

Mapua Boat Ramp Risk Assessment

The following risk assessment was carried out by Messers Tim Robinson and John Leydon, both local residents with extensive boating experience within the Mapua Estuary and summarises their written responses to the RFI question 21.

The CVs of Mr Leydon and Mr Robinson are below the Risk Assessment.

The Risk Assessment was carried out using the following Risk Management matrix;

Likelihood					
Almost Certain	Medium	High	Very High	Extreme	Extreme
Likely	Medium	High	Very High	Very High	Extreme
Possible	Low	Medium	High	High	Very High
Unlikely	Low	Low	Medium	Medium	Very High
Rare	Low	Low	Low	Low	High
Impact/Consequence	Negligible	Minor	Moderate	Major	Catastrophic

Risk Number	Risk Item	Risk Description	Risk Indicators	Raw Risk Probability	Raw Risk Impact	Raw Risk Rating	Risk Mitigation	Residual Risk
21 (a)	Launching and Retrieving	No pontoon to secure to whilst parking car &	Damage to Boat, injury to operator	Possible	Minor	Medium	Fitting securing rings to ramp edge to tie boat to. Nudging Bow onto Beach	Low

	Boats	trailer					Use of own anchor	
21 (b)	Impact of side sweeping of boat due to tide flow	Loss of control of boat	Damage to boat, Strain injury by crew	Possible	Minor	Medium	Tidal cross flow at ramp site is low due to back eddy and reduces as tide recedes. Greatest cross flow is within 45mins of low tide and is minimal even then. Signage to be erected advising boat operators of taking due care and be cognisant of tide flow. Boat trailer design also assists in easy boat retrieval.	Low
21 (c)	Procedures for using existing wharf pontoon	Strong tide flow at wharf	Difficulty in manoeuvring boat alongside pontoon	Likely	Minor	High	This issue is outside the scope of the resource consent, however, it is intended to put appropriate signage at the ramp advising how to best approach the pontoon. The difficulty of manoeuvring alongside already exists today and is managed by practice and experience	Medium
21(d)	Usage of two lane ramp in tidal current	Difficulty of two boats launching simultaneously	Boats drifting into adjacent boat.	Likely	Negligible	Medium	Location of the ramp is in the proximity of a back eddy so little sideways pressure on the boats hulls. Standard practice is always to have a crew member securely hold the boat or move it along the beach and nudge the bow onto the beach	Low
21 (e)	Boat Queuing in the channel	Boats losing steerage whilst queuing	Boats drifting in the channel	Unlikely	Negligible	Low	There is no need for boats to queue in the tidal zone as there is ample room to nudge the bow of the boat onto the beach and having a crew member hold the boat whilst awaiting turn for the ramp or securing to the beach with anchor if a sole operator.	Low
21 (f)	Boats drifting underneath the wharf	Boats losing power and directional control	Boats drifting without power,	Possible	Minor	Medium	Fixing a buoyed deflection cable between the corner of the wharf and a point upstream to guide boats around the wharf. This system is used satisfactorily to keep	Low

			colliding with wharf piles				swimmers clear of the Mapua Ferry and was designed by the current TDC Harbourmaster. Additionally all boats should carry an alternate means of propulsion.	
21 (h)	Boats interaction with swimmers at the wharf	Swimmers coming into contact with manoeuvring boats	Swimmers being injured by impact with boat at the wharf	Possible	Moderate	High	Signage on the wharf warning swimmers to keep clear of the Northern end of the wharf. The installation of a buoyed deflection cable will keep boats away from the Southern end of the wharf Signage at the ramp warning boat operators to be aware of possible swimmers at the wharf.	Low
21 (i)	Crossing Mapua Bar	Location of Bar channel varies over time	Vessels run aground	Possible	Minor	Medium	Dangers in crossing the bar remain a risk irrespective of where the boat is launched from and is a current risk with boats launched from Grossi Point and is outside this Resource Consent Application. It will be managed by signage at the launching ramp.	Medium
21(m)	Conflicts with other user groups	Ramp is located within an area used by members of the public	Injury to members of the public in contact with reversing boat trailers	Possible	Minor	Medium	Clearly marked pedestrian crossing at the ramp Prominent warning signs of reversing vehicle movements	Low

CV of Mr John Leydon;

To whom it may concern

John Leydon

TTC ,Dip Recreation and Sport

65 years racing my own yachts from 2.4 – 6m

NZ representative Sailor and Coach

Foundation member Mapua Boat Club

35 years boating on the Mapua Estuary and in the Channel

5 years Group Leader of Tamaha Sea Scouts (approx. 1995),based on Mapua Wharf. Still active helping with boat maintenance and learn to sail.

Previously owned a mooring at Grossi Point for 30 Years, and a 7m launch for several years

Currently belong to Mapua Boat Club, Loyal Grossi Point Yacht Club, Motueka Yacht and Cruising Club, and Motueka Power Boat Club.

Good Sailing

John Leydon

5402543

CV of Mr. Tim Robinson

Tim Robinson

22 Iwa Street

Mapua

0224296173

Timjillrobinson@gmail.com

To whom it may concern.

Summary

I, Tim Robinson have had 50yrs of boating experience in the Mapua Channel and Waimea estuary in all kinds of boats including dinghies, kayaks, runabouts, launches and sailboats.

Experience

Launching and retrieving motor boats all around the waterfront from Rough Island to the Mapua Leisure Park and transiting the Mapua Bar many hundreds of times without incident.

Providing transport services to locals, friends, relatives and community groups.

Maintaining and servicing our boats regularly on the Mapua wharf inspection grid to ensure their safety and reliability.

Developing strong relationships with the local boating community and Tasman district harbourmaster.

I am: a life member of the Mapua boat club

a founding member of the Nelson coastguard

a Mapua Wharf and moorings custodian

a member of the Mapua maritime rescue team.

Therefore I believe I have the experience and knowledge to comment on the new community boat ramp and its use by boat owners.

Skills

Extensive knowledge of the Mapua Channel and bar including its currents, tides and navigational challenges.

Proficiency in boat handling, maneuvering, docking, anchoring and mooring.

Good problem solving abilities with being able to handle unexpected situations and make quick decisions.

Strong communication skills, ensuring clear and effective communication with passengers and other mariners.

Attention to detail, ensuring the safety of passengers and the boat at all times.

Education

Boat Masters certificate

VHF radio certificate

References: available upon request