

**BEFORE THE COMMISSIONERS APPOINTED ON BEHALF
OF THE OTAGO REGIONAL COUNCIL, CENTRAL OTAGO DISTRICT
COUNCIL AND QUEENSTOWN LAKES DISTRICT COUNCIL**

Under	The Resource Management Act 1991 (the Act)
In the Matter	of an application for resource consents for Suction Dredge Mining on the Clutha River/ Mata Au
Between	COLD GOLD CLUTHA LIMITED Applicant
And	OTAGO REGIONAL COUNCIL (RM22.434) QUEENSTOWN LAKES DISTRICT COUNCIL (RM220834) CENTRAL OTAGO DISTRICT COUNCIL (RC220255) Local Authorities

SUPPLEMENTARY EVIDENCE OF PETER FRASER HALL



GALLOWAY COOK ALLAN LAWYERS
Bridget Irving/Hannah Perkin
bridget.irving@gallowaycookallan.co.nz
hannah.perkin@gallowaycookallan.co.nz

PO Box 143
Dunedin 9054
Ph: (03) 477 7312
Fax: (03) 477 5564

SUPPLEMENTARY EVIDENCE OF PETER FRASER HALL

1. The purpose of this evidence is to address the matters that were raised during the course of the hearing that relate to operational matters and to assist the Commissioners in understanding how Cold Gold intends to practically address them.

ANCHOR WARPS ENTERING THE WATER

2. A number of submitters expressed concerns about the potential for the anchor warps to be a hazard to other water users. The videos provided by submitters of the dredge in operation on the lower river highlighted the potential risk. However, I would like to point out that the particular location was one of the most challenging areas we have operated in being on a hard corner with rock edifices on both sides.
3. First, I wish to note that in the time that we have been operating in the lower river we have not encountered an issue where the anchor warps have created a problem for another water user. We have worked closely with the ORC Harbour Master in relation to the management of the dredge on the river. This has been a very helpful relationship that has seen many improvements in the dredge operation over time. We fully intend to continue to work on that basis, including establishing a relationship with the QLDC harbour master, while we are operating in the QLDC section of the river.
4. We acknowledge that there are likely to be a higher number of water users on the proposed stretch of the river. In light of that we need to keep improving our operations.
5. Since the adjournment of the hearing, we have undertaken further review and planning. We have invited ORC Harbourmaster and Cougar Security (QLDC Harbourmaster) to visit the dredge to review our anchoring system. ORC Harbourmaster visited but the QLDC Harbourmaster declined. We have subsequently engaged with ORC Harbourmaster to agree on a satisfactory solution to minimise risk to other river users. We intend to undertake the following alterations to the dredge:

- (a) Altering our anchor davits so that the anchor warps are forced 0.5m below the water surface immediately in front of the dredge. They would then only sink deeper as the warps fall towards the anchors on the river bottom.
 - (b) Placing weights along the anchor warps so that the lines are further pulled down lower in the water. This would be used on an as required basis, such as when side lines are required which may create more potential for the wires to lift.
6. I have attached at **Appendix 1** a schematic of this. The feedback received from the ORC Harbourmaster was also provided to the QLDC Harbourmaster and I followed up with him directly. He was able to provide some further comment, noting the need for the changes to be incorporated into the MTOP which I agree will be necessary. The email trails are attached at **Appendix 2** of this evidence.

ABLUTION FACILITIES

7. The allegations of waste disposal into the river have been quite upsetting for me as I know them to be untrue. Mr Moon's allegations have been refuted by Mr Stenton as incorrect. Mr Moon's explanation for this was that Mr Stenton is unlikely to speak against his employer. Mr Stenton left the Company on May 2023 so has nothing to gain (or lose) as Mr Moon alleges. Mr Stenton's letter is attached at **Appendix 3** for reference.
8. I also find it incredible that both Mr Moon and Mr Reg Hall omitted this issue in their original submissions. If it was such a seminal moment for Mr Moon that he quit the next day, then surely this would have been raised as part of his submission to ORC.
9. Mr Moon argued that a circa 60km round trip to empty the cassettes was not feasible. I disagree with this entirely. As I have previously stated, when I worked on the vessel I emptied the cassettes on my way home to Alexandra when it was located downstream of Roxburgh township. I would empty the cassette at the local dump station on

Teviot St, Roxburgh and in the subsequent years either I, or the dredge Operations Manager, empty it at the Lawrence dump station as we maintain staff accommodation in Lawrence or as I commuted to Dunedin.

10. Notwithstanding the false allegations, both Reg Hall as Skipper and Mr Moon as Operator were well aware of the rules, procedures and expectations in regard to waste disposal. The procedure is set out in **Appendix 4**. By their accounts they both admit their negligence to uphold their obligations and duties or even raise their concerns with me. I note that it is part of our standard operating procedure for commencing operations to check the toilet level each day.¹
11. We have been asked why the vessel does not include a wastewater tank or treatment facilities. The decision to adopt a cassette toilet system was made considering various operational factors and cost implications.
 - (a) The vessel is relatively small meaning there is limited space available for facilities. To operate plumbed ablution facilities would require multiple holding tanks for water and wastewater. Minimising the draft of the vessel was an important design consideration and holding tanks would have quite an impact on that.
 - (b) There are a small number of crew on board so demands for facilities are relatively light.
 - (c) Pulling up the anchors and moving takes at least 4 hours. The capacity of any holding tanks would be relatively limited, meaning it was likely to require an anchor move at least monthly. In some cases, this would require quite a long trip up or down river to a location where water supply and disposal trucks could meet the dredge to empty the tanks. We cannot always get access to adjacent land and/or topography along the river means vehicle access is not always possible in close

¹ MTOP at Page 31.

proximity to where the dredge is operating. In reality a trip to empty the tanks and then reestablish the dredge on its anchors could consume 1-2 days, and a significant amount of fuel.

- (d) The alternative to holding tanks would be onboard treatment and discharge of treated wastewater. This was discounted due to our understanding that such an approach was likely to meet with significant opposition from stakeholders, due to the preference for human waste to be discharged to land in preference to water.
12. Ultimately, off the shelf cassette toilets are a simple but effective solution. The reality is that they work well and are easy to handle. They are used widely in similar applications.
 13. As I have set out before we have two cassettes available so an empty one can be installed while the other is being emptied. The issues Mr Moon raises about the toilets being 'filthy' are not a consequence of the cassette toilets themselves but the behaviour of people. In my time on the vessel, I made sure everyone was respectful and tidied up after themselves. I expect the same of my staff. Mr Moon never raised any of his concerns with me and so I was not given any opportunity to address them and improve the situation during his time on board. It would have been a very easy fix if the issue was in fact as bad as he is now claiming.

INCIDENT REPORTING

14. Mr Hall noted that there is a statutory obligation to report incidents to Maritime New Zealand. That is correct and it is an obligation that we comply with. Mr Hall draws the Commissions attention to one incident that we have reported and there are two others.
15. We have had no incidents involving fuel spills.

PLUME MONITORING

16. We have been considering further methods to address the plume monitoring issue. As discussed, we believe that actively managing

the dredging activity will be a key component of minimising the plume. The dredge operator can see the nature of the material they are working and slow or speed up the dredge accordingly. While there is already a rear facing camera, we are proposing to install another camera on the barge that will be elevated at the stern of the dredge. We will be able to identify on the relevant screen where the 100m and 200m distance is, to allow the operators to actively watch and adapt in real time. We could retain regular photos during operations or provide recordings for compliance reviews if necessary.

REFUELLING PROCEDURE

17. The refuelling procedure is set out in the Maritime Transport Operational Plan, a copy of which was included with the application.
 - (a) Environmental Policy – Page 15
 - (b) General Vessel Start procedure – Page 27 – requires check of fuel tanks prior to start-up
 - (c) Refuelling procedure – Page 35
 - (d) Pollution prevention measures – Page 36
 - (e) Emergency procedures – Page 54
18. The MTOP is a 'living document' that we review and update periodically. If this consent is granted, we would review it to incorporate relevant aspects of the conditions that need to be operationalised. This would include revising the anchoring procedure, and the refuelling procedure to reflect the conditions, incorporating the live GPS feed etc.

HDPE PIPE LINER

19. I noted the various questions regarding this. It became apparent to me that this was a significant concern to people. In light of that we are willing to commit to no longer using an HDPE liner. We will replace this with a steel alternative.

RIVER USAGE

20. During the hearing it was apparent to me that the Commission was interested in further information about river usage. I have tried to use the intervening period to assist. To this end our operations manager put up a ReoLink Security Camera adjacent to the river to observe usage. The information gathered from this was as follows:

Date and location	Day of the week and weather conditions²	Activity observed
18 November upstream of the Scientific Reserve	Saturday – 21 Degrees and fine	2 jet skis 3 multisport kayaks
25 November Sandy Point	Saturday – 22 Degrees and Fine	2 people walking with 3 dogs 1 Canoe 1 Kayak
2 December Sandy Point	Saturday – 22 Degrees, 1mm rain	3 people walking with 3 dogs
10 December Downstream of Scientific Reserve	Saturday – 21 Degrees, .2mm rain	1 Jetboat 1 dirt biker

21. We decided to gather information during the weekends as we thought this was likely to be busier, and would add to the information we have about use by school groups, commercial operators, Polytech etc.

² Weather data sourced from MetService.

22. I can also advise that I carried out some dredging in accordance with the permitted activity rules in March this year as part of our testing regime. I worked for 2 days around the scientific reserve and did not observe anyone else in the area during that time.

Date: 18 December 2023

Peter Hall

Director

Cold Gold Clutha Limited

Appendix	
Appendix 1	Proposed anchor system sketch and modification and pdf of the anchoring procedure
Appendix 2	Email correspondences with ORC and QLDC harbourmaster
Appendix 3	Mr Stenton's letter regarding Mr Moon's allegations
Appendix 4	Rules, procedures, and expectations regarding waste disposal

Appendix 1: Proposed anchor system sketch and modification and pdf of the anchoring procedure

4.13 Anchoring Procedures

The following procedure is to be used for setting and retrieval of main anchors.

A minimum of two crew plus the skipper are required to move anchors. **Life jackets shall be worn by crew working on the foredeck or in the tender.**

Prior to any anchoring manoeuvres, the skipper will conduct a survey of the relevant river area(s), identify where the anchors are located and/or the proposed new anchoring locations, and identify any hazards. The skipper will conduct a meeting with crew to discuss the order of manoeuvres and review hazards before commencing.

Main propulsion engines shall be warmed up and running and hydraulic engine running. Raise the rear hopper.

The tender shall be untied from the dredge and will stand off while the dredge is underway.

To Retrieve Anchors (uncrossing)

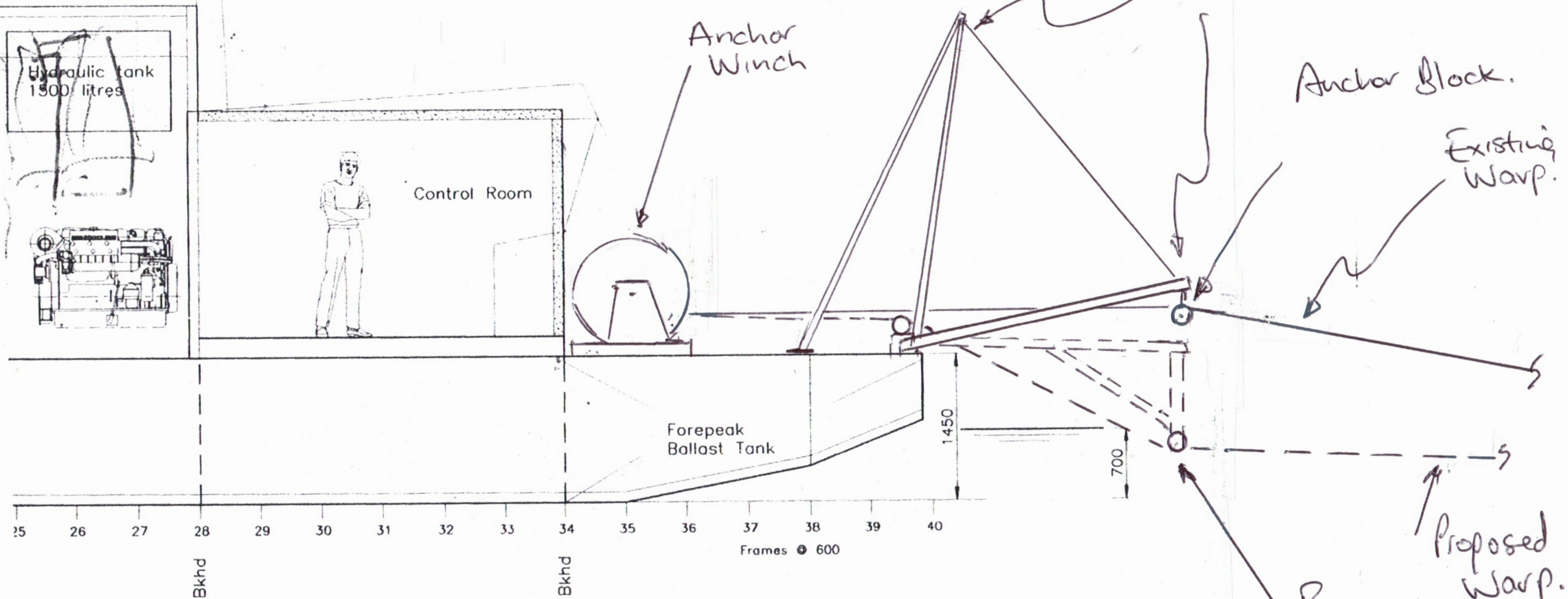
1. Set hydraulic engine to fast idle speed – approx. 1200rpm.
2. Ensure hydraulic engine circuit breakers are on.
3. Select “High Speed” on the hydraulic control panel.
4. Using the high or low speed winch levers, the dredge shall be dropped back to a point where the shackled joins of the anchor warps are accessible on the foredeck.
5. Lower the main dredging pipe to the river floor and tighten main pipe side winches to hold the dredge position.
6. Secure one anchor warp to the bow side bollard using a snick chain adjusting the join position with the main winch as necessary.
7. Remove the mausing wire and joining shackle so that the winch end is free.
8. Let the winch wire out so that it can be fed around to the opposite anchor davit for connecting to the opposite anchor warp with the shackle provided ensuring it is tightened.
9. Release the snick chain so that the uncrossed anchor warp can be hauled tight.
10. Repeat steps 6-8 for the remaining anchor ensuring the anchor warps are uncrossed.
11. Using the tender, 1-2 crew shall release the anchor backing wires from the riverbanks, retrieving shackles and returning to the dredge when complete. One crewman will then take the tender and stand-off while the dredge is underway.
12. Lift the pipe to the fully raised position.
13. The skipper will maintain dredge position and one anchor at a time may now be winched in until seated in the davit and raised clear of the water.
14. Using the boat hook, recover the backing wire and haul it on board taking care to lay it out neatly for run out when re-setting.
15. The dredge is now fully under the control of the skipper.

To Set Anchors (crossing)

16. When the skipper has manoeuvred the dredge into the required position and at his command, lower the pipe to the main dredging pipe to the river bottom and tighten main pipe side winches to hold the dredge position.

17. Using the tender, run out the backing wire to the relevant riverbank and secure with the shackle to a large tree. Taking care not to overlap, make three wraps around the tree as this will generally permit the tail end to remain loose when any load is applied to the backing wire.
18. Using the "high speed" operating handle of the required anchor winch, lower the anchor to the river floor.
19. Lift the main dredging pipe up into the fully raised position.
20. While a crewman pays out anchor warp, the skipper will now manoeuvre the dredge to the opposite riverbank to set the other anchor.
21. Repeat step 16-19 to set second anchor.
22. With the skipper maintaining river position, the dredge can now be dropped back down river until the anchor warp joins are again accessible on the foredeck.
23. At this point, the tender can be returned to the dredge.
24. Lower the main dredging pipe to the river floor and tighten main pipe side winches to hold the dredge position.
25. Secure one anchor warp to the bow side bollard using a snick chain adjusting the join position with the main winch as necessary.
26. Remove the joining shackle so that the winch end is free.
27. Let the winch wire out so that it can be fed around to the opposite anchor davit for connecting to the opposite anchor warp with the shackle.
28. Re-install mausing wire on the joining shackle.
29. Release the snick chain so that the anchor warp can be hauled tight.
30. Repeat steps 25-29 for the remaining anchor. The anchors are now crossed.
31. Note which anchor is crossed over the other and write it on the white board for reference when next uncrossing.
32. Lift the main dredging pipe to the fully raised position and secure.
33. The dredge is now fully anchored.
34. Shutdown main propulsion engines and hydraulic engine if required.
35. Update the logbook as required.

Nav masl



Ship Centreline Section - Dredging

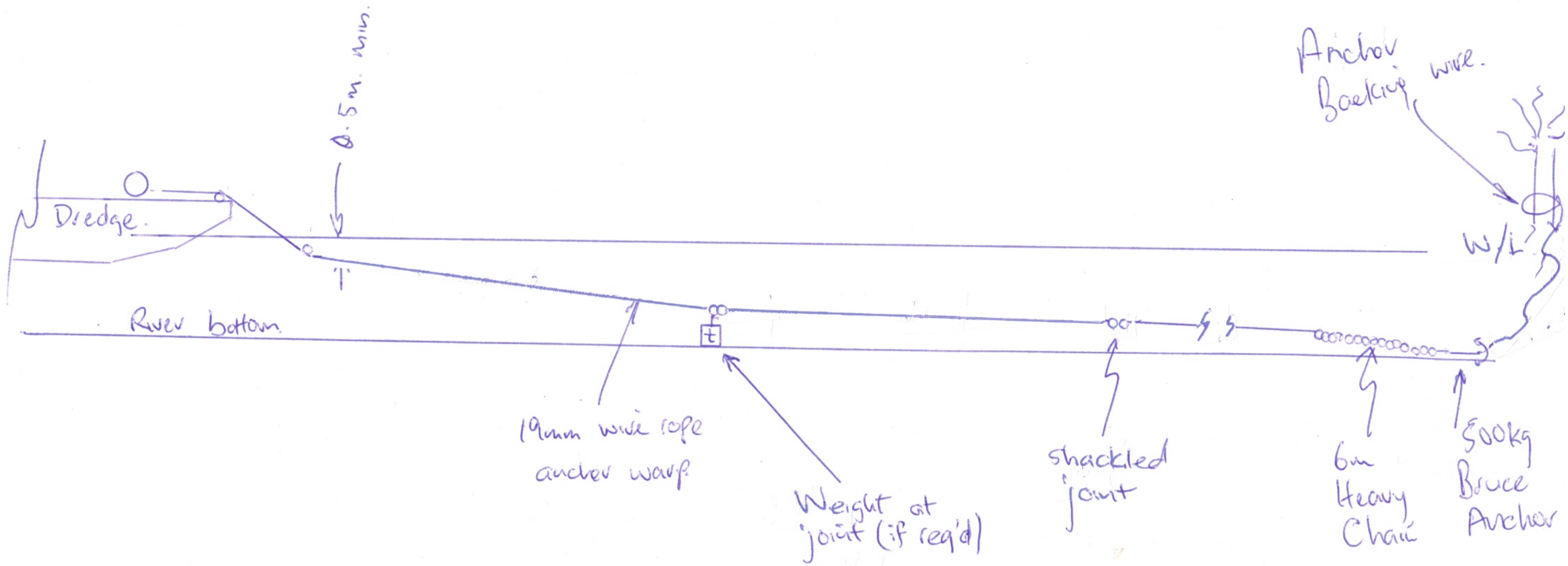
WACH	
h	

TITLE:

COLD GOLD DREDGE

MODIFIED ANCHOR SYSTEM

DRAWING/JOB NO.:	
Scale: NTS	Date: 4/12/23
DRAWING No.: ANC/MOD	REV: 0



CGCI Proposed Anchor System

NTS.

Appendix 2: Email correspondences with ORC and QLDC harbourmaster

Subject: FW: CGC1 Gold Dredge Anchoring System

From: Steve Rushbrook <Steve.Rushbrook@orc.govt.nz>

Sent: Friday, December 8, 2023 9:19 AM

To: peterhall <peterhall@live.ie>; waterways@cougarsecurity.co.nz

Cc: Greg Webber <gwgcg@outlook.com>; Bridget Irving <Bridget.Irving@gallawaycookallan.co.nz>; Darryl Sycamore <darryl@terramark.co.nz>

Subject: RE: CGC1 Gold Dredge Anchoring System

Peter

Firstly, thank you for coming in the other day and I should extend my thanks to Greg and the team for hosting a visit onboard the dredge 24th November 2023, which myself and our Deputy Harbourmaster Pete Dryden attended.

My comments below on the mooring system

- As discussed, anything that can be done to lower the point at which the wires leave the dredge would help lower the entire set up in the water. Your sketch attached PDF shows this in practice.
- If you can get the exit block to at least 0.5m below the water that would be a great start. This would also guarantee a clearance depth as well.
- The mooring system I noted during the hearing didn't explain the mooring plan as well as I thought it could of. The wire from the dredge goes up to 250m to a 6m piece of mooring chain (heavy) and then to the anchor, this is then backed up with a wire to a secure point on the shore. So I don't understand how a wire would full come out of the water at any point when connected to an anchor in the first instance. There are no running wire/mooring options along the banks of the river.
- Yes the wires will tension and drop, we witnessed this whilst onboard. When not under tension they were no more than 30m in front of the dredge, under tension approximately 60m.
- The crew are facing forward and able to see any oncoming traffic. They also showed how easy and quick it was to drop off the tension and therefore drop wires into the water.
- We discussed placing a weight on the wire at a suitable point to also help the wires stay low in the water. I would support this as a further option.
- Anyone navigating a vessel has an obligation to maintain a lookout at all times. With the help of some location specific signage people should already be aware of the dredge when in the river.
- No vessel should be doing more than 5 kts within 50m of each other. I presume this would be applicable in most areas of the upper Clutha
- We also noted the fuelling is undertaken using a 4ooltr purpose-built tank, not small tote tanks.

I think that summarises our visit and discussion.

Regards

Steve

Steve Rushbrook

HARBOURMASTER

P 0800 474 082 | DDI 03 470 5423 | M 027 583 5196

steve.rushbrook@orc.govt.nz



Follow us on Facebook!

From: Peter Hall <peterhall@live.ie>

Sent: Wednesday, 6 December 2023 11:24 a.m.

To: Steve Rushbrook <Steve.Rushbrook@orc.govt.nz>; waterways@cougersecurity.co.nz

Cc: Greg Webber <gwcgc@outlook.com>; Bridget Irving <Bridget.Irving@gallawaycookallan.co.nz>; Darryl Sycamore <darryl@terramark.co.nz>

Subject: CGC1 Gold Dredge Anchoring System

[Caution: External Email] This email originated from outside ORC. Do not click links or open attachments unless you trust the sender and know the content is safe. Use the Phish Alert Button to report this email if you think it is suspicious.

Hi Steve (and Phil Weil - Cougar Security for QLDC),

Thankyou for your time this morning to discuss how we can modify our anchoring system to better mitigate risk to other river users on the Upper Clutha river.

As discussed, and despite you having viewed the dredge and its current anchoring system causing you no immediate safety concerns, we propose to modify the current anchor davits on the bow of the dredge to further maximise safety. This will drive the anchor warps approximately 0.5m below the water surface immediately in front of the dredge, after which they will only go deeper as they sink towards the anchors. Attached is a sketch of our proposed modifications which we would undertake prior to launching.

We would be grateful if you could provide some feedback on the proposal and its suitability with regards to the upper river and in respect to the sketches and animations you have seen during the Hearing.

Phil, could you please do same.

Kind regards,

Peter Hall

Cold Gold Clutha Ltd

Mob: 021 207 5164

Subject: FW: CGC1 Gold Dredge Anchoring System

From: Cougar - Waterways <waterways@cougargroup.co.nz>

Sent: Tuesday, 12 December 2023 10:04 pm

To: peterhall@live.ie <peterhall@live.ie>

Cc: Ricky Campbell <ricky@cougarsecurity.co.nz>; Isabelle Logez <Isabelle.Logez@gldc.govt.nz>; Steve Rushbrook <Steve.Rushbrook@orc.govt.nz>

Subject: FW: CGC1 Gold Dredge Anchoring System

Hi Peter.

Sorry I missed your call yesterday and a follow up email from our discussion this morning.

I have received the below comments from Steve Rushbrook the ORC harbourmaster and a sketch of your proposed Anchor system to reduce surface exposed anchor lines from the dredge. Whereas it all makes sense I feel that with these comments come from the ORC harbourmaster. These comments and the new anchoring sketches provided need to be followed up by Cold Gold with procedure documents anchoring semantics outlining SOP around deployment and management of the anchoring system, watch keeping and reactive drills if /when other river users are exposed to a navigational hazard from anchor cables.

Regards



[Phil Wiel](#)

[Harbourmaster](#)



Email: www.waterways@cougargroup.co.nz

Free Phone: **0800 226 2851**

Mobile: [021 799 184](tel:021799184)

From: Steve Rushbrook

Sent: Friday, 8 December 2023 9:19 a.m.

To: Peter Hall <peterhall@live.ie>; waterways@cougarsecurity.co.nz

Cc: Greg Webber <gwcgc@outlook.com>; Bridget Irving <Bridget.Irving@gallawaycookallan.co.nz>; Darryl Sycamore <darryl@terramark.co.nz>

Subject: RE: CGC1 Gold Dredge Anchoring System

Peter

Firstly, thank you for coming in the other day and I should extend my thanks to Greg and the team for hosting a visit onboard the dredge 24th November 2023, which myself and our Deputy Harbourmaster Pete Dryden attended.

My comments below on the mooring system

- As discussed, anything that can be done to lower the point at which the wires leave the dredge would help lower the entire set up in the water. Your sketch attached PDF shows this in practice.
- If you can get the exit block to at least 0.5m below the water that would be a great start. This would also guarantee a clearance depth as well.
- The mooring system I noted during the hearing didn't explain the mooring plan as well as I thought it could of. The wire from the dredge goes up to 250m to a 6m piece of mooring chain (heavy) and then to the anchor, this is then backed up with a wire to a secure point on the shore. So I don't understand how a wire would full come out of the water at any point when connected to an anchor in the first instance. There are no running wire/mooring options along the banks of the river.
- Yes the wires will tension and drop, we witnessed this whilst onboard. When not under tension they were no more than 30m in front of the dredge, under tension approximately 60m.
- The crew are facing forward and able to see any oncoming traffic. They also showed how easy and quick it was to drop off the tension and therefore drop wires into the water.
- We discussed placing a weight on the wire at a suitable point to also help the wires stay low in the water. I would support this as a further option.
- Anyone navigating a vessel has an obligation to maintain a lookout at all times. With the help of some location specific signage people should already be aware of the dredge when in the river.
- No vessel should be doing more than 5 kts within 50m of each other. I presume this would be applicable in most areas of the upper Clutha
- We also noted the fuelling is undertaken using a 4ooltr purpose-built tank, not small tote tanks.

I think that summarises our visit and discussion.

Regards

Steve

Steve Rushbrook

HARBOURMASTER

P 0800 474 082 | DDI 03 470 5423 | M 027 583 5196
steve.rushbrook@orc.govt.nz
www.orc.govt.nz



Follow us on Facebook!

From: Peter Hall <peterhall@live.ie>

Sent: Wednesday, 6 December 2023 11:24 a.m.

To: Steve Rushbrook <Steve.Rushbrook@orc.govt.nz>; waterways@cougersecurity.co.nz

Cc: Greg Webber <gwcgc@outlook.com>; Bridget Irving <Bridget.Irving@gallawaycookallan.co.nz>; Darryl Sycamore <darryl@terramark.co.nz>

Subject: CGC1 Gold Dredge Anchoring System

[Caution: External Email] This email originated from outside ORC. Do not click links or open attachments unless you trust the sender and know the content is safe. Use the Phish Alert Button to report this email if you think it is suspicious.

Hi Steve (and Phil Weil - Cougar Security for QLDC),

Thankyou for your time this morning to discuss how we can modify our anchoring system to better mitigate risk to other river users on the Upper Clutha river.

As discussed, and despite you having viewed the dredge and its current anchoring system causing you no immediate safety concerns, we propose to modify the current anchor davits on the bow of the dredge to further maximise safety. This will drive the anchor warps approximately 0.5m below the water surface immediately in front of the dredge, after which they will only go deeper as they sink towards the anchors. Attached is a sketch of our proposed modifications which we would undertake prior to launching.

We would be grateful if you could provide some feedback on the proposal and its suitability with regards to the upper river and in respect to the sketches and animations you have seen during the Hearing.

Phil, could you please do same.

Kind regards,
Peter Hall
Cold Gold Clutha Ltd
Mob: 021 207 5164

Subject: FW: CGC1 Gold Dredge Anchoring System

From: Cougar - Waterways <waterways@cougargroup.co.nz>
Sent: Tuesday, 12 December 2023 11:04 pm
To: Peter Hall <peterhall@live.ie>
Cc: Ricky Campbell <ricky@cougarsecurity.co.nz>; Isabelle Logez <Isabelle.Logez@qldc.govt.nz>; Caleb White <caleb.white@qldc.govt.nz>
Subject: RE: CGC1 Gold Dredge Anchoring System

Thanks for that.

I did some digging and located it buried amongst the QLDC consent application documents so with the sketches it makes it a lot clearer.

My only remaining concern to navigation is around visibility and notification to other river users. The operational area proposed within the QLDC jurisdiction has reasonable visibility both up and down stream. There is mention within your MTOP around visibility during transit These are centred around hazards in the water and transit to the dredge in the tender. I note from a Video linked to the consent process, that the tender is mostly present during the dredges transit however I feel that there is a needs to documented this as a task, to clear/warn any other river users of the dredges transit/anchoring especially when visibility of the activity is limited by weather conditions, blind corners or limited transit corridors due to channels or underwater hazards. Setting a 150 meter visibility window may be appropriate as a safety guide for this This is over and above s signage requirement advising of the dredges location

Regards



[Phil Wiel](#)
[Harbourmaster](#)



Email: www.waterways@cougargroup.co.nz

Free Phone: **0800 226 2851**

Mobile: [021 799 184](tel:021799184)

From: Peter Hall <peterhall@live.ie>
Sent: Wednesday, December 13, 2023 10:54 AM
To: Cougar - Waterways <waterways@cougargroup.co.nz>
Cc: Bridget Irving <Bridget.Irving@gallawaycookallan.co.nz>
Subject: Fw: CGC1 Gold Dredge Anchoring System

Hi Phil,

Further to our discussion this morning, I attached an additional profile sketch showing our proposal plus our current MTOP procedure which will need to be modified anyway if we adopt the proposals.

The animations and sketches you have seen are somewhat indicative but not fully reflective of what we currently do.

When we are moving anchors, we are underway so always looking upstream and generally able to manoeuvre should the need arise. The tender is typically off-dredge during this time and available to assist anchor moves and spot any other river users. When dredging, the operator has a clear view of the upstream river (and downstream via camera) and can move the dredge sideways if needed and/or slacken the anchor wires by lowering the dredge pipe onto the bottom of the river. The tender can also be deployed to assist any river user who may have difficulty navigating.

On a slightly different issue regarding signage, we feel it would be more appropriate to have river facing signage at the Luggate Bridge and perhaps at the Lindas Crossing rather than boat ramps which are often unread. This will ensure we capture all river users entering this part of the waterway.

We look forward to your response.

Regards,
Peter

From: Peter Hall <peterhall@live.ie>
Sent: Tuesday, 5 December 2023 10:25 pm
To: waterways@cougarsecurity.co.nz <waterways@cougarsecurity.co.nz>
Subject: Fw: CGC1 Gold Dredge Anchoring System

From: Peter Hall <peterhall@live.ie>
Sent: Tuesday, 5 December 2023 10:23 pm
To: steve.rushbrook@orc.govt.nz <steve.rushbrook@orc.govt.nz>; waterways@cougarsecurity.co.nz <waterways@cougarsecurity.co.nz>
Cc: Greg Webber <gwcgc@outlook.com>; Bridget Irving <Bridget.Irving@gallowaycookallan.co.nz>; Darryl Sycamore <darryl@terramark.co.nz>
Subject: CGC1 Gold Dredge Anchoring System

Hi Steve (and Phil Weil - Cougar Security for QLDC),

Thankyou for your time this morning to discuss how we can modify our anchoring system to better mitigate risk to other river users on the Upper Clutha river.

As discussed, and despite you having viewed the dredge and its current anchoring system causing you no immediate safety concerns, we propose to modify the current anchor davits on the bow of the dredge to further maximise safety. This will drive the anchor warps approximately 0.5m below the water surface immediately in front of the dredge, after which they will only go deeper as they sink towards the anchors. Attached is a sketch of our proposed modifications which we would undertake prior to launching.

We would be grateful if you could provide some feedback on the proposal and its suitability with regards to the upper river and in respect to the sketches and animations you have seen during the Hearing.

Phil, could you please do same.

Kind regards,
Peter Hall
Cold Gold Clutha Ltd
Mob: 021 207 5164

Appendix 3: Mr Stenton's letter regarding Mr Moon's allegations

12 Roy St
Riverton 9822

10 November 2023

To whom it may concern,

I was contacted yesterday by Peter Hall requesting clarification on a statement made by Oliver Moon. I have read that statement and can confirm that it is not true. I was asked by Ollie, quite some time before he quit, about a rope hanging over the side of the dredge and told him it is tied to a pump intake grill which is used to clear it of any debris that accumulates. There was never any discussion about the toilet cassette other than avoid using it if possible. Furthermore, I worked for Cold Gold Clutha on the Dredge for 3.5 years and never saw sewerage, oil or waste thrown overboard.

Sincerely,

Ricky Stenton



Appendix 4: Rules, procedures, and expectations regarding waste disposal

4.5 General Vessel Start Up and Operating Procedure

CGC1 is used as a Non-passenger vessel for the purpose of suction dredging for Gold. The vessel is operated in accordance with the MOSS system. Once aboard the vessel the following general operational checks and procedures are undertaken prior to and during the vessels operation.

The following procedure is to be followed when the vessel is operated without the gold suction dredge operating. This situation arises when the vessel is moving anchors or transiting the river to new dredge locations.

Operational check details		Before operation Commences	During Operation	Shutdown
Hull	Make visual inspection inside and outside checking for damage and or leaks.	X		X
Universal Power Source	Check the UPS is operating and Alarms and 24-12 converter circuit breakers are on	X		X
Main Hydraulic Engine	Check voltage on batteries	X	X	X
	Check main Hydraulic engine (oil / fuel leaks, exhaust, cooling water, gear oil)	X		
	Check service dates / hours	X		X
	Check fuel filter (filter float, water presence, leaks)	X		
	Check all fuel lines and connectors for deterioration		X	
	Check water cooling filters x 3			
	- engine coolant filter	X	X	
	- hydraulic oil coolant filter no. 1	X	X	
	- hydraulic oil coolant filter no. 2	X	X	
	Check Water intake screens	X	X	
	Check Hydraulic oil level x 2	X		
Check Fuel Levels	X	X		
Check security / condition of engine mounts	X			
	Check any belt drives for wear	X		
	Turn on the engine room circulation fan and turn off at end of day	X		X

	NB. Ensure hydraulic engine revs are above idol before any hydraulic machinery is used (700 RPM).	X	X	
Helm Controls and Circuit breakers	Check Helm controls (steering, jet control unit, cameras, GPS and hydraulic circuit breakers) are on and throttle levers in neutral position and disengaged.	X		X
	Check jet buckets are in up position.	X		X
Bilge Pumps	Check auto switches are on and not pumping (a sign there is water on board)	X	X	X
Electronics	Ensure GPS and sounder and VHF are on and forward and aft deck cameras.	X	X	
Main Suction Pipe	Check suction pipe is fully up and safety chain is secured to pipe	X		
All Anchor winches	Check all winches are operating	X		
Rear hopper	Lift the hopper and secure with safety chain	X		
Check Starboard Fuel Compartment	Check for leaks/ bilge dry	X		
	Check for Fuel leaks	X		
	Check Fuel level	X		
Check Port Fuel Compartment	Check for leaks/ bilge dry	X		
	Check freshwater fittings and filter for leaks	X		
	Check for fuel leaks	X		
	Check Fuel level	X		
Jet Unit Drive Engines x 2	Check battery Voltage	X		
	Check engines (oil / fuel leaks, exhaust, cooling water, gear oil)	X		
	Check fuel filter (signs of corrosion, water & leaks)	X		
	Check all fuel lines and connectors for deterioration and open the fuel delivery valve	X		

	Open the gearbox cooling water valve	X		
	Check water intake screens	X	X	
	Check belt drives for wear	X		
	Start both engines and run them for 10 minutes to warm up.	X		
Steering	Check linkage connections	X		
	Check steering hydraulics and movement in relation to helm gauges once the engines running (a 2 person job)	X	X	
Electrical	Check batteries are charging once engines on and all electronics are working.	X	X	
Safety equipment	Check life jackets on board	X		X
	Test bilge alarms and lights at the helm master switching board.	X		
	Check navigation lights and day shapes	X	X	
	Test radio is on and operating	X		
Navigation	Check vessel location on chart plotter in relation to previous day	X		
	Check river flows and water visibility	X	X	
	Check depth sounder	X	X	
	Check for any obstacles by Tender along proposed travel route	X	X	
	Proceed to retrieve anchors one at a time and relocate vessel.		X	
	Reset anchors one at a time once at new location		X	
Records	Write up log book	X	X	X
	Transfer incident and accidents to register			X
	Report new hazards		X	X
	Record faults, maintenance issues	X	X	X
Toilet	Check level of holding tank. Replace when full with an empty tank.	X		
Galley	Check all is in order and tidy for move	X		