



Harbourmaster

Harbourmaster's Office Tamaki River

Navigation Safety Operating Requirement

Foreward

The purpose of these navigation safety operating requirements is to ensure the safety of navigation by formalizing the current operating practices in the river, and by highlighting the applicable Maritime Collision Prevention Rules.

Preamble

These requirements set out:

- a) The area to which they apply
- b) The vessels to which they apply
- c) The requirements for vessels navigating within the area.

Definations

“**Barge**” means any floating platform or structure, and includes any vessel, being towed or propelled by a tug or other vessel.

“**Commercial vessel**” means any vessel offered for hire and reward and includes any vessel within a Maritime Operator Safety System (MOSS).

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

“**Length**” means length overall. In the case of a tug and barge it means the maximum length of the tug, towline and barge.

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

“**Tamaki River**” means all the area of the river contained upstream of a line between West Tamaki Head to the south tip of Browns Island, then in a line to Musick Point.



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Application

These requirements apply to all commercial vessels of 20m or more in length and all non-commercial vessels of 20m or more in length.

Variation

The Harbourmaster may, upon written application, vary the 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 vessels within the Tamaki River.

Responsibility

It is the responsibility of the master for the safe navigation of their vessel. The master should have due regard to maritime rules and bylaws together with the practice of good seamanship. This would include the master's knowledge that recreational vessels on the Tamaki River may not conduct themselves in a responsible manner.

To this end, whilst Maritime Rule 22, Collision Prevention,

states: "22.9 Narrow channels

- (2) A vessel of less than 20 metres in length or a sailing vessel must not impede the passage of a vessel which can safely navigate only within such narrow channel or fairway."

Masters are reminded of "22.8 Action to avoid collision'

- (6) (c) A vessel the passage of which is not to be impeded remains fully obliged to comply with this section of part 22 when the two vessels are approaching one another so as to involve risk of collision."

In circumstances where a vessel does impede your passage you must take action to avoid collision. A report should be passed to the Harbourmaster giving details of the offending vessel and follow up action will be taken.



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Communication

All vessels must maintain listening watch on VHF channel 8 whilst within the

Tamaki River. All vessels must make an “all ships” call on VHF channel 8, when

passing:

- a) Into the Tamaki River, or departing a berth within the Tamaki River
- b) No.14 beacon bound upstream
- c) No.24 beacon bound

downstream Such “all ships” call shall give:

- a) Vessel name
- b) Position
- c) Whether bound upstream or downstream

Speed

Vessels should maintain an appropriate speed within the Tamaki River. When navigating upstream of No.1A beacon speed should be reduced to the minimum at which the vessel may be kept on her course.

Wake

Masters should be mindful of wake created by their vessel and endeavour to keep this to a minimum within the Tamaki River.



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Entering Tamaki River from Sea

Any vessel entering into the Tamaki River via the marked channels off Musick Point, or via the safe water mark (barbers pole) on the western side of Tamaki River shall, if required, allow a vessel departing the River to clear the channel / bar before proceeding upstream. In such cases the inbound vessel will wait:

- a) Downstream and clear of starboard beacon marking the bar on the western side of Tamaki River
- b) To the north east of the channel beacon between Musick Point and Browns Island.

Under Keel Clearance (UKC)

Areas of the Tamaki River between No.1 beacon and the entrance are shallow. Vessels should manoeuvre with caution within this area and ensure an adequate UKC. At low tide and especially around spring low tide vessels should manoeuvre with extreme caution and be aware of the depth of water in relation to the draft of the vessel. It may be appropriate for masters to use an alternative route at these times, or await sufficient depth of water. Where a vessel is not designed to “take the bottom” a minimum UKC should be provided to the master by the vessel operator.

Overtaking

In the area between No.1 beacon and No.5 buoy no vessel may overtake, or commence overtaking a vessel of greater than 20m in length.

In the area upstream of No.15 beacon no vessel may overtake a vessel of greater than 20m in length. In all other areas of Tamaki River overtaking may only be undertaken where:

- a) There is sufficient length and width of navigable channel to allow safe passing
- b) There are no other vessels, including small craft, which will have to take action to allow safe overtaking
- c) There has been clear and positive communication between the masters of both vessels, and both are satisfied a safe overtaking manoeuvre can take place. This communication should be via VHF channel 8, or via the secure radio system operated within those company vessels.



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Berthing at Half Moon Bay

All vessels approaching and departing the Half Moon Bay area should navigate with extreme caution. This area has numerous small craft and yachts, some of which may display erratic behaviour.

A vessel departing the terminal has priority over a vessel approaching to berth.

No vessel will approach the terminal upstream of No.9 buoy or downstream of the upper berth while a vessel is manoeuvring at the terminal. In extraordinary circumstances, which require two vessels to manoeuvre within this area at one time:

- a) The masters must communicate and both agree to the manoeuvre prior to commencement
- b) The number of small craft or other vessels must be sufficiently low enough to allow for safe manoeuvring.

When departing the berth masters must ensure they have a clear unobstructed view, both ahead and astern. Where a master's view is obstructed a crew member shall be placed so as to relay information to the master. The crew is to pay particular attention for small craft close to the vessel and have a means of immediate communication with the master.

All new or changing scheduled departures to be five minutes from any other scheduled departure.

Navigation Upstream of Beacon No.17

No vessel may enter into the area between beacons No.12 and No.29 if another vessel to which these requirements apply is already within this area and travelling in an opposite direction, unless positive communications have taken place on VHF channel 8 and both masters are satisfied that it is safe to proceed.

Safe passing may be possible between beacons No.27 and No.18 downstream of the Panmure Bridge.



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Panmure Bridge

Vessels may only transit under the Panmure Bridge when:

- a) Visibility is greater than 0.5 nautical miles
- b) The master has completed a calculation to establish there is sufficient clearance between the vessels highest point and the underside of the bridge. Or the master has verified there is sufficient clearance by using the height of tide on a known geographical point or mark
- c) There is clear passage unobstructed by small craft or other vessels
- d) The master has no concerns with regards to the strength of tidal flow or wind.

Masters should ensure an adequate lookout when navigating in the area of the bridges. This area is frequently used by small craft, rowing skiffs and waka.

Tug and Barge Units

Tug and barge units over 30m length and any barge containing hazardous substances must be manoeuvred by two manned tugs made secure to the barge.

Fog and Restricted Visibility

When fog or restricted visibility is experienced on the Tamaki River all vessels must follow the "Fog Routes" as shown on the following pages

All vessels shall make an "all ships" radio call on VHF channel 8 at the positions shown on the "Fog Routes" chart - Tamaki River fog route charts Part 1 & 2. These calls shall give:

- a) Vessel name
- b) Position
- c) Whether bound upstream or downstream

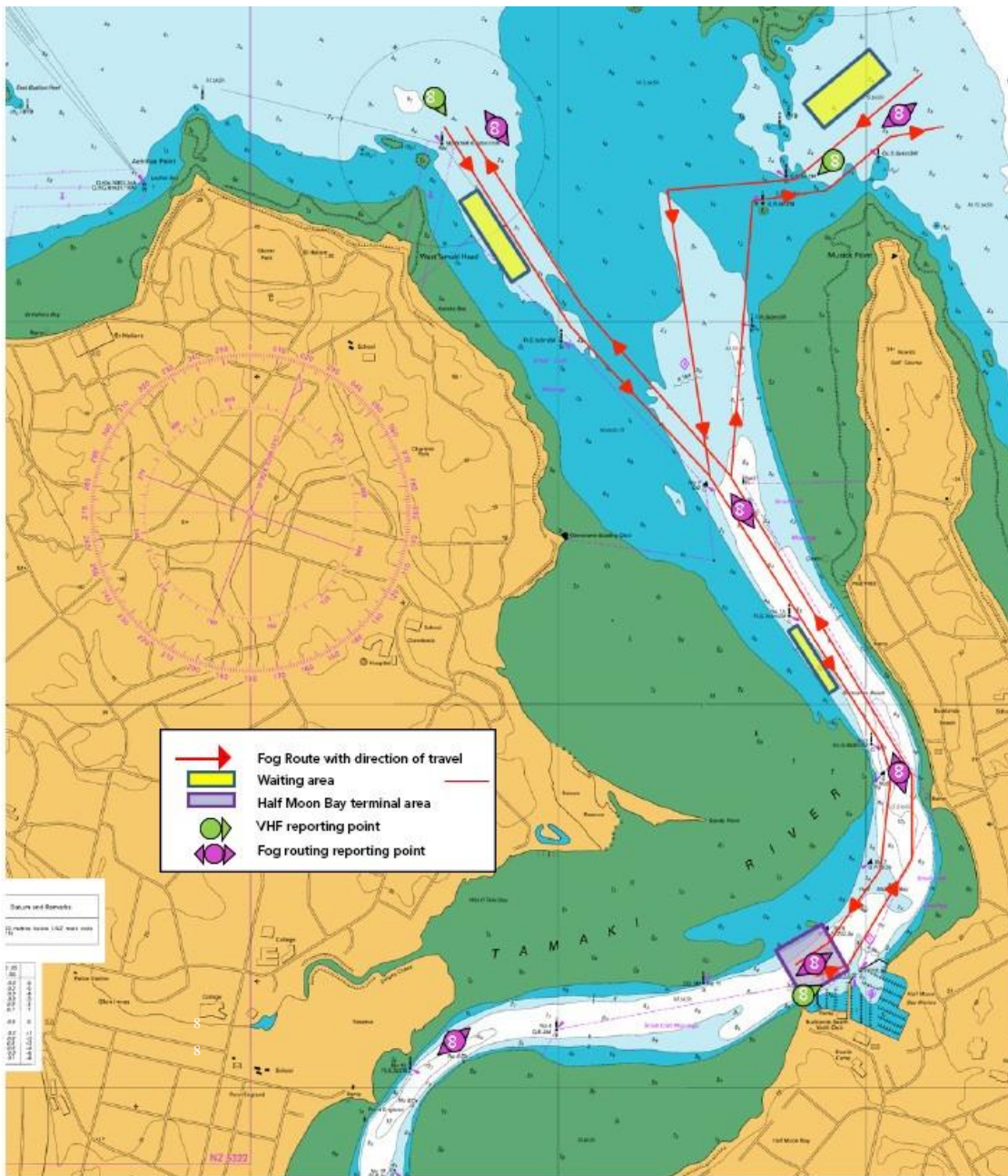
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