

## **Northland Regional Council**

### **Harbourmaster's Direction 1 – 09**

#### **Whangarei Harbour Navigation Criteria – Ships 100 to 500 GRT**

##### **Forward**

On 3 August 2009 the pilotage tonnage for Whangarei Harbour was raised from 100 Gross Registered Tons (GRT) to 500 GRT. The pilotage tonnage was raised at the request of the Whangarei Harbour Safety Committee in recognition of the changed navigation requirements that had resulted from Port Whangarei closing to large commercial vessels, effectively focusing large vessel operations on Marsden Point. The committee agreed that the existing 100 GRT pilotage tonnage was no longer necessary.

Whilst the changed port facility operation has reduced the number of vessels transiting the navigation channels up-harbour from above Marsden Point, there is still the need for safe navigation criteria to be applied by vessels operating on the Harbour.

##### **Preamble**

These directions are issued pursuant to section 650C (3)(a) of the Local Government Act 1974 and describe communication and navigation requirements for vessels between 100 and 500 GRT navigating in the Whangarei Harbour pilotage area.

##### **Definitions**

“Whangarei Harbour Pilotage Area” has the same definition as contained in Maritime Rule Part 90, Pilotage Areas.

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

“Whangarei Harbour Radio” is the local navigation information station operated by Northport Limited.

##### **Purpose**

To promote the safety of navigation by:

1. Establishing communication criteria and reporting points; and
2. Prescribing navigation criteria for the Whangarei Harbour navigable channels.

##### **Application**

This direction applied to all vessels of between 100 and 500 GRT when navigating in the Whangarei Harbour pilotage area.

Vessels over 500 GRT are subject to compulsory pilotage. Local communication and navigation procedures are carried out by a licensed pilot in accordance with agreed harbour procedures.

##### **Harbour Communications**

Communications on Whangarei Harbour are coordinated by Whangarei Harbour Radio. The listening channel is VHF ch. 19 for all vessels over 100 GRT. Smaller vessels are encouraged to listen on VHF ch. 19 when navigating on Whangarei Harbour.

## **Reporting**

Vessel masters are required to report to Whangarei Harbour Radio at the following points:

### **Arrival**

1. 30 minutes before arrival at the Fairway buoy
2. When passing the Fairway Buoy
3. When passing Snake Bank beacon
4. When passing Wellington Rock beacon
5. When berthed (this report should also be made by for vessels berthed at facilities at Marsden Point.

### **Departure**

1. Prior to leaving the berth
2. When passing Wellington Rock beacon
3. When passing Snake Bank beacon
4. When passing the Fairway Buoy

Vessels that pass any of the above reporting points when shifting ship between Whangarei Harbour facilities are also required to report to Whangarei Harbour Radio.

Vessels that anchor anywhere in the harbour are required to report their anchoring time and position to Whangarei Harbour Radio. Similarly, vessels should report to Whangarei Harbour Radio prior to weighing anchor.

## **Vessel Passing Requirements**

Vessel passing restrictions are imposed for certain parts for the Whangarei Harbour navigation channels due to the winding and/or narrow nature of the channels.

Vessels transiting Whangarei Harbour usually only pass each other at One Tree Point. This is the only place on Whangarei Harbour that affords sufficient sea room for the safe passing of all sizes of vessels.

Passing is possible at other locations depending upon weather, tide visibility and the sizes and manoeuvring characteristics of the vessels involved. Such passing is at the discretion of the vessel's masters and pilot (if a pilot is embarked).

Vessel masters are to establish, at the time of reporting at the Fairway buoy inward bound or immediately prior to leaving the berth outward bound, what other vessel movements are taking place, or are imminent, on the Harbour. The master shall then make contact with the master(s) of the other vessel(s) and agree where vessel passing will occur.

## **Limitations**

Nothing in this Harbourmaster's Direction relieves the master of his or her obligation to comply with the requirements of Maritime Rules, local bylaws and Safety Management Systems.

## **Liability**

Northland Regional Council shall not, in any case, be responsible for any loss arising from the negligence of the master or crew of any vessel.