



Harbourmaster

Harbourmaster's Office Auckland Downtown Ferry Terminal Basin Navigation Safety Operating Requirements

Foreword

The purpose of these navigating safety operating requirements is to ensure the safety of navigation by:

- i) Formalizing the current operating practices agreed between operators using this area;
- ii) Removing conflict between competing user groups at certain busy periods; and,
- iii) Ensuring that no unexpected wash creates a hazard to vessels manoeuvring.

Note: The requirements of Harbourmaster Direction 1-16 have been incorporated into these Navigation Safety Operating Requirements.

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

“Authorised vessel” means a vessel authorised to use a berth by the facility owner.

“Downtown Ferry Terminal Basin” includes all waters between Princes and Queens Wharf, and extends to a distance 50 metres north of the northern end of each wharf.

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

“Restricted visibility” means visibility restricted by fog, rain, dust or smoke to less than 1 nautical mile.



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“Harbourmaster” means a Harbourmaster which is appointed under Section 33D of the Maritime Transport Act 1994.

“Manoeuvring equipment” includes any equipment used to assist a vessel with berthing, unberthing, holding station or any similar activity or equipment.

“Passenger ferry” means a commercial vessel operated as part of a scheduled service registered with Auckland Transport, regardless of whether operating on such service at the time.

“Pilot” in relation to any ship, means any person not being the master or a member of the crew of the ship who has conduct of the ship.

“Propulsion equipment” includes any machinery used to propel a vessel.

“Tug” means any vessel used to assist in the berthing of another vessel by means of being connected to or pushing on the other vessel.

“Vessel” has the same meaning as a “ship” in the Maritime Transport Act 1994.

Application

These requirements apply to all vessels, with the exception of passenger ferries.

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.

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 or Harbourmaster’s Directions, 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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Entering into Downtown Ferry Terminal Basin

When overseas passenger vessels are berthed at Princess and/or Queens Wharf, Custom and Security rules will apply. Unauthorized vessels will be prohibited from enter into, or remaining within the Customs or Security areas. This is in accordance with the Customs and Excise Act 1986 and the New Zealand Maritime Security Act 2004.

Communication

All vessels must maintain listening watch on VHF channel 12 whilst within the Downtown Ferry Terminal Basin and approaches.

Speed

Every vessel must at all times proceed at a safe speed, taking into account the relevant Maritime Rules and Navigation Safety Bylaws. In addition to this, when navigating, speed should be reduced to the minimum at which the vessel may be kept on her course.

Wake

Masters should be mindful of the wake created by their vessel and endeavour to keep this to a minimum within the Downtown Ferry Terminal Basin and its approaches.

Sound Signals

All vessels must sound the appropriate signals prescribed in Maritime Rule Part 22.

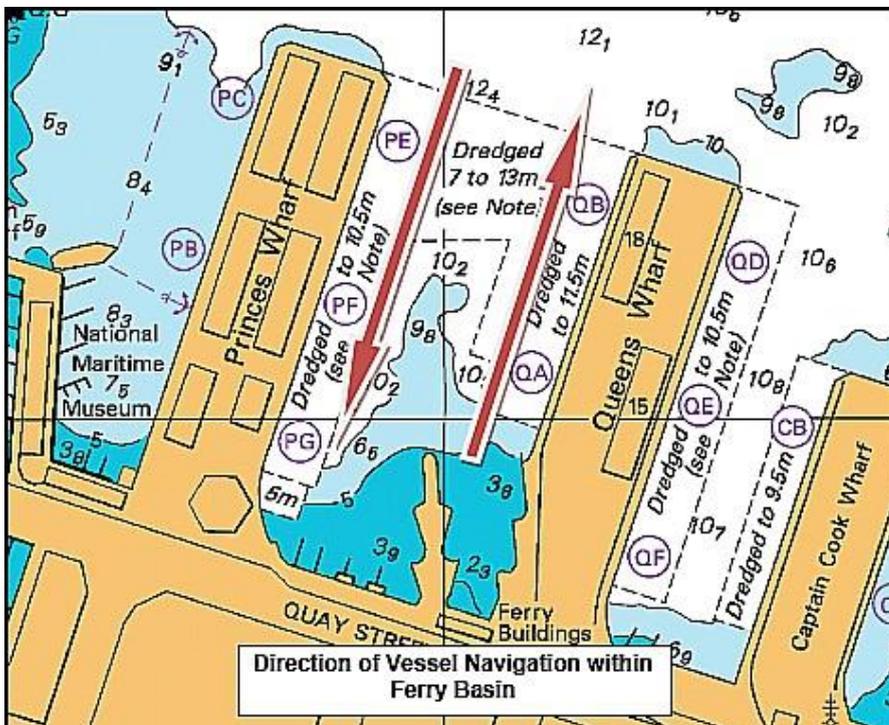


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Vessel Movements

Vessels navigating within the Downtown Ferry Terminal Basin are to travel in an anti-clockwise direction as shown on the following chart.

It should be noted the vessel “Kea” navigates in a manner different to other vessels.



Propeller Wash

Masters should be aware of the effect of propeller wash from other vessels manoeuvring within or near the Downtown Ferry Terminal Basin. Wash may travel under wharfs and affect the berthing and departure of vessels some distance away. Such wash may be evident for some time, particularly after the arrival or departure of a ship from Queens or Princes wharf. Wash from tugs is particularly strong.

Berthing of Ships

The berthing of ships within the Downtown Ferry Terminal Basin can have a major effect on ferry operations. To ensure the safe operation and berthing of all vessels, the berthing of ships over 500gt within the basin is restricted.



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Conduct of vessels over 500 gt

- 1) The Master and/or Pilot of a vessel of 500 gross tonnage or greater having completed a berthing manoeuvre, or about to commence a departure manoeuvre within the Down Town Ferry Terminal Basin shall broadcast an “all ships” message on VHF Ch 12 stating either;
 - a) the berthing manoeuvre is complete; or
 - b) the departure manoeuvre is to commence.
- 2) Between the hours of 07:30 to 09:00 hours and 16:30 to 18:00 hours daily (excluding Saturday and Sunday);
 - a) No vessel of 500 gross tonnage or greater shall;
 - i) Manoeuvre within the downtown ferry terminal basin,
 - ii) operate any propulsion or manoeuvring equipment.
- 3) The Master of a vessel of 500 gross tonnage or greater shall not operate their thrusters when alongside a berth in the Downtown Ferry Terminal Basin, unless the vessel has gained prior permission from a Pilot or Harbour Control.

When a ship is to lie alongside Queens Wharf, within the Downtown Ferry Terminal Basin, the position of the ship and its moorings can affect the berthing of ferries onto piers 1A, 1B and 1C.

To allow sufficient room for the berthing of ferries on these piers, no part of a ship shall, so far as is practicable to allow the safe working of cargo, be south of the mooring bollard at the 30 metre mark on the wharf.

(Note: this does not prohibit mooring a vessel to the south of this mark if required to safely work cargo).





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Nothing in this document prevents the berthing of any ship in the event of any emergency situation.

Shipping Notification

Vessel operators can register with PoAL to have their email included on an automatic ship movement notification list. This will keep operators up to date with planned ship movements.



Harbourmaster's Office

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