



# Bay of Islands

**Pre-arrival Information Pack 2018-2019**

# Contents

Cruise Ship Pre-arrival Information - Bay of Islands .....	3
Pilot arrangements and first contact .....	3
Pilot boarding.....	3
Creating a lee in North-North Easterly Conditions .....	4
Bay of Islands passage plan.....	5
Arrival plan.....	6
Departure plan.....	7
Passage Plan Outline.....	8
Anchorage Information.....	8
Tender operations.....	9
Overview .....	9
Waitangi.....	10
Tender routing to Waitangi.....	10
Waitangi plan .....	11
Waitangi Wharf overview .....	12
Paihia.....	13
Tendering to Paihia .....	14
Tender berth Paihia .....	15
Russell .....	16
Approaches to Russell Wharf.....	17
Weather information .....	18
Safety information .....	19
Marine pollution regulations .....	19
Other information.....	20
Use of drones.....	20
Customs and Immigrations and Agents .....	20
Local radio.....	20
First time visitors.....	20
Other local information .....	20

# Cruise Ship Pre-arrival Information - Bay of Islands

Welcome to the Bay of Islands. The following information is provided to assist with cruise ship passage planning. The plans and details below are based on many years of successful cruise ship visits. The information provided below will answer most queries visiting vessels have previously requested.

## Pilot arrangements and first contact

Pilotage for the Bay of Islands must be pre-arranged via agents or direct through the Northland Regional Council Harbourmaster.

Pilots may be Whangarei or Opuia based and will arrive at the pilot station **30 minutes** before the pre-arranged time. You will **not** be able to contact the pilot by VHF on Ch16 prior to this as there is no monitored port radio. Please do not try and call the pilot early as local vessels and the coastguard may reply and confusion may result. If the vessel is going to be delayed then you should relay a message to your agent who will be in contact with the duty pilot.

Once contact is made on VHF CH 16, the pilot will normally ask to change to VHF Ch12.

## Pilot boarding

The pilot boat 'Waikare' pictured right, is a multi-purpose work boat. The pilot will board off the bow. Boarding height is 2 metres. If the access door is at this height, or lower, then a ladder may not be required. Man ropes are not usually required for boarding.

**To prevent damage to the ladder, the ladder should be rigged to the correct height, then hauled clear until the pilot vessel is alongside.**

Boarding speed is typically 8 knots but may be reduced to 6 in adverse weather.

Occasionally it may be necessary for the ship to create a lee to allow for safe boarding by the pilot. This is typically the case in strong North to North Easterly swell conditions. In these instances, the Pilot will endeavour to board further out to allow additional room for manoeuvring. When a Lee is requested, it is preferable for the ship to keep further to the west of the leads before altering onto a Southerly/South Easterly heading for the pilot to board on the starboard side. Once the pilot is on board, the ship can alter to starboard to proceed back to the white sector of the lead.

Pilot boarding approximate position:

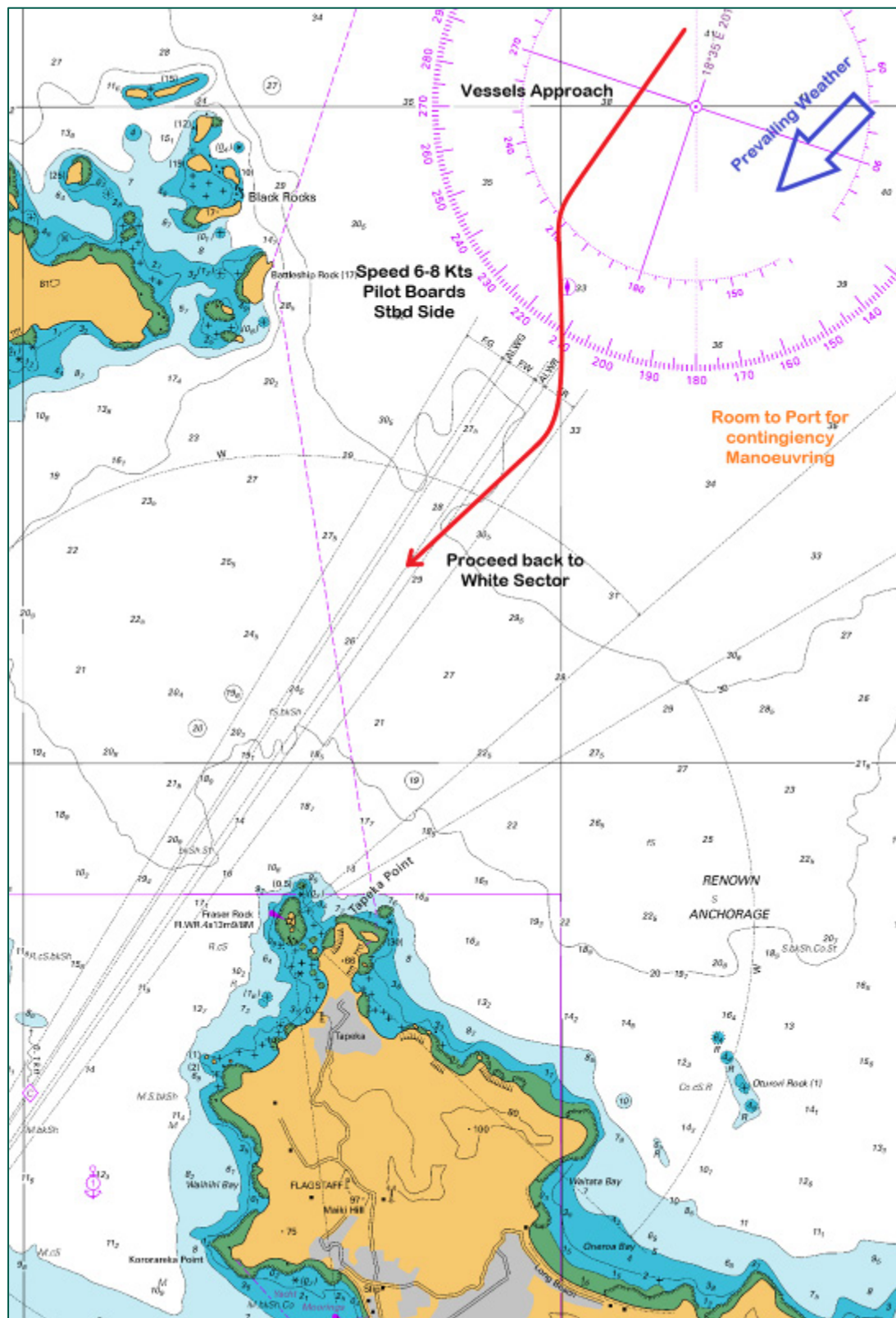
35° 12.55S 174° 08.05E

2nm from Tapeka in White sector





# Creating a lee in North-North Easterly Conditions



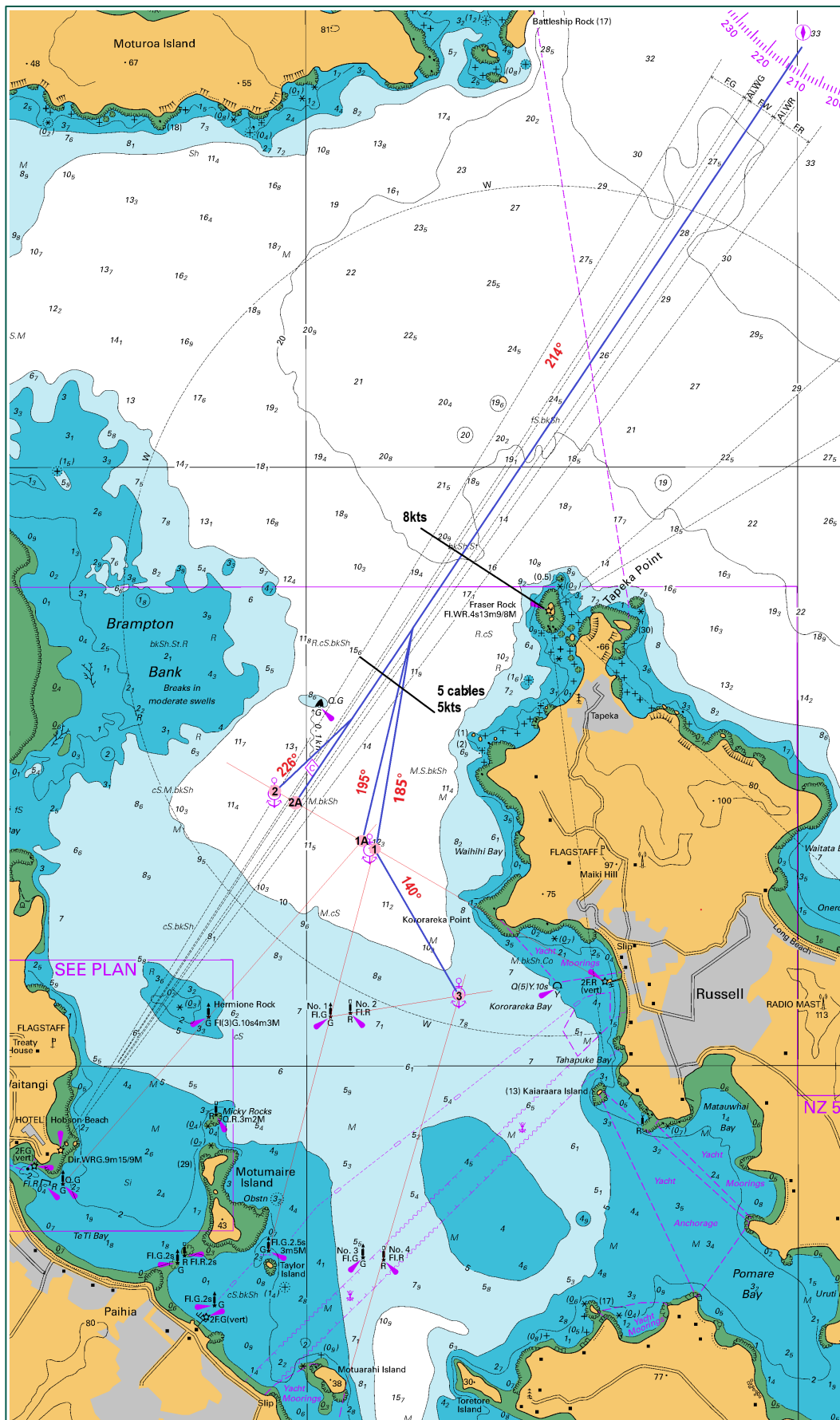
This is indicative only, in more Northerly conditions an alteration further to the South East to create a suitable lee may be required.

# Bay of Islands passage plan

It is requested that the ship has full light sectors displayed on their ECDIS for both arrival and departure, so the Waitangi Lead Light sectors are shown. The pilot will board with a prepared passage plan which includes the use of the Waitangi Lead Light. It is expected that visiting vessels in keeping with best practice also take it into their consideration when planning and executing their transits. With relatively few other aids to navigation by way of buoys and beacons on the initial approach, the directional light plays a major role as far as visual references are used in the safe navigation of the vessel.

The designated anchorages are chosen as the best combination of safe depth of water, shelter from sea and swell and closest proximity to the ISPS compliant landing facilities. The designated anchorage for each vessel is assigned by the Harbourmaster pre-arrival. If there are two vessels visiting the Bay there is little flexibility and therefore it is important to ensure that that vessel anchors as close as possible to the position prescribed.

# Arrival plan



## This is a detailed nautical chart of the Bay of Plenty coastline in New Zealand. The chart shows various geographical features including Moturoa Island at the top, Bampton Bank with its moderate swells, and several smaller islands like Motumaire and Motuarahi. Key navigational points are marked with compass roses and bearings, such as 046°, 015°, 005°, and 320°. Depth soundings are provided throughout the water areas. Landmarks include Flagstaff, Maitangi, and Russell. A prominent red line runs diagonally across the chart, likely indicating a specific navigational route or boundary. Other features include battleship rock, Fraser Rock, and various reefs and shoals. The chart also shows some infrastructure like a radio mast near Russell and a hotel near Maitangi.

## Passage Plan Outline

Pilot Boarding Ground 35° 12.9'S 174° 7.8'E. Proceed in on 214°		Pilot Boarding 6-8 Knots
For Anchorages 1/1A 3 and C	From 214° alter course in Position 35°12.55'S 174° 08.4'E	8 Knots when passing Tapeka
For anchorage #1	Onto 185°	Final Position 35° 15.28'S 174° 06.27'E
For anchorage #1A	Onto 195°	Final Position 35° 15.26'S 174° 6.20'E
For Central Anchorage	Onto 200°	Final Position 35°15.16'S 174°06.17'E
For anchorage #3	Approach as for #1, when in #1 Anchorage Position, Alter on to 140°	Final Position 35°15.76'S 174°06.62'E
For Anchorage 2A	Remain on 214	Final Position 35 15.12'S 174°05.93'E (Centre of the white sector)
For Anchorage #2	From 214 alter course when in position 35° 14.85'S 174° 06.19'E Onto 226°	Final Position 35° 15.09'S 174°05.93'E (Outer Edge of Green Sector)

## Anchorage Information

Anchorage number	Latitude	Longitude	Charted depth	Max draught	Max length	Dist to 10m line	Dist PBG to Anchorage
1	35° 15'.28S	174° 06'.27E	12.0m	10.0m	330m	0.24'	2.73'
1A	35° 15'.26S	174° 06'.20E	12.5m	10.5m	350m	0.27'	2.73'
Central	35° 15'.16S	174° 06'.17E	12.5m	10.5m	350m+	0.35'	2.64'
2	35° 15'.09S	174° 05'.87E	11.0m	9.2m	300m	0.25'	2.70'
2A	35° 15'.12S	174° 05'.93E	11.5m	10.5m	350m	0.32'	2.70'
3	35° 15'.76S	174° 06'.62E	10.0m	8.3m	160m	0.22' (to 5m Cont)	3.29'



Anchorage 1, 2 and 3 have been the long established positions. Due to the more frequent double vessel visits, and the increasing length of vessels, 1A is often used if only one vessel in the harbour for vessels around 300m LOA giving slightly more clearance from the 10m contour.

In the case of two vessels visiting, anchorage 1 is usually designated for the smaller vessel and 2A for the larger if over 300m. Two pilots are generally used when vessels arrive close together, and will liaise with each other and the ships master's to ensure both vessels are safely anchored.

The central position can be used for larger vessels requiring maximum clearance. Note however that the further out into the bay, even by a small distance, exposes the vessel to more ocean swell. The pilot will provide up-to-date advice on the day.

## Tender operations

### Overview

After the vessel is safely anchored, the pilot will provide advice on tender operations. The only ISPS compliant landing facility is at Waitangi which is reserved for passenger ship use during the vessel's stay. Pre-arranged trips will generally meet with passengers at Waitangi, and a bus is normally provided between Waitangi and Paihia town 5 minutes away.

Landing is also possible at Russell wharf direct. However please note that Russell wharf can be busy in peak season, and is open to tourist operators, ferries and the public.

Paihia wharf is not generally suitable for tender operations as this is mainly a commercial wharf with little spare capacity for tenders. However, when two cruise vessels are in the harbour then the vessel at 1 or 1A will normally tender to Paihia, and the vessel at 2 or 2A will tender to Waitangi. This allows for separation of passengers and less confusion at the tender arrival points.

Shore Tendering: two Ex Sun Princess tenders are being prepared for use this 2018-19 season to assist. These will be able to support or replace some of the ships tenders as required. Towards the end of the tender operations, the ships tenders can be recovered allowing shore tenders to complete the final passenger transfers. This will also aid prompt departure of the vessel.

There is some limited availability of tenders via one of the local tourist operators, but it is weather dependant, and dependant on the operator's other commitments. Contact your agent for availability.

Navigation safety in the Bay of Islands is regulated under the Northland Regional Council Navigation Safety Bylaw 2017, available from the Northland Regional Council Website:

[www.nrc.govt.nz/navigationbylaw](http://www.nrc.govt.nz/navigationbylaw)

Speed of tenders is to be five knots or less when:

- Within 50 metres of any other vessel, floating structure or person in the water; or
- Within 200 metres of the shore or any structure; or
- On the inshore side of a row of buoys marking the limit of a five knot area; or
- Within 200 metres of any vessel or floating structure that is flying Flag A.

The Harbourmaster's permission must be obtained before any refuelling occurs. If required, the Pilot vessel Waikare can lead the first tender in to show the way to the tender berths.

# Waitangi

Tender Berth: 35° 16.34'S 174° 4.89'E

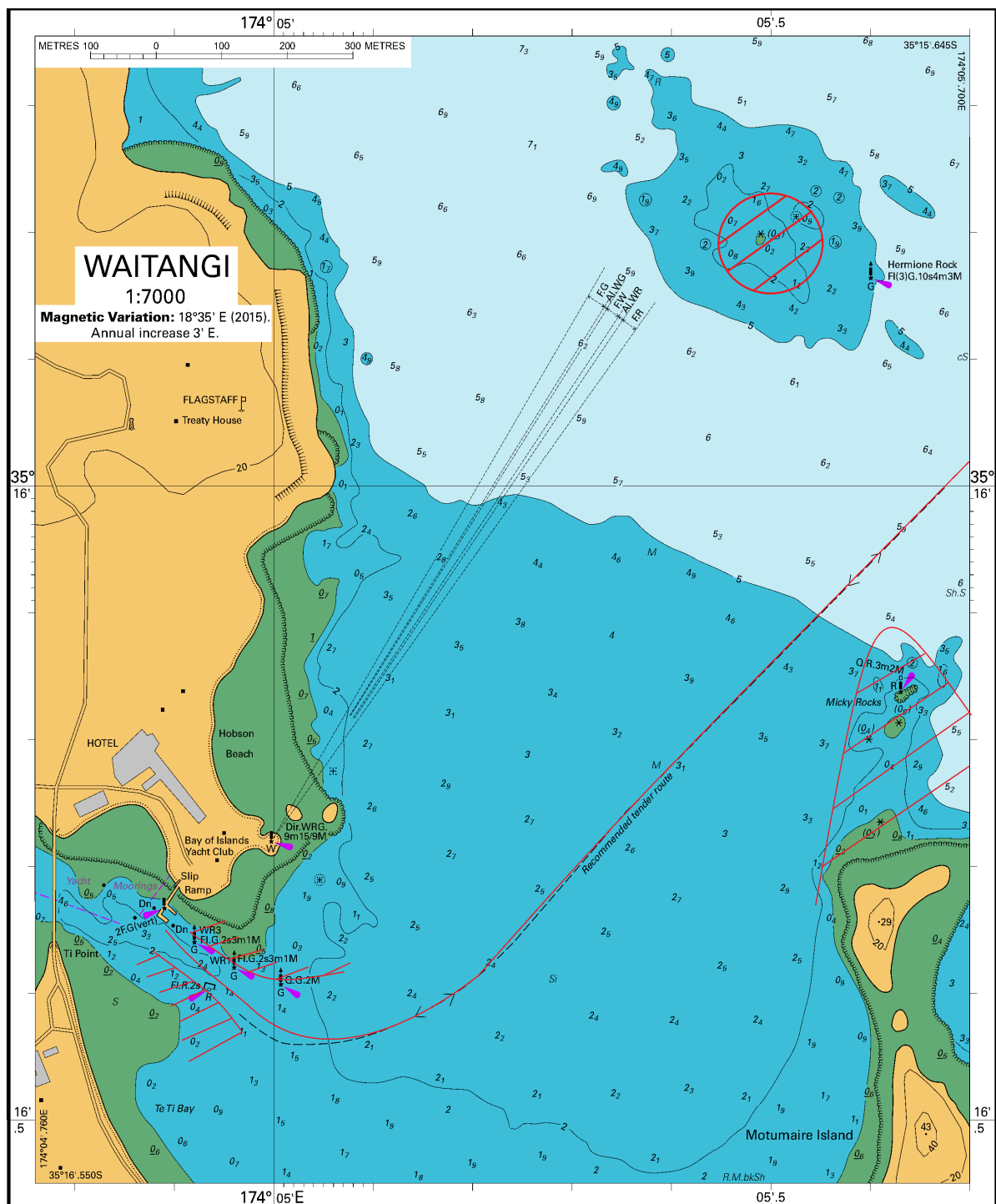
Waitangi is the only ISPS compliant Facility in the bay of islands and is especially set up to accommodate tendering operations. It is approximately 1.7nm and a 20 min trip from the anchorage in to the tender berth. Tenders should proceed in from the anchorage to pass between the Starboard Hermione Rock Beacon and the Port Mickey Rocks Beacon and head towards the Waitangi lateral marks. The outer most green lateral mark must be kept to starboard. Once around the outermost green Waitangi lateral mark the channel is easily made out and the tender berth can be observed. Ensure that the tenders keep to the marked channel and do not cut corners. Passing on the shore side of the Starboard Waitangi Beacons will result in grounding on rocks. Passing on the shore side of the Port Waitangi Buoy will result in grounding on sand. On approach to the tender berth a shore representative will guide the tender in where to berth. The berth can accommodate 3 tenders at any one time, two tenders on the outside and one on the inside. Refer to attached berth plan.

Ensure the tender skippers are clear that it is not safe to go the wrong side of Hermione, Rock beacon, Mickey Rock beacon, or the Waitangi Starboard hand beacons. There are rocks and reefs that will damage the tenders, especially at low tides.

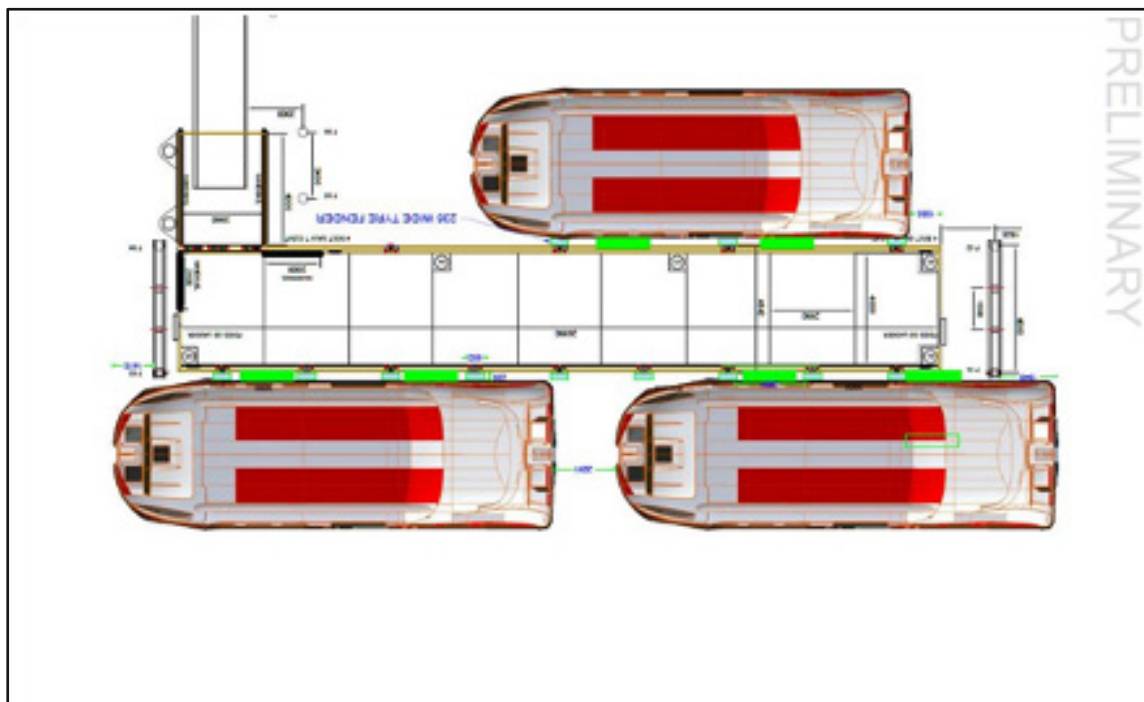
## Tender routing to Waitangi



## Waitangi plan



## Waitangi Wharf overview





## Paihia

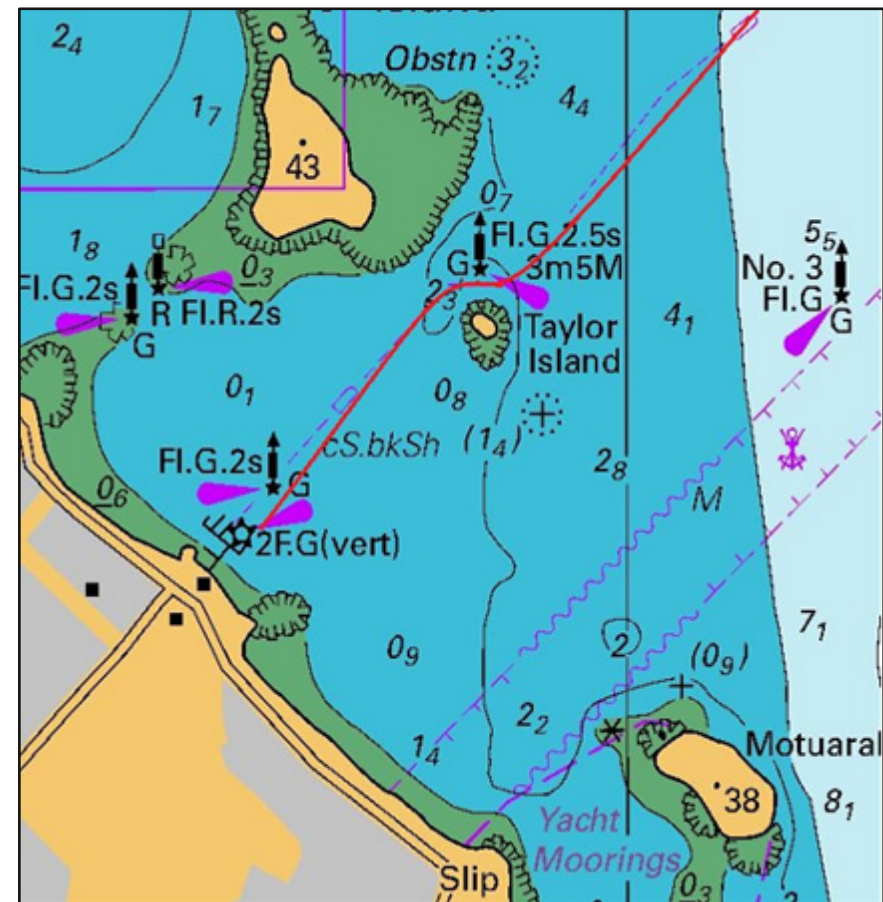
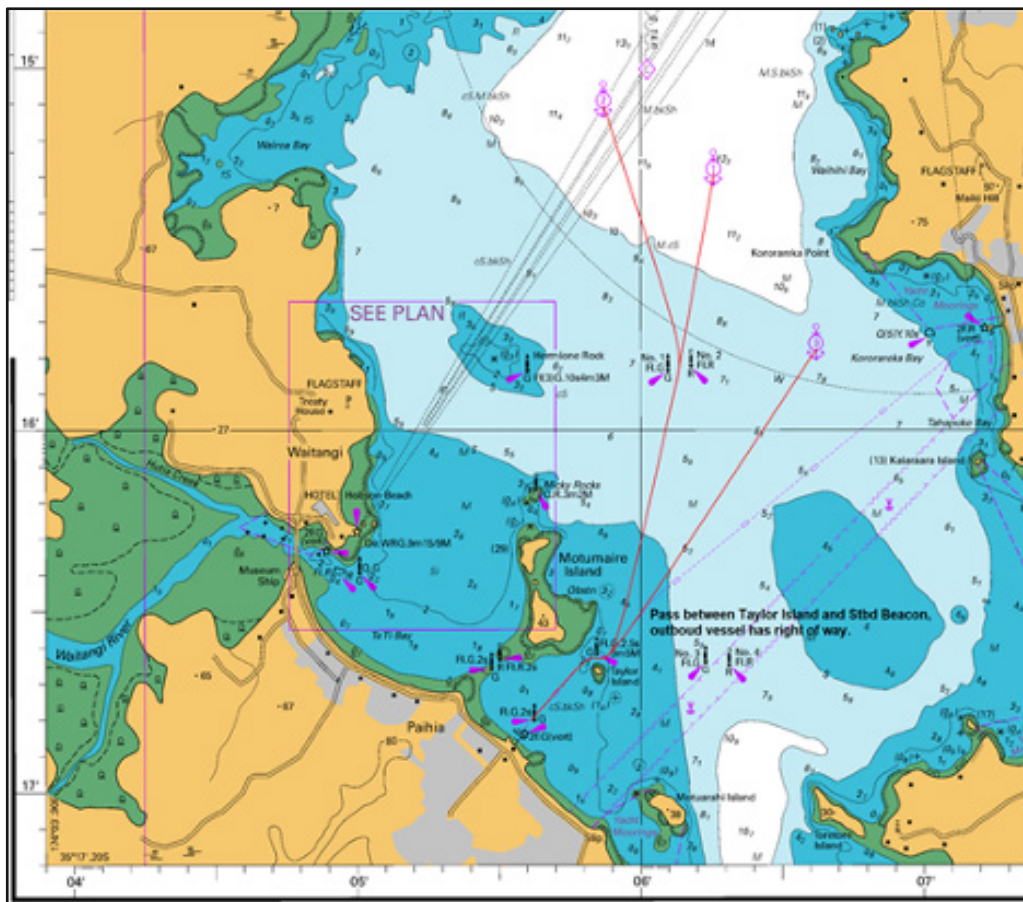
**Tender Berth: 35° 16.82'S 174° 5.57'E**

When two vessels are occupying 1 and 2 anchorages, typically the vessel occupying #1 Anchorage will tender to Paihia. Paihia is a non ISPS compliant facility and it is important to note that it is a busy wharf used by the local transport operators. It is also accessible by the public both from the shore side and from recreational vessels. There is commercial ferry traffic arriving and departing frequently with limited room to manoeuvre once inside the basin. Care should be taken by the tender skippers to check that there is enough room before heading in (or departing) to avoid congestion.

On the approach into Paihia, it is important to keep the Taylor Island starboard beacon to starboard so as to pass between the beacon and Taylor Island. It is a narrow passage and can accommodate only one vessel at a time. When two vessels look to meet, due to the limited space inside, local convention is that the vessel outbound has right of way and the inbound vessel is to wait until the passage is clear before proceeding in.

Pontoon #5 is typically reserved for tendering and will accommodate 2 tenders at one time, one each side. It is important that the tenders keep to their assigned jetty to minimize disturbance to local traffic and public. In addition there are local yacht moorings in close proximity once inside the basin and so care should be taken to keep tender wakes to a minimum, in any case tenders should not be proceeding any quicker than 5 knots once within 200m of shore, or within 50m of another vessel.

## Tendering to Paihia



Tender berth Paihia



## Russell

**Tender Berth: 35° 15.73' S 174°7.24'E**

Russell is a small historic town that cannot cope with a large influx of passengers at once, so it is not possible for all ship's passengers to tender direct to there. Tendering into Russell is typically only done from smaller vessels occupying #3 Anchorage. Individual tenders can proceed direct to Russell from any anchorage in the case, for instance, of a shore excursion party. The tender route into Russell is relatively simple however be aware that the wharf, like Paihia, is a non ISPS compliant facility and is used by commercial transport operators, recreational boats and is also accessible by the public from the shore side. This can make the wharf and approaches very busy. The northern side of Russell wharf is reserved for use by commercial operators only. The pontoon to the south is free for use by ships tenders, public and recreational traffic.

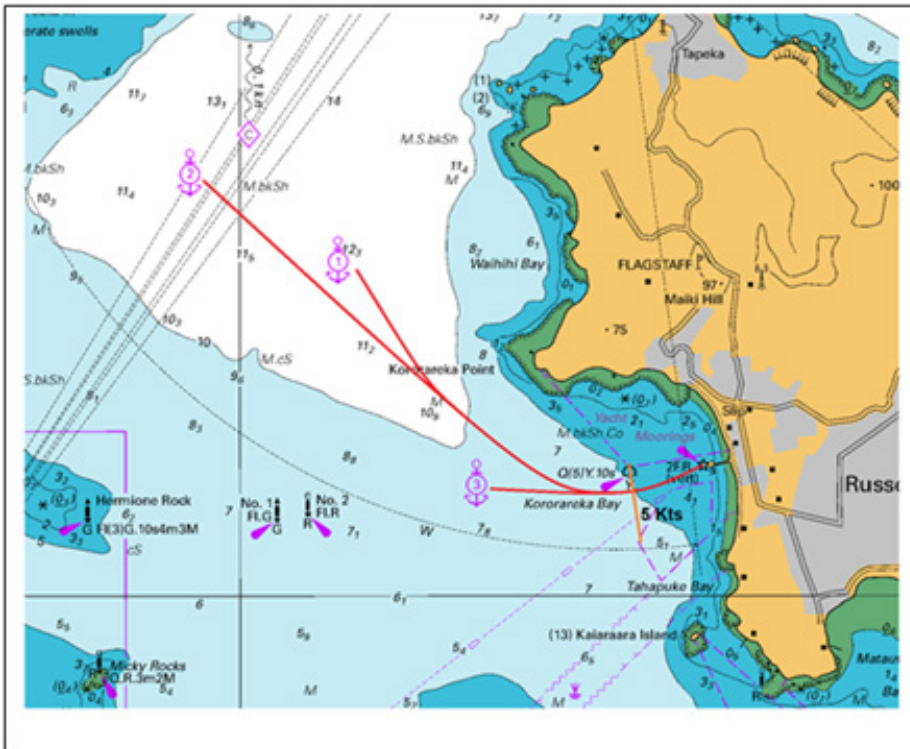
The main points to note when approaching the tender berths are that there are yacht moorings either side of the approach to the wharf. There is a clear channel between the moored vessels to access the wharf however care needs to be exercised to ensure that tenders keep their wakes to minimum, if necessary stopping completely to allow the wake to dissipate before proceeding past the moorings. Yellow buoys demark the 5 knot zone on approaching the wharf and tender skippers are to ensure that they are proceeding at or below 5 knots on the inshore side of these buoys.

A vigilant lookout is to be kept and care taken for both for commercial and recreational traffic, small craft such as paddle boards and kayaks as well as swimmers near the wharf.

A regular ferry service runs between Russell and Paihia.



## Approaches to Russell Wharf



# Weather information

The Bay of Islands weather can change rapidly. Wind speeds of 30 knots from the NE may in combination with a NE swell make Pilot Transfers and tendering difficult and the situation should be monitored carefully. Each situation should be reviewed on a case by case basis and will be discussed with the pilot.

Wind speeds consistently exceeding 35 knots from any direction should warrant serious consideration, and a discussion with the Harbourmaster over conditions for the call.

Swell can often worsen when crossing the 20m contour line off Fraser rock but eases significantly at #1 Anchorages, and seldom affects operations at #3.

#1 and #2 anchorages are most affected by wind and swell conditions from the North East given its North Easterly exposure, #2 is the most exposed anchorage, while #1 anchorages provide a moderate amount of shelter. #3 Anchorage is a very sheltered position however in high winds ships should remain especially vigilant as there is not much room between the anchoring position and the grounding line should the ship drag its anchor, particularly in SW conditions.

The Pilot will provide advice on which anchor to use based on the weather conditions on the day to best create a natural lee for tendering.

**If vessels have preferences for anchoring or which side they are limited to tender off then these should be made known to the pilot prior to arrival.**

Occasionally thick fog can be present in the bay during early mornings but typically burns off before mid-morning.

# Safety information

1. There is an 8.8m shoal adjacent to Brampton Buoy on the approaches within the pilot area. The pilot will keep the vessel well clear. The Brampton Buoy now marks this shoal.
2. The Bay of Islands weather can change rapidly. Sea conditions also change rapidly, especially in North Easterly weather. Vessels should maintain contingencies for engine availability and immediate departure if required.
3. Navigation safety in the Bay of Islands is regulated under the Northland Regional Council Navigation Safety Bylaw 2017, available from the Northland Regional Council Website.
4. Speed of tenders is to be five knots or less when:
  - Within 50 metres of any other vessel, floating structure or person in the water; or
  - Within 200 metres of the shore or any structure; or
  - On the inshore side of a row of buoys marking the limit of a five knot area; or
  - Within 200 metres of any vessel or floating structure that is flying Flag A.
5. Refuelling of tenders is allowed, provided all precautions are taken to prevent any spill.
6. Hot work inboard is permitted provided the code of safe working practices is complied with, as well as ships safety procedures. Any overside work should be discussed with the Harbourmaster.

## Marine pollution regulations

Due to concerns for the Bay of Islands marine environment and the effects of sewage discharges from ships, the Northland Regional Council seeks clarification of visiting cruise ship's compliance with the Resource Management (Marine Pollution) Amendment Regulations 2002.

In summary, these regulations, in conjunction with the requirements of the Regional Plan for Northland, make it illegal for a vessel to discharge untreated sewage into any coastal waters that are within all Northland Harbours, including the Bay of Islands.

Given the sensitive nature of the environment, and the size of the ships, preference is that there is no discharge of treated sewage at all within Northland coastal waters.

The discharge of oil, untreated sewage or garbage is strictly prohibited. Any accidental discharge should be reported to the Northland Regional Council on **+64 800 504 639**

No over side washing, chipping, painting or other work that may cause releases to the environment will be allowed.

Please try to keep exhaust fumes as clean as possible. Clouds of black smoke are not well received by locals.

# Other information

## Use of drones

Commercial or private use of drones to film the ship during its arrival or departure from the bay of islands is strictly prohibited with no exceptions. Filming is allowed once the ship is safely at anchor and clearance has been granted by the Pilot.

## Customs and Immigrations and Agents

Shore officials will arrive by their own vessels once the ship is anchored. Tenders may be launched, but must stay by the vessel until the officials give clearance to proceed to shore. Every effort is made not to delay tendering operations. Should the officials be delayed, the master should request the pilot call the agent, who will most likely be able to liaise with the officials to allow the first tender to proceed to shore.

## Local radio

There is a local harbour radio called Russell Radio that operates on VHF CH 63 with limited hours. This is primarily a recreational craft advice radio station, and there is no requirement for the cruise vessel to call in. The Pilot and/or Harbourmaster often use this radio to provide local warnings regarding visiting vessels, in particular when manoeuvring.

If the vessel wishes to speak to the Harbourmaster or Pilot, please use the telephone numbers provided by the pilot, or call the agent.

## First time visitors

For vessels on their first visit to the Bay of Islands, it is customary to carry out a plaque exchange. Tender operations ferrying VIPs out to the vessels adds to an already busy day for the ship. In consideration of this, the usual practice is for the Pilot (who when possible on these occasions will be the Senior Harbourmaster) will present the plaque following the inbound pilotage. A more formal or a cultural ceremony and welcome will sometimes be available ashore at Waitangi.

## Other local information

The Bay of Islands is one of the most popular recreational boating areas in New Zealand. Small vessels will often be out before dawn fishing on the approach line. There is a Harbourmaster's legal direction not to impede the approach line during cruise ship visits, and to keep well clear. The pilot vessel will endeavour to enforce this and clear the way. Use of the ships whistle is strongly advised if in doubt!

There are frequent events and sail racing competitions. The Harbourmaster will ensure these do not cause any problem for the cruise ship or tender.

If you have any further queries please ask the Harbourmaster, Pilot or agent. We hope your visit goes well, and is enjoyable. If you encounter any problems, or wish to feedback any information please feel free to contact us at email: [harbourmaster@nrc.govt.nz](mailto:harbourmaster@nrc.govt.nz)