



Commodore's Corner March 2022

Hi everybody, we're into March now and the start of autumn. The mornings are a bit darker and cooler the signs of winter getting closer.

I haven't been doing any fishing lately so can't comment on what the fishing has been like, but have talked to a few members and they've been telling me it's a bit hit and miss at the moment. One day they're jumping on the hook the next time baits coming up untouched.

A few of our members are heading off to Coromandel for our yearly fishing trip hopefully we hook into some good ones. February club weekend was not fished, March club weekend is on the 26th, 27th let's hope we can get out for that one. Remember to limit your catch don't catch your limit save some for next time. Good luck see... ya out there.

Commodore Heath



Heaviest Fish for the Season

BARRACOUTTA:	Liz Warren	3.75
BLUE COD:	Ian Warren	2.97
BLUE NOSE:	Ian Healy	6.04
GROPER:	Raegan McGregor	15.97
GURNARD:	Ian Warren	1.35
JOHN DORY:	Warren Edwards	1.10
KAHAWAI:	William Roseingrave	2.36
KINGFISH:	Raegan McGregor	17.1
RED COD:	Rob Glanville	3.16
SNAPPER:	Sue Callister	.85
TARAKIHI:	Daniel Udy	2.56
TREVALLY:	Stacy Riddell	1.67
TRUMPETER:	Raegan McGregor	6.66



Submission: Review of Hāpuku and Bass (HPB 7 & 8) for 2022-23 Recommendations

1. The Minister sets a Total Allowable Catch (TAC) for HPB 7 & 8 for the first time, reduces the Total Allowable Commercial Catches (TACCs) applying in each area and sets aside sufficient allowances to provide for expected mortality from Māori customary and recreational fishing, and due to other fishing related mortality.

2. The Minister makes precautionary decisions for HPB 7 & 8 by implementing the following package of measures: a. Setting a TAC to enable hāpuku and bass stocks to rebuild to B50, a level consistent with 50% of the estimated unfished biomass. b. Setting a conservative TACC based on an average of the past 5 year's catches minus 25%. c. Removing hāpuku and bass from the combined recreational daily bag limit with kingfish. d. Reducing

the recreational daily bag limit to 2 per person per day. e. Introducing an amateur accumulation limit of 4 per person.

3. The Minister approve the following settings for HPB 7 – a. The TAC is set at 129 tonnes. b. The TACC is set at 77 tonnes. c. The Minister sets aside an allowance for Māori customary fishing interests of 20 tonnes. d. The Minister sets aside an allowance for recreational fishing interests of 28 tonnes. e. The Minister sets aside an allowance for other fishing related mortality of 4 tonnes.

4. The Minister approve the following settings for HPB 8 – a. The TAC is set at 56 tonnes. b. The TACC is set at 38 tonnes. c. The Minister sets aside an allowance for Māori customary fishing interests of 8 tonnes. d. The Minister sets aside an allowance for recreational fishing interests of 8 tonnes. e. The Minister sets aside an allowance for other fishing related mortality of 2 tonnes.

5. The Minister acknowledges that TACC reductions will not be enough to rebuild depleted hāpuku and bass abundance, and that effort controls and some area closures will be required during the stock rebuilding period.

6. The Minister prohibits bottom fishing in the Cook Strait hāpuku spawning ground, an area south of Brothers Islands.

7. The Minister requires separate reporting for hāpuku and bass in commercial fisheries and recreational harvest surveys, and ensures this information is made available to all stakeholders in machine readable format, to enable effective stock monitoring in the future.

8. Fisheries New Zealand develop a method for monitoring changes in relative abundance and age structure of hāpuku and bass. 9. The Minister reviews HPB 7 & 8 within 3 years so management can be better informed by improved commercial catch reporting, abundance and catch at age information.



Just A note to All FINANCIAL TRACTOR USERS . Once you have finished with the tractor & parked it up, PLEASE LOCK IT UP. Commodore Heath





Radio Watch Channel 4.

First call up from 7.30 am

WeighMaster.

Brendan and Liz Walker 33 Grey Street

Martinborough 06 306 9615

Next Club weekend 26th & 27th

MARCH, 2022.



CONTACT DETAILS FOR COMMITTEE MEMBERS:

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- Chris Simmonds 0272 433 489
- Kim Lace 0274819888
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- Charlie Baldwin 0272 441 602
- Shane Baldwin
- Blaine Smith 0274448096
- Shiro Cribb 021852253
- Ricky Aburn 021339760
- Chris Oakly 0273809118
- Weigh Masters Liz & Gaffer 0274 476 991

If you don't stop lying



You will grow up to be a reporter for **Newshub**

A reminder to all our members.

Pukemanu Boating & Fishing Club requires ALL Boat Owners to belong to the Cape Palliser Marine Radio Association.

Please ensure you have paid your fee, if you have'nt, please go to WWW.cpmr.org.nz

Wiremu walks into KIWI Bank head office in Wellington & asks to speak to the manager. He informs him that he is going to Aussie to visit some cuddies for two weeks and needs to borrow £5,000. The Manager tells him that Kiwi Bank would only be delighted to meet his requirements, but that he should understand that since he is not a client of the Bank, it would need some modest security for the loan. So Wiremu, takes out the keys and documents of a brand-new Ferrari parked in front of the bank, and hands them to the manager saying "Will this do?" He also produces the car's log book and after a phone call, everything checks out fine. The manager agrees to accept the car as collateral for the loan; the cashier hands out £5,000 while the bank's porter drives the Ferrari into the bank's underground garage for safe keeping . Over lunch the manger tells his colleagues the amusing little story of how a simple-minded Maori from

Carterton secured a loan for £5,000 offering a £120,000 Ferrari as collateral and they all enjoy a good chuckle as they sip their Port. Two weeks later, Wiremu returns, repays the £5,000 and the interest, which comes to £15.41. The manager says, "Sir, we have been more than happy to have had your business and this transaction has worked out very nicely, but we are just a little puzzled. While you were away, we checked you out and found that you are in fact a wealthy Sign Writer. What puzzles us is why would you bother to borrow £5,000 from us?" Wiremu replies: "Where else in Wellington can I park my Ferrari for two weeks for only £15.41 and expect it to be still there when I return?"
Aaah - those clever Maori's!



Here is the Second part of Rob & Mary's Rachel Lynne delivery.

On Pearl Harbor Day we were hoping to make it to Morehead City as there is another favorite eatery there; Floyd's. The "no wake" zones we had to abide by were making landfall questionable. The Mercury is dropping and the high was only 60F this day. We did actually get a reservation at the City marina that is within walking distance of Floyd's so we were spared a "Chili" dinner on board

and enjoyed another fresh seafood dinner. Can't remember what we ordered but believe me, it was all tasty as we are still in Bubba country.

The following day off on our way leisurely at 7:15 as it was foggy and we knew we had plenty of time to make it to Bellhaven, another favorite stop. Lucky to get dockage for the night as they were booked up for the night with boats that are tied up for a few weeks and other traffic that was heading south and staying the night. We arrived at the dock by 2:30 PM and Gregg, the manager was there to greet us. We fueled up, rested up, showered up and I went walking around town before our dinner reservation at 6PM. Spoon River is another favorite dining spot and we had a reservation at 6PM. Lonnie,(Rob's brother) by this time, is pretty impressed with the voyage he is on and has become quite proficient as a deckhand by now.



It was fun to catch up with the owners, Teresa and Mark, they are very gracious and again, their cuisine is to die for! The following morning we were up early with 39 F air temp, layering up and looking forward to getting to the Dismal Swamp. We had to navigate Alligator River and

Albemarle Sound first. The fall colors were still glowing most of the way and by the end of the day we were tied up to the dolphins/pilings at So. Mill Lock and were first in line for the opening the next day; Dec. 10th. Today the main traffic we saw was barge traffic.



The lock was a process of lowering us 10 ft. on that Friday morning. It was also the same day as the tornados were swirling up through the central states and knocking parts of Tennessee and Kentucky appart! We only get news on trips like this via our news apps on our phones. It was hard to comprehend the destruction that took place until we had access to tv news coverage a couple days later. Once we were out of that lock at South Mills, NC we were then technically in the Dismal Swamp. This part of the ICW doesn't disappoint and the scenery is mesmerizing. We did pass a couple of barges from the Army Corps of Engineers that were clearing debris and deadhead logs which are logs mainly cypress that have been cut or have fallen into the water and are submerged except

perhaps the very top of the log/branch and are a navigational problem.



The Great Dismal Swamp is about 25 miles and at this time of the year we were able to navigate it in a few hours, in

the summer months there is more traffic including jet skis and the such so it's more challenging. At the northern end of the swamp you go through a lock and before you know it, you're passing through Norfolk, VA which is bustling with Navy shipbuilding and heavy iron industrial projects. We arrived there in late afternoon and were able to get a marina slip at Waterside Marina which had a couple of restaurants w/in walking distance. We had our last supper before the end of our voyage at Stripers, which was just fine (not going on the "favorite" list) and the staff was friendly. Just glad to see these restaurants open and in business



The GW Bush



The Rachel Lynn

Dec. 11th, the last day of our voyage, we got away from the marina early and dropped Lonnie off at a marina further down the track which was close to the car rental agency at Newport News. Rob and I continued onto the

Chesapeake and to Gloucester Marina where Cathy and David, the owners, have a slip for the Good Ship Rachel Lynn. Cathy, David and Lonnie were all waiting to help take our lines when we arrived around noon. We all had lunch at the marina restaurant, another winner, before we took off in the rental car to head back to FL. The guys did all the driving, switching off every few hours while I took in the scenery in the back seat. We did make an overnight stop over in Fayetteville, NC which was timely. The following day we were back home in Okeechobee.

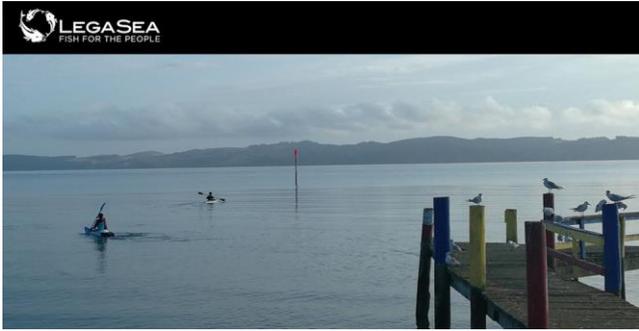
Cheers ,
Mary & Rob



**BOSS: DO YOU BELIEVE IN
LIFE AFTER DEATH?**

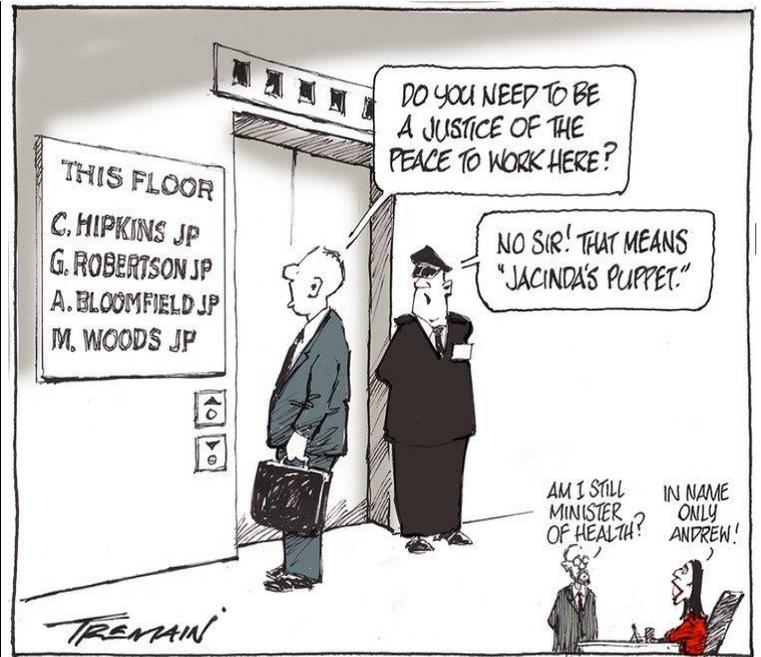
**EMPLOYEE: CERTAINLY NOT!
THERE'S NO PROOF OF IT.**

**BOSS: WELL, THERE IS NOW.
AFTER YOU LEFT EARLY
YESTERDAY TO GO TO
YOUR UNCLE'S FUNERAL,
HE CAME HERE LOOKING
FOR YOU.**



I laid her on the grassy bank,
My hands were all a quiver,
Undid her suspender belt,
and her leg fell in the river.

(A short poem by Paul McCartney) 😬😂





The funniest thing I heard an elder says, "My generation had Wonder Woman, your generation has to wonder if it's a woman" 🤔🤔🤔



Knock, knock.
Who's there?
Isobel.
Isobel who?
Isobel necessary on a bike?

Let the
cameras roll

After nine years of resistance the government is on track to finally get cameras on-board commercial vessels to monitor fishing activity. Installations are expected to start at the end of 2022 and finish in 2024. We're encouraging the

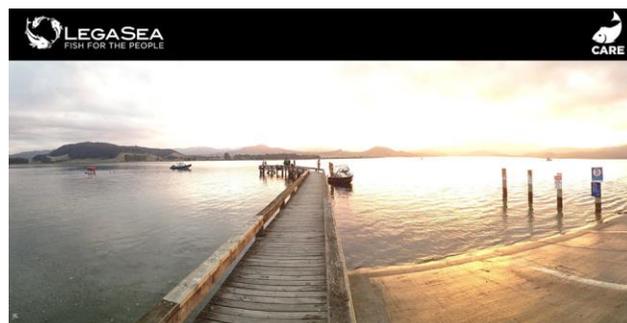
Minister to initiate the camera rollout as soon as possible.

We know from previous compliance reports and investigations that fisheries officials have been aware of large scale dumping of fish since day one of the Quota Management System. Their ineffective responses since 1986 speaks volumes about the undue influence that quota owners have over Ministry decisions. Now we have a Minister, Hon David Parker, who is prepared to forge on and ensure that electronic monitoring of commercial fishing is implemented. Cameras are part of the solution to monitor what is happening on-board. Vessel tracking is another element already in place.

In October Fisheries New Zealand issued a [document discussing how the cameras might operate](#), who will pay and which vessels will be included in the rollout. Our New Zealand Sport Fishing Council fisheries team spent a lot of time trawling through the proposals because it's important this programme gets underway soon. LegaSea worked with our fisheries team, the New Zealand Angling & Casting Association and New Zealand Underwater Association to [submit a joint, comprehensive response](#) on December 6th. Our team made the following recommendations for the Minister:

1. Initiate the camera rollout as soon as possible.
2. Include the deepwater fleet and scampi vessels in the rollout.
3. Include set net vessels below 8-metres long in the rollout, exempt smaller trailer boats fishing flounder and mullet.
4. Include as a priority all trawl vessels operating around the top half of the North Island.
5. Ensure all rollout costs are recovered from quota holders.
6. Ensure that all catch is accounted for by having all eligible vessels operating their cameras from the time they leave the wharf or anchorage until unloading is completed. Officials are well aware the deepwater fleet is responsible for the greatest known amount of discards and bycatch. Scampi vessels are known to take volumes of

bycatch. It doesn't make sense to excuse these vessels from monitoring. If anything we ought to double down on this effort due to past difficulties of keeping observers safe at sea for weeks at a time. Similarly for set net boats targeting species other than mullet and flatfish. The suggested 8-metre minimum length is unnecessarily long. These vessels are the least capable of accommodating an on-board observer so camera monitoring makes sense. After almost a decade of waiting we want this rollout to be effective against unnecessary wastage and bycatch, and to improve monitoring. Allowing cameras to be turned off if the crew is fishing with a Maori customary permit or recreationally defeats the purpose of programme – to monitor all catch. Many trawlers operate on the east and west coasts, and some even work off both Islands due to the large Fisheries Management Areas (FMAs). The trawl fleet operating in FMA 1 and 9, around the top half of the North Island ought to be prioritised for cameras. That will give us and the wider public some comfort that dumping and trucking of catch from one coast to another is being managed effectively and that endangered species are protected. All costs associated with the rollout ought to be recovered from quota holders. It is unfair to expect any of the fishing crews to pay for it when they are already paying rent to the quota owners just to catch fish. In a system where the profits are directed upwards to an owner, so should the costs be likewise directed, all of them. The Minister needs to be clear. Unless all vessels fitted with cameras are required to have them operating from the time they leave the wharf or anchorage until they unload there is absolutely no point in proceeding with an expensive rollout of electronic monitoring.

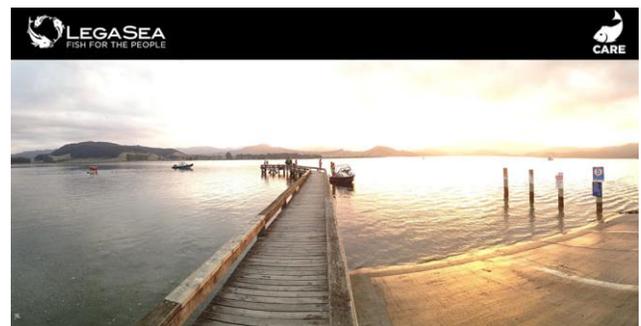


The Following are the RULES for this season's Photo Competition.

1. Photos have to be from this season 2021/2022
2. They need to be about sea, boating, fishing, related to things our club does.
3. Send to Editor with details of who took the photo, when it was taken and if you want it entered in the competition.
4. Editor will put in this season's folder for judging by our Commodore before AGM.
5. Commodore's decision is final.
6. Club reserves the right to put on facebook/website. Hard copy on Pukemanu Hotel wall (if is a winning photo).



Gary & Liz are on fire up at Waihou Bay, Well done guys!



Anderson Hill
Marks Signs
King and Henry
Boat Shed and Autos
Auto Electrical Services
Crighton ITM
Plumbing World Masterton
Valley Plumbing
Tunnell Tyres
Hunting and Fishing Wairarapa
The Workshop Carterton
Pan Pacific
MTF Finance Masterton
Ashdown
Lins Autos
HCB Technologys
Resenes Masterton
Wurth
Wild Blue Tackle
Wairarapa Diesel Services
Janice and Ian Warren
Gary and Liz Warren
Select Signs
McCreary Workshop
Dawes Construction
Subway Masterton
Charlie Baldwin Building
Chris Simmonds Building
Mitre 10 Pain and Kershaw
Pukemanu Fishing
Tom Wilson Motors
Carters Masterton
Power Farming Masterton
Norwoods Masterton
Bunnings
South Wairarapa Groomers
Dave Wilton
Jaycar Electronics
Neils Autos
Alleva
Keinzley Agvet
Martinborough Motels
Liquorland Masterton
(NL) Forest Management
Horne Logging
Jackson Street Bar
Civil Pro
Pioneer NZ
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