

ATA RANGI

Sustainability Report 2021





This report gives an overview of the key environmental, social and governance sustainability issues involved in the operation of Ata Rangi, a luxury charter sport-fishing and sightseeing vessel based in New Zealand.

The report is intended to identify the areas in which the business is succeeding in operating in a sustainable way, as well as those areas where additional information is needed for fair assessment, and those areas where sustainable operation could be improved, along with goals to improve specific practices or achieve specific outcomes during the coming 12 months.

Ata Rangi is a business operated on behalf of the owners by Cooper and Company, which has a long-standing commitment to sustainable operation and development.

KEY STAKEHOLDERS

Te Taiao, in particular Te Moana – In accordance with tikanga Māori, the land, water and air are acknowledged as holding a right to their own continued existence and integrity.

NORTHLAND COMMUNITY

The local community from which we draw our employees.

PACIFIC ISLANDS COMMUNITY

The residents of the islands visited during charters.

PETER COOPER Co-owner
JOHN BAYLEY Co-owner
STEVE GABRIEL Co-owner

COOPER AND COMPANY

The management company for Ata Rangi.

ATA RANGI CREW

The team that works on the vessel.

ATA RANGI CHARTER GUEST

The clients who enjoy our services.

THE VESSEL

Ata Rangi (a Māori phrase meaning, ‘dawn sky’ or ‘new beginning’) is an 82-foot, single-hull, three-level Viking 82 luxury vessel, equipped for game fishing, fishing and guest-hosting, including overnight accommodation. Built in 2013, it sleeps six guests in three double cabins overnight, and is surveyed for up to 24 guests for a day charter.

It is operated as a charter vessel for most weeks of the year, with external charter bookings when owners are not using it. Two weeks are usually spent out of the water per year for maintenance. The boat is operated by four full-time crew – one captain, one chef/steward, one deckhand and one engineer. Additional part-time crew are hired on a casual basis, either to assist as stewards on charters where there is a high number of guests (typically day cruises in Auckland) or for cleaning and re-provisioning when there is fast turnaround between charters.

In a normal year of operation, Ata Rangi is based out of the Bay of Islands in New Zealand, spending most of the summer and autumn in the Northland region, followed by a maintenance period in New Zealand’s winter months of June and July, before transiting to the Pacific Islands (mainly Fiji and Tonga) for August through to early November. A short maintenance period in late November is followed by a pre-Christmas charter season in Auckland, and then a return to the Bay of Islands before Christmas for the summer.

Due to the Covid 19 pandemic and the closure of New Zealand’s international borders, in the 2020/21 year, Ata Rangi operated more frequently out of Auckland, with a period of three months spent in the Bay of Plenty, and no travel outside New Zealand. After the usual pre-Christmas charter period in Auckland in December, Ata Rangi had an extended stay in the city from January until March 2021 for charters during the America’s Cup Regatta.





THE BLUE ECONOMY

As a marine-based business that includes sustainability considerations in its approach, Ata Rangi can be considered to operate within the Blue Economy, a term coming into popular use to describe “the sustainable use of ocean resources for economic growth, improved livelihoods and jobs and ocean ecosystem health.” (World Bank).

The key industries operating within the Blue Economy include ocean and coastal tourism, marine fisheries, maritime shipping and transport, aquaculture, bioprospecting, seabed mining and oceanic renewable energy production. Ata Rangi’s operation fits primarily into the first category, although its capacity as a game fishing vessel is affected by issues relating to the marine fisheries category as well.

Although oceans cover more than 72 percent of the planet, with a worldwide ocean economy valued at around \$US1.5 trillion per year across a range of sectors (contributing

\$3.8 billion to New Zealand’s economy), understanding of the key sustainability issues around human use of the ocean lags behind understanding of land-based sustainability issues. As a resource that extends across the exclusive economic zones of many nations, sustainable governance of the ocean is a highly complex issue.

The main environmental issues within the Blue Economy include fish stock depletion, diminishing biodiversity, oceanic pollution and waste management (particularly plastic waste), and acidification of the oceans as part of changes in the global carbon cycle. Social considerations include the diminishment of work opportunities and loss of traditional food sources in coastal communities due to overfishing or environmental depletion. Key ocean governance issues are global management of marine fishery stocks and protected areas, trans-boundary pollution, piracy and ocean monitoring.



Te Taiao

The Environment

With the ninth longest coastline in the world (over 15,000km), New Zealand has deep cultural connections with and economic reliance on the ocean. Significant challenges in maintaining the sustainability of New Zealand's oceans include the over-fishing and over-collection of seafood species, fishing by-catch (especially birds and marine mammals), seabed destruction, and oceanic pollution in the form of oil spillage and liquid waste release from vessels and pollutants from industry, urban areas on land and in particular, ocean plastic. A large proportion of the plastic in the ocean is lost from the shore, but commercial fishing nets, lines and buoys and plastic waste blown off or dumped from boats also contributes.

Ata Rangi's sustainability efforts towards preserving the ocean ecosystem focus on five areas

- Sustainable fishing practices
- Adhering to codes of conduct for approaching marine mammals
- Conservation advocacy
- Pollution management
- Waste management, in particular plastic reduction and loss prevention

The use of fossil fuel to power sea vessels is also a considerable environmental issue. Ata Rangi's approach to carbon and other greenhouse gas emission management is covered under the governance section of this report.

SUSTAINABLE FISHING PRACTICES

It is estimated that three-quarters of the world's seafood species are fully exploited or over-fished. [World Wildlife Fund] New Zealand is generally regarded to be a world leader in fisheries management, with many healthy fisheries. However, a number of species periodically go through phases of over-fishing and into collapse, so are subject to ongoing management. Fisheries management in the Pacific Islands is less stringent, and Ata Rangi's crew has seen widespread over-fishing of common food species.

Sport-fishing typically targets long-lived fish species which can take many years or decades to reach a size that is prized by anglers. A hapuku can take 15 years to reach 80cm, and 20 years to reach 100cm. It is essential that these species not be over-fished so that population health can be maintained. On Ata Rangi, the crew targets a limited range of species, including snapper, marlin, swordfish, hapuku, kingfish and mahimahi. Yellowfin and dogtooth tuna are generally a

by-catch rather than a target species when game fishing, and the crew brings them aboard for processing and consumption. In the Pacific Islands, mahi-mahi is a more common catch, and the crew typically pass these on to local villages as a koha (gratitude donation) for being allowed to anchor in their waters.

As a boat rule, Ata Rangi's minimum size for snapper is 32cm, which is larger than the New Zealand regulation minimum size of 30cm. The crew chooses not to take the full daily limit of seven snapper per person as they feel this is excessive when there are multiple anglers fishing.

For marlin and other pelagic fish, Ata Rangi is predominantly a tag and release boat. If the crew believe the marlin's chance of survival has been jeopardised during the fight and it cannot be revived boat-side, they bring it aboard and process it for smoking. Swordfish are treated similarly.



CODES OF APPROACH FOR MARINE MAMMALS

It is regarded as good practice to keep vessels a reasonable distance away from wild marine mammals and birds in order to avoid stress to the populations. Ata Rangi adheres to all distancing guidelines and fishing restrictions in marine sanctuaries (such as the Poor Knights Islands) and takes a conservative approach when taking guests wildlife sight-seeing.

The Bay of Islands is known for its rich marine life, including local populations of dolphins. One dominant pod that is resident near Tapeka has become highly familiarised with humans and the dolphins often approach boats of their own accord. Ata Rangi is aware that there is a desire among some local conservationists that strict avoidance measures be taken with this pod. While we do not seek out this pod and take no actions to encourage approach, it is one we regularly encounter.

Distances of around 200m are maintained towards orca and whales when spotted in New Zealand or the Pacific Islands. A rare but known hazard is sunfish, a large, docile species that – as the name suggests – likes to inhabit water close to the surface. Due to their size and slowness, they can occasionally be hit by boats travelling at speed.

CONSERVATION ADVOCACY

Communicating the importance of fisheries management and ocean ecosystem health is part of our regular conversation with charter guests. The widespread damage caused to Pacific Island fish stocks by allocation of large foreign fishing quotas and reef devastation due to over-harvesting of sea cucumbers are issues discussed with our charter guests there. In New Zealand the crew also communicate the reasons for their conservative approach to snapper sizes and daily catches, which is well-received by the clients, some of whom have mentioned feeling uncomfortable when fishing on vessels where crews urge them to take the full allocated limit of species.

POLLUTION MANAGEMENT

Fuel and oil spillage, chemical runoff and leaching and sewage and other discharges from boats all contribute to oceanic pollution. The Ata Rangi crew have procedures and practices to minimise operational pollution release during docking and sailing.

In dock

The vessel's cleaning and polishing products are chosen for being ocean-friendly – such as Meguires boat soap, which is pH neutral and fully biodegradable, Sans [ceuticals] bathroom products, which are also fully biodegradable, Eco Store toilet cleaner and washing powder, pine sol and natural white vinegar are used for deck cleaning and throughout the boat. Chemical products are only used when naturally derived cleaners are unable to accomplish the required level of hygiene. The exterior boat polish contains ceramic nano-technology for reduced environmental impacts and longevity (see sidebar).

At sea

As the vessel's regular base of Opuia doesn't have a dockside discharge facility, the crew follows the maritime rule for dumping sewage at sea: Not less than 500m from shore, not less than 500m off a marine farm, not less than 200m off a marine reserve. An important point to note is that the crew would prefer to use sustainable toilet paper made from bamboo, this kind of paper dissolves more slowly and can block the sanitary system. Regular toilet paper made from wood pulp is used, although this does fully biodegrade on release. Due to limited storage space for waste on board, food waste is put through the Insinkerator and discharged overboard. Large food items such as corn cobs, which float and end up washing ashore, are not discharged but put into general rubbish and disposed of ashore.

WASTE MANAGEMENT

Fully sustainable waste management is a challenge for charter vessels. Most waste from the boat is stored onboard during trips and sent for recycling or disposed of to landfills

onshore. Strict systems are used to minimise the chance of accidental loss overboard.

Due to limited rubbish storage space on board, careful decisions must be made around waste management. Strong plastic bags are needed for holding waste as full rubbish bags are stored in the anchor chain locker and need to be moved in and out of storage often, so paper or lightweight bioplastic bags are unsuitable.

At present, aluminium, cardboard and plastic are compacted in an on-board compactor, making them difficult to separate for recycling when they are removed from the compactor. An option could be to choose one material for compacting (aluminium, paper or plastic) and separate out other materials to recycle ashore after each trip. This would require additional time for sorting and storage space.

NANO-TECHNOLOGY POLISHES

Modern nano-technology sealant and polishes provide a slicker, longer lasting outer protective layer than traditional waxes and polish through the inclusion of highly durable and water-resistant ceramic nano particles. With regular buildup, this layer helps prevent oxidation of the boat's gelcoat (the hard, pigment-filled epoxy coating over the fibreglass). When this layer starts to oxidise, the only way to correct it is to remove the oxidation and corrosion and repaint the boat more regularly. Regular polishing using nano-technology polishes can save repainting the boat more than once over the lifetime of the vessel, which decreases the significant environmental impacts involved with repainting a large vessel. This also contributes to the economic sustainability of the vessel by reducing annual operating costs by tens of thousands of dollars.



INTERVIEW

Roderick McKerchar, Deckhand

Roderick McKerchar grew up dreaming of the ocean, and now he lives right on it. His unique home on a boat gives him an up-close perspective on the key issues facing New Zealand’s oceans.

Melinda Williams: Roderick, what are the broad strokes of your role on Ata Rangi?

RM: I’m the deckhand, so general exterior maintenance – anything to do with maintaining the exterior – and that has a bit of crossover to the interior, as well as bridge management with Barnaby [Newton, skipper], and helping manage any movement with the guests.

MW: You live on your own boat now, so clearly you have a close relationship with the sea.

RM: It’s been my passion, ever since I was young. I grew up in rural Southland and my nan lived along the coast at Riverton. I’d always go to her place and stare at the coast. I just had a natural affinity for it. Later, I moved to the North Island, where I got a little runabout and would be out on the water every chance I got. From there it’s just been a natural progression. In 2006, I started working on super yachts after I did some offshore sailing around the south Pacific on the boat I live on now.

MW: What’s your perspective on the health of the marine environments in New Zealand and how has that changed over the years?

RM: Fish stocks have fluctuated a lot over the years, from what I’ve observed. But without monitoring numbers, it’s hard to say. A Big Mac felt bigger when you were younger too! When I was younger and spearfishing, sometimes I was mesmerised by the numbers of fish around... I didn’t even want to shoot them, just look at them. Crayfish numbers are definitely down, but I think a few things are starting to be done about that. There’s definitely been a massive increase in plastic in the ocean. Not so much the plastic shopping bags – they’ve been cut back – but all sorts of other things, from oil containers through to small bits that you buy for your car.

MW: What about the sizes of fish over time, have you noticed any changes there?

RM: In certain areas, where you’ve usually expected to be able to go out and get an easy

feed, it seems like it’s not always as easy. But so many things go into why fish might not be biting, or bite one day and not another that it’s hard to say. It’s a science in itself. 10 percent of the fishermen catch 90 percent of the fish.

MW: Thinking about Tonga and Fiji, do they have the same marine challenges as New Zealand or a different set of key challenges?

RM: The locals have their own challenges just because they can’t get out and fish the way we do. Up there, it’s more offshore foreign fisheries doing the damage – more so in Fiji. It’s been so heavily fished that it’s hard to catch much, so much so that we mostly do sightseeing and cruising . Tonga is still a viable fishery and is managed a bit better there, I believe.

MW: What about the plastic pollution ?

RM: There are certain areas that you’ll see ocean plastic, particular beaches. In other places, it’s pretty pristine. I guess that’s partly due to there being less population. But you definitely see it on land when you walk around the towns.

MW: Do you think the government could do more to protect our fisheries – you have ‘keep sizes’ on Ata Rangi that are higher than the official guidelines, and you take fewer fish than are permitted. Why is that?

RM: We just feel that some of the limits are too broad in New Zealand and that could be changed to increase fish numbers. It would be nice to see a period of shutdown around the breeding season, but unfortunately that’s around Christmas when everyone’s out and about, so it would be hard to push something like that through. But the government could definitely do more. It needs to happen.

MW: How do you think greater constraints like that would go down with guests?

RM: A lot of the clientele we host have that in the back of their minds anyway. They’ve usually been fishing for years, they’ve been out with other charter boats, and they



sometimes tell us that other boats just keep taking fish on board, even past the point where the guests would rather stop catching. That’s about the reputation of the boat, to get as many fish as possible. We’d rather take what we need, rather than what we can get.

MW: So their level of sustainability awareness is quite high?

RM: Among the guests we get, yes. We’ve had charter guests involved in tagging programmes with pelagic species. At times we feel that not putting a tag in the fish is actually better for the fish. We try to keep fight times with the fish as low as possible, and I think we’ve only intentionally killed one marlin over the years, one broadbill swordfish, and a couple have died of heart attacks, so we’ve given them to the villagers in Tonga. Nothing is ever wasted.

MW: If there was one area where you would like to work on an environmental project with the rest of the crew, what would that be?

RM: Ocean clean-up is probably the biggest area where I think we could do more. Being on a sailboat, I do see it a lot more than most people, because you’re travelling more slowly. It’s like going for a walk as opposed to driving in a car – what you see is different. It’s really hard to get everything right, but I think we have a pretty good programme.

TE TAOI ENVIRONMENT GOALS FOR 2022

To establish a regular one-day ocean clean-up project targeting Bay of Island beaches that are difficult for most people to access.

To improve storage systems for the most frequently used dry goods in order to buy more items in bulk, thereby reducing single-use packaging.

To reorganise the onboard rubbish and recycling system including the onboard bins to enable more to be recycled and for more efficient sorting once back in dock.

To consult with ocean preservation charities Live Ocean Foundation* and Sustainable Coastlines** to explore ways in which we can work more closely with the organisations to support marine health.

*Live Ocean Foundation is a New Zealand-based marine preservation charity founded by America’s Cup sailors Peter Burling and Blair Tuke. [Liveocean.com](https://liveocean.com)

**Sustainable Coastlines Charitable Trust works to connect people to nature and restore the mauri (life force) of te moana (the ocean). [Sustainablecoastlines.org](https://sustainablecoastlines.org)





Te Tangata

People & Culture

Ata Rangi is a small private operation, with four full-time crew, who typically host from 6-24 guests at a time on charters. The primary objectives around social sustainability are to ensure that the vessel provides a safe, healthy, rewarding and secure workplace for the team members, a safe, healthy and rewarding experience for the guests, and to show respect and economic support for the local coastal communities the crew and guests interact with.

DECENT WORK AND EMPLOYMENT

Ata Rangi's four full-time crew are paid at a good market rate, well above the Living Wage standard. Due to the nature of charter vessel work, periods of work can sometimes extend beyond a standard working week. When this occurs, the leave days expected in the course of normal full-time work are calculated and supplied to the crew as lieu days, a practice that is fairer than the industry standard.

During the 2021 year, during lockdowns and restrictions associated with the Covid-19 pandemic, Ata Rangi was unable to operate, but the crew were retained and supported throughout these periods. All crew on Ata Rangi are able to privately access mental health and wellbeing support via the Employee Assistance Programme, at the cost of the company.

HEALTH & SAFETY

Maintaining the health and safety of Ata Rangi's employees and guests on and off the water is a primary consideration, as all water-operated businesses involve an increased element of risk. Ata Rangi has strict protocols to avoid such incidents, including detailed safety briefings to guests before each trip, and monitoring guest alcohol intake, particularly during Christmas charters.

As New Zealand moves into a new era of operation with Covid-19 becoming endemic

in the community, we have reviewed and adapted cleaning and general distancing practices in line with Ministry of Health recommendations. All crew and guests on the boat are required to be double-vaccinated against Covid-19, to scan in using the Covid 19 Tracer App and to follow sanitisation procedures before boarding to reduce transmission risk.

SUPPORTING LOCAL COMMUNITIES

As a luxury charter vessel, Ata Rangi typically serves a socially advantaged community of guests, while interacting with less socially advantaged communities, particularly in the Pacific Islands. The crew endeavour to be mindful of this disparity, and to find ways to contribute to and support the communities we operate alongside.

Previous examples of this include donating 1000-litre storage drums that were brought to Tahiti for fuel storage to the local communities for their own storage purposes, donating waste oil from the boats to local communities, where it can be used in chain saws and lawn mowers, or to keep dust down on roads. Before departing New Zealand, the crew stock up on a range of reading glasses, rugby balls, clothes, books etc, to give to the out-of-reach villages. When visiting the Pacific communities, guests and Ata Rangi's owners are often taken ashore to eat at local restaurants, bars, or visit to markets to purchase locally made crafts and other items.



INTERVIEW

Bonnie Garton Stack, Chef

In charge of provisioning and cooking on Ata Rangī, Bonnie Garton-Stack approaches her role with an eye to sustainability and supporting local businesses where possible.

MW: How did you come to work on Ata Rangī?

BGS: It's been nearly three years. I was working on superyachts overseas before I came home and found my role on Ata Rangī. I'm pretty much interior based and cook all the food, but we all help each other out, so I'm always outside. I think the guests like it when everyone's out there fishing, because that's what they're passionate about.

MW: Where were you working in superyachts?

BGS: Mostly in Europe, but I've also done the Pacific, Solomon Islands, Vanuatu, Holland.

MW: Did you train as a chef or did you learn on the job?

BGS: It's something I learned on the job. With Covid-19 restricting work last year, I actually spent some time setting up a short course for yachties in Wellington with the Cordon Bleu School.

MW: How did your career path lead you to super yachts?

BGS: It started with loving boats when I was young. My family are all from Whangaroa Harbour, which is 45 minutes north of Paihia. I grew up on boats, and my family were all commercial fishermen. I studied arts for a while and was working in hospitality, and then my dad suggested I should go and work on super yachts. He signed me up to do all the courses, and off I went.

MW: Are you responsible for all the food and commodities provisioning on Ata Rangī?

BGS: Yes, I am. It's been nice working with The Landing so that now we're all using the same products as they do, and The Hotel Britomart, and having a refill station to top all the products up instead of buying new ones.

I'd like to set up a bigger one, I still buy some cleaning products in bulk. I'm quite into sustainable products myself – I've always used eco-products at home. The cleaning products we use are very basic. We mainly clean with white vinegar, which is something I've always done on boats.

MW: What informs your priorities when you are sourcing food for the trips? Is it led by what the guests want, or do you choose?

BGS: I make the choices myself. We'll receive the guests' dietary guidelines and I'll make a menu from that. Some people will ask to see the menu before the trip, but most people are pretty happy to eat what they're given – I've actually never had a specific dish or meal request. The food they are served is very high quality and fresh, and it's always great to cook.

MW: Do you have a particular way of approaching the food provisioning? As in, do you prefer locally grown, locally made, organic, that sort of thing?

BGS: When I'm stocking up before trips, I usually go to the supermarket, which is a matter of time more than anything. If I am in the Bay of Islands, I will visit the beautiful butcher up here for meat and I do sometimes stop at the local cheese shop. I try to shop seasonally, because I don't like paying \$10 for a cucumber in winter. I don't shop at the organic section in the Bay of Islands because they don't have good stock, unfortunately, and it's often wrapped in plastic, which doesn't make much sense to me!

MW: How about when you are working in the Pacific Islands?

BGS: We buy all our fresh fruit and vegetables and eggs at the markets there, and the produce is really lovely. I think it's a special



thing to be able to eat the local produce, and it's a fun challenge for me to work with some of the vegetables there, which are ones I rarely see in New Zealand. The fruit and vegetables are actually incredible – the tomatoes are proper, tasty tomatoes. I do make my own yoghurt on board as dairy is the only thing in the islands that can be a bit funny. I stock the freezers and dry stores really well in New Zealand before we go up to Tonga and Fiji – I don't import or buy any meat. We eat a lot of fish because it's delicious and I'd much rather eat that. I just shop locally at the markets.

MW: If you could focus on one priority for sustainability in terms of your provisioning, what would that be?

BGS: I'd like to work on the rubbish – that's a good project for us as a team. Whether that would be building separate compartments into a locker to sort the rubbish out better, and maybe finding an organic supplier for vegetables. The main challenge is that I don't have a lot of space to use and store things, and because I have to work on a trip-by-trip basis, I can't buy in bulk.

TE TANGATA PEOPLE & CULTURE GOALS FOR 2022

To review the range of best-practice social sustainability certifications and accreditations within New Zealand, apply for certifications where deemed beneficial and identify potential areas for improvement, with or without certification.



Mana Whakahaere

Governance

Although a small business operation, Ata Rangi operates in a sphere that requires knowledge of and compliance with marine legislation across several international territories, including New Zealand, Fiji, Tonga, the Cook Islands and Tahiti, as well as the range of local bylaws and regulations to prevent transmission of pest species between each region of New Zealand that the vessel visits, primarily the Northland region, Auckland region and Bay of Plenty.

The business is reliant on the ongoing performance of a single capital asset – the boat – so having a good system of technical management is essential to ensure this performance and economic sustainability of the business. The schedule of technical maintenance is currently undergoing a comprehensive review.

An increasingly important aspect of responsible business governance is engagement with the international conversation around greenhouse gas emissions. The Intergovernmental Panel for Climate Change’s 2018 Special Report on Global Warming Impacts of 1.5 degrees C clearly outlines the need for “rapid and far-reaching transitions in energy, land, urban and infrastructure... and industrial systems.” With the New Zealand Climate Change Commission’s advice Ināia tonu nei: a low emissions future for Aotearoa tabled in Parliament in June 2021, New Zealand businesses have a clear mandate and increasingly clear pathway to follow to address Aotearoa’s emissions reduction targets. Ata Rangi is powered by diesel fuel, which emits greenhouse gases. Other potential sources of greenhouse gases on the boat include refrigeration units and natural gas used to power the barbecue.

MARINE COMPLIANCE

Ata Rangi’s crew remains up to date and compliant with all Maritime New Zealand’s requirements around marine movements, marine life protection, health and safety and biosecurity. Ata Rangi has a proud record of zero incidents of bio-security non-compliance in its seven years of operation.

A notable local update in the last year was the introduction by the Auckland Regional Council of a Pest Free Warrant for commercial boat operators in the Hauraki Gulf to prevent the introduction of pests to Hauraki Gulf Islands. This involves meeting with a council compliance officer, who will check the vessel does not contain stowaway pests, such as

rats, mice, Argentine ants and plague skinks, or weed seeds and botanical pathogens like Kauri dieback disease, and evaluate the crew’s practices for biosecurity compliance and communication to guests. If all is satisfactory, a warrant is issued, which is valid for 12 months.

TECHNICAL MANAGEMENT

After seven years of operation, Ata Rangi has an established maintenance plan, with key elements being upgraded or replaced as it becomes necessary. A review has been done this year to evaluate which aspects are likely to need refurbishment or replacement over the next couple of years.



INTERVIEW

Barnaby Newton, Skipper

Ata Rangi’s skipper since her maiden voyage, Barnaby Newton has sailed the vessel across tens of thousands of nautical miles. He talks about what it takes to keep everything running sustainably.



MW: How long does a charter vessel like Ata Rangi last as a capital asset? Is there a typical lifespan?

BN: We’re trying to work that out at the moment. It’s kind of a see-as-you-go situation. They’ll last as long as you maintain them well, unless you have an accident – so the boat could go forever if we look after it well.

MW: Do you have a formal structure for maintenance, or address issues as they arise?

BN: Part of the aim is for us to keep ahead of everything so that the sustainability of the boat in terms of its operation doesn’t have a big drop-out because we haven’t allowed for an important piece of maintenance. We also want to schedule it at the right time – winter instead of summer – so that we don’t cut into charter time. There’s a lot of technology on the boat and as each piece needs upgrading, we move to the next iteration of each technology. Technically, it won’t be the same boat in 20 years’ time. The systems will have moved with the times.

MW: What are the key asset maintenance projects coming up in the next year?

BN: It’s mostly general maintenance. We haul the boat out every year to do a bottom clean and to polish the hull and superstructure. That’s just ongoing. As far as big issues go, last year we addressed a lot of them – we painted the hull, we put a new stabiliser in, we’ve upgraded the electronics, we’ve put in a new ice machine. That was a big year. Probably in the next 2-3 years, we’ll have another refit period, more furnishings, and the generators, which have a lot of hours on them now.

MW: Do you feel like the current maintenance schedule is working well to stay ahead of potential issues?

BN: We’re pretty on top of it. The wear and tear are more the issues we need to address and juggle between charters. A lot of that you can’t predict.

MW: Is staying on top of the surprises the reason the boat has a full-time engineer as part of the crew, to assist in staying on top of those ongoing, hard-to-predict issues?

BN: Well, the periodic maintenance of the boat is a full-time job in itself, so we have

a detailed maintenance plan that we’ve developed and that’s the engineer’s domain. It alerts when there are jobs that need to be done, so while we’re on charter and between charters, the engineer is tackling all the jobs that need to be done for periodic maintenance. And then on top of that other issues arise – you might have an oil leak or have a water pump break down – and they deal with those as they happen. So their role is quite detailed and critical, keeping everything ticking along behind the scenes.

MW: In terms of refitting and renovating, is there a sustainability policy that sets guidelines for the kind of materials you use or what’s done with the elements that are taken out and replaced?

BN: For the operational and mechanical elements, if we pull something out and it’s still operational, we’ll give it away if someone wants it. But if it’s not serviceable it’s normally scrapped. In terms of the fit-out, because you need marine fabrics to work in the harsh environment, they can’t be all-natural, but we would want them to be sourced from responsible companies.

CARBON CONSIDERATIONS

Ata Rangi is powered by two 1925hp engines, with a fuel capacity of 13,300 litres and an average annual total fuel consumption since the boat was launched of 85,500 litres per year. With no ‘green’ alternatives to diesel currently available, fuel – with its accompanying carbon dioxide emissions – is an essential element of business operation. Within New Zealand, fossil fuel suppliers are bound by the Emissions Trading Scheme, and include a 10c per litre

tax on diesel fuel. This acts as an offset against the carbon produced by burning the fuel. Over time, this tax component is expected to rise, which will make moving to biofuels a more feasible possibility.

While the crew currently does its best to be mindful of fuel consumption, both from an environmental and financial perspective, by keeping cruising speeds low, charter time restrictions and changing weather mean that

slow speeds are not always desirable or feasible. With governments around the world introducing emission reductions targets, many businesses – including Cooper and Company, which operates Ata Rangi on behalf of its owners – have engaged in carbon emissions assessments that allow them to plan for managed reductions of carbon emissions and mitigation/off-set strategies that align with likely future governmental and social expectations for businesses.

MANA WHAKAHAERE GOVERNANCE GOALS FOR 2022

To investigate a potential carbon emissions assessment for Ata Rangi with an organisation like Toitū Envirocare.

Pending results of investigation for a carbon emissions assessment and approval of doing an assessment, research potential mitigation strategies for off-setting emissions.

To develop a sustainability policy for materials used when upgrading the vessel.

To develop a sustainability policy that we seek to acquire parts and equipment that are recyclable at the end of their life.

To formalise current practices around cruising speeds for different activities as policy in order to achieve best available economy for the activity and maintain lowest emissions.

SUMMARY OF SUSTAINABILITY GOALS FOR 2022

To establish a regular one-day ocean clean-up project targeting Bay of Island beaches that are difficult for most people to access.

To improve storage systems for the most frequently used dry goods in order to buy more in bulk

To reorganise the onboard rubbish and recycling system including the onboard bins to enable more to be recycled and more efficient sorting once back in dock.

To consult with ocean preservation charities Live Ocean Foundation and Sustainable Coastlines to explore ways in which we can work more closely with the organisations to support marine health.

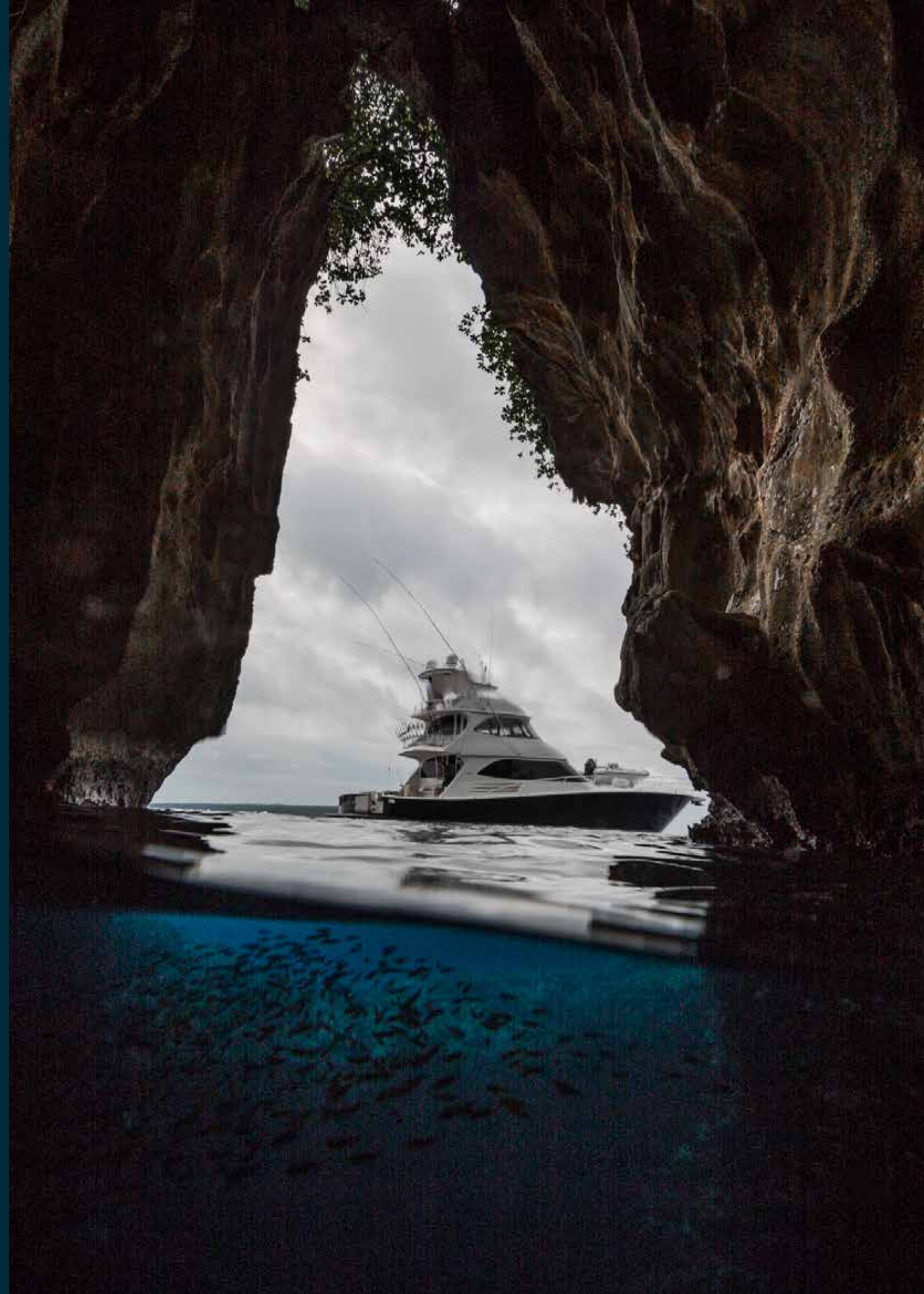
To review the range of best-practice social sustainability certifications and accreditations within New Zealand, apply for certifications where deemed beneficial and identify potential areas for improvement, with or without certification.

To investigate a potential carbon emissions assessment for Ata Rangi with an organisation like Toitū Envirocare

Pending results of investigation for a carbon emissions assessment and approval of doing an assessment, research potential mitigation strategies for off-setting emissions.

To develop a sustainability policy for materials used and recycled when upgrading or repairing the vessel

To formalise current practices around cruising speeds for different activities as policy in order to achieve best available economy for the activity and maintain lowest emissions.





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