

12 A

Coastal Permit Schedule: Mooring



(For Office Use Only)

Consent No.: _____

Use this form for placing or occupying the foreshore or seabed with a new or existing mooring.

Clearly show the location of the mooring and any adjoining moorings/structures/shoreline on a map (as required within Schedule 1).

Part A: General

- | 1. Is the mooring: | Yes | No |
|---|--------------------------|--------------------------|
| (a) Existing and previously authorised? | <input type="checkbox"/> | <input type="checkbox"/> |
| (b) Existing and previously unauthorised? | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) New? | <input type="checkbox"/> | <input type="checkbox"/> |

If previously authorised what was the mooring's licence number _____

2. Describe the mooring (concrete block, pile, railway wheel, etc.) If new mooring, include a colour photo.

3. What type of vessel do you intend to moor (circle one) Yacht Catamaran Trimaran Launch
Other (Please specify) _____

4. What is the name of the vessel you intend to moor? _____

5. Please provide a recent colour photograph of the vessel you intend to/are mooring (Tick when attached)

It is important that in the event of a boat slipping from its mooring, the Otago Regional Council holds up to date information regarding boat names, descriptions and types, so that a boat can be returned to the correct mooring. If you change the boat attached to the mooring, please inform the Council so that we can update our records.

6. If placing a new mooring, describe how its **placement** will affect the coastal marine area and its use (e.g effects caused to navigation, seabed disturbance, effects on other users such as rowers and swimmers)

Part A: General (contd.)

7. Does your boat have sufficient room to swing unhindered? YES NO
 If you ticked 'No', please explain how you will ensure that your vessel will not collide with other vessels.
- _____
- _____

8. Mooring and Vessel Details

The Otago Regional Council requires that moorings shall be maintained to the following specifications:

Vessel Length Overall (Approx metres)		Less than 7	7-12	>12 metres	Notes
Approx. Displacement (Tonnes)		Less than 3	3-20	>20 tonnes (or exposed position)	
Mooring Block	(Air Weight Tonnes)	1	2	4	
Anchor Ring Diameter (mm)	Minimum	32	32	32	2 rings will lengthen life of block. Reject at 25mm.
	Recommended	32	40	40	
	Fail at	Scrap at 25mm	Scrap at 25mm	Scrap at 25mm	
Ground Shackle	Minimum	6mm greater than ground chain size	32	36	
	Recommended	32	38	38	
	Fail at	Scrap at 25mm	Scrap at 25mm	Scrap at 28mm	
Ground (Bottom) Chain (GC)	Length (metres)	2m minimum	5m minimum	5m minimum	
	Safety of lifting is increased by having the ground chain reach the surface to allow lifting with the heaviest chain.				
	Diameter (mm)	(Recommend 31-36mm)	35-38mm or >	36-42mm or >	
	Fail at	Scrap at 25mm	Scrap at 25mm	Scrap at 30mm	
Increase the bottom chain in proportion to boat length. (Actual boat length can be used up to 7 metres, after which increased intermediate chain may be required to keep costs down).					
Intermediate Shackle Diameter		Minimum 22mm Fail at 18mm	Minimum 25mm Fail at 22mm	Minimum 28mm Fail at 25mm	Recommend min 5mm > Intermediate chain
Intermediate Chain (IC)	Length	Depends on Depth. 4 metres a common length.			
	Diameter (mm)	Minimum 16mm Fail at 14mm	Minimum 20mm Fail at 17mm	Minimum 20mm Fail at 18mm	Weight a factor. Capstan or winch on boat?
Swivel	Diameter	22mm	22/25mm	25/28mm	Shall be one size larger than largest chain being joined.
	SWL (Tonne)	5	5	7	
Top Rope	Length	To suit; minimum 2.5m, maximum = water depth at low tide.	To suit; minimum 2.5m, maximum = water depth at low tide.	To suit; minimum 2.5m, maximum = water depth at low tide.	Reinforced anti-chafe hose to be fitted and not loose enough to slip. Swivel should be off bottom at low tide. Polyester or nylon. 5 tucks per splice. Chain can be used instead.
	Diameter (mm)	20-24mm rope	24-32mm rope or 16mm galv. chain	32mm rope or 16mm galv. chain	
Buoy Rope	Diameter (mm)	Minimum 12mm	Minimum 12mm	Minimum 12mm	
Buoy	Mooring number must be engraved into buoy, lettering not less than 35mm high. Tagged with date or year of last inspection an advantage.				
1. Notes: D = depth at MHWS. Vessels over 15 metres subject to specific design requirements. 2. Ensure all components are rated safe working load above the weight of the block and tackle below it when lifting the block. NOTES: Any worn item will no longer have a SWL. Larger than 4 tonne moorings are outside the scope of this document and require individual engineering.					

9. Location

Please provide a GPS location in either WGS84 (World Geodetic System 1984) or NZTM 2000 (New Zealand Transverse Mercator projection) format.

To help ensure safe mooring/navigation accurate GPS coordinates are required. When undertaking your own recording, please ensure you are recording the position of the **weight** and **not** the buoy. To obtain accurate coordinates, you may need to take several readings over a period of time and average the results.

GPS Location (WGS84): Latitude Longitude

NOTE: This should be two eight digit references with degrees and minutes for example latitude 45° 49.118S Longitude 170° 37.572E

GPS Location (NZTM 2000): E..... N

NOTE: This should be two seven digit numbers for example E1415593 N4923363

Part B: Assessment of Effects on the Environment

	Yes	No	Not Known
10. Within a reasonable distance of the activity are there:			
(a) Obvious signs of fish, marine mammals, birds, aquatic plants, etc.?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Recreational activities carried out (e.g., swimming, fishing, rowing, boating?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Areas of particular aesthetic or scientific value (e.g., archaeological sites)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Areas or aspects of significance to Iwi?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) Will hazardous or toxic chemicals be used or stored on the vessel (e.g, fuel)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) Will access to the coastal area be affected?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have answered yes to any of the above, describe what effects your proposed coastal permit may have and the steps you propose to take to mitigate these.

Part B: Assessment of Effects on the Environment (contd.)

11. Noxious pest plants

	Yes	No
Will you ensure that the mooring is regularly inspected and all noxious weed material is removed from it and disposed of appropriately onshore?	<input type="checkbox"/>	<input type="checkbox"/>

Mooring lines can become infected with invasive species such as *Undaria pinnatifida*. The invasive species can then be transmitted to adjacent vessels. To help stop the spread of invasive weeds, mooring lines and vessels should be checked regularly and all material removed from the chain be disposed of onshore. As the Ministry of Fisheries note that *Undaria* can reproduce after 50 days, moorings should be checked at least every two months.

12. General Safety Information for Mooring Holders

- (1) If the mooring block can be embedded in the seabed, it should be to a depth at least half the height of the mooring block.
- (2) Annual maintenance should include:
 - Checking the chain for kinks
 - Checking for any deterioration of the mooring system and replacing any components that have deteriorated
 - Checking any ropes for fraying and replacing any frayed ropes
 - Ensuring that the mooring block is properly embedded within the seabed
- (3) Once every 10 years, a mooring should be lifted clear of the water and the block and shackle inspected

13. Mooring Liabilities

Once a mooring block has been laid, the Otago Regional Council:

- (1) Is not liable in any event for the position, inefficiency or insecurity of the mooring;
- (2) Is not responsible for any damage that may arise to any vessel permitted to use a mooring;
- (3) May investigate any mooring site which has been left vacant for an extended period;
- (4) Draws your attention to the Navigation Safety Bylaws and any subsequent amendments.