

DOC/Ngāti Wheke joint Hector's dolphin deceased/injured recovery plan

For Sail GP event

10 March 2023



Department of
Conservation
Te Papa Atawhai

New Zealand Government

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Indicative timetable

Subtitle (3 lines max)

- ▶ **Wednesday 15:** Kahukura to Whakaraupō for harbour navigational familiarisation and docking vessel at Naval Point (Tom and Alison)
- ▶ **Thursday 16 morning:** 0730 until 1200 hours Kahukura and Kaiwaka to practice dolphin search patterns and simulated dolphin recovery with nets (crew of Kaiwaka + Tom, Alison, Craig, Marlous and Graeme)
- ▶ **Thursday 16 afternoon:** Participate in Sail GP organised practice (both vessels and all crew)
- ▶ **Friday 17:** All on vessels at perimeter of practice area ready to respond to any strike at approximately XXXX hours (both vessels and all crew/passengers)
- ▶ **Saturday and Sunday 18 and 19:** All on vessels at perimeter of race course ready to respond to any strike at approximately XXXX hours (both vessels and all crew/passengers)

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Positioning of vessels during racing

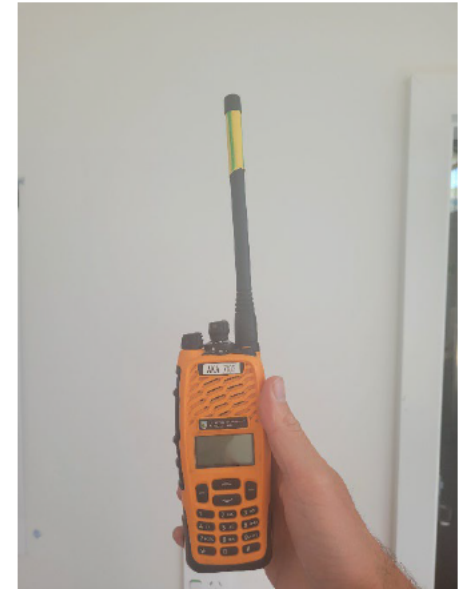
Subtitle (3 lines max)



Kahukura (DOC) and Kaiwaka (Ngāti Wheke) to position themselves on perimeter of course (just outside yellow line)

Communications

- ▶ All Sail GP and dolphin spotting communications to feed into the main control centre
- ▶ Andy Thompson (DOC) and ^{s.9(2)(a)} [REDACTED] (Ngāti Wheke) to be positioned in control centre as point of contact with DOC vessel Kahukura and Ngāti Wheke vessel Kaiwaka
- ▶ Andy and ^{s.9(2)(a)} [REDACTED], Kahukura, and Kaiwaka to each carry at least one DOC handheld radio and to communicate on DOC's secure channel 13



Advocacy and education in spectator area

*Kahukura to carry advocacy material in case necessary to speak with spectator vessels.
Optional for Kaiwaka*

Key messages:

1. The presence of Hector's dolphins/upokohue in the harbours of Te Pataka o Rakaihautū/Banks Peninsula (particularly Whakaraupō and Akaroa) is part of what makes Canterbury a very special place
2. Recent research shows that the high volumes of vessel traffic of all types can displace dolphins from our harbours
3. However, by following the practical rules in the Marine Mammals Protection Regulations 1992 (particularly just slowing down) skippers can minimise their impact

Boating near dolphins?

When within 300m:

- Slow down to 'no wake' speed
- Interact on their terms
- Maximum 3 vessels
- Move away gradually and carefully

It is an offence under the Marine Mammals Protection Act 1978 to harass or disturb any marine mammal.

www.doc.govt.nz/sharingcoasts




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when interacting with whales and dolphins


Don't travel faster than idle or 'no wake' speed within 300 metres




No more than 3 vessels within 300 metres



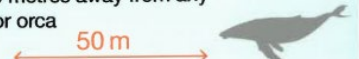
Do not obstruct their path. Approach from a parallel/ slightly rear direction



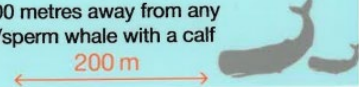
Do not swim with dolphin pods containing juveniles




Stay 50 metres away from any whale or orca



Stay 200 metres away from any baleen/sperm whale with a calf



Do not swim with whales or orca



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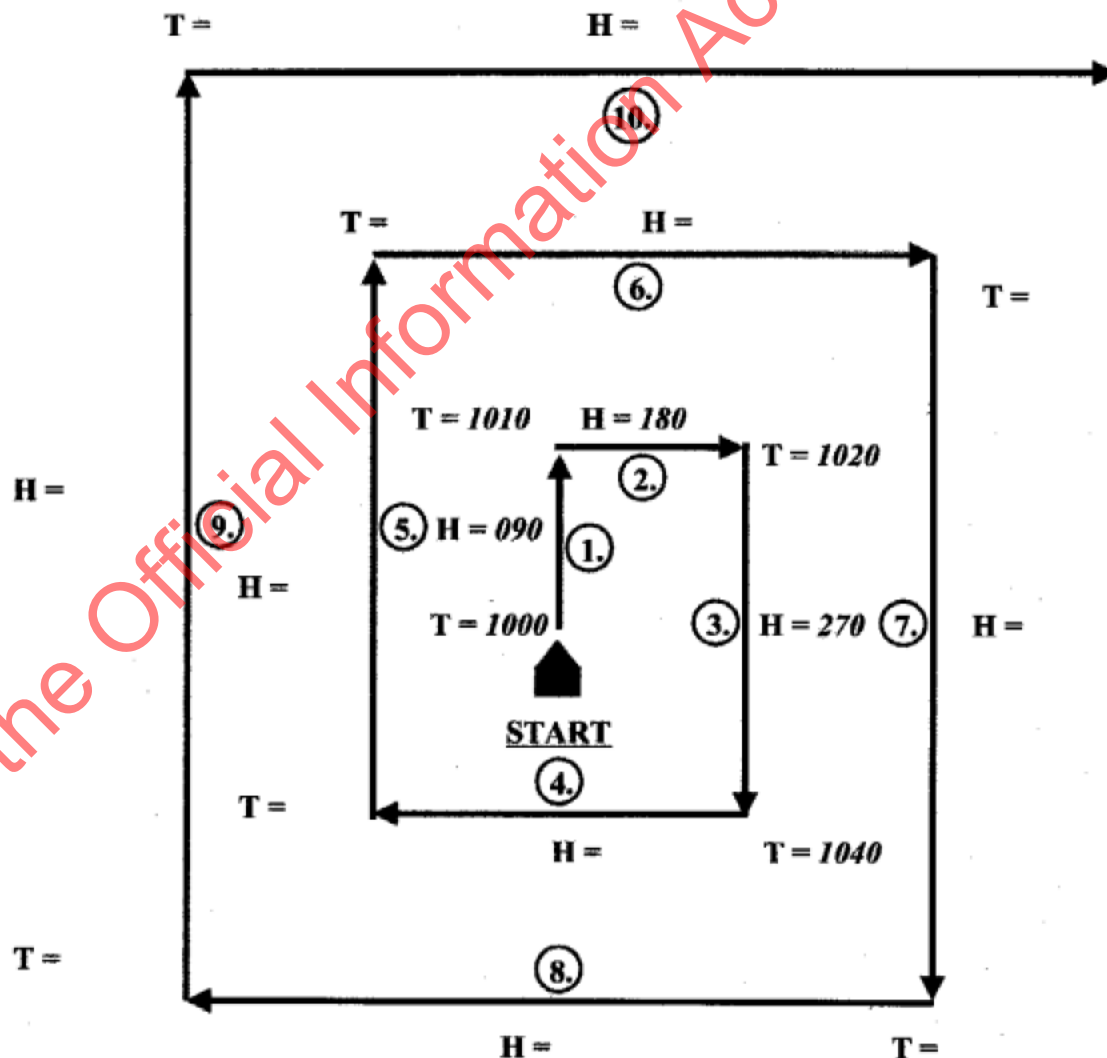
What if a strike occurs?

1. Wait for all clear from Andy/9(2)(a) before proceeding onto course
2. Establish estimated strike location with support from Andy/9(2)(a)
3. Take GPS/MOB mark at estimated location
4. Drop fender/buoy in water with weight, stand clear and watch for 2 minutes to gauge direction/speed of currents/water movement
5. Kahukura to start 'expanding square' search pattern from GPS point. Kaiwaka to travel 500 metres down current, take a GPS point and then start their own expanding square search pattern
6. Skipper to focus on expanding square pattern, crew/compliance officers to watch either side for evidence of dolphin

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What does an expanding square look like?

Example image



Speed given at 6 kn

What if dolphin is found?

1. If Kahukura finds the dolphin/parts of dolphin it lets Andy/9(2)(a) and Kaiwaka know and begins recovery. Kaiwaka travels to assist Kahukura
2. If Kaiwaka find the dolphin/parts of dolphin it lets Andy/9(2)(a) and Kahukura know and waits to assist Kahukura with recovery (Note: Kaiwaka may proceed with recovery of deceased dolphin if it is clear that the chance may be lost in the time it takes for Kahukura to arrive)
3. Kahukura to try recovery first with large scoop nets, but to be ready to use the 3 by 3 m piece of trawl net (best method to be determined Thursday morning) if scoop nets fail
4. If an injured dolphin cannot be recovered then it should be given a chance at survival. If the decision about recovery/non recovery of injured dolphin is unclear then discuss with Andy/9(2)(a) and DOC technical support

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Scoop net

Note: a smaller mesh net will be carried if trawl mesh proves too coarse



3 by 3 m trawl net



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Transporting injured dolphin on vessel

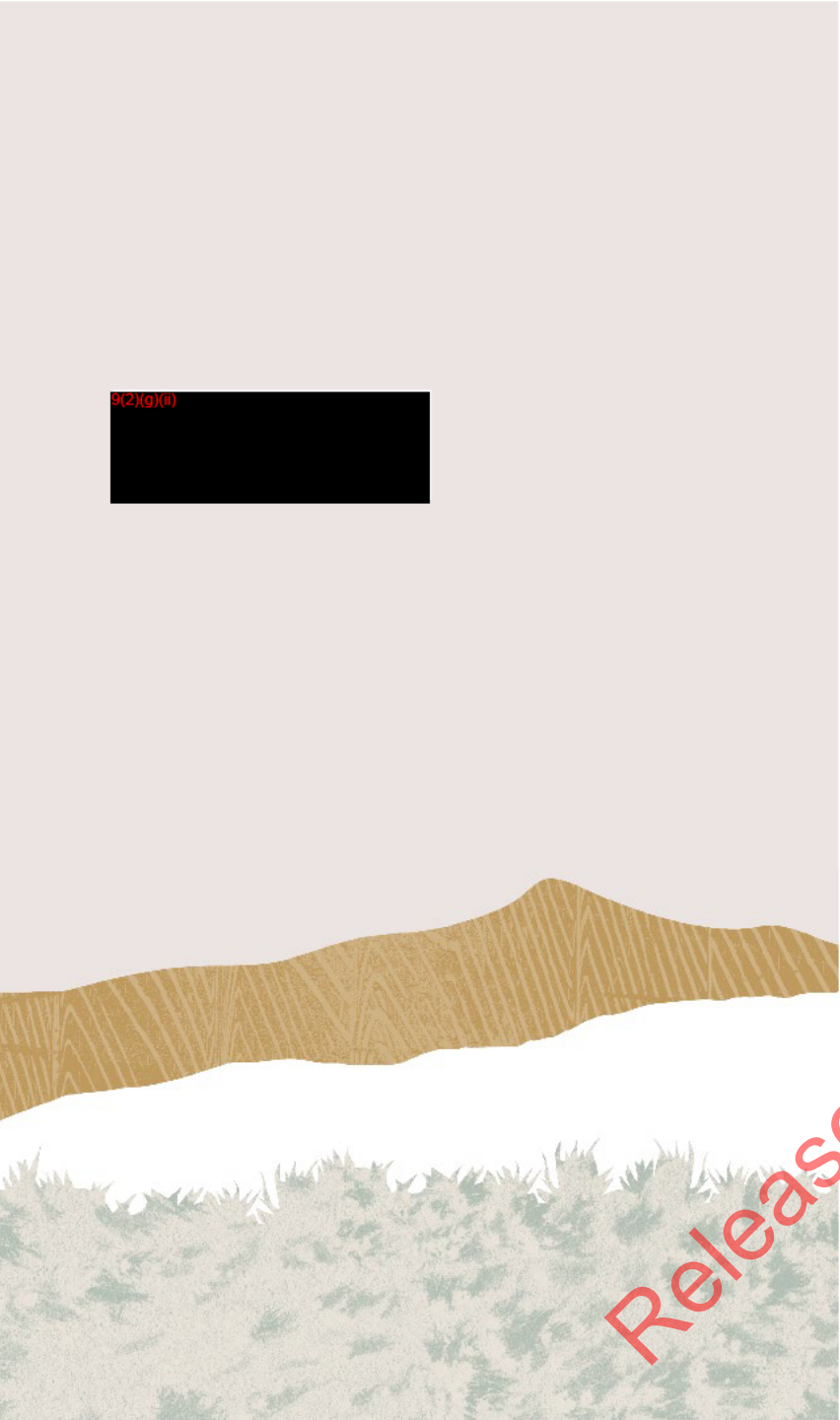
1. If the dolphin is injured and recoverable, DOC staff to extract from water and lay on stretcher on top of mattresses
2. Two DOC staff to hold dolphin down using mattresses while another DOC staff member prepares wet towels/sheets to place on dolphin for transport to [REDACTED]
3. Seawater to be regularly poured over dolphin during transport (avoiding blow hole)
4. DOC deck shade cover and transportable umbrella to keep off the sun during transit to [REDACTED]

Note: Ngāti Wheke representative on Kahukura will guide/lead the tikanga process during all stages of recovery/transit and the Ngāti Wheke vessel Kaiwaka will travel in convoy with Kahukura

Mattresses/stretchers for injured dolphin



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- 9(2)(g)(ii)
1. Dolphin to be transported off Kahukura at 9(2)(g)(ii) using stretcher
 2. Ngāti Wheke to guide/lead on appropriate tikanga
 3. Any euthanasia to be carried out after discussion with Andy/9(2)(a) and DOC technical support
 4. Any euthanasia to be carried out 9(2)(g)(ii) to minimise risk
 5. Ngāti Wheke to guide/lead on appropriate tikanga
 6. Dolphin to be photographed and wrapped as deemed appropriate by Ngāti Wheke and DOC compliance
 7. Dolphin to be transported by DOC staff member to Christchurch airport to go for necropsy

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ENDS

