



# Harbourmaster

## Harbourmaster's Office Operation of Superyacht in the Auckland Region Navigation Safety Operating Requirements

### Foreword

Maritime Rule 90 requires that every vessel of 500 Gross tonnage or greater carries a licensed pilot when navigating within the Auckland Pilotage Area. In addition to this the Harbourmaster's Direction 4-16 Pilotage requires a pilot to be carried by a vessel of greater than 40 metres length overall under certain conditions.

These Navigation Safety Operating Requirements set down the minimum standards and requirements for all superyachts of 40 metres in length overall or greater, and/or 500 gross tonnage or greater.

### Preamble

These requirements set out:

- i. The area to which they apply
- ii. The vessels to which they apply
- iii. The requirements for vessels navigating within the area



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## Definitions

“**Auckland Pilotage Area**” means that area defined as the Auckland Pilotage area in Maritime Rule 90.

“**Automatic Identification System (AIS)**” means an operational transceiver of class A or class B that complies with the requirements of the International Maritime Organisation.

“**Bylaw**” means the Auckland Council Navigation Safety Bylaw.

“**Daylight**” means any time between the time of sunrise and the time of sunset as tabulated in NZ204.

“**Gross tonnage**” means the volume of all the vessel’s enclosed spaces (from keel to funnel) measured to the outside of the hull framing.

“**Harbour Control**” means the harbour radio station operated by the Ports of Auckland.

“**Harbourmaster**” means the person appointed as Harbourmaster by the Auckland Council.

“**Restricted visibility**” means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms, or other similar causes.

“**Fog**” means mist or fog reducing visibility to less than 1 nautical mile.

“**Large vessel**” means any vessel of 500 gross tonnage or greater, and any vessel 40 metres length overall or greater.

“**Superyacht**” means a vessel of 40 metres length overall or greater used by the owner and their guests and does not include any vessel that carries;

- i. cargo, and/or
- ii. more than 12 passengers, whether or not it is used for such purposes at that time.

“**Tug**” means any vessel used to push or pull another vessel.

“**Wind speed**” is the average wind speed at Bean Rocks (transmitted on VHF 21), or the average wind speed recorded at the superyacht over a one minute period, whichever is greater.



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## Application

These operating requirements apply to all superyacht operations and contain additional requirements where the superyacht is 500 gross tonnage or greater.

## Variation

The Harbourmaster may, upon written application, vary these requirements for specific vessels or time periods. This will be done on a case-by-case basis, and only where the overall harbour safety standards can be maintained.

## Purpose

To ensure the safe navigation of all vessels, and ensure safe interaction of superyachts with other harbour users.

## Responsibility

The master is responsible for the safe navigation of their vessel. The master must show due regard to Maritime Rules, Bylaw and Harbourmaster Directions, together with the practice of good seamanship. This would include the master's knowledge that recreational vessels on the Waitemata Harbour may conduct themselves in an unexpected manner.

In situations where a master encounters a vessel failing to navigate as required by the Maritime Rules, Bylaw or Harbourmaster Directions, a written report shall be made to the Harbourmaster giving details of the offending vessel so follow up action can be taken.



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## Section One: General

The requirements in this section apply throughout the Auckland region.

### Passage Plans

A master of a superyacht must make use of a passage plan for every intended voyage and/or vessel movement. Where the superyacht is 500 gross tonnage or greater the passage plan for any passage within the Auckland Pilotage Area must be approved by the Harbourmaster. (see also Areas of Restricted Access to Large Vessels).

### Bridge Team

The master of a superyacht shall ensure the number of crew members on the bridge is sufficient to safely carry out the passage plan.

In determining the composition of the bridge team, due regard shall be taken of the need to steer, operate manoeuvring equipment, monitor the progress of the vessel visually, use all available aids to navigation and refer to an appropriate navigational chart.

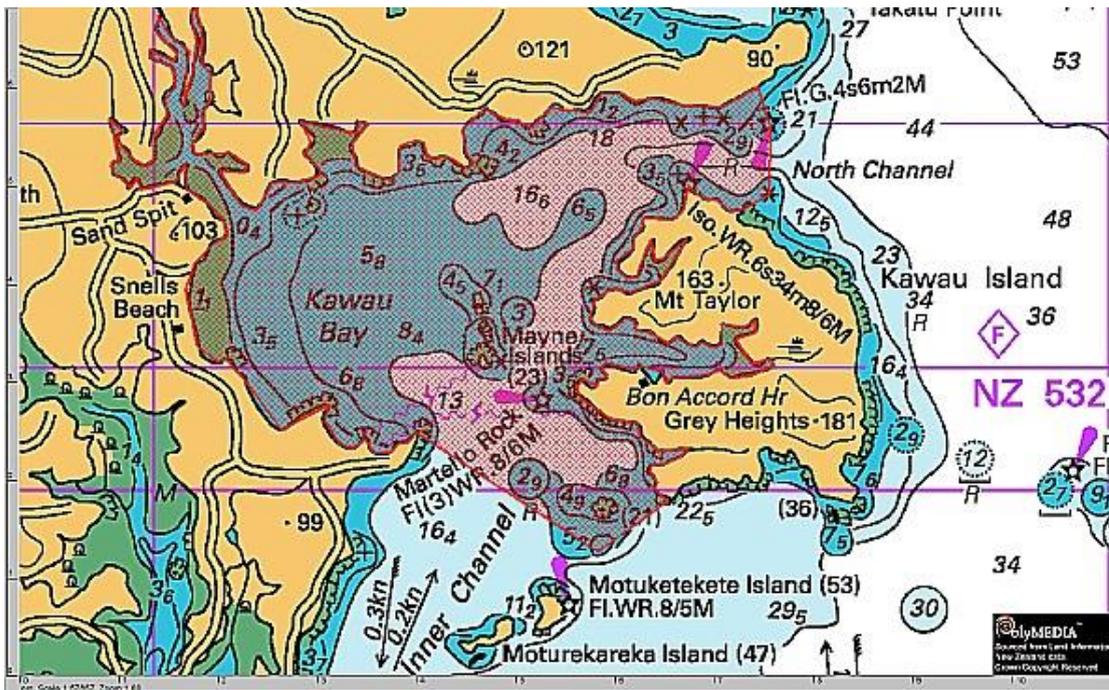


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## Areas of Restricted Access to Large Vessels

Bylaw maps 5.0, 5.1, 5.2 and 5.3, set out areas of restricted access to large vessels. No vessel of 500 gross tonnage or greater, or 40 metres or more in length overall may enter or remain within these areas without the prior written permission of the Harbourmaster.

- I. **Kawau** - That area of Kawau Bay and the connecting bays and harbours contained within lines drawn from:
  - i. At the north entrance, Bluebell point to Maori rocks to Fairchild Reef to Slip Island thence south to Kawau Island.
  - ii. At the south entrance, Elizabeth Point to Passage reef to Mullet point.

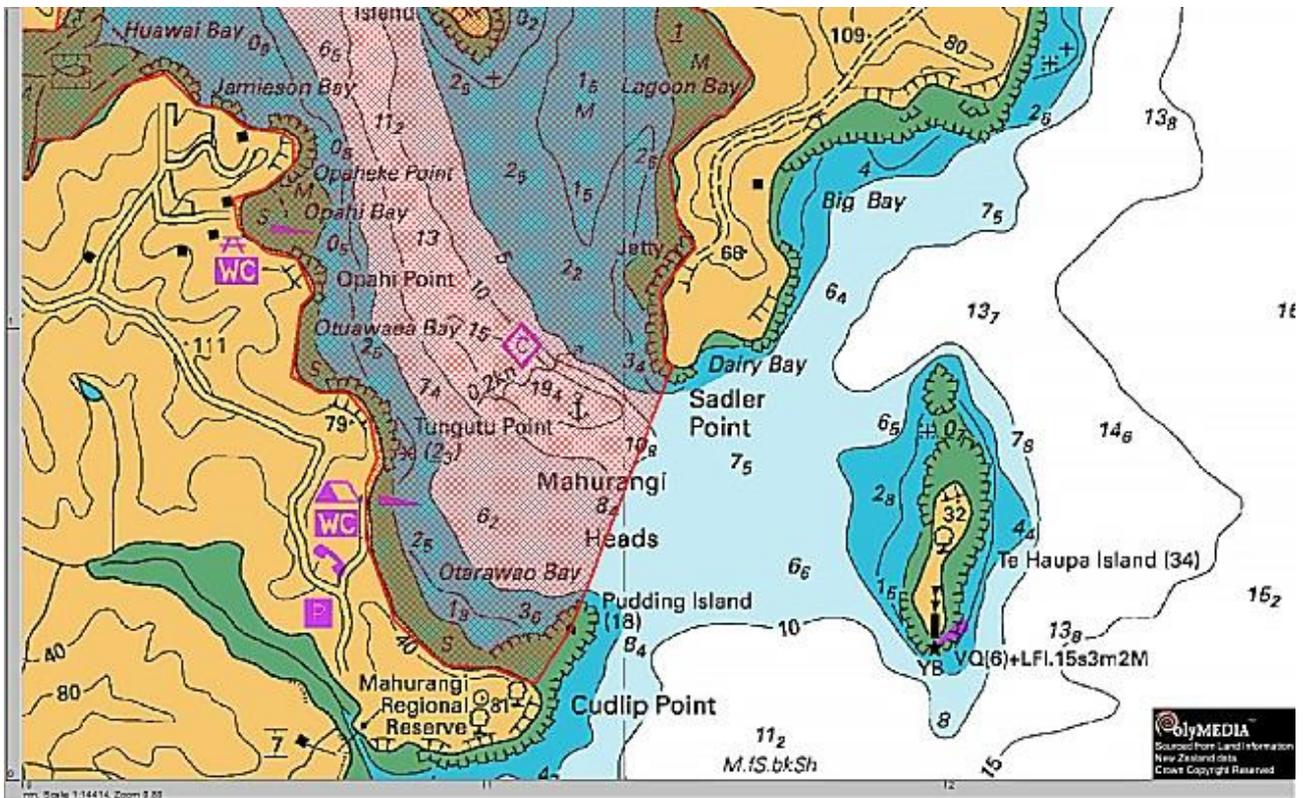




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## II. Mahurangi Estuary

That area of the Mahurangi river and estuary contained to the west of a line drawn from Saddler Point to Pudding Island and then to Cudlip Point.



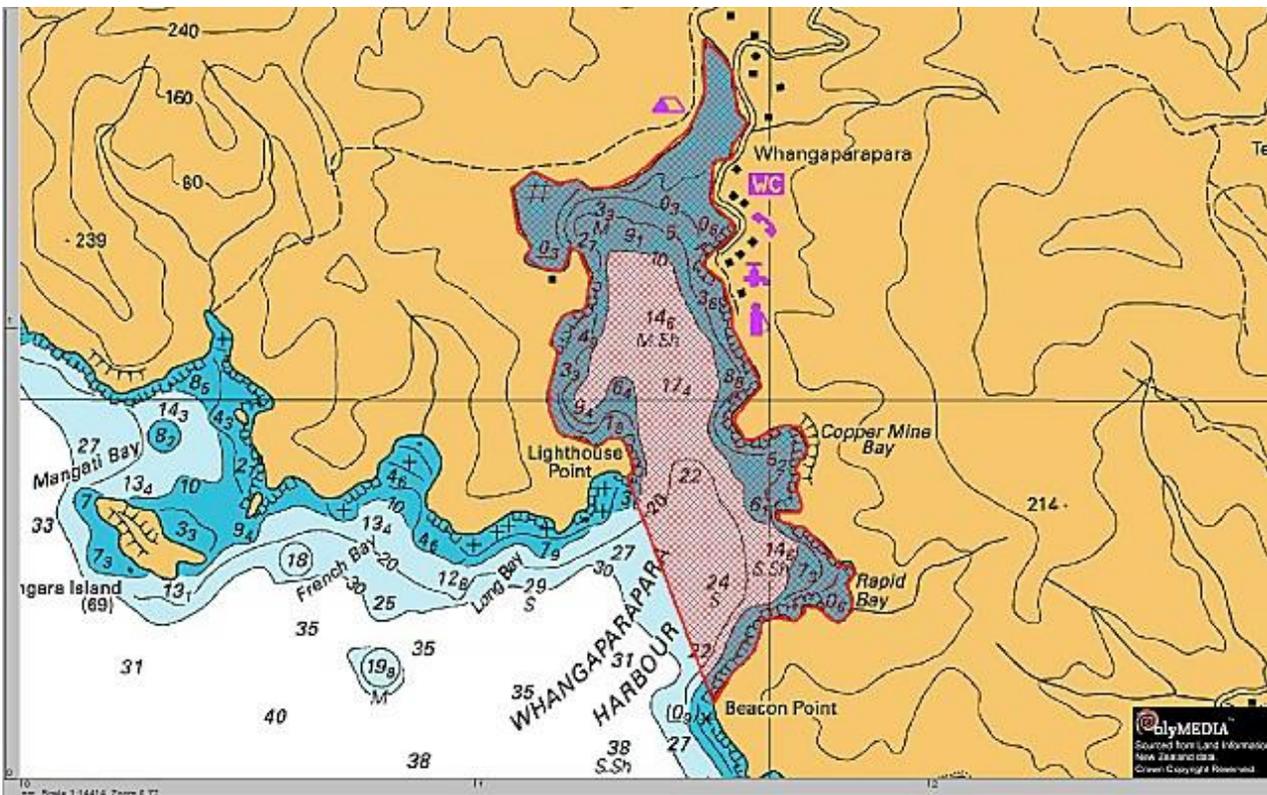


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## III. Great Barrier

### Island Whangaparapara

That area of Whangaparapara Harbour contained to the North of a line drawn from Beacon Point to Lighthouse Point.



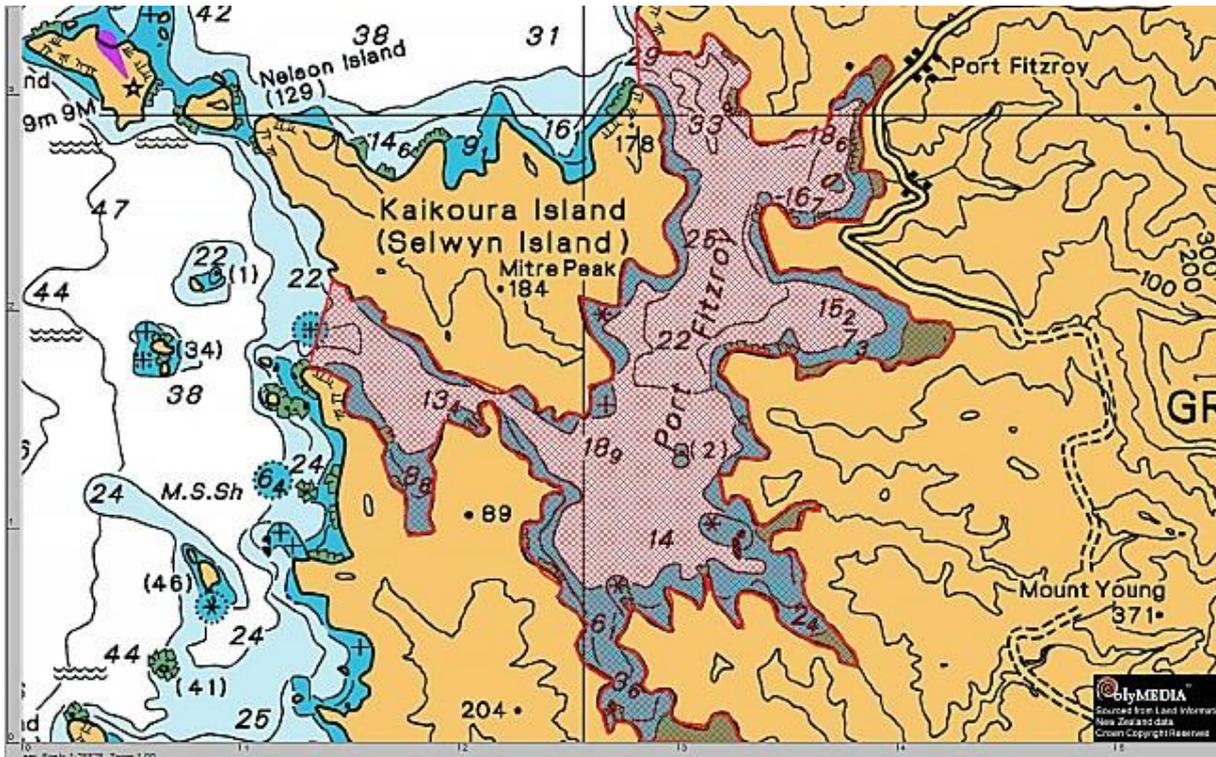


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## IV. Fitzroy

That area of Port Fitzroy contained east of a line drawn between Kotu Point and the northern point of Kaikoura Island at the northern entrance and east of a line drawn between 36 degrees, 10.707 minutes south latitude, 175 degrees,

18.586 minutes east longitude (on Kaikoura Island), and 36 degrees, 11.196 minutes south latitude, 175 degrees, 18.447 minutes east longitude (on the peninsula to the south).





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## Light, Shape and Sound Signals

Every superyacht must display the light, shape and sound signals prescribed in Maritime Rule 22. Please refer to the following Auckland Council Navigation Safety Bylaw 2014 for the following clauses:

### Navigating with Inoperative Equipment

- See Auckland Council Navigation Safety Bylaw 2014, clause 53

### Notifications of Collisions or Accidents

- See Auckland Council Navigation Safety Bylaw 2014, clause 17

### Aircraft

- See Auckland Council Navigation Safety Bylaw 2014, clause 35

### Fuel oil operations and bunkering

- See Auckland Council Navigation Safety Bylaw 2014, clause 52

## Compliance with Bylaw, Harbourmaster Directions and Maritime Rules

A superyacht must be navigated in compliance with all Bylaw, Harbourmaster Directions and Maritime Rules.



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## Section Two: Auckland Pilotage Area

The requirements in this section apply within the Auckland Pilotage Area

### Navigation within the Auckland Pilotage Area

A superyacht of 500 gross tonnage or greater, or any other superyacht directed by the Harbourmaster, must carry a licensed Pilot, when navigating within the Auckland Pilotage Area.

### Navigating within Buoyed Channel

When entering the Waitemata Harbour a superyacht of 500 gross tonnage or greater may only navigate within the buoyed area of the Rangitoto Channel.

Navigation outside of the buoyed channel may only occur where:

- i. the wind strength or direction is such that the superyacht requires to leave the channel in order to give suitable sea room to shipping in the channel, and/or
- ii. after discussion with the pilot or pilot exempt master of another vessel to ensure safety of navigation.

The master shall notify Harbour Control on VHF channel 12 prior to commencing the manoeuvre, and shall return to the buoyed channel at the earliest opportunity.

### Communication

A superyacht must maintain listening watch on VHF channel 12 whilst within the Auckland Pilotage area. A superyacht must report to "Harbour Control" on VHF channel 12 when:

- i. departing from any berth, anchorage or mooring; and/or
- ii. arrival at any berth, anchorage or mooring; and/or
- iii. entering or departing from the pilotage area; and/or
- iv. entering or departing from a navigation channel.



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## Speed

The following speeds shall be regarded as maximum transit speeds when arriving or departing Waitemata Harbour. Masters shall take into consideration vessel draft, traffic density, weather conditions, visibility, peculiarities of individual ships' wake, or any other relevant criteria when determining a safe transit speed.

Vessels shall not exceed:

- i. 15 kts in Harbour approaches and Rangitoto Channel.
- ii. 10 kts West of North Head.
- iii. 10 kts with less than 1.5m static UKC. Master shall be conscious of vessel squat and heel increasing draft with speed in restricted UKC situations.

## Anchoring

With the exception of those anchorages noted in I. and II. below a superyacht of 500 gross tonnage or greater may not be anchored anywhere within the Auckland Pilotage area without the permission of the Harbourmaster.

A superyacht may anchor in:

- i. any numbered anchorage shown on charts NZ5322\* or NZ5321, or
- ii. a position, not including a prohibited anchorage area, lying east of the Harbour Bridge and west of Stanley Point,

\*The master of a superyacht wishing to anchor at the positions in 1-8 in the Waitemata Harbour must consult with Harbour Control on VHF channel 12 prior to anchoring.

## Navigation in Restricted Visibility

A superyacht of 500 gross tonnage or greater shall not navigate during periods of restricted visibility. Where a superyacht of 500 gross tonnage or greater is underway and finds itself near or in an area of restricted visibility the superyacht must anchor, moor or remain outside the pilotage area.

In addition, this clause shall apply at any time the harbour is operating under a fog routine. (contact Harbour Control on VHF channel 12).



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## Wind Limits

A superyacht may not berth or depart from a berth, wharf, jetty or pontoon when the wind speed exceeds 25 knots without the permission of a qualified Pilot or the Harbourmaster.

Wind speed is the average wind speed at Bean Rocks (transmitted on VHF 21), or the average wind speed recorded at the superyacht over a one minute period, whichever is greater.

## Automatic Identification System (AIS)

- See Auckland Council Navigation Safety Bylaw 2014,

clause 57 Use of Automatic Steering Devices

- See Auckland Council Navigation Safety Bylaw 2014, clause 60(2)(b)

## Use of Tugs

No superyacht may make use of tugs unless the vessel has onboard a licensed pilot.

This clause shall not prohibit the use of inflatable, or rigid hull inflatable vessels for the use of berthing within a marina.

## Hot Work Operations

- See Auckland Council Navigation Safety Bylaw 2014, clause 50

Harbourmaster's Office

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