



Harbourmaster

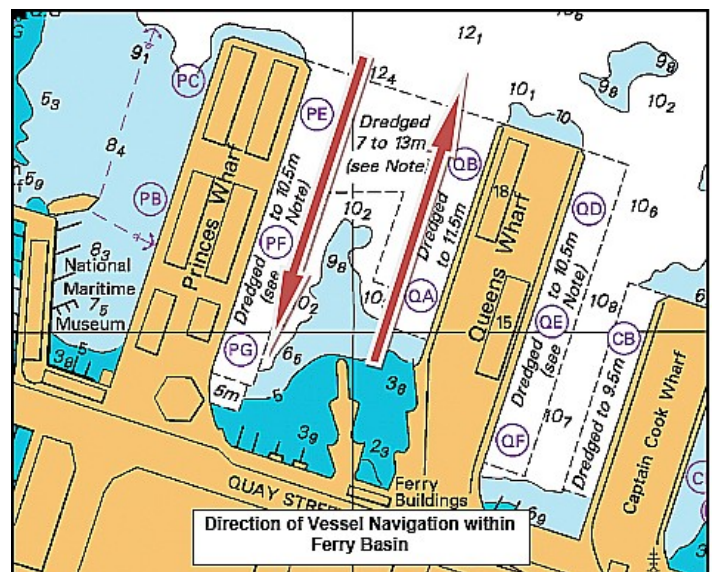
Harbourmaster's Office Auckland Downtown Ferry Terminal Basin Navigation Safety Operating Requirements

Vessel Movements

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

All vessels must operate in accordance with Maritime Rule Part 22 Collision Prevention.

Note: The Navigation Bylaw identifies this area, as an 'area reserved as the Auckland Ferry Terminal'.



*Location of arrows is indicative only

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 Bylaw, together with the practice of good seamanship.

In situations where a vessel fails to navigate as required by the Maritime Rules, Bylaw 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.



Harbourmaster

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 and 16 whilst within the Downtown Ferry Terminal Basin, and its approaches.

Speed

Every vessel must at all times proceed at a safe speed, taking into account the relevant Maritime Rules and Navigation Bylaw. 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.

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.



Harbourmaster

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).

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 movement

Harbourmaster's Office

Email: Harbourmaster@AT.govt.nz , Ph: (09) 362 0397

24/09/2021