider the impact any new farms will have on local tourism and marine industries.



YNZ – WEBSITE EXTRACTS

Yachting New Zealand is particularly focussed on:

- Inshore waters for small sailboat racing
- Bays, passages and coastal area used for cruising
- Sheltered anchorages for safe day and overnight stays
- Ports of refuge in foul weather
- Navigational hazards posed by imposed structures
- Common navigational passages used by boaties
- Areas of high use for diving and recreational fishing
- Areas with high natural character and/or high amenity values



WAYS IN WHICH BOATIES USE THE CMA

- SHORT COURSE RACING

- Most yacht clubs run some form of short course racing
 - Clear unimpeded water,
 - Some times it is tidal,
 - Minimal disturbance of the wind by land form,
 - Turning Marks are either inflatable type laid by patrol craft, or fixed harbour marks
 - Courses vary depending on wind direction
 - Often more than one course area - Different sized boats/abilities
- Typically a course area will not far from a club house – which implies near metropolitan areas



WAYS IN WHICH BOATIES USE THE CMA

- ANCHORAGES

Why are anchorages important?

- Provide a refuge from foul weather
- A safe place to rest overnight
- A place to undertake repairs or wait for rescue/recovery
- A place to undertake other water based recreation

The CMA doesn't have designated roads, it doesn't have designated parking spaces either.

Anchorage are those safe places away from hazards for the boating public.

A good anchorage can mean the difference between life and death.



WAYS IN WHICH BOATIES USE THE CMA

- ANCHORAGES (Continued... 2)

What Makes a good Anchorage?

- Sheltered water from the wind
- Sheltered from sea state (waves)

Enclosed bays are ideal - the greater the direction of protection around the compass from wind and waves the better

- Wider Bays where there are minimal hazards like rocks/reefs etc
- Areas of high amenity – landscape/fishing/diving etc



WAYS IN WHICH BOATIES USE THE CMA

- PASSAGE WAYS , IMPACTS ON NAVIGATION SAFETY

Aquaculture - Introduces structures into the coastal space – where typically there aren't any.

Need to ensure where possible these :

- Are off main routes / high traffic areas
- Are adequately light in foul weather and poor visibility (not all boats have GPS, up to date Nav Charts etc), a boaties' main means of hazard identification is by sight.
- Are plotted on charts and navigational aids well before they are installed. Even electronic chart files are not always up to date on devices.
- Publicity and education around their installation



WAYS IN WHICH BOATIES USE THE CMA

- PASSAGE WAYS, HOW BOATS MANOUVRE

- In a calm sea, no tide, no swell, no / little wind a power boat may travel point to point.
- In open water launches and power craft travel at speed hence – visibility is always on issue.
- Sea state will influence the path chosen, comfort and safety (a large cross swell is dangerous)
- Wind and tide will drag a boat off course (especially if power is compromised).
- Sail boats are limited by their “points of sail”. Sailing into or toward the wind requires a yacht to zig-zag at approximately 60° to the wind.



WAYS IN WHICH BOATIES USE THE CMA

- PASSAGE WAYS, HOW BOATS MANOUVRE

- Sail boats have smaller motors designed for anchoring, manoeuvring around marina berths, and short trip motoring. They can be of limited effectiveness in marginal conditions.
- Sail boats carry low quantities of fuel and typically cannot motor for extended periods.
- Windage on the rigging and/or cabin top, and current on the hull can make manoeuvring under motor problematic in confined spaces or near hazards.
- The more confined the passage way the harder it is to navigate safely.



WAYS IN WHICH BOATIES USE THE CMA

- PASSAGE WAYS , LINES ON A MAP AND THE DANGERS THERE OF

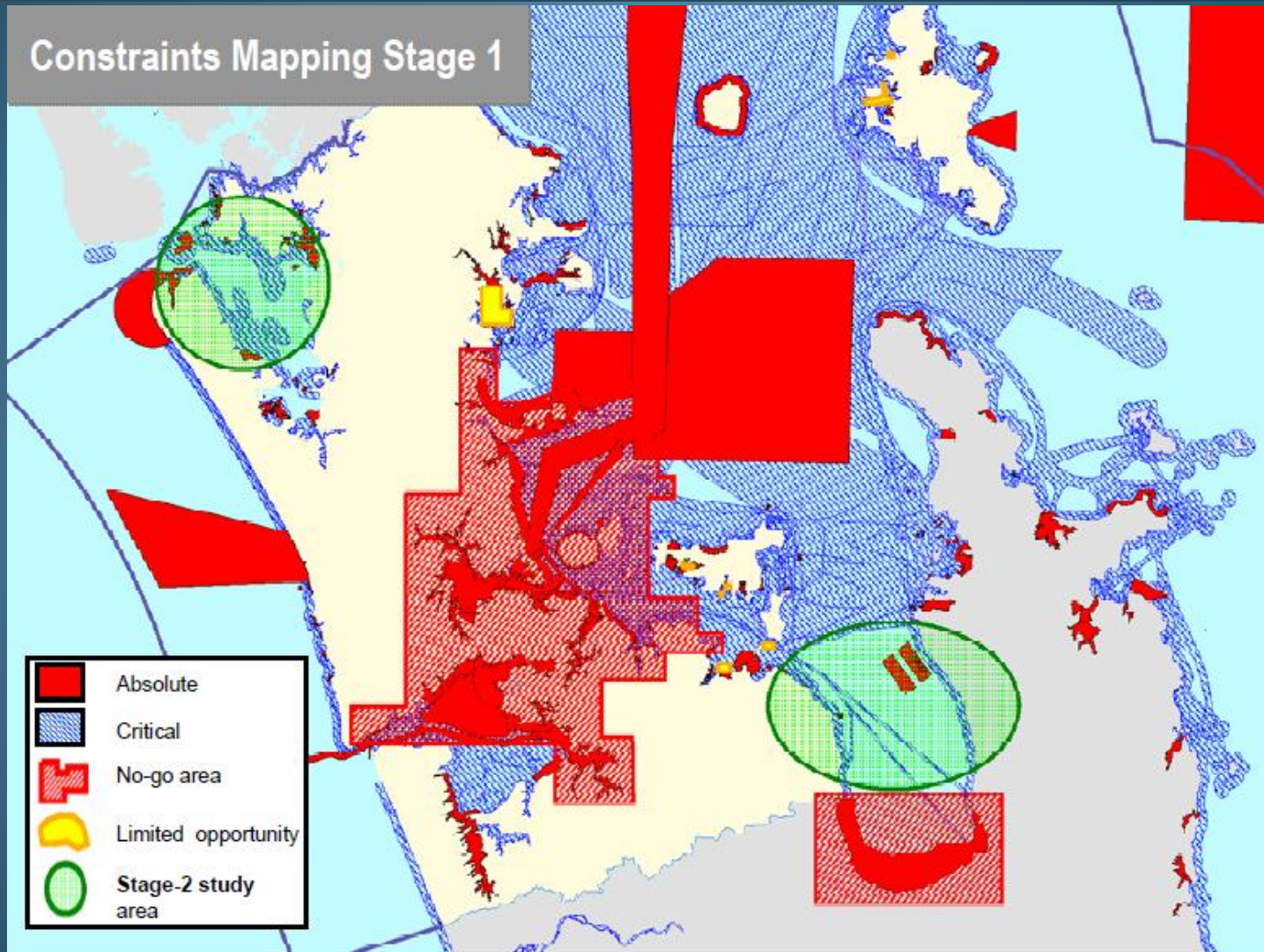


- Passage ways are not roads
- In open water they are large swathes of area through which boats navigate
- There is a strong link between popular destinations / anchorages / marinas and mooring areas
- Water depth, wind direction and sea state will affect the way a boat travels from A to B, hence the width of the passage way.
- Draw a line on a map, and the perception of the ill-informed person is that the space is free and not used – this is not necessarily the case!



WAYS IN WHICH BOATIES USE THE CMA

- PASSAGES WAYS , EXAMPLES OF POOR MAP DRAUGHTING



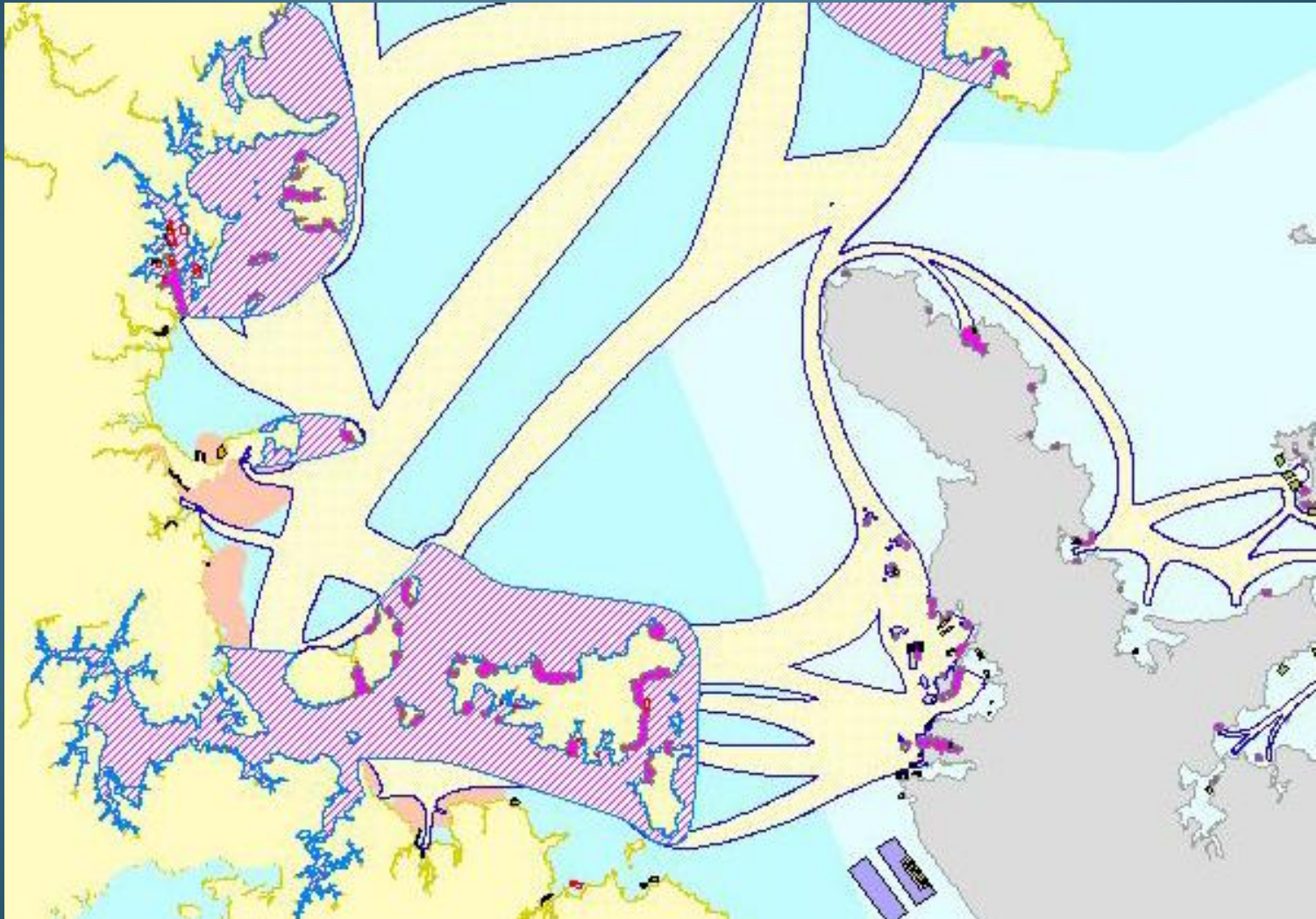
Joint YNZ & AYBA submission to Auckland RC Coastal Plan hearings

Sail for Life



WAYS IN WHICH BOATIES USE THE CMA

- PASSAGES WAYS , EXAMPLES OF POOR MAP DRAUGHTING

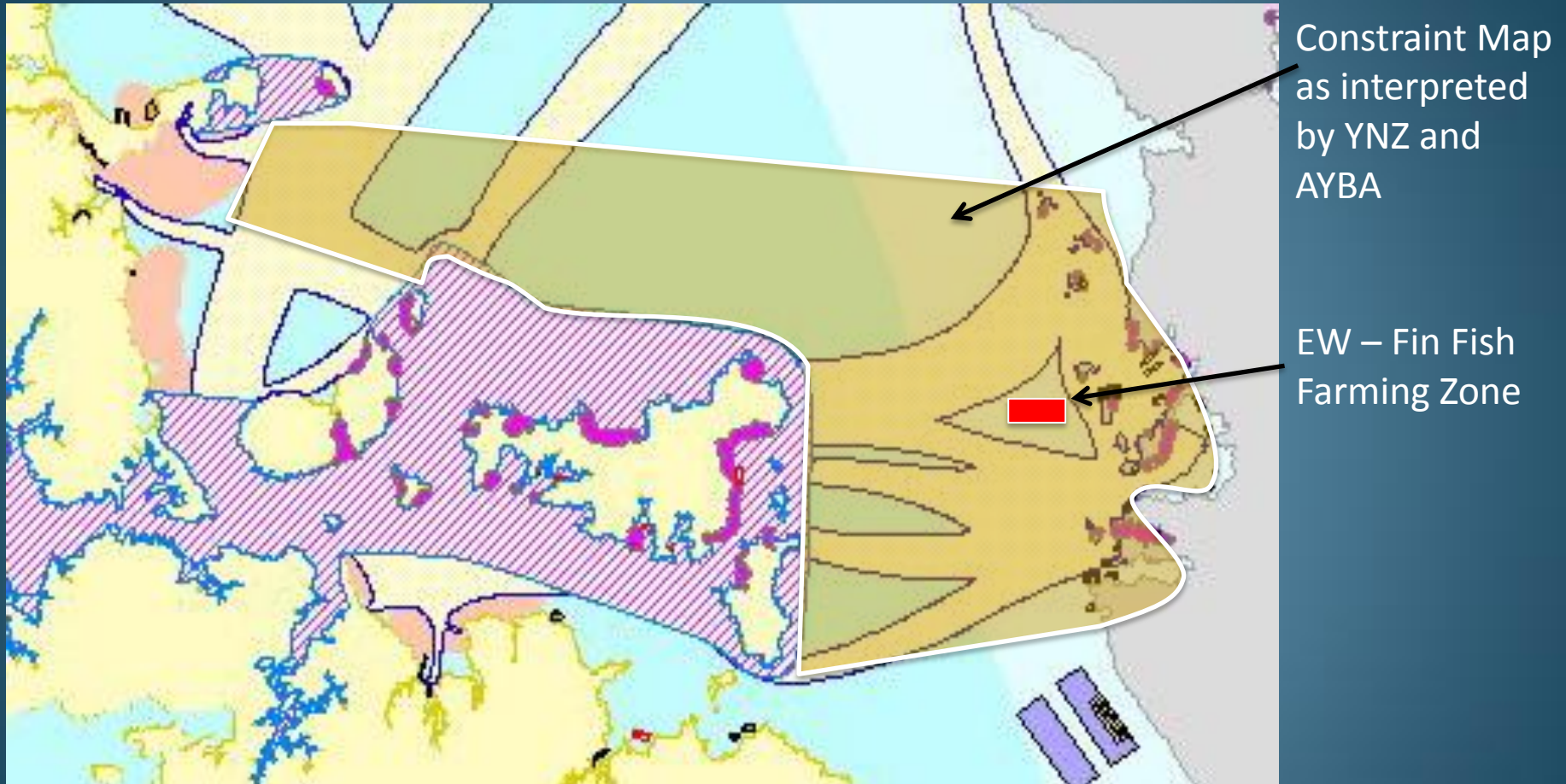


Constraint Map as interpreted by ARC



WAYS IN WHICH BOATIES USE THE CMA

- PASSAGES WAYS, EXAMPLES OF POOR MAP DRAUGHTING



Map not to scale –for diagrammatic purposes only



MARITIME MANAGEMENT CASE STUDY

– APPROACH TO PC4 NORTHLAND REGIONAL COASTAL PLAN

- Original Plan Change zoned large areas of the coastal environment for aquaculture at the exclusion of the boating public
- YNZ submitted on behalf of its member clubs and fought the battle through to Environment Court Mediation
- YNZ undertook a detailed “Anchorages and Passageways Study” with member clubs to quantify and document the roles and importance of the various anchorages and pathways



MARITIME MANAGEMENT CASE STUDY

"ANCHORAGES AND PASSAGEWAYS STUDY" (extract)

Areas of Importance

Key

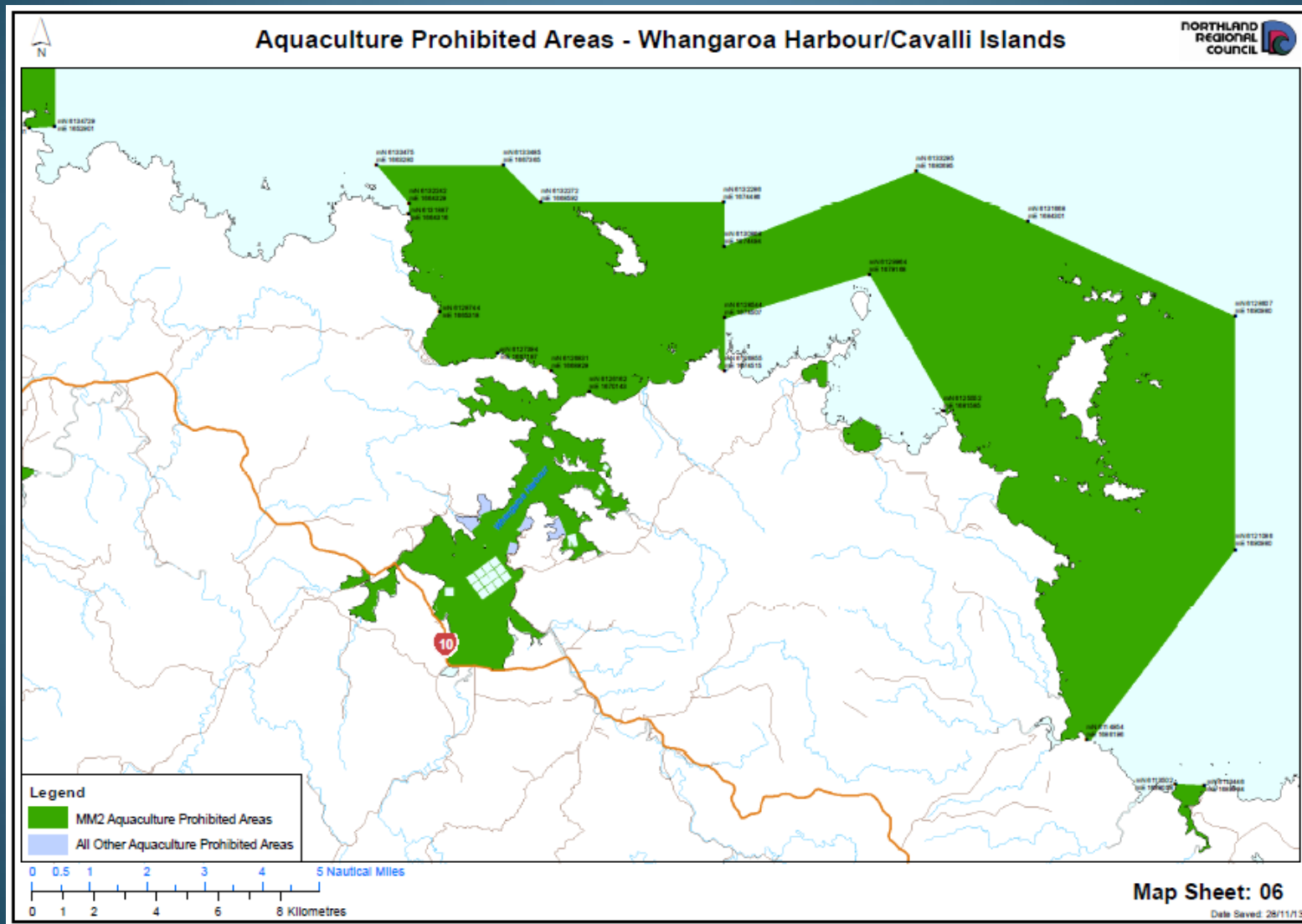
- 1 Good overnight anchorages
- 2 Good daytime anchorages
- 3 Yacht club racing areas
- 4 Emergency anchorages in bad weather
- 5 Major navigation passes
- 6 Areas extending into likely boating pathways
- 7 Areas of natural beauty
- 8 Areas for fishing and diving

Area	1	2	3	4	5	6	7	8
Cavalli Is								
Waiiti Bay	X	X	X	X	X	X	X	X
Papatara Bay	X	X	X	X	X	X	X	X
Kikipaku Bch	X	X		X			X	X
Cavalli Pass			X		X			
Matauri Bay			X			X	X	X
Putataua Bay				X		X		X
Waiheke Bay						X		X
Parua Bay				X			X	X
Whau Bay		X						X
Taiaue Bay		X		X			X	X
Piapia Bay	X	X		X			X	X
Wainui Bay	X	X						X



MARITIME MANAGEMENT CASE STUDY

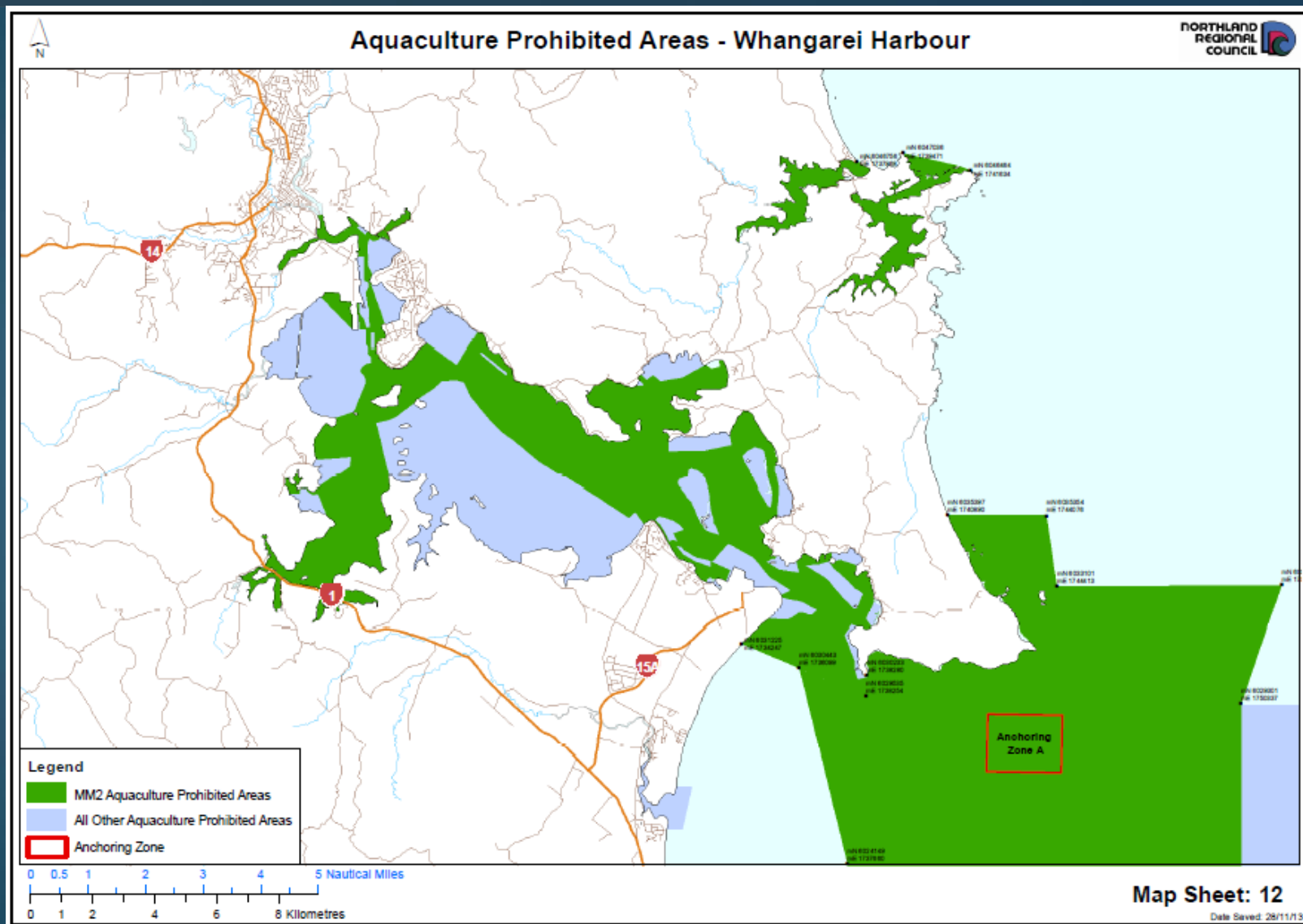
Interim Environment Court Decision Mapping





MARITIME MANAGEMENT CASE STUDY

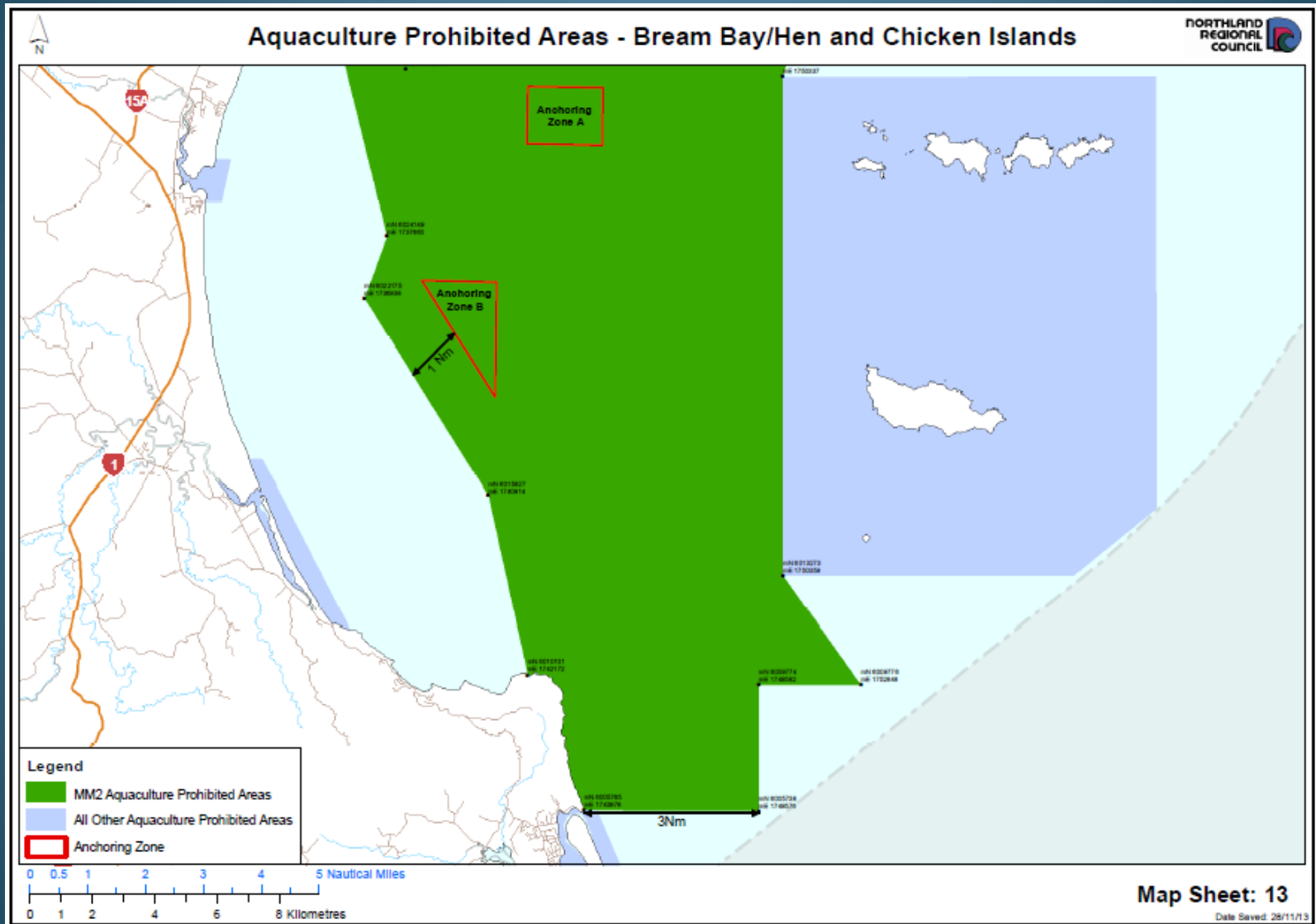
Interim Environment Court Decision Mapping (Continued... 2)





MARITIME MANAGEMENT CASE STUDY

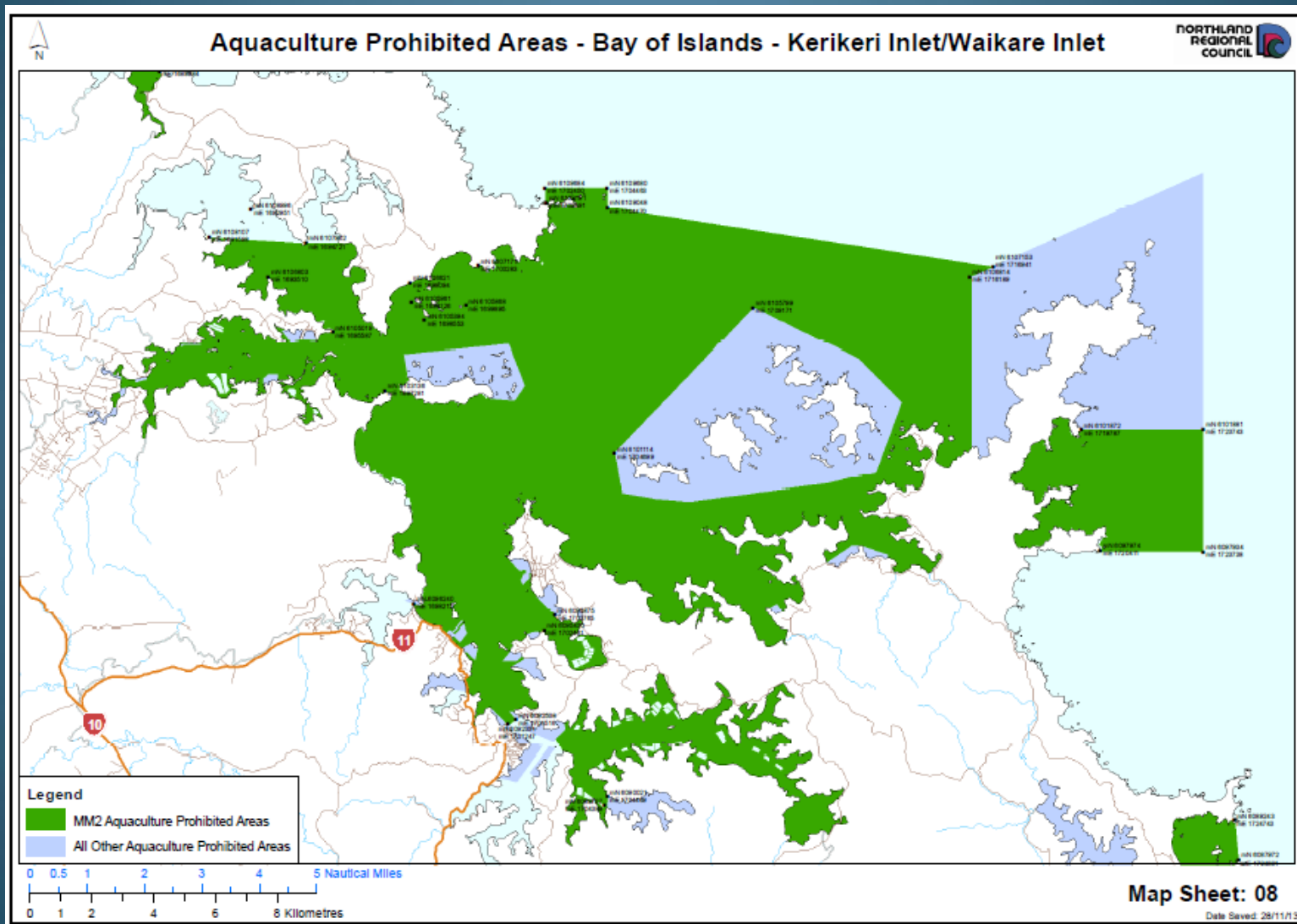
Interim Environment Court Decision Mapping (Continued... 3)





MARITIME MANAGEMENT CASE STUDY

Interim Environment Court Decision Mapping (Continued... 4)





MARITIME NZ GUIDELINES FOR AQUACULTURE

- Guidelines for Aquaculture Management Areas and Marine Farms - Dec 2005
- Guidelines recognise there is cross over and competition for space between recreational water users and aquaculture.
- Guidelines attempt to provide a framework for ensuring that aquaculture was placed appropriately in respect to navigation issues.
- The Paper sets guidelines for:
Location, Marking and Lighting - both in-shore and off-shore
Safety Management, and Control and Compliance



BOATING AND TOURISM

- Much is made of the potential income from Aquaculture for the national and regional economy
- At first glance the cruising boatie may not make a big spend, but appearances can be deceptive
- NZ has a strong industry building and refitting super yachts. One of the reasons the owners chose NZ is the pristine nature and character of many of our cruising grounds.
- Additional crew are employed from local ports to work as deck hands, chefs, recreation guides etc. These numbers are not typically captured by tourism employment figures.



BOATING AND TOURISM (Continued... 2)

- Super yacht owners by local product for taste experiences and take part in local tourism experiences when ashore.
- Smaller Recreational Boaties need supplies, fuel etc. The smaller their boat the less able a boat is to be self sufficient for longer periods.
- If passage is hard and anchorages not available the boaties won't visit



CONCLUDING COMMENTS

- NZ has a strong link with boating and anchoring in a bay to swim, cast a fishing rod, or stay overnight is part of the kiwi culture and a public right. Evident in the Accessible Gulf Round Table process.
- Aquaculture establishes an exclusive use areas over this public domain.
- Boating and Aquaculture can co-exist if adequate consideration is given to anchorages and passage ways is given to its location. Boats need room to swing at anchor and room to navigate in and out of a bay.
- Line drawing on maps by non-boaties can lead to constraint mapping being misinterpreted and hazards being created in popular water ways.



CONCLUDING COMMENTS (CONTINUED ... 2)

- A boaties' main form of hazard identification is sight. And night and in poor conditions there can be little margin for error.
- Boats drift sideways in wind and waves – even when under power. There are no narrow roads on the sea and no 'road side' on which to 'pull over'.
- A collaborative planning approach is preferable - Environment Court Mediation for the Northland Regional Council - Plan Change 4, is proof of this.



SOURCES OF INFORMATION

- Yachting NZ Website - www.yachtingnz.org.nz/advocacy/aquaculture
- Royal Akarana Yacht Club – Coastal Cruising Handbook
- Pickmere Atlas
- Magazines – Boating NZ Anchorage Guide
- David Thatchers “New Zealand Northland Coast: A Chart-based Boating Guide to Northland from Whangarei to Cape Reinga, Including Three Kings Islands”
- AYBA (Auckland Yachting and Boating Association) Mapping Exercise – as reproduced by Auckland Council
- Zoning Map – Northland RC, Plan Change 4 – Interim Decision of Environment Court

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QUESTION TIME