



# TAURANGA BRIDGE MARINA

## Responsible Boating Handbook



[www.marina.co.nz](http://www.marina.co.nz)

# Welcome

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Whether you are a new visitor or an old friend we welcome you to Tauranga Bridge Marina and hope you enjoy your stay. The Tauranga area is regarded as one of New Zealand's finest aquatic recreation centres. It is breathtakingly beautiful offering those that love the water a special place to enjoy, relax and have fun.

It is of paramount importance to us that boaters and clients assist with maintaining the beauty of the marina and harbour by observing a few simple guidelines as set out in this booklet.

Our staff are happy to assist you with any further information you may require. Our office hours are 0800 to 1800 hours 7 days (except Christmas Day). In the event of any emergency please contact the office on 07 5758 264 (24 hours).

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*"We invite you to enjoy all that our beautiful harbour and coastal marine area has to offer and ask that you help us preserve this special place by boating in a safe, fun and responsible way."*

## *Marina Management*

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## Our Environment

We are fortunate to be situated in such an extraordinary place and Marina Management take any potential environmental impacts seriously. Please familiarise yourself with the Marina Terms and Conditions and Marina Rules as these explain your legal obligations, as well as some common courtesies for the entire Bay of Plenty community.

## Water Quality

We conduct regular water monitoring in and around the marina and have been doing so for many years. We need to ensure that our only impacts are beneficial, and as a result, we ask that you assist us by ensuring your bilge is clean, use the onsite facilities for waste removal and the bathroom and laundry amenities. When in your berth also be aware of what goes into the water.

Always be aware of your prop wash – ensure that you do not stir up sediments or create waves that can damage the harbour foreshore or cause nuisance to others around you.

Big or small, basic or customised, it's easy to forget that your boat is a vessel that requires constant care and attention. Routine maintenance and small repairs can make a big difference and aren't too costly. In the long run, a little elbow grease will pay off plus help retain your boat's value.

## Cleaning & Maintenance

Greywater is the soapy water from the boat galley sinks and showers and can be used to describe the dirty rinse water created when washing a boat. The environmental impact of greywater can be significant if harsh soaps and chemicals are used.

The simplest task is to wash your boat regularly. Rinse your boat thoroughly with fresh water after every outing to remove salt residue. Salt will not only corrode metal, fasteners, and other hardware, it will remove the shine from your gelcoat. Use a long-handle, soft bristle boat brush and some PH Neutral, environmentally safe boat soap and don't forget to rinse well. Check with your local chandler for suitable products and further information.

The following list provides non-toxic alternatives to typical cleaning products. Please note that even non-toxic substances can cause harm to the environment so use sparingly.

- When cleaning, always try water and a little elbow grease first
- All-purpose cleaner: mix 1 cup vinegar with 5 litres of water
- Air freshener: an open box of baking soda
- Ammonia-based cleaners: vinegar, salt, and water

- Brass cleaner: Worcestershire sauce or paste made with equal amounts of salt, vinegar and water
- Copper cleaner: lemon juice and water or paste of lemon juice, salt and flour
- Chlorine bleach: baking soda and water or borax
- Chrome cleaner/polish: apple cider vinegar to clean; baby oil to polish
- Disinfectants: ½ cup borax in 3 litres of water
- Drain opener: disassemble and use a plumber's snake or flush with boiling water mixed with ¼ cup baking soda and ¼ cup vinegar
- Fibreglass stain remover: baking soda paste
- Paints: use latex or water-based paints
- Paint remover/stripper: use heat gun to peel off paint
- Paint thinners: use water (effective for water-based paint)
- Stainless steel cleaner: baking soda or mineral oil for polishing, vinegar to remove spots.
- Toilet bowl cleaner: use toilet brush and baking soda
- Wood polish: olive or almond oil (interior walls only)
- Window cleaner: mix 2 tablespoons vinegar in 1 cup of water or rub glass with newspaper

### **Bilges/Engine Rooms**

You do have to engage in regular maintenance on your boat. Remember only minor repairs can be carried out while on the marina berth. If you are in doubt, please contact the Marina Office. The bilge might not be the first thing that comes to mind when you think of the things you need to clean on your boat, but it can easily become one of the dirtiest places on board. The most important reasons to keep your bilge clean are:

- Avoid discharge of oily/fuel contaminated bilge water into waterway
- To prevent growth of bacteria
- Eliminate foul odours
- Prevent rust and corrosion of equipment that lies in the bilge
- Identify leaks

### **Engine Oil**

Most new model boats have drip pans installed under the engines to prevent oil from dripping directly into the bilge. Whether you have drip pans or not it is a good idea to put absorbent pads under the engines. They not only absorb the oil that could drip but provide a quick way to find leaks.

Each time you do an engine check, which should be each time prior to starting, check the pad to see if any new oil spots have appeared. If so, try to track down the source immediately.

**What you can do:**

You should inspect the bilge and its surroundings with a flashlight at least once a month. Look for the following:

- Lift up the float switch on your electric bilge pump to make sure it turns the pump on and off automatically
- If you find unusual amounts of water, be sure to track down the source
- Check all through-hull openings and fittings
- Make sure that all fittings below the waterline have double hose clamps
- Check the seacocks to make sure that you can turn them off. You could sink your boat if a hose comes loose from a seacock and you can't stop the flow of water because the valve is corroded
- Look for corrosion and rust
- Check for unusual growth or mildew
- Check all pipes, hoses and clamps

**Don't Pollute:**

It is illegal to pump oily discharge and/or sewage overboard into Tauranga Harbour.

If you find oil or fuel in your bilge water, turn off the bilge pump immediately and clean and dispose of any contaminated water into containers to take off site. Don't think just because there is only a little bit of oil or fuel it is okay. For small amounts of oil, use bilge pads to soak up the oil, place the used pads in a heavy duty plastic bag and dispose of in the general waste bin.

Sewage (treated and/or untreated) from vessels must not be discharged into the Marina. This includes ALL GRADES of treated sewage.

PUMP IT – DON'T DUMP IT! Our marina has a pump out facility at the fuel dock to deal with your effluent tank. The pump out facility connects to the general sewage lines and is therefore not for oily water waste.

**What you can do:**

- Have a waste container on your boat. The best policy is to carry out what you carry in. You might consider going one step further and carry out any rubbish less thoughtful people may have left behind
- Use recyclable containers and reusable bags. Minimise the use of plastic wrap and disposable bags while out on your boat
- Don't toss garbage, including cigarette butts, overboard
- If rubbish blows overboard, try to retrieve it
- Recycle oil, batteries, plastic, metal and newspaper

- Recycle fishing line or dispose of it properly (in a sealed bag)
- Properly dispose of unwanted waste chemicals by utilising the household hazardous waste collection program in your community (Te Maunga Transfer Station)
- Clean up after your dog and deposit waste in a rubbish bin
- Use the marina recycling facility or take it home to place in your household recycle bin

## Entering & Exiting Marina – No Wake Zone

Boat wake is the turbulence created by your boat as it moves through the water. Boat wake is created by the amount of water your boat displaces, the boat's speed, its planing attitude, and other factors such as water depth and tide.

You must not exceed a speed of 5 knots (9km/h) if you are:

- within 200m of the shore
- within 200m of a boat displaying a diver's flag
- within 50m of any other boat
- within 50m of a person swimming

Low speed signs are placed in areas where wake from vessels can cause damage, injury or annoyance to other vessels, marina structures, the shoreline, or people. Every vessel operator must comply with these signs.

Every vessel is different therefore it is recommended that you take the following action:

- As you approach the Yellow Special Mark (200m from N/W breakwater) **reduce speed**
- At the start of the NO WAKE zone, take your engines out of gear
- Put the engine(s) back in gear and proceed with the engines giving just enough speed to provide you with steering control
- Look behind you occasionally, to see if your boat is creating wake. If it is, slow down to a speed just above idle



When you see a NO WAKE sign or a speed limit sign, do not automatically assume that you can travel at the maximum speed indicated. It may be necessary for you to travel at a slower speed to ensure your boat is not creating wake. The marina and immediate environs are a “NO WAKE” Zone.

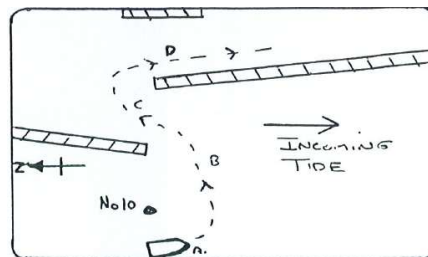
## Berthing in a Tidal Marina

Depending on the direction of the tide, we advise you to be prepared to use power up/power down to complete the turn into the marina. Especially if you are making a complete “S” turn to the berths in the southern end of the marina.

### Examples

#### Incoming Tide (Figure 1)

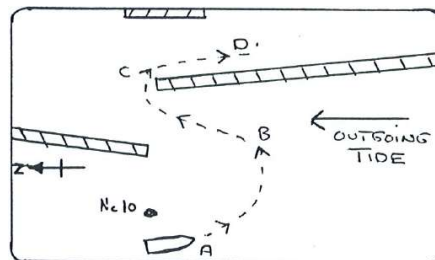
The vessel has just passed Number 12 beacon and is at Point A. The skipper is commencing his turn into the marina entrance. At Point B he is feeling the effects of the incoming tide on his port (left) beam. By the time the vessel has reached Point C the skipper has increased power as the vessel is heading straight into the incoming tide. The skipper is continuing a northern course to allow plenty of space between the vessel and the tip of the Southern Breakwater before turning to starboard (right) and decreasing engine power.



#### Outgoing Tide (Figure 2)

Please note the different track the vessel displayed in Figure 2 has taken to allow for effects of the outgoing tide.

At Point A the vessel is powered up and as the skipper commences the turn to port (left) by the time the vessel reaches Point B the skipper is easing to power back as the vessel is running with the tidal flow, as the skipper commences the turn to starboard (right) to arrive at Point C the vessel is powered up again to continue to Point D.



### Manoeuvring Within the Marina Fairways

Always pass oncoming vessels port to port within the marina fairways. Never overtake other vessels in the fairways as they may have slowed down to commence a berthing manoeuvre.

The maximum boat speed permitted within the marina is 5 knots, but we advise you all to keep your speed between 3-4 knots when there are lots of boats around.

Everyone has preferences as to which way around they like to berth their particular vessel, as does every vessel manoeuvre differently, so it is difficult for us to give you advice on this topic.

The Marina Manager has allowed ample length of rope in the standard mooring line set up recommendations (available at the marina office).

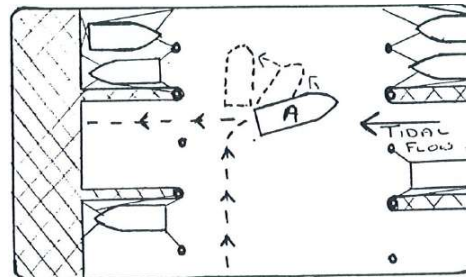
Please consider the next scenario before you shorten your lines to suit your vessel berthed one particular way around.

### Berthing your Vessel

**Figure 3**

The skipper of the vessel illustrated in Figure 3 has turned the bow of vessel up into the tidal flow moving ahead (forward).

At this point the skipper is intending to reverse the vessel into the berth behind the vessel.



For those of you who have plenty of experience this is a manoeuvre you will have down to a fine art.

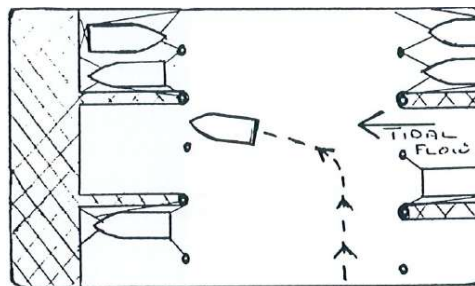
For those of you who are not so experienced, the danger is that if you are not pointing the vessel directly into the tidal flow and you hesitate too long at Point A, the bow of the vessel may get washed away to one side (or the wind may blow the bow of the vessel away to one side). You may end up sideways like the vessel displayed in dotted lines.

If you are not completely confident about berthing the first few times, there are options as you will see in the following scenario.

**Figure 4**

The skipper of the vessel shown in Figure 4 is not going to risk the scenario described in Figure 3.

The skipper has decided to drive the vessel straight into the berth bows first. By doing this the skipper has full control over the vessel with the power and steering to counter the tidal flow in astern when the skipper wants to stop the vessel moving.



We hope that these few pointers will help you while using the marina. The main things to consider are

**Plan ahead** → **Think Tidal Direction** → **Think Traffic**

Marina staff will be available should you need a helping hand, office hours are 0800 to 1800 hours 7 days - V.H.F. Channel 73 'BRIDGE MARINA'

## Boat Stuck on the Poles

If you do end up **getting stuck on the piles** please observe the following procedures:

### During Marina Office Hours 0800-1800 hours daily

#### **✗ Don't attempt to get off the piles**

Get some fenders between your boat and the piles, pile guides and call the marina for assistance (VHF Ch 73 'Bridge Marina' or 075758264). One of our staff will come and assess the situation and make a call whether they are going to attempt to get you off the piles OR leave you secured there until the next slack tide.

### After Hours 1800-0800 (overnight)

#### **✗ Don't attempt to get off the piles**

Fender up as above and stay PUT until the turn of the tide. Any attempt to get off the piles will more than likely cause damage to your vessel, other berthed vessels, marina piles and structures and will affect the status of any potential insurance claim. It really is best to stay there until the tide turns even if some of the locals are telling you otherwise.

## Waste Management

Tauranga Bridge Marina provides facilities for day to day general waste and recycling that has come off your boat (no household rubbish or recycling). The bins are clearly labelled for the type of waste accepted. Any large/oversized items will not be accepted including commercial waste, building waste). We provide special containment for old batteries (see hardstand manager). OILY rags, absorbent pads and bilge mats must be placed in a sealed heavy duty rubbish bag by the boat owner and disposed of in the general waste bin.

Recycling bins are located on the foreshore at the main gangway entrances. The yellow lid co-mingled bins take cans, paper, cardboard and plastic. Please reduce space by flattening cardboard and plastics.



## Waste Oil & Filters

Waste oil (only) can be disposed of in the oil igloo adjacent to the amenities block. There is a separate drum for used oil filters. Do not dispose of oily containers, rags, or pads in this area. The boat owner is responsible for disposing these items by sealing them in a heavy duty rubbish bag and placing them in a general waste bin (red lid).

## Fuel, Paint & Thinners

Tauranga Bridge Marina does not have a facility to dispose of fuel, paint or thinners. It is your responsibility to dispose of these off-site. Your local transfer station at Te Maunga can take paint and thinners and some paint retailers will take back left-over paint.

## Sewage Waste

A sewage pump out station is located on the fuel dock. There is a selection of adaptors and safe operating procedures displayed on the pump housing.



## Refuelling your Boat

- All refuelling must be on the fuel dock (not at your berth)
- Read the signs and pay attention to the safety procedures
- Do not transfer fuel to your boat in containers
- For safety, have all passengers disembark the vessel during petroleum refuelling
- Before you start refuelling, estimate how much fuel you need in your tanks to prevent overflow
- Plug the scuppers with rags during refuelling where possible
- Keep sorbent materials on deck to mop up any spills
- Make sure a responsible adult monitors the **entire refuelling process**. Don't let children or untrained people refuel your boat
- **Never leave the fuel hose unattended while refuelling**
- Use caution in filling your fuel tank to avoid spillage into the water
- When fuelling, avoid topping up or overfilling to reduce the risk of fuel overflowing from vents. Allow room for expansion in the tank
- If you overfill your fuel tank, wipe it up with an absorbent rag. Do NOT hose the fuel off into the water. Dispose of the contaminated rags responsibly

Report spills immediately to the Marina Manager. The sooner the spill is reported the better chance there is of minimising damage to the environment.

Two emergency response spill kits are located on the fuel jetty.



## Electrical Requirements

Unlike household electrical wiring, the wiring and equipment on board your vessel resides in a corrosive marine environment that requires regular inspection and maintenance. Every time you connect to shore power, take a good look at the lead and fittings and self-check the marina module's RCD breaker. If you see any evidence of damage, corrosion or moisture inside the marina power module please notify the marina immediately.

**Your lead must have a current test and tag and a shore power locking ring series plug (refer pictures) before using marina shore power**



### **Option 1 – Temporary Connection – Lead Test & Tag only**

This option is available to use an appliance or tool while there is someone on the boat. The lead must be unplugged and stowed back on your boat each time you leave the boat unattended.

### **Option 2 – Permanent Connection – Electrical Warrant of Fitness and Lead Test and Tag**

This option is for boats that want to plug into shore power 24/7.

#### **Correct procedure for plugging in/unplugging**

- Turn off the breaker on the pedestal before removing or plugging in your power lead. This will prevent any arcing of the power socket
- Secure locking ring to ensure protection from loose connection and weather
- Activate the power switch

The power lead is to be arranged so it will permit normal movement of the boat in the berth without placing undue stress on the shore power and pedestal. Arrange the lead in such a way that it cannot present a trip hazard to you or others walking the marina piers and pontoons and that it doesn't drape into the water. Do not coil the lead around the power pedestal OR any part of your boat fittings.

*In you are unsure on your electrical requirements please ask one of our marina staff or refer to the NZ Marina Operators Association Shore Power Connections Information brochure for the requirements to legally plug your boat into marina shore power – available in the marina office or in email format.*

## Marina Top 10 Dangers

*Anyone visiting you who is unable to swim? Please ensure they wear a lifejacket on the marina, your boat or near the water.*



Before we talk about each topic in turn there are two golden rules in no order – Don't Panic AND one hand for the job, one hand for the boat (always hold on).

**Jumping – boat to finger pontoon** – we know that some of you have found out about this one! Jumping from a moving boat to a skinny finger pontoon normally ends in disaster- you need at least two steps to stop and the fingers are only 1.5 steps wide (most of our average size berths).

**Falling into the water – Getting on & off the boat** - obviously I refer to boats with a high freeboard e.g. up the side of a medium/large size yacht. This operation should always be done backwards i.e. facing the yacht holding on to the stanchion with your good hand (both boarding and departing). If you have a step on the finger, ensure it is a good sturdy step and make sure your first foot is on it before you let go of the stanchion.

**Falling in (clean fall) – Rule number 1 Don't Panic!!** If you have a clear fall your main concern is going to be to get out of the water. Look for a duckboard or boarding ladder – the pontoons have a layer of sharp oysters on them and are too high for most people to scale up. If you cannot see a suitable place to climb out – look for a rope or a boat part to hold on to and call for help (or whistle if you can) so someone can deploy a portable emergency ladder.

If the tide is running do not try and fight the tide – hold on to something and look to the pier down tide to see if there is anyone who can help you there, it will only take a minute or so to get across.

**Falling in (with injury)** This is when you are going to wish you had a life jacket on. If you have banged your head and you're unconscious, you are going to hope that it is a conventional style or self-inflating compact jacket because that will save your life.

Please carefully consider the above when making your lifejacket purchases – very important. If you are mildly hurt DON'T PANIC and follow the steps in the previous section.

**Assisting someone who has fallen into the marina** Portable man overboard ladders are situated on each gangway (excluding Southern Breakwater). Follow the easy-to-use instructions next to each ladder.

**Crushing between boat/pier/poles** You know what to do – your guests generally don't. Fenders are great things – own plenty of them. Tie some on to the rail but give every spare hand a loose fender and ask them to slide it in if the boat gets close to the dock/pile. The other classic is when you have backed into your berth and your fore deckhand is on the finger but can't decide whether to grab the rope or just hold on when a big gust of wind comes through. The look on people's faces as they reach the point of no return to the dock is normally quite classic. If he is hanging off the bow hopefully you can get him up the side and try again. If he does fall in get some fenders out, then on the other side and shut the engines down and let him swim safely to the platform/duckboard.

**Pier Gangways / Trolleys** What is the worst that can happen? Taking an overloaded trolley down the gangway behind you at low tide is not a good idea. Again – you know but your friends do not and when the helpful child gets hurt it spoils everyone's day out.

**Electric Shock** As well as checking up on you guys we comply too! We have a Certificate of Verification and a clean audit report. Although all the marina shore power outlets are protected, please do not leave your live lead on the pier when you go out. Switch the power off – unplug and take it with you. When you return do the above in reverse order – don't switch the power on and then push the plug in while standing barefoot in a puddle of washing down water – SAFETY FIRST!!

**Car Park Safety** we ask everyone to observe the one-way system in the main carpark and be patient and careful at the traffic lights. Again, children and young people can be very excited about going out on a boat for the day – make sure they are careful when crossing under the trees on the western side of the main car park – drivers are often looking at the nice boats! People do become relaxed generally in a marina environment and walk down the middle of the road oblivious to the car behind them – Caution is advised!

**Alcohol/Drugs** in moderation works well for most people. You don't need us to tell you what problems excessive use can cause.

**Boats Overhanging Piers** This scenario poses a significant danger to other boaties and public safety. A lot of people will be wearing a peak cap or a wide brimmed hat and sunglasses while strolling the docks looking at the nice boats. Very easy for them to walk into a heavy anchor or bowsprit. Please double check your boat is tucked in the extremities of the berth both ends and does not become a danger on the turn of the tide.

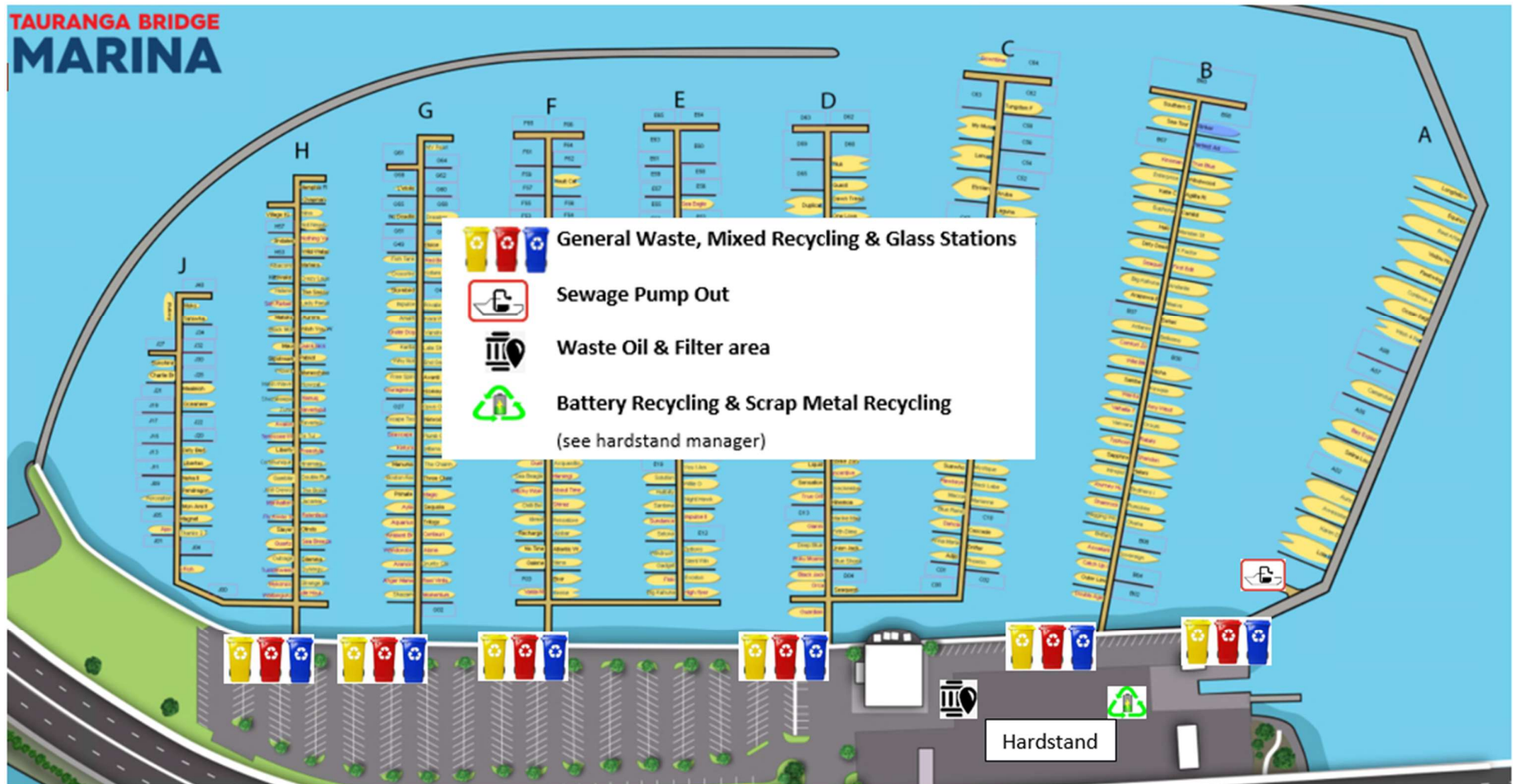
**Jandals** every Kiwi owns a pair, but they have got to be the worst thing to put on your feet on a boat. Leave them in the car and ensure you are wearing sensible boating footwear.

**Hatches** always ensure that non boat people are aware that hatches may be open and to look down, as well as where they are heading on deck.

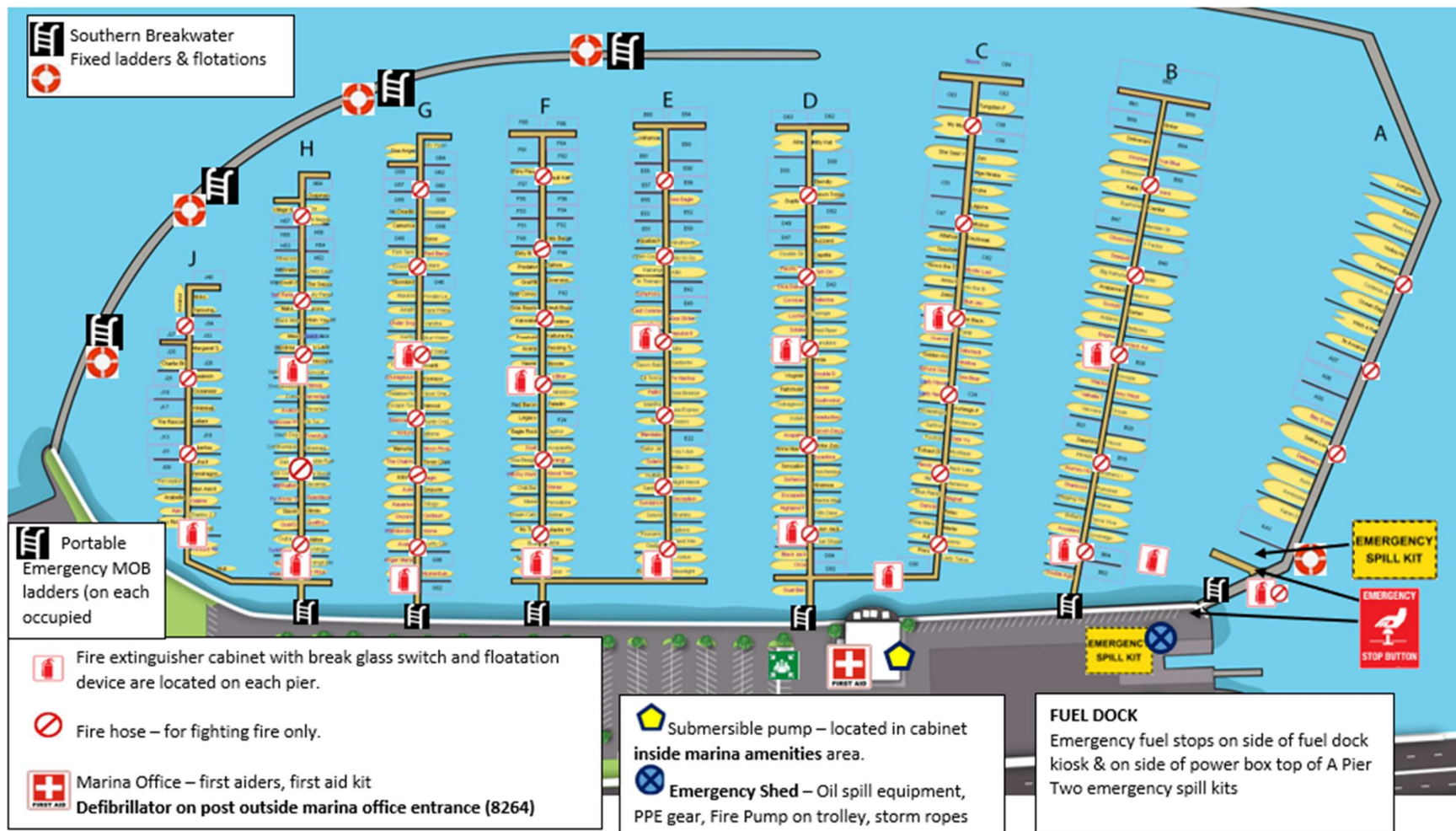


**PORTABLE EMERGENCY LADDERS – see page 13 Emergency Equipment for locations**

## General Waste & Recycling Locations



## Emergency Equipment Locations



## Emergency Procedure for Tsunami

The effects of a Tsunami can vary greatly but are a threat to property and life in coastal areas.

### WARNING

1. Civil Defence will issue the warning with a text message alert.

**If the warning is to evacuate immediately for higher ground follow the next steps:**

### WHAT TO DO

2. Alert marina users with the foghorn out the marina manager's window:

**10 short blasts to the north then 10 short blasts to the south**

This sound will alert marina users to check their mobile for Civil Defence message (or check CD website for more information and advice).

3. Notify marina users via SMS that staff are securing the building and evacuating and advise not to come to marina.
3. Divert phone to mobile and lock up marina office and take security keys with you.
4. Isolate fuel to the fuel pontoon by switching emergency pump switch off located on side of electrical box next to A Pier gangway.
5. Isolate restaurant gas cylinders (in locked cupboard next to restaurant back door) – key on security set of keys.
6. Keep yourself safe by evacuating to nearest high ground – closest higher ground is Mission House, Mission Street, Tauranga.

### AFTER TSUNAMI

7. Await advice from Civil Defence.
8. Do not go down to the sea or back to the marina until advised by Civil Defence.
9. A Tsunami is not just one wave; there will be more following so do not think it is safe until advised by Civil Defence.

## Tauranga Bridge Marina Rules

As specified in New Zealand Marina Operators Association Berth Rental Terms & Conditions these are part of the full agreement as specified in Section 2.1.3.

These Marina Rules have been established to provide for the efficient and harmonious operation of the Marina and for the safety of all users of the Marina.

When a vessel enters the Marina it immediately comes under the jurisdiction of the Marina Manager and is required to comply with Bay of Plenty Regional Council Consolidated and harbour By-Laws and Maritime New Zealand.

### 1. Use of Facilities

The Berthholder may use the power, water and other services and utilities provided for the benefit of the Berthholders in the Marina ("Services") in common with other Berthholders and persons authorised by the Marina Manager on an occasional basis only. If the Berthholder requires more regular use of any Services then such use shall be subject to the prior written approval of the Marina Manager which may make an extra charge to cover the costs of providing such Services. The Berthholder shall:

- a. not use any Services for a purpose for which they were not designed; and
- b. utilise only appropriate fittings which comply with all relevant codes and regulations.

### 2. Car parking & Bicycle Storage Facilities

To the extent that any car parking or bike storage facilities are made available to Berthholders from time to time, the Berthholder shall:

- a. Only use those car parks that are designated for use by Berthholders.
- b. Not use any car park or bike storage facility to store a vehicle, trailer or a bicycle permanently or on a substantially continuous basis for more than one week without the prior consent of the Marina Manager.
- c. Use the car parking and bike storage facilities (as applicable) at its own risk, acknowledging that the Marina Manager is not responsible for any loss or damage to any vehicle or bicycle parked at the Marina area (or to any property in or attached to a vehicle or bicycle).
- d. Not use the car park for advertising without prior written approval of the Marina Manager.

The Marina Manager reserves the right to remove and store at the owner's expense any vehicle or bicycle that is parked in breach of the Marina Rules.

Unregistered and/or unwarranted vehicles or trailers are prohibited from the Marina car park.

A and B Pier Berthholders are permitted to the use of one car park per berth in the designated A and B Pier car park area. A current Marina parking permit must be displayed in the vehicle when parking in this area. The Marina Manager does not guarantee to the Berthholder that a car park will be available for use at any time.

### 3. Fire Hazards & Emergency Equipment

The Berthholder shall not do anything in the Marina which creates a fire hazard or which may contravene the regulations or bylaws of any authority having jurisdiction over the berth or the Marina (including any local government body). The Berthholder shall not use any emergency equipment including fire extinguishers, fire hoses and life rings supplied by the Marina Manager for any purpose other than an emergency situation.

### 4. Rubbish & Recycling

The Berthholder shall not deposit any rubbish or other pollutant in any part of the Marina other than in the receptacles provided. The Berthholder should use the recycling facility provided. The marina waste and recycling facilities are provided for the use of boat generated waste and recycling only.

### 5. Notice of Defects/Damage

The Berthholder shall promptly notify the Marina Manager or Marina security on becoming aware of any defect or damage to the Marina. Any costs incurred by the Marina arising from any negligence of vessel owners will be charged to the boat owner concerned. In the event of an accident whilst manoeuvring in the Marina which involves damage to another vessel or personal injury, no matter how small, the incident must be reported to the Marina Manager or Marina security immediately.

**6. Berth Size**

The overall length of your vessel must not exceed the maximum length of the berth you are occupying. No part of any vessel shall overhang the pier finger, measured to the extremity of the attached pile.

**7. No Storage or Obstruction on Marina**

The Berthholder shall not permit or allow any property, gear or equipment under the control or direction of the Berthholder to be stored on or in the Marina area, including the carpark, walkways, fingers or foreshore thereof without the prior written approval of the Marina Manager. The Berthholder shall not obstruct any entrances to or exit from the Marina or any access ways within the Marina, including not obstructing access for any person to the Structures.

**8. Alteration to Berth or Structures**

The Berthholder shall not alter or modify or permit the alteration or modification of the Berth or other structures within the Marina.

**9. Fenders & Accessories**

Only fendering systems and other berth accessories approved by the Marina Manager can be used.

**10. Mooring Lines**

The Berthholder shall use a full set of adequate mooring lines for the purpose of berthing vessels occupying the berth. Mooring lines are the Berthholders responsibility to maintain and replace as required. Should, in Marina Manager's opinion, any vessel not be moored correctly, or the mooring lines are not in good repair, such steps as deemed necessary to ensure the safety of the vessel shall be taken, and charge any cost involved to the vessel owner. Should the mooring lines prove to be inadequate, no liability shall attach to the Marina Manager. The use of shackles, chain or thimbles attached to the marina is prohibited.

**11. Vessel Condition**

Any vessel or any other personal equipment within the Marina complex which in the opinion of the Marina Manager, constitutes a hazard, or a health menace, or a danger to public safety, must be corrected or removed immediately by the owner. It is the Berthholder's responsibility to ensure that the vessel is kept in a seamanlike manner structurally, mechanically and meet biosecurity hull requirements. Vessel's deck fittings are of sufficient strength and suitable design at all times to keep the vessel secure in the berth.

**12. Use of Vessel**

The Berthholder may use the berth only for berthing the nominated boat whilst the nominated boat is used for recreational boating purposes. The Berthholder may, with the prior written approval of the Marina Manager, use the Berth for berthing a charter boat or a commercial boat.

**13. Control of Vessels in Marina**

The Berthholder shall not moor, manoeuvre or navigate any vessel within the Navigation Area so as to create a danger, impediment, obstacle or inconvenience to any other vessel. No sailing permitted in the Marina.

**14. Vessel Security**

The Berthholder shall take all reasonable steps to protect any vessel occupying the berth, vehicles and any other property on the Marina site from theft and vandalism and shall keep all hatches and other openings secured when such vessel is not in use.

**15. Emergency Access**

In the event of any emergency, the Marina Manager is authorised to enter a vessel, move a vessel or make necessary repairs to ensure safety of all persons, marina structures and/or the Berthholders vessel or any other vessel. Provided the Marina Manager has acted carefully in exercising its rights and powers under this clause, the Marina Manager shall not be liable for any damage to the vessel arising from the Marina Manager exercising any of those rights and powers.

**16. Refuelling**

All refuelling shall be carried out only at the fuel pier and all refuelling shall be in compliance with the Resource Management Act 1991 (as amended from time to time).

**17. No Pollution of Marina**

The Berthholder shall not pollute or permit the pollution of the Marina or discharge into the Marina or its waters, any poisonous, noxious, dangerous or offensive substance or thing and in particular shall comply with the provisions of the Resource Management Act 1991. In particular (but without limiting the foregoing), the Berthholder shall not:

- a. Allow the discharge of any cleaning fluids or chemicals into the water of the Marina.
- b. Carry out any hull cleaning activities within the Marina otherwise in accordance with the Marina Manager's reasonable directions as stipulated from time to time.
- c. Discharge any sewage or otherwise empty any latrines, marine toilets or heads into the Marina (a sewage pump out facility is provided for this) or otherwise dispose of any garbage, oil, fuel or other material whatsoever on or in the Marina except into containers or other receptacles designed for that purpose that may be provided by the Marina Manager. The failure of the Marina Manager to provide such containers or receptacles shall not derogate from the Berthholder's obligations under this provision. Contaminated bilges must not be discharged into the Marina.

The Berthholder must not do anything (or omit to do anything) that will compromise the Marina's "New Zealand Clean Marinas" environmental accreditation requirements.

**18. Dangerous Goods**

The Berthholder shall not store or bring within the Marina motor spirit, petroleum products, fuel, oil, liquefied petroleum gas, compressed natural gas, kerosene or goods of a similarly dangerous or similarly inflammable nature without the prior approval of the Marina Manager, provided that nothing within this rule shall prevent the Berthholder from carrying small quantities of fuel, in safe containers, as is reasonably required for recreational purposes.

**19. Height Restrictions**

Airport Authorities have established regulations governing heights of boat/vessel masts. The Berthholder shall ensure that such regulations are complied with at all times. Kites and Drones are not permitted within the Marina airspace perimeter without prior approval from the Marina Manager.

**20. Boat Repairs/Maintenance**

Refit work is not permitted in the Berth. This includes welding, gas cutting, disc sanding, grinding and spray painting. A hardstand area has been provided for repairs and maintenance.

**21. Shore Power Connections**

To connect to shore power, the vessel must comply with relevant New Zealand Electrical Standard and Regulations and best practices as specified by the Marina Manager.

**22. No Wake Zone**

The wake of all vessels operated inside and within 200 metres outside of the Marina vicinity must not cause nuisance or damage to vessels, berths and their occupants. Vessel speed is limited to the safe manoeuvring speed of 5 knots or less.

**23. Vessel Insurance**

All Berthholders must retain sufficient, full insurance and provide copies as per the terms and conditions of the Berth Licence and specified by the Marina Manager from time to time.

**24. No Noise Nuisance**

The Berthholder shall ensure that all halyards, lines, ropes, rigging, covers, dodgers, bimini hoods, dinghies and sails on the nominated boat while berthed in the Marina are secured so that they shall not create any noise or nuisance. The Berthholder shall not create a nuisance through parties or the use of television, radio, musical instruments or apparatus or any other form of sound reproduction, and shall otherwise keep all noise to a minimum at all times.

**25. Control of Visitors**

The Berthholder shall ensure that the Berthholder's guests, invitees and other people accompanying the Berthholder comply with the terms of the Licence and the Marina Rules. The Licensee is responsible for any breach of the Marina Rules, even if the breach was caused by a guest, invitee or other visitor of the Berthholder. The Berthholder shall not permit or allow any children for who the Berthholder is responsible, being children under the age of 13 years, to enter into the Marina unless accompanied by an adult.

**26. No Living on Board**

The Berthholder shall not live on board any vessel at the Berth or permit anyone else to do so unless the Berthholder has obtained the prior written approval of the Marina Manager (which approval may be withheld or declined at the Marina Manager's sole discretion). Any such approval will be and remain conditional on the Berthholder doing all things required by the Marina Manager in connection with such approval, including without limitation entering into and complying with the Marina Manager's living on board rules (as may be amended by the Marina Manager from time to time) and agreeing to comply with any other terms and conditions that the Marina Manager may impose from time to time (including providing a security bond on terms acceptable to the Marina Manager, if requested). For the purpose of this clause, the expression 'living on board' shall mean sleeping overnight on the vessel for two consecutive nights or more. Without limiting clause 31, no pet shall be permitted to live on board a Nominated Boat with a Berthholder without the prior written approval of the Marina Manager.

**27. No Unlawful activities**

The Berthholder shall ensure that no unlawful activities are conducted from, or on, the Nominated Boat or the Berth.

**28. Alcohol**

Alcohol can be consumed in the Marina on private vessels or licensed premises only.

**29. No Swimming or Water Activities**

Swimming, paddle boarding, diving or any other water sports within the Marina is prohibited.

**30. Fishing & Whitebaiting**

Fishing is totally forbidden from all the floating structures and vessels inside the Marina except for the southern attenuator. Whitebaiting is forbidden.

**31. Animals**

The Berthholder shall not permit any animal in the Berthholder's control to enter or remain in the Marina unless properly restrained and provided it does not disturb other persons or property. The Berthholder shall be responsible for promptly cleaning up any fouling caused by any pets brought to the Marina by the Berthholder or any crew or guests.

**32. Emergency Contact**

The Marina Manager must be advised of any changes of address, contact phone numbers, emails and vessel details in order to contact an owner or representative who has access to the vessel in the event of an emergency.

**33. Bicycles, Skateboards, Scooters, Rollerblades**

The Berthholder shall not ride bicycles, skateboards, scooters, rollerblades or motorcycles on the piers or floating structures.

**34. Contractors**

The Berthholder shall be responsible for ensuring that any contractor invited into the Marina by or on the behalf of the Berthholder or any of its invitees registers with the Marina Manager and successfully completes any required induction course (including without limitation in accordance with the Marina Manager's health and safety policy) before commencing any works within the Marina.

**35. Signs & Advertising**

Advertising, distribution of circulars, pamphlets or soliciting is not permitted on any vessel or carpark within the Marina complex. No "FOR SALE" signs may be posted on any vessel or structures, or any other signs posted or erected without the express written approval of the Marina Manager.

**36. Laundry**

Hanging laundry out on your vessel is strictly forbidden.

## Contact Information

### Emergency Contacts

POLICE / FIRE / AMBULANCE - 111

**Tauranga Bridge Marina - 07 575 8264 (24 HOURS)**

Marina Workboat "GG" VHF Channel 73 'BRIDGE MARINA' (0800-1800 hrs daily)

Pollution Hotline - 0800 884 883

Harbour Master - 0800 55 66 87

Tauranga Coastguard - 07 578 5579 or VHF Channel 1

Maritime New Zealand – 0508 472 269



### Tauranga Bridge Marina Facilities



|                                     |              |
|-------------------------------------|--------------|
| Bridge Marina Travelift & Hardstand | 07 574 7166  |
| Tauranga Boat Sales                 | 07 575 0512  |
| Salinity Bar & Restaurant           | 07 574 4147  |
| Marine Reflections                  | 027 513 5863 |
| Gofuel                              | 0800 42 8383 |
| The Jay Vine Coffee Hub             | 022 687 2507 |

#### Tauranga Bridge Marina

**Ph 07 575 8264**

101 Te Awanui Drive, Tauranga 3110

PO Box 4500, Mount Maunganui 3149

[www.marina.co.nz](http://www.marina.co.nz)



info@marina.co.nz



taurangabridgemarkina

