



Harbourmaster

Harbourmaster's Office Auckland Pilotage Area Tug and Tow Operations. Navigation Safety Operating Requirements

Foreword

The purpose of these navigation safety operating requirements is to ensure the safety of navigation by formalizing the current operating practices for tug and tow operations, and by highlighting the applicable Maritime Rules.

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.

Definitions

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

“**Barge**” means any barge, lighter, or like vessel that does not have any means of self-propulsion.

“**Emergency response vessel**” means any vessel approved by the Harbourmaster for use in emergency response and may include Police, Customs, Harbourmaster, naval, port company, Coastguard, surf lifesaving vessels, and club patrol or rescue boats (when supervising club activities).

“**Tow**” means any barge, vessel or other floating object propelled by another vessel.

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



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Application

These operating requirements apply to all tug and barge operations, whether engaged in towing alongside, towing or pushing ahead, where:

- i. The combined gross tonnage of the tug and barge are 500 gross tonnage or greater; or
- ii. The length of the tug and barge, measured from the extreme opposing points on the tug and barge, is greater than 40 metres.

The operating requirements for anchoring of barges shall apply to all barges greater than 15 metres length.

These operating procedures do not apply to tug/berthing operations undertaken by the Ports of Auckland vessels.

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 tug and tow operations, and ensure safe interaction with other harbour users. The requirements also aim to control risk associated with anchored barges.

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 Waitemata Harbour may not conduct themselves in a responsible manner.

In situations where a vessel fails to navigate as required by the Maritime Rules, Bylaws a report should be made to the Harbourmaster giving details of the offending vessel so follow up action can be taken.



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Communication

All vessels must maintain listening watch on VHF channel 12 whilst within the Auckland Pilotage area.

Vessels must report to Harbour Control on VHF channel 12 in accordance with the requirements of the Pilot Exempt Master Operating Requirements. Where a vessel is not subject to the requirement to carry a pilot or pilot exempt master the vessel must make an “all ships” call on VHF channel 12 when:

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

Anchoring

A barge may not be anchored anywhere within the Auckland Pilotage area without the permission of the Harbourmaster.

A barge may be allowed anchorage within one of the designated anchorages in the Waitemata Harbour, numbered 1 to 8 and shown on chart NZ5322, for a period not exceeding 24 hours. This permission may be gained by contacting Harbour Control on VHF channel 12. The anchorage of a barge in these locations will only be granted where:

- i. The tug remains operationally manned and tied alongside the barge
- ii. The barge displays the lights and shapes required by Maritime Rule 22.

On application to the Harbourmaster a person may be granted permission to anchor within the charted barge anchorage area at Rangitoto, as shown on chart NZ5322. A barge may be granted permission to anchor for a period up to 14 days. The anchorage of a barge will only be allowed where:

- i. There is a written contract between the barge owner and a towage operator to have a tug, capable of managing the barge in adverse weather, available to tow the barge within 2 hours of notification.
- ii. The barge is anchored for the purposes of awaiting a cargo discharge, towage to another port, to load cargo, or awaiting a berth within the Auckland Pilotage Area.
- iii. The barge is removed from the anchorage when the wind speed for the Waitemata Harbour is forecast to exceed 40 knots. (The barge may remain at anchor where a tug, capable of handling the barge, is operationally manned and secured to the barge).



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- iv. The barge displays the lights and shapes required by Maritime Rule 22.
- v. The applicant provides contact details for themselves and the towage operator.

Written application may be considered by the Harbourmaster for periods at anchor in excess of 14 days.

Navigating within Buoyed Channel

When entering the Waitemata Harbour a tug and tow may only navigate within the buoyed area of the Rangitoto Channel.

Navigation outside of the buoyed channel may only occur where a tug and tow require:

- i. to shorten up a tow line; or
- ii. greater sea room to alter the configuration of the tow; or
- iii. the wind strength or direction is such that they require to leave the channel in order to give suitable sea room to shipping in the channel.
- iv. after discussion with the pilot or PEC holder 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.

Operations and towage undertaken by emergency response vessels shall comply with these navigation safety requirements. However, this does not prohibit emergency response vessels making use of secondary navigation channels provided they navigate in accordance with this clause (Navigating within Buoyed Channel) when within the Waitemata Harbour.

Light, Shape and Sound Signals

Every tug, tow and barge must display the light, shape and sound signals prescribed in Maritime Rule 22.

Automatic Identification System (AIS)

The Auckland Council Navigation Safety Bylaw 2014 requires certain vessels to carry AIS.



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57 Automatic identification system

- (3). A person must not operate a large vessel within the pilotage areas of Auckland or Manukau, without a pilot embarked, unless it has on board a fitted and operational Automatic Identification System.

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