



Ture ā-Rohe Whakaterere Waka Haumarū 2025

Navigation Safety Bylaw 2025

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Whakarāpopototanga | Summary

Whakarāpopototanga | Summary

This summary is not part of the Bylaw but explains its general effects.

The purpose of this Bylaw is to regulate maritime safety and minimise the risk of fatalities, injuries, nuisance, accidents, collisions and damage on Northland's navigable waters.

The Bylaw seeks to achieve this by specifying general responsibilities about:

- a. the carriage and wearing of personal floatation devices on recreational vessels;
- b. how to undertake certain activities;
- c. the use of restricted areas, access lanes, prohibited and restricted anchorages, and reserved areas;
- d. conduct near large vessels;
- e. ensuring vessels are seaworthy, identifiable and have appropriate equipment;
- f. the need to obtain a licence for and maintain moorings; and
- g. operating a large vessel.

This Bylaw is part of a wider maritime legislative framework, the rules set out to supplement and work alongside national rules providing for region-specific considerations. They do not negate any national rule and should be read in conjunction with the [Maritime Rules](#) and [Maritime Transport Act 1994](#).

Northland has an extensive network of waterways, including harbours, inlets and estuaries which are diverse and unique. This Bylaw enables these areas to be addressed in a way that provides for their specific conditions and the demands placed on these areas by users.

Map of Northland



1 Ngā whakaritenga whakataki | Preliminary provisions

1.1 Title and commencement

1.1.1 This Bylaw is the Northland Regional Council Navigation Safety Bylaw 2025.

1.1.2 This Bylaw comes into force on <dateTBC>.

1.2 Areas within which this bylaw applies

1.2.1 This Bylaw applies to the waters in estuaries, inlets, harbours and along the Northland coast between the following boundaries:

- a. the outer boundary being 12 nautical miles from the shore; and
- b. the inner boundary being the line of mean high water springs, except where the line crosses a river, in which case the inner boundary is deemed to be the landward boundary of the Coastal Marine Area as defined in the Regional Plan for Northland.

1.3 Related information

1.3.1 Related information shown in boxes does not form part of this Bylaw and may be inserted, changed or removed without any formality

1.4 Definition of terms

1.4.1 Unless the context requires another meaning, a term or expression that is defined in the Maritime Transport Act 1994 or Maritime Rule and used in this Bylaw, but not defined, has the meaning given by the Act or Maritime Rule.

Access lane - an area designated as an access lane in Schedule 2 of this bylaw.

Accident - the same meaning as in Section 2 in the Act.

Act - the Maritime Transport Act 1994.

Aid to Navigation includes:

- a. any lightship and any floating or other light exhibited for the guidance of ships;
- b. any description of fog signal not carried on a vessel;
- c. all marks and signs in aid of marine navigation;
- d. any electronic, radio or other aid of marine navigation not carried on board any ship.

Aircraft - the same meaning as in the Civil Aviation Act 1990; any machine that can derive support in the atmosphere from the reactions of the air otherwise than by the reactions of the air against the surface of the earth.

Anchorage (in relation to vessels) - a place (enclosed or otherwise) normally used for the anchoring of vessels to the bed of the waterway, whether the place is reserved for such purposes or not.

Anchoring - the temporary securing of a vessel to the bed of the waterway by means of an anchor, cable or other device, that is normally removed with the vessel when it leaves the site or anchorage.

Beacon - a light or mark rigidly attached to the seabed or ground set up in a prominent position as an Aid to Navigation or a warning to vessels.

Board sports - any board sport, including windsurfing, sailboarding, kiteboarding, stand-up paddleboarding, knee boarding, body boarding and surfing where the means of propulsion is by wind, waves, other natural forces or paddle, and where no mechanical means of propulsion is used.

- a. **Surfing Board Sports** - includes surfers, stand-up paddleboarding, knee boarding and body boarding
- b. **Foil Board** - any board fitted with a hydrofoil.
- c. **Wind powered board sports** - any wind powered board sport, including windsurfing, sailboarding, kiteboarding, or other wind powered means of propulsion for a board.

Board - Power driven - a board powered for instance by electric propulsion. For the purposes of this Bylaw this is a power-driven vessel.

Buoy - a float secured to the seabed serving as an Aid to Navigation or location mark, or to indicate reefs, other hazards or a mooring.

Buoyancy Aid -

- a. a buoyancy aid as defined in NZ Standard 5823:1989 or NZ Standard 5823:2001 or NZS 5823:2005; or
- b. a buoyancy aid that the Director is satisfied substantially complies with the standard prescribed in paragraph (a) and that provides a minimum of 53 newtons of buoyancy.

Coastal Marine Area - the foreshore, seabed, and coastal water, and the airspace above the water:

- a. of which the seaward boundary is the outer limits of the territorial sea;
- b. of which the landward boundary is the line of mean high water springs, except that where that line crosses a river, the landward boundary at that point shall be whichever is the lesser of:

- i. one kilometre upstream from the mouth of the river; or
- ii. the point upstream that is calculated by multiplying the width of the river mouth by five.

Commercial vessel - a vessel that is not:

- a. a pleasure craft; or
- b. solely powered manually; or
- c. solely powered by sail.

Council - Northland Regional Council or any person delegated or authorised to act on its behalf.

Craft - the same meaning as ship or vessel.

Crew - the persons employed or engaged in any capacity on board a vessel, but does not include the master, a pilot, or a person temporarily employed on the vessel while in port.

Director means the person who is for the time being the Director of Maritime New Zealand under Section 439 of the Act.

Diver - includes persons diving from shore and/or from a vessel, including a scuba diver, snorkeller, freediver, spearfisher.

Emergency response craft - any vessel approved by the Harbourmaster for use in emergency response and includes Police, Customs, Coastguard, Harbourmaster, Surf Lifesaving NZ, naval and port company vessels.

Enforcement Officer - a person appointed as an Enforcement Officer under Section 33G(a) of the Act.

Explosive - any substance or mixture or combination of substances which in its normal state is capable either of decomposition at such rapid rate as to result in an explosion or produce a pyrotechnic effect. Substances included within this definition are detailed in the Hazardous Substances and New Organisms Act 1996.

Flag A - Flag A of the International Code of Signals (the divers' flag), a burgee (swallow-tailed) flag coloured in white and blue, or a rigid replica, with white to the mast. A flag exhibited on a vessel must be not less than 600mm by 600mm and must be able to be identified clearly by other vessels.

Flag B - Flag B of the International Code of Signals, a burgee (swallow tailed) flag coloured in red, or a rigid replica, of not less than 600mm by 600mm.

Flagged area that area of beach which may be marked by red and yellow flags from time to time and extending to 200 metres from the actual water's edge for the purposes of swimming.

Foreshore - any land covered and uncovered by the flow and ebb of the tide at mean high water springs and, in relation to any such land that forms part of the bed of a river but does not include any area that is not part of the Coastal Marine Area.

Gross tonnage - the gross tonnage of a ship determined under Maritime Rule 48.6 or the tonnage measurement rules contained in Annex 1 of the International Convention on Tonnage Measurements of Ships 1969, as the case may be.

Harbourmaster - the same meaning as in Section 2 of the Act; in relation to a port, a harbour, or other waters in a region. Any person appointed as a Harbourmaster of that port or harbour, or those waters, under Part 3A. The Northland Regional Harbourmaster is appointed to ensure maritime safety at any port, harbour, or waters in the Northland Region. For the purposes of this Bylaw, this also means someone acting on behalf of the Northland Regional Harbourmaster.

Hazardous goods - any substance that is an actual or potential cause or source of harm.

Honorary Enforcement Officer - the same meaning as in Section 33G of the Act.

Hot Work - includes activities such as grinding, welding, thermal or oxygen cutting or heating, and other related heat or spark producing operations.

Immobilisation - when a vessel's engine is deliberately disabled for a period of time due to repairs.

Impede the passage - to cause a vessel, whether by action or inaction on the part of another vessel, to alter course, alter speed or stop, or to prepare to do so when it would have otherwise not done so.

Incident - any occurrence, other than an accident that is associated with the operation of a vessel, that affects or could affect the safety of the operation.

Length overall means the length of the ship measured from the foreside of the head of the stem to the aftermost part of the transom or stern of the ship. Length overall:

- a. does not include fittings (such as beltings, bowsprits, platforms, gantries, trim tabs, jet and outboard drive units) that project beyond these terminal points; and
- b. includes structures (such as bulbous bows, deckhouses, free flooding bait tanks and buoyancy tubing) that project beyond these terminal points.

Maritime Rules - a rule made pursuant to Part 4 of the Act.

Master - any person having command or charge of a vessel, but does not include a pilot who is piloting the vessel.

Means of communication - a manual or electronic way to attract attention from a land based or seaborne person

Moor:

- a. the securing of any vessel to a structure;
- b. the securing of any vessel to a mooring.

Mooring:

- a. any weight, pile or article placed in or on the foreshore or the bed of a waterway for the purpose of permanently securing a vessel, raft, aircraft, or floating structure; and
- b. pile or swing moorings, including any wire, rope, chain, buoy, or other device attached or connected to the pile or weight; but
- c. for the purposes of this Bylaw, does not include an anchor that is normally removed with the vessel, raft, aircraft, or floating structure when it leaves the site or anchorage.

Mooring area means the area from time to time designated by council as a mooring management area under the Resource Management Act 1991 where vessel moorings may be placed, but does not include an anchorage.

Mooring tackle - all the physical components of a mooring, including the block, weight, chains, lines, and buoys that make up the mooring system, and in the case of pile moorings, includes the pile.

Nautical chart - a special-purpose map, or a specifically compiled database from which such a map is derived, that is issued officially by, or on the authority of, the relevant government institution and is designed to meet the requirements of marine navigation.

Navigable waters - any waters, whether coastal or inland, which are able to be navigated, and includes harbours.

Navigate - the act or process of managing or directing the course of a vessel on, through, over, or under the water.

Obstruction - an object, equipment, structure, vessel or person, positioned, whether in the water or not, so as to restrict or prevent navigation of a vessel or cause a hazard to people on a vessel, or in the water.

Oil - petroleum in any form including crude oil, fuel oil, sludge and oil refuse, and includes spirit produced from oil and oil mixed with water and refined products (within the meaning of Section 222 of the Act).

Owner - the same meaning as in Section 2 of the Act.

Paddle craft - a vessel powered only by use of a single or double bladed paddle as a means of propulsion without the aid of a fulcrum provided by rowlocks, thole pins, crutches or like arrangements. A paddle craft includes a kayak, canoe, stand-up paddleboard, waka, dragon boat and other such craft.

Personal flotation device - any certified buoyancy aid that is designed to be worn on the body that meets:

- a. a Standard in NZS 5823:2005 Specification for buoyancy aids and marine safety harnesses and lines applicable to such buoyancy aids;
- b. a national or international standard that the Director is satisfied substantially complies with a standard in NZS 5823:2005 Specification for buoyancy aids and marine safety harnesses and lines applicable to such buoyancy aids.

Person in charge of a vessel:

- a. the master or skipper or kaihautū of the vessel;
- b. in the absence of an identified master or skipper, the owner of the vessel that is on board or the person steering the vessel;
- c. in case of a child under the age of 15 years, the person in charge will be the parent or guardian of the child.

Personal water craft - the same meaning as in section 33B of the Act. These craft are commonly known as jet skis.

Pilot (in relation to any vessel - any person not being the master or a member of the crew of the vessel who has the conduct of the vessel.

Power-driven vessel - any vessel propelled by machinery.

Proper speed - speed through the water.

Public Notice - a notice published:

- a. in the *Gazette*; or
- b. in one or more newspapers circulating in the area to which the act, matter, or thing relates or in which it arises; or
- c. on an internet site that is administered by or on behalf of the person who must or may publish the notice, and that is publicly available as far as practicable and free of charge.

Raft - an inflatable vessel manoeuvred by oars or paddles (or a combination thereof), but does not include inflatable kayaks, sledges or tubes.

Recreational craft - the same meaning as defined in the Maritime Rules Part 91 and as *pleasure craft* as defined in the Act.

Explanatory note:

Section 2 of the Act states:

Pleasure craft -

- a. means a ship that is not offered or used for hire or reward, and is used exclusively for
 - i. the owner(s) pleasure or as the owner(s) residence; or
 - ii. recreational purposes by -
 - A. the members of a club that owns the ship;
 - B. the beneficiaries of a trust that owns the ship;
 - C. the members of an incorporated society that owns the ship; but
- b. excludes a ship that is -
 - i. provided for transport, sport or recreation by, or on behalf of, an institution, hotel, motel, place of entertainment, or establishment or business;
 - ii. used on a voyage for pleasure if the ship is normally used, or intended to be normally used, as a fishing ship or for the carriage of passengers or cargo for hire or reward;
 - iii. operated or provided by -
 - A. a club, incorporated society, or trust for non-recreational purposes; or
 - B. a business.

Maritime Rules Part 91 states:

Recreational craft means a vessel that is

- a. a pleasure craft; or
- b. solely powered manually; or
- c. solely powered by sail.

Region - the Northland Region as constituted under the Local Government Act 1974.

Reserved area - any area reserved for a specified navigation safety purpose under this Bylaw.

Reward - the payment, to, or for, the benefit of the owner or master of a vessel, of a contribution towards the expenses of a voyage by or on behalf of persons; but does not include payment of any contributions by part owners of the vessel or by persons engaged as bona fide crew members.

Seaplane - a flying boat, or any other aircraft designed to manoeuvre on the water, and under Maritime Rule 22 is deemed to be a vessel when operating on the water.

Seaworthiness (in relation to any vessel) - being, in the opinion of the Harbourmaster, in a fit condition of readiness to safely undertake a voyage.

Shore (when referring to distance from shore) - the water's edge.

Speed - speed over the ground.

Speed uplifting - an authorisation by the Harbourmaster to increase, change or otherwise alter, the speed provision under this Bylaw.

Structure:

- a. any building, equipment, device, or other facility made by people and which is fixed to land or seabed; and
- b. includes slipways, jetties, wharfs, marine farms, and other objects, whether or not these are above or below the waterline of the foreshore; but
- c. does not include Aids to Navigation;
- d. does not include swing or pile moorings.

Sunrise/sunset - the same meaning as stated in the New Zealand Nautical Almanac, NZ204.

Support vessel - any vessel used for coaching, marshalling and rescue attendance for a sporting event, training activity, regatta, competition, ceremonial, or other authorised customary event.

Surfing zone means an area of water lying between the shore and open water, where waves advancing toward the shore are breaking due to wave shoaling, to form rideable waves, and includes—

- a. any body of salt or fresh water where wind or swell waves exist with sufficient magnitude to produce rideable waves;
- b. out back;
- c. transit zone.

but does not include:

- i. river waves or any area where waves are formed by flowing water such as standing waves, tidal bores or upstream waves;
- ii. areas of open water where a SUP surfer may paddle an extended distance to reach the breaking waves or out back

Tanker - any vessel which:

- a. is specially constructed, or has a compartment or compartments specially constructed, for the carriage in bulk of oil products of any class;
- b. and either:
 - i. has on board, or is about to take on board, a cargo the whole or any part of which consists of oil products in bulk; or
 - ii. has discharged any cargo consisting of any such oil products in bulk, but the holds, tanks and compartment of which have not been rendered or certified gas-free, and includes any tanker designed for carriage of bulk liquid harmful substances.

Te Matau a Pohe Bridge Control is operated Whangarei District Council and manage marine traffic transiting beneath the bridge. Bridge control can be contacted by:

Telephone: 09 438 7261 or 021 401 752

VHF channel 10 or 18.

Website:

<https://www.wdc.govt.nz/Services/Roads-and-Transportation/Transportation/Te-Matau-a-Pohe-bridge>

Tether - a tether, leash, rope or similar that secures the operator to a board.

Towing a person (for purpose of this Bylaw) - the towing of a person behind a vessel using, for example, water skis, sea biscuit, wake board or similar.

Underway - that a vessel is not at anchor, or made fast to the shore, or aground.

Vessel - every description of boat or craft used in navigation on the water, whether or not it has any means of propulsion, and includes:

- a. barge, lighter, or other like vessel;
- b. hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates;
- c. submarine or other submersible;
- d. seaplane while on the surface of the water;
- e. personal watercraft (jet ski);
- f. raft;
- g. paddle craft; or
- h. any board used for board sports; and
- i. includes pleasure craft and recreational craft.

Warship - the same meaning as in section 2 of the Act.

Waterskiing - being towed barefoot, or on an object of any kind, other than a vessel.

Whangārei Harbour Radio facilitates commercial marine operations throughout the harbour and is staffed 24 hours a day 365 days a year. The station is operated by Northport and can be contacted by marine VHF on channel 11.
Telephone: 09 432 5018

Email: portservices@northport.co.nz

2 Ngā take whānui | General matters

2.1 Carriage and wearing of personal flotation devices on recreational craft

2.1.1 Wearing of personal flotation devices in time of heightened risk:

- a. A person in charge of a recreational craft must not use it in circumstances where tides, river flows, visibility, rough seas, adverse weather, crossing a bar, in emergencies, or other situations that may cause danger or a risk to the safety of persons on board, unless every person on board is wearing a properly secured personal flotation device of an appropriate size for that person.

2.1.2 Carriage of personal flotation devices:

- a. A person in charge of a recreational craft must not use the recreational craft unless there are sufficient personal flotation devices for each person on board at all times that the recreational craft is in use.
- b. Personal flotation devices must be:
 - i. in a readily accessible location on board the recreational craft;
 - ii. of an appropriate size for each person on board.

2.1.3 Wearing of properly secured personal flotation devices:

- a. Every person on board a recreational craft of six metres or less in length overall when underway, must wear a properly secured personal flotation device of an appropriate size for that person at all times.

2.1.4 The compulsory carriage and wearing of personal flotation devices (clauses 2.1.2 and 2.1.3) do not apply to:

- a. a person participating in any wind powered board sports, provided a wetsuit is worn;
- b. a person participating in any surfing board sports while involved in the act of riding breaking waves toward the shore in a surfing zone, where the board is propelled by the slope of the advancing wave, and includes activities directly related to riding waves such as:
 - i. paddling through the transit zone;
 - ii. waiting or resting out back;
 - iii. attempting to catch waves;
 - iv. returning to a position to catch waves, or out backprovided they are attached to the surfboard by means of a board leash that is fit for purpose and suitable for the circumstances.
- c. a person participating in stand-up paddleboarding within 200m of shore, provided they are attached to the stand-up paddleboard by means of a board leash that is fit for purpose and suitable for the circumstances;

- d. a diver on a recreational craft of six metres or less in length overall that is used for recreational diving within five miles of shore, if a full body wetsuit is worn at all times;
- e. a person training for, or participating in, a sporting event, if the training or the event is supervised in accordance with the safety system of an organisation approved by the Director. (Explanatory note: The Director may approve a sporting organisation if that organisation has in place a safety system that the Director is satisfied provides an equivalent level of safety to the carriage or wearing of personal flotation devices.)
- f. except in a times of heightened risk outlined in clause 2.1.1a; a person participating in a sporting event, training activity, ceremonial or other authorised customary event if:
 - i. a support vessel that is capable of providing adequate assistance in the event of an emergency remains in the immediate vicinity of the recreational craft and the recreational craft, or support vessel, or both, carry personal flotation devices or buoyancy aids of an appropriate size for each person on board the recreational craft; or
 - ii. the Harbourmaster has granted prior written exemption for a specified period if they are satisfied that adequate safety precautions are made for rescuing any person participating in the event or activity.

2.1.5 Wearing of personal flotation devices by persons being towed:

- a. The person in charge of the recreational craft and any person being towed are both responsible for ensuring that the person being towed wears a properly secured personal flotation device of an appropriate size for that person.

2.2 Person in charge of the vessel

2.2.1 A person in charge of the vessel must be nominated.

- a. The person in charge of a vessel is responsible for the safety and wellbeing of every person on board and for the safe operation of the vessel, including the carriage and wearing of personal flotation devices by persons on board the vessel, and anyone being towed.
- b. The person in charge of a vessel must not cause or permit any act to be done in a manner which causes any unnecessary danger or risk to any other vessel or person in the water, irrespective of whether or not any injury or damage occurs.

2.3 Use of vessel engine around wharves, ramps

2.3.1 No person shall operate the propulsion system of a vessel while it is lying at any wharf, or while it is loading or unloading at any ramp, in such a way that it may damage any property, scour the bed of the waterway, or injure any person. However, this Bylaw does not preclude the use of the propulsion system for the safe berthing or un-berthing of any vessel at a wharf.

2.3.2 The master of any commercial vessel shall:

- a. ensure that the vessel's moorings are checked prior to, and tended during, the testing of its propulsion system while that vessel is lying at any wharf; and
- b. warn all persons or vessels in the immediate vicinity of that vessel that the engines are being tested.

2.4 Vessels to be seaworthy

2.4.1 The person in charge of a vessel anchored or moored in any navigable waters must keep the vessel in a seaworthy condition at all times, unless the Harbourmaster has given prior written approval for it to be anchored or moored in a condition which is not seaworthy.

2.4.2 Except in an emergency or following an accident or incident, a person must not operate a vessel that is unseaworthy, except to comply with the directions of the Harbourmaster to move the vessel to an alternative location.

2.4.3 In an emergency, or following an accident or incident that renders the vessel unseaworthy, the person in charge of the vessel must not move the vessel except:

- a. to clear a main navigation channel, or to prevent further damage, or to position the vessel in a safe mooring or anchorage; or
- b. in accordance with the directions from the Director, the Harbourmaster or anyone exercising their statutory powers under the Act.

2.4.4 If a vessel is not seaworthy or has the potential to cause a hazard to navigation, the Harbourmaster may give a direction to the person in charge of the vessel to move the vessel to an alternative location or remove it from navigable waters within a reasonable time.

2.4.5 If the person in charge of the vessel fails to comply with the direction of the Harbourmaster, or if the owner or person in charge of the vessel cannot be located, the Harbourmaster may move that vessel to a position where it is no longer a hazard or remove it from the water and dispose of it.

2.4.6 Costs incurred will be recovered from the owner of the vessel as a debt due to council. The owner and master are jointly and severally responsible for ensuring the direction is complied with.

2.5 Seaplanes

2.5.1 No person navigating a vessel shall impede a seaplane in the process of landing or taking off.

2.5.2 No person shall take off, land, or attempt to take off or land, any seaplane or other aircraft, except in an emergency, in any area other than areas reserved for that purpose, without the prior written permission of the Harbourmaster. Written application must be received by the Harbourmaster not less than 48 hours before the proposed landing or take off.

2.6 Vessels to be adequately moored

2.6.1 No person shall anchor or moor a vessel in any navigable water in such a manner that it may break free, drag anchor or cause a navigational safety hazard.

2.6.2 No person shall cause a navigational hazard by cutting, breaking, destroying or releasing:

- a. the mooring or anchor of any vessel; or
- b. the fastening securing any vessel lying in a dock or at or near a wharf or landing place.

2.6.3 The owner or master of a vessel berthed at a wharf, or at anchor, must ensure that it is securely moored at all times and, if required by the Harbourmaster, maintain a person on board to keep watch.

- a. A proper look-out is not required at all times at anchor. However, at times a proper lookout will be required at anchor, such as when the prevailing circumstances and conditions indicate a risk to vessels or people.
- b. As stipulated in the Maritime NZ Watch Keeping Position Statement issued February 2024; generally accepted standards of seamanship will always apply, even if a continuous watch is not required. The master is responsible for ensuring an adequate watch is kept that is appropriate for the conditions, such as intermittent checks and the use of anchor alarms.

2.7 Prohibited and restricted anchorages

2.7.1 Except in emergencies, no person may anchor or moor any vessel within any prohibited anchorage as per Schedule 2 of this Bylaw.

2.7.2 No person shall anchor a vessel so as to:

- a. obstruct the passage of other vessels or obstruct the approach to any commercial wharf, pier, jetty, mooring or anchorage; or
- b. create a hazard to other vessels moored or at anchor; or
- c. create a safety hazard for other vessels, swimmers or water users.

2.7.3 The prohibited and restricted areas to which this bylaw applies are those prescribed in Schedule 2 (Location-specific information).

2.7.4 No person shall enter, anchor, or moor any vessel in the prohibited areas listed in Schedule 2 (Location-specific information) without the prior permission of Whangārei Harbour Radio or the Harbourmaster.

2.8 Obstructions

2.8.1 No person shall obstruct the navigation of any waterway or the access to any wharf, landing place, boat ramp, slipway, navigation channel, mooring or anchorage, without the prior written authorisation of the Harbourmaster.

2.8.2 No person shall place any obstruction, including any vessel or fishing apparatus, in any waterway that is liable to:

- a. restrict navigation; or
- b. cause, or have potential to cause, injury or death to any person; or
- c. cause damage to any vessel or any property.

2.8.3 No person shall leave equipment, stabilisers, booms, cranes, davits or other equipment extending over the side of a vessel so as to cause a hazard to any other vessel.

2.8.4 Within Whangārei Harbour, **the person in charge of a vessel** must not anchor, stop, engage in fishing or lay fishing equipment within any part of the navigation channel marked by buoys and beacons when a vessel 500 gross tonnage and over is moving within the harbour.

2.8.5 Within the Bay of Islands Harbour, **the person in charge of a vessel** must not anchor within any sector of the Waitangi Sector light, from the 10 metre depth contour line adjacent to Hermione Rock, out to three nautical miles from Tapeka Point towards Ninepin Island when a vessel 500 gross tonnage and over is moving within the harbour that is either approaching to pick up a pilot, approaching to drop anchor, or picking up anchor to depart the harbour. An image showing the Waitangi sector light is in Schedule 2 (Prohibited Anchorages).

2.9 Discharge into bylaw waters

2.9.1 It is an offence to discharge, drop, or allow to be discharged or dropped, into the bylaw waters, any cargo or any other thing from any vessel, structure or from the land anywhere, that would, or may, constitute a danger to navigation or safety.

2.10 Notification of collisions or accidents

2.10.1 The owner and/or person in charge of a vessel that has been involved in a collision or accident must report the details of such, where:

- a. the collision or accident has caused damage to another vessel, an Aid to Navigation, or any structure, or property;
- b. a vessel has been sunk or grounded or become stranded in navigable waters;
- c. by reason of accident, fire, defect or otherwise, the vessel cannot be safely operated; or
- d. any person has been injured.

2.10.2 The details of the collision or accident must be:

- a. given verbally as soon as possible to the Director and to the Harbourmaster, but within 24 hours;
- b. reported as soon as practicable in writing and sent by mail or by email to the Director and to the Harbourmaster, but within 48 hours.

2.10.3 The notification requirements in this clause do not change or replace the notification requirements stipulated under Section 31 of the Act.

2.11 Aids to Navigation

2.11.1 No person shall secure their vessel to any Aid to Navigation without the prior authorisation of the Harbourmaster.

2.11.2 No person shall damage, remove, deface or otherwise interfere with any Aid to Navigation or signage erected by, or duly authorised by, the Harbourmaster as an Aid to Navigation, or warning.

2.11.3 No person shall erect, maintain or display any Aid to Navigation or other device which may be used or mistaken as a recognised Aid to Navigation without the written permission of the Harbourmaster and Director of Maritime New Zealand.

2.12 Sound and light signals

2.12.1 No person shall fit or use any flashing lights, sirens or other sound or light signals not prescribed in a maritime rule for that vessel, without the written permission of the Harbourmaster.

2.12.2 The use of blue flashing lights and/or sirens is restricted to Police, Customs and Harbourmaster, or other enforcement vessels authorised by the Harbourmaster.

2.12.3 The use of purple flashing lights is for the use of an emergency response craft, authorised by the Harbourmaster, to identify itself to a vessel, aircraft or other emergency response craft involved in a response.

2.12.4 **The person in charge of** a vessel authorised to use purple flashing lights by the Harbourmaster shall only display them when:

- a. the use is required to assist the location of a vessel or person in need of assistance; or
- b. the use is required to assist the identification of the vessel to an aircraft involved in an incident.

The purple flashing lights imply no status or privilege to that vessel. The lights shall only be used by an emergency response craft that has been tasked to assist with an emergency.

2.12.5 No person may blow or sound, or cause to be blown or sounded, the whistle, siren or horn of a vessel, within any harbour area, except as a navigation safety signal. However, nothing in this Bylaw precludes the testing of such a whistle, siren or horn before the vessel leaves any wharf or for maintenance purposes.

2.12.6 **The person in charge of a** vessel must ensure it exhibits the lights and shapes in accordance with Section 2 of Maritime Rule part 22: Collision Prevention.

2.13 Flagged areas on beaches

2.13.1 A person must be authorised by Surf Lifesaving NZ to place patrol flags on a beach for the purpose of swimming and body boarding and use of surf lifesaving vessels only.

2.13.2 No person may carry out any activity other than the activities for which the area has been flagged.

2.14 Requirement to provide name and address

2.14.1 A Harbourmaster or Enforcement Officer may require any person suspected of an offence against this Bylaw to give their legal name, address and contact details.

3 Ngā ritenga whakahaere | Operating requirements

3.1 Minimum age for operating powered vessels

3.1.1 The owner of a power-driven vessel that is capable of a proper speed exceeding 10 knots must not allow any person who is under the age of 15 years to be in charge of or propel or navigate that vessel, unless they are under the direct supervision of a person over the age of 15 years who is within immediate reach of the controls.

3.1.2 Clause 3.1.1 does not apply in respect of any person who has a written exemption from the Harbourmaster issued in accordance with a navigation bylaw or by the Director under Maritime Rule 91.5 (4).

3.1.3 The Harbourmaster may issue an exemption in accordance with this bylaw that is valid for any specified place, or places, to a person under the age of 15 years for transport, training, competitions or other sporting events, if the Harbourmaster considers that the person:

- a. is competent to propel or navigate a power driven vessel at a proper speed exceeding 10 knots; and
- b. is aware of relevant navigation safety rules and navigation bylaws; and
- c. will be under adequate supervision during the proposed activity or activities.

3.2 Speed of vessels

3.2.1 No person shall, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or an object) at a speed exceeding five knots:

- a. within 50 metres of any other vessel, raft, or person in the water; or
- b. within either 200 metres of the shore or of any structure, or on the inshore side of any row of buoys demarcating that distance from the shore or structure; or
- c. within 200 metres of any vessel or raft that is flying Flag A of the International Code of Signals (divers' flag).

3.2.2 No person shall propel or navigate a powered vessel at a speed exceeding five knots while any person has any portion of his or her body extending over the fore-part, bow, or side of that vessel.

3.2.3 Clause 3.2.1 (a) stipulating **no person shall propel or navigate a vessel** at a speed exceeding five knots within 50 metres of any other vessel, raft, or person in the water, shall not apply to:

- a. **the person in charge** of a vessel 500 gross tonnage or over, if the vessel cannot be safely navigated in compliance with this clause; or

- b. **the person in charge** of a vessel powered by sail in relation to any other vessel powered by sail, while the vessels are participating in a yacht race or training administered by:
 - i. a club affiliated to Yachting New Zealand; or
 - ii. a non-profit organisation involved in sail training or racing; or
- c. **the person in charge** of a vessel training for or participating in surf lifesaving, competitive rowing or paddling; or
- d. **the person in charge** of a tug, pilot vessel, Harbourmaster vessel, emergency response vessel or Police vessel, if the vessel's duties cannot be performed in compliance with this clause; or
- e. **the person in charge** of a vessel operating in accordance with a speed uplifting established under:
 - i. Schedule 2 (Location-specific information) of this Bylaw; or
 - ii. clauses 3.4, 3.8, 4.2 or 4.3 of this Bylaw; or
- f. **a person participating in** any board sport, carried out with due regard for the safety of other water users, and in accordance with the accepted safe practices of the individual sport.
 - i. **No person participating** in wind powered or foil board sports may exceed five knots within 50 metres of any person **not participating in** wind powered or foil board sports.

3.2.4 Clause 3.2.1 (b) stipulating **no person shall propel or navigate a vessel** at a speed exceeding five knots within 200 metres of the shore or of any structure, or the inshore side of any row of buoys demarcating that distance from the shore or structure, shall not apply to:

- a. **the person in charge** of a vessel operating in an access lane or a reserved area for the purpose for which the access lane or reserved area was declared;
- b. **the person in charge** of a vessel operating in accordance with a speed uplifting established under:
 - i. Schedule 2 (Location-specific information) of this Bylaw;
 - ii. clauses 3.4, 3.8, 4.2 or 4.3 of this Bylaw;
- c. **the person in charge** of a vessel 500 gross tonnage or over, if the vessel cannot be safely navigated in compliance with this clause; or
- d. **the person in charge** of a vessel training for or participating in surf lifesaving, competitive rowing or paddling; or
- e. **the person in charge** of a tug, pilot vessel, Harbourmaster vessel, emergency response vessel or Police vessel, when the vessel's duties cannot be performed in compliance with this clause;
- f. **a person participating in** any board sport carried out with due regard for the safety of other water users, and in accordance with the accepted safe practices of the individual sport.

3.3 Means of communication

3.3.1 The person in charge of a vessel must ensure that at least two appropriate means of communication are on board the vessel that:

- a. are suitable to provide the ability to communicate with land based and/or seaborne parties from any point within the area the vessel will be operated; and
- b. in the case of a vessel 6 metres or less in length, at least one form must be able to be operated following submersion in sea water; and
- c. have sufficient coverage and power to operate for the actual duration of the voyage.

Clause 3.3.1 shall not apply to a person participating in any surfing board sports.

Related information about means of communication

There are many different forms of communication depending on whether you are offshore, close to shore or in sight of other boaters. A decision by boaters as to which types of equipment to use will depend on the nature of the activity undertaken, and the area where the boating takes place.

This could take the form of anything from voice, cell phone, emergency locator beacons (EPIRBs and PLBs) to VHF radios, flares, lights or whistles.

There are also low-tech ways of getting attention. You can use or do any of the following:

- a horn to make noise
- a torch to wave, flash or signal SOS
- a red flag
- your arms - raising and lowering your arms is recognised internationally as a distress signal

Examples

- A kayaker paddling near the shore may use their voice and a mobile phone in a floating dry case.
- A paddleboarder on a river estuary may use their voice, whistle and/or wave their paddle.
- A vessel traveling over a 1nm offshore may use a VHF and an EPIRB.

3.4 Speed uplifting areas

3.4.1 As prescribed in Schedule 2, council designates specified areas in some harbours as speed uplifting areas, where vessels are exempted from complying with the five knots speed restriction under clauses 3.2.1 (a) and 3.2.1 (b). Skippers of vessels may exercise the privilege of the speed exemption subject to strict compliance with the requirements of clause 3.5.

3.5 Conduct in speed uplifting areas

3.5.1 Before choosing to exceed five knots in a speed uplifting area, skippers of vessels shall carefully assess the conditions and take into consideration the safety of persons on their vessel and the safety of all other persons and vessels in the area.

3.5.2 No person within a speed uplifting area shall proceed in a manner that is dangerous in relation to any other vessel or other person.

3.5.3 No person shall propel, navigate, manoeuvre a vessel, or tow a person in a speed uplifting area for the purpose for which it has been designated, except on that side of the area that lies to the starboard (right) side of the vessel. If circuiting the area, such vessels must be moving in an anti-clockwise direction by keeping to the starboard (right) side of the area.

3.5.4 No person shall obstruct any other person, while that other person is using a speed uplifting area for the purpose for which it has been declared.

3.5.5 The speed uplifting areas to which this bylaw applies are those prescribed in Schedule 2 (Location-specific information).

3.6 Wake

3.6.1 Every person who propels or navigates any craft shall ensure that its wake does not cause unnecessary danger or risk of damage to other vessels or structures, or harm to other persons.

3.7 Vessel used for towing a person

3.7.1 No person in charge of a vessel shall use it to tow any person at a speed exceeding five knots unless at least one other person on board is:

- a. 10 years of age or older; and
- b. responsible for immediately notifying the person in charge of every mishap that occurs to the person who is being towed.

3.7.2 No person shall operate, between sunset and sunrise, a vessel that is towing a person. (The times for sunset and sunrise can be found in the current edition of the New Zealand Nautical Almanac).

3.7.3 No person in charge of a vessel shall permit the vessel to continue onwards after any person being towed by that vessel has dropped (whether accidentally or otherwise) any water ski or similar object which may cause danger to any other person or vessel, without first taking appropriate action to immediately recover that water ski or similar object, unless the person has taken adequate measures to ensure that the dropped ski or similar object is clearly visible to other water users.

3.8 Access lanes

3.8.1 As prescribed in Schedule 2, council have declared by public notice that specified areas are to be an access lane for the purpose of high-speed access to and from the shore.

3.9 Conduct in access lanes

3.9.1 No person shall propel, navigate, or manoeuvre a vessel in an access lane for the purpose for which it is declared, except by the most direct route through the access lane and on that side of the access lane that lies to the starboard (right) side of the vessel.

3.9.2 No person within an access lane shall proceed in a manner that is dangerous in relation to any vessel or other person in the access lane.

3.9.3 No person shall obstruct any other person while that other person is using an access lane for the purpose for which it has been declared.

3.9.4 If one or more persons are using an access lane for the purpose for which it is declared, no person may enter, remain in, or use the lane for any other purpose.

3.9.5 The access lanes to which this bylaw applies are those prescribed in Schedule 2 (Location-specific information).

3.10 Marking of access lanes

3.10.1 Every access lane must be demarcated by:

- a. orange posts with horizontal black bands on shore; and
- b. if the access lane is marked at its outer edge, it shall be marked by orange buoys with black bands; and
- c. an adequate sign or signs in the vicinity of the access lane that declare the purpose of that lane.

3.11 Collision prevention

3.11.1 No person shall operate any vessel in breach of Maritime Rule 22 (Collision Prevention), made under the Act.

3.11.2 **The person in charge of** a vessel must at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate to the prevailing circumstances and conditions, so as to make a full appraisal of the situation and the risk of collision.

3.12 Navigating within harbour limits

3.12.1 Within the defined harbour limits of Whangārei, Whangaroa, and the Bay of Islands, **the person in charge of any** vessel under 500 gross tonnage or under 24 metres in length overall are required to:

- a. avoid crossing ahead (crossing the bow) of any vessel 500 gross tonnage and over. If crossing the bow is unavoidable, keep at least 500 metres clear at the closest point of approach;
- b. keep clear by a minimum of 100 metres to each side and 100 metres to the stern of a vessel 500 gross tonnage and over;
- c. when using the marked navigation channel, keep as far possible to the starboard side (right-hand side) of the channel at all times. If a vessel 500 gross tonnage and

over approaches, leave the channel if safe to do so, so that the channel is clear for the safe navigation of the vessel;

- d. when a vessel 500 gross tonnage and over is engaged in a berthing or un-berthing manoeuvre, keep well clear (500 metres as far as possible) of the vessel and any other vessels that may be assisting in this manoeuvre as well as the berth, wharf or jetty.

3.12.2 At Te Matau ā Pohe Bridge prior to transit or use of the pontoons, **the person in charge of** any power driven vessel must contact bridge control and follow instructions. Pontoons are only for use of vessels waiting to transit the bridge.

3.12.3 **The person in charge of** any vessel 100 gross tonnage and over must comply with Whangārei Harbour Radio reporting requirements as per section 6.1.3.

3.12.4 The master of every vessel shall, when navigating within harbour limits, ensure that:

- a. automatic steering 'pilot' devices, if fitted, are not used, unless a helmsman is standing by in the immediate vicinity of the helm station or wheel. Otherwise, vessels are to be in hand-steering mode; and
- b. the vessel's main engine(s) is immediately available for reducing speed, stopping or going astern at all times and without delay; and
- c. the vessel's anchors are immediately available for use in an emergency and capable of being used without power.

3.13 Duty of master of a vessel under 500 gross tonnage

3.13.1 The master of every vessel under 500 gross tonnage must not impede the navigation of any vessel of 500 gross tonnage or more when operating within harbour limits. This applies to all vessels under 500 gross tonnage, including sailing vessels, power-driven vessels and vessels under oars, including kayaks and canoes.

3.14 Duty of a master of a vessel 500 gross tonnage and over or 45 metres and over

3.14.1 The person in charge of a vessel 500 gross tonnage and over, or 45 metres length overall and over must obtain the approval of the Harbourmaster before the vessel:

- a. anchors in any navigable waters in the Northland Region
- b. enters any harbours of Northland, excepting Whangārei Harbour with the permission of Whangārei Harbour Radio.

3.15 Dive operations

3.15.1 The master of every vessel from which dive operations are in progress must ensure that Flag A is displayed on the vessel in such a manner that it can be clearly identified by the operator of another vessel at a distance exceeding 200 metres and ensure that the vessel remains within 200 metres of the divers.

3.15.2 Every person diving from a vessel must ensure that Flag A is displayed on the vessel in such a manner that it can be clearly identified by the operator of another vessel at a distance of 200 metres.

3.15.3 Every person diving must ensure that they remain within a 200-metre horizontal radius of the Flag A being exhibited, unless they additionally are attached to a dive Flag A on a float as defined in 1.4 Definition of Terms.

3.15.4 Divers not swimming from, or more than 200 metres from a vessel, including dives from the shore, such as when snorkelling, freediving or spearfishing; must ensure that Flag A is displayed on a float in the water within close proximity to the diver in such a manner that it can be clearly identified by the person in charge of another vessel at a distance exceeding 200 metres. Flag A must be exhibited on a float which must be red, yellow or orange coloured minimum size 10 litres; this equipment must be fitted with Flag A (the divers' flag) of at least 200mm x 200mm and be self-righting.

3.16 Personal water craft

3.16.1 The person in charge of any personal water craft must ensure it clearly displays a unique number on each side of the craft, such number being a minimum height of 90 millimetres and each digit having a minimum width of 80 millimetres.

3.16.2 This number must be registered with a council or its agent together with the name and address of the owner.

4 Ngā huihuinga me ngā wāhi tāpui | Events and reserved areas

4.1 Notification of events

4.1.1 Any person intending to conduct a race, speed trial, competition, or other organised water activity in any area to which this Bylaw applies, must submit written notification to the Harbourmaster no less than one month prior to the event.

4.1.2 Clause 4.1.1 shall not apply to regular weekly yacht races or club member only ad hoc events, administered by:

- a. a club affiliated to Yachting New Zealand; or
- b. a non-profit organisation involved in sail training or racing.

4.1.3 Participants must ensure that any pilotage operations underway in the area are unimpeded.

4.2 Reserved areas for events

4.2.1 Any person intending to conduct a race, speed trial, competition, or other organised water activity in any area to which this Bylaw applies, may apply to the Harbourmaster to:

- a. temporarily suspend the application of clause 3.2 in part, or in total, in that area for the purposes of facilitating the event.
- b. temporarily reserve the area for the purpose of that activity.

4.2.2 Where the Harbourmaster is satisfied that, following consultation with any affected parties, the application may be granted without endangering the public, they may grant the application accordingly, for a period not exceeding 10 days and, on such conditions, as they may specify.

4.2.3 No grant of an application shall have effect unless, not less than seven days or more than 14 days before the commencement of the activity, a Public Notice is given specifying the period of the activity and details of the suspension or reserved area.

4.2.4 Council may recover from the Applicant all actual and reasonable costs associated with the application, including any monitoring and advertising.

4.3 Reserved areas

4.3.1 Council has, following public consultation and in the interests of navigation safety, specified permanent reserved areas prescribed in Schedule 2.

4.3.2 Council may, following consultation with affected parties, temporarily reserve other areas in a harbour for a specified navigation safety purpose until the next bylaw review.

4.3.3 Council may specify controls for the use of any reserved area under this Bylaw.

4.4 Conduct in reserved areas

4.4.1 No person may obstruct any other person while that other person is using a reserved area for the purpose for which it is reserved.

4.4.2 If any person is using a reserved area for the purpose for which it is reserved, no other person shall enter, remain in, or use, the area for any purpose, unless otherwise stated in Schedule 2 (Location-specific information).

4.4.3 Nothing in clauses 4.4.1 or 4.4.2 prohibits the use of emergency response craft within a reserved area.

4.4.4 The reserved areas to which this Bylaw applies are those prescribed in Schedule 2 (Location-specific information), or those notified in accordance with clauses 4.2.1 or 4.3.1.

5 Ngā tumu herenga waka | Moorings

Related information about mooring ownership, mooring licences, and mooring contractors

- The mooring hardware (block chains rope etc) may be property of the mooring licence holder, but the hardware can only be used as a mooring in the Coastal Marine Area if it is licensed by the Harbourmaster.
- A mooring licence is valid for 12 months.
- The mooring licence is renewed upon payment of the annual licence fee.
- A swing mooring licence also requires the mooring to be inspected and serviced every three years.
- Swing mooring inspection and servicing are carried out by Council Licensed Mooring Contractors.

5.1 Moorings to be licensed

5.1.1 The Harbourmaster may, at their discretion, approve or decline an application for a mooring licence. The Harbourmaster may impose terms and conditions on any new or existing mooring licence that may include, but are not limited to:

- a. the location of the mooring;
- b. the type, size and length overall of any vessel which may be attached to the mooring.
When determining the size of the vessel for the purposes of safe mooring, the Harbourmaster will take into consideration the waterline length of the vessel, overhang, other characteristics and swing room;
- c. the design and specifications of the mooring;
- d. maintenance requirements;
- e. the transfer of the mooring licence;
- f. the type of buoy or float with which the owner of a mooring must mark the location of the mooring when it is not being used by a vessel. The mooring buoy must be orange, pink or yellow and, if hollow, must be filled with polystyrene beads or foam. The mooring number must be engraved on top of the buoy in lettering not less than 30mm high;
- g. a requirement that the licence holder of the mooring shall be liable for the state of the mooring in any event for the position, insufficiency, or insecurity of any licensed mooring.

5.1.2 Every mooring licence issued by the Harbourmaster shall apply only to the licensee. The licence is to be held by the licensee subject to the following additional terms and conditions, providing the licensee meets with the terms of the licence:

- a. The licence shall be renewed annually upon full payment of an annual mooring licence fee charged pursuant to council's Navigation, Water Transport and Maritime Safety Bylaw Charges and its Charging Policy as amended from time to time;
- b. The licence period shall apply from 1 July to the following 30 June each year;
- c. Payment of the annual mooring licence fee after invoice has been issued and acceptance thereof by council shall constitute a renewal of the licence.

5.2 Transfer of mooring licences

5.2.1 No licensee may, except with the written approval of the Harbourmaster, part with the possession of the licence or transfer it to any other person.

5.2.2 Transfer of licence will be in line with council policy.

5.2.3 When a licensee applies to the Harbourmaster seeking approval for the transfer of a mooring licence to another person, the Harbourmaster may approve the transfer if:

- a. All mooring licence fees, including the transfer fee are fully paid;
- b. The mooring has a current inspection certificate required by clause 5.4.7. In cases where the inspection certificate is not current, a confirmed booking with a licensed contractor is on record;
- c. The mooring specification and design are adequate to accommodate the proposed vessel to be moored;
- d. The new mooring licensee agrees to the terms and conditions specified in the licence.

5.2.4 For the transfer of the mooring to be registered, a fully completed 'Mooring Transfer' form must be submitted to the Harbourmaster.

5.3 Maintenance and construction requirements

5.3.1 The Harbourmaster may, from time to time, set mooring guidelines governing the specifications and maintenance/service schedule of mooring components for vessels of a certain type, size and weight.

5.3.2 The Harbourmaster may, from time to time approve a person(s) to inspect moorings. These person(s) shall be known as Council Licensed Mooring Contractors.

Related information about Council Licensed Mooring Contractors

Council Licensed Mooring Contractors are required to undergo regular assessments by a council officer to ensure certain standards are met including, but not limited to, the quality of workmanship (including welds and splices), the quality of materials used to construct and maintain moorings, and the safe operation of the vessel and associated safe work practices.

5.3.3 Council officers may inspect all the above water components of pile moorings at suitable intervals and notify the license holder if parts must be replaced or if maintenance must be carried out. Replacement of parts or maintenance must be carried out within the advised timeframe. A Council Licensed Mooring Contractor may be delegated to carry out these inspections by the Harbourmaster. All costs associated with any maintenance or replacement of components shall be borne by the mooring license holder. Replacement of the piles shall be carried out at the recommended guideline interval.

5.3.4 Council is not liable in any event for the position, insufficiency of, or insecurity of, any designated mooring area.

5.3.5 Council shall exercise reasonable care, but shall have no liability for, any damage caused by any action taken in accordance with this Bylaw. In addition, council is not responsible for any damage or loss that may arise to any vessel or other property caused by:

- a. any breaking away or defect of a mooring or any part of it; or
- b. the act of any person in causing damage to a mooring or any part of it, where the damage is caused by any vessel moored to such mooring; or
- c. the perils of the seas, or by navigation of any vessel, or any other cause.

5.3.6 The Harbourmaster has the right to inspect, or require inspections, of any mooring and on receipt of an unfavourable report can require the licensee to upgrade or repair the mooring as considered appropriate, or adjust the licensed maximum length overall and/or displacement of the vessel that can be secured to the mooring.

5.3.7 Failure to comply with clause 5.4.7 within six months after the expiry of the current inspection certificate will mean that the mooring is unfit for purpose or use. As a result, the Harbourmaster may cancel the mooring license (see clause 5.5.1).

5.4 Offences

5.4.1 Every person commits an offence against this Bylaw who secures, or allows to be secured, any vessel to any moored vessel in a manner that is liable to:

- a. restrict navigation; or
- b. cause loss of life or injury to any person; or
- c. cause damage to any vessel or any property.

5.4.2 No person may place (or have in place) a mooring in any waters unless it is licensed by the Harbourmaster.

5.4.3 The licensee must notify the Harbourmaster if the vessel occupying the mooring changes and provide the vessel's name, type, length overall, size, and owner's contact details. It is the licensee's responsibility to maintain up to date contact details.

5.4.4 If a licensee wants to moor a vessel that is larger than the current licence length overall, or significantly different from the vessel that is currently occupying the mooring, Harbourmaster approval must be sought in advance.

5.4.5 Every vessel occupying a swing or pile mooring shall display contact phone number(s) and/or email addresses for the owner or owner's representative that can be used in case of emergency.

5.4.6 License holders of swing moorings and pile moorings shall maintain their moorings in a proper state of condition and repair. The moorings must comply with the mooring guidelines set by the Harbourmaster.

5.4.7 All components of swing moorings must be inspected visually, and maintenance carried out by a Council Licensed Mooring Contractor. Alternatively, mooring license holders may carry out maintenance themselves provided they have prior written approval from the Harbourmaster. Arrangements must be made to have a Council Licensed Mooring Contractor or a council officer inspect the mooring and its components prior to being reinstated. All costs associated with the inspection and replacement of components shall be borne by the mooring license holder.

5.4.8 Every person commits an offence against this Bylaw who moors a vessel to any mooring without the approval of the mooring owner.

- a. Should the vessel remain on the mooring for a period longer than a specific date stipulated by the Harbourmaster, then the Harbourmaster may direct that the vessel be removed from the mooring and detained until such fees and charges, including the cost of removing and storing the vessel, have been fully paid and discharged.

5.5 Powers of the Harbourmaster with respect to moorings and vessels on moorings

5.5.1 The Harbourmaster may at any time after giving due written notice, cancel a mooring licence where the licensee fails to comply with the terms and conditions of the mooring licence or any other clause under this section of the Bylaw.

- a. There will be no refund if a mooring licence is cancelled.
- b. Where a mooring licence has been cancelled, the Harbourmaster may request the mooring licensee or any person(s) claiming ownership of the mooring hardware to remove the mooring to which that licence refers.
 - i. The mooring licensee or any person(s) claiming ownership of the mooring hardware shall remove or arrange to have the mooring removed within the timeframe specified by the Harbourmaster.
 - ii. If the mooring is not removed or arrangements have not been made to have it removed in the specified timeframe, the Harbourmaster may transfer the licence to another party, may sell the mooring or may have the mooring removed and disposed of.
 - iii. The licensee or any person(s) claiming ownership of the mooring hardware shall be liable for the cost of removal and disposal.

5.5.2 Any vessel occupying an unlicensed mooring may be removed from the mooring. Costs incurred will be recovered from the owner of the vessel as a debt due to council.

5.5.3 Should any annual mooring licence fee(s) or other charge(s) related to the mooring due to council under the provision of this Bylaw remain unpaid for a period of two months following issue of the invoice, then the Harbourmaster may cancel the mooring licence.

5.5.4 The Harbourmaster may remove, or cause to be removed, any mooring which is either unauthorised under the Resource Management Act 1991 or is unlicensed pursuant to the provisions of this Bylaw.

5.5.5 Where a vessel breaks free from or drags its mooring, or is endangering another vessel or causing or resulting in a navigational safety issue, or is sinking or has become unseaworthy, the Harbourmaster may remove that vessel at the owner's risk. All costs associated with such recovery, removal and subsequent storage are recoverable from the owner of the vessel or from the mooring license holder. Where the vessel owner can not be found (after the Harbourmaster has made reasonable inquiries), the costs incurred by council for recovery, removal and subsequent storage of the vessel may be recovered from the sale of the vessel, fittings, and any equipment onboard.

5.5.6 If the mooring license holders or their whereabouts are unknown owing to their failure to notify the Harbourmaster of their change of contact details within two months, the Harbourmaster may, after a period of not less than two months, cancel the mooring licence.

5.5.7 For the purposes of navigation safety and efficient use of available space, the Harbourmaster may direct the relocation of a mooring or specify the construction and maintenance/service schedule of the mooring.

5.5.8 For the purposes of navigation safety and efficient use of available space, the Harbourmaster may direct the removal of a vessel from a mooring.

5.5.9 In the case of a cancelled mooring where the vessel occupying the mooring does not belong to the licensee and the vessel owner is not contactable, the Harbourmaster may have the vessel removed to a place of safety.

5.5.10 No changes shall be made to the mooring design and specification without written approval from the Harbourmaster.

5.5.11 The owner of a vessel must ensure it is moored to the mooring in the manner specified in the design and specification. No addition or unapproved amendments to headlines may be used and the mooring headline must be secured to the vessel as per the design, with any chafe guard, if fitted, secured in a manner to protect the headline.

6 Ngā kawenga arumoni | Commercial shipping

6.1 Navigating within harbour limits - commercial vessels and vessels 100 gross tonnage and over

6.1.1 The master of every vessel shall, when navigating within harbour limits, ensure that:

- a. automatic steering 'pilot' devices, if fitted, are not used, unless a helmsman is standing by in the immediate vicinity of the helm station or wheel. Otherwise, vessels are to be in hand-steering mode; and
- b. the vessel's main engine(s) is immediately available for reducing speed, stopping or going astern at all times and without delay; and
- c. the vessel's anchors are immediately available for use in an emergency and capable of being used without power.

6.1.2 The master of every vessel which is not a recreational craft, whether under pilotage or pilot exempt, shall have an agreed passage plan for transits of the harbour, and:

- a. the number of crew members on the bridge shall be sufficient to safely carry out the passage plan; and
- b. in determining the composition of the bridge team, due regard shall be taken of the need to steer, operate manoeuvring machinery, monitor the progress of the vessel visually, use all available Aids to Navigation, and refer to an appropriate nautical chart.

6.1.3 Communications on Whangārei Harbour are coordinated by Whangārei Harbour Radio. The master of any commercial vessel 10 metres and over, and the master of any vessel 100 gross tonnage and over must report to Whangārei Harbour Radio on VHF Channel 11 when transiting the Whangārei Harbour. Smaller vessels are encouraged to listen to Whangārei Harbour Radio when navigating in the main channels. Vessel masters on all commercial vessels and vessels 100 gross tonnage and over are required to report to Whangārei Harbour Radio at the following points:

- a. Arrival:
 - i. thirty minutes before arrival at the Fairway buoy;
 - ii. when passing the Fairway buoy;
 - iii. when passing Snake Bank beacon;
 - iv. when passing Wellington Rock beacon; and
 - v. when berthed (this report should also be made by vessels berthed at facilities at Marsden Point).
- b. Departure:
 - i. prior to leaving the berth;
 - ii. when passing Wellington Rock beacon;
 - iii. when passing Snake Bank beacon; and

- iv. when passing the Fairway buoy.
- c. Anchoring:
 - i. Vessels that anchor anywhere in the harbour are required to report their anchoring time and position to Whangārei Harbour Radio. Similarly, vessels should report to Whangārei Harbour Radio prior to weighing anchor.
- d. Shifting berth in Whangārei Harbour:
 - i. Vessels that pass any of the above reporting points when shifting vessel between Whangārei Harbour facilities are also required to report to Whangārei Harbour Radio.

6.1.4 Vessel passing requirements for all vessels 100 gross tonnage and over

- a. Within the defined harbour limits of Whangārei, 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 on VHF Channel 11 with the master(s) of the other vessel(s) and Whangārei Harbour Radio and agree where vessel passing will occur.

6.2 Immobilisation of vessel engines

6.2.1 The master of every vessel 500 gross tonnage and over must not immobilise the vessel's main engines for the purpose of maintenance or otherwise without first obtaining the authorisation of the Harbourmaster.

6.3 Tankers and hazardous cargoes - duties of master while tanker is in harbour

6.3.1 While in a harbour, the master of an oil tanker must operate in accordance with the most recent edition of the International Safety Guide for Oil Tankers and Terminals (ISGOTT), unless the Harbourmaster approves an alternative requirement or procedure.

6.3.2 The master of a tanker must berth or moor the tanker only at such wharf or place as specified for bulk oil discharges in Schedule 2 of this Bylaw, or as otherwise authorised by the Harbourmaster.

6.3.3 The master of a tanker must ensure that, except for the purpose of transhipment, the tanker does not lie within 30 metres of another vessel, unless the prior authorisation of the Harbourmaster has been obtained.

6.3.4 On, or immediately before, the arrival in harbour of any tanker, and so long as the tanker remains in harbour, the master must display Flag B of the International Code of Signals (by day), and an all-round red light at the masthead (by night), or where it can best be seen from all directions.

6.4 Vessels carrying explosives

6.4.1 The master of any vessel in any harbour or anchorage having on board, or intending to load or unload explosives, must hoist Flag B of the International Code of Signals by day and an all-round red light by night.

6.4.2 The master of any vessel in any harbour or anchorage, or the pilot, must not allow that vessel to approach within 200 metres of any other vessel that is carrying, loading or unloading explosives, except:

- a. with the written permission of the Harbourmaster; or
- b. for the purpose of loading or unloading that other vessel; or
- c. for the purpose of rendering assistance to that other vessel in an emergency.

6.4.3 The master of any vessel carrying explosives in any harbour or anchorage, or the pilot, must not allow that vessel to approach within 200 metres of any other vessel, except:

- a. with the written permission of the Harbourmaster; or
- b. for the purpose of loading or unloading that other vessel; or
- c. for the purpose of rendering assistance to that other vessel in an emergency.

6.4.4 Nothing in clauses 6.4.1, 6.4.2 and 6.4.3 applies to **the master of** any vessel which is carrying only the parachute rockets, signal flares, smoke floats, line throwing appliances and other explosive devices that form part of the vessel's safety and life-saving equipment.

6.5 Hazardous goods transfer

6.5.1 Hazardous goods transfers shall only take place between sunrise and sunset unless written permission for transfer outside these hours is obtained from the Harbourmaster, except:

- a. bulk oil transfers at the Channel Infrastructure jetties at Marsden Point; and
- b. hazardous goods transfers at the Northport jetties at Marsden Point.

7 Ngā mahi tutungi ahi | Hot work operations

7.1 Hot works operations must be carried out safely

7.1.1 This clause applies to:

- a. the person in charge of a vessel on which hot works operations are to be carried out; and
- b. the person who intends to conduct hot works operations on a vessel.

7.1.2 A person in 7.1.1 must, before the commencement of the operations:

- a. obtain the written approval of the owner or manager of the berth at which the operations are to be conducted;
- b. ensure the operations do not occur at the same time as any bunkering operations involving the vessel; and
- c. ensure all precautions have been taken to detect, prevent, and extinguish fire that could result from the operations on the vessel or elsewhere until the operations are complete.

7.1.3 A person conducting hot work operations on a vessel must comply with relevant codes of practice.

Related information about hot works operations

Examples of the relevant codes in 7.1.3 may include the current edition of the Code of Safe Working Practices for Merchant Seafarers.

8 Statutory powers used to enforce this Bylaw

8.1 Appointment of Officers

8.1.1 Council may appoint persons as Enforcement Officers and Honorary Enforcement Officers to carry out or exercise the duties, office, or powers of any Enforcement Officer or Honorary Enforcement Officer. Such persons are authorised to enforce the provisions of this Bylaw as per the powers accorded to them through warrants.

8.1.2 Police constables may also exercise the powers of an Enforcement Officer under Section 33G (b) of the Act.

8.1.3 While exercising any right or performing any duty pursuant to this Bylaw, the Enforcement Officer or Honorary Enforcement Officer shall carry a warrant of appointment and must, as soon as it is practicable, produce it to any person when asked to do so.

8.2 Bylaw breaches

8.2.1 A person who fails to comply with this Bylaw commits a breach of this Bylaw and is liable to a penalty under the Act and Maritime Rules and regulations.

8.2.2 A person who fails to comply with an instruction given to that person by the Harbourmaster, an Enforcement Officer, Honorary Enforcement Officer or the Police, under this Bylaw commits a breach of this Bylaw and is liable to a penalty under the Act and Maritime Rules.

8.3 Liability of council

8.3.1 Council is not liable for:

- a. any damage to vessels which have not been securely anchored or moored;
- b. any damage to a vessel which results from any actions taken by the Harbourmaster, his delegate or an enforcement officer, to secure a vessel in the event of an adverse event.

8.3.2 Council is not liable for any damage to a vessel that the Harbourmaster, their delegate or an Enforcement Officer, secures or removes under this Bylaw or under the Act.

9 Ngā take whakahaere | Administrative matters

9.1 Statutory powers may be used to enforce this Bylaw

9.1.1 The Harbourmaster may use their powers under the Act, Maritime Rules, and Local Government Act 2002 to enforce this Bylaw.

Related information about enforcement powers

The Harbourmaster has the power to:

- a. enter and remain on any ship in waters within the region,
- b. enter and remain on any maritime facility, or on any land or property of a port company or a port operator, within the region;
- c. give directions regarding;
 - i. the time and manner in which ships may enter into, depart from, lie in, or navigate waters within the region,
 - ii. the position, mooring, unmooring, placing, removing, securing, or unsecuring of ships,
 - iii. the manner in which ships may take in or discharge cargo,
 - iv. the manner in which cargo is secured or handled on a ship if there is a risk of cargo falling overboard or becoming a hazard to navigation.
- d. direct the master of any ship to;
 - i. weigh anchor; or
 - ii. moor, unmoor, anchor, secure, unsecure, place, or move the ship.
- e. cause a ship to be moored, unmoored, anchored, secured, unsecured, placed, or removed, or to weigh anchor;
- f. cause any floating, submerged, or stranded object that the Harbourmaster considers to be a hazard to navigation to be moored, unmoored, anchored, secured, unsecured, placed, or removed;
- g. require any person appearing to be in charge of any ship or seaplane to stop, and to give his or her name and address;
- h. require any person found committing an offence against the Act (or any secondary legislation (including bylaws) made under the Act) to give his or her name and address;
- i. on informing the owner of a ship or seaplane of an alleged offence against the Act (or any secondary legislation (including bylaws) made under the Act) involving that ship or seaplane, require the owner to give all information in the owner's possession or obtainable by the owner that may lead to the identification of the person (not being the owner) who it is alleged committed the offence:

- j. regulate and control traffic and navigation on the occasion of unusual or extraordinary maritime traffic

9.2 Revocation of bylaws

9.2.1 The following bylaws and all amendments are revoked: Northland Regional Council Navigation Safety Bylaw 2017.

9.3 Suspension and exemptions from this Bylaw

9.3.1 The Harbourmaster may exempt by written approval, any person, vessel or class of vessels from any requirements of this Bylaw;

- i. exemptions granted will not override or remove the need to comply with the Act or Maritime Rules;
- ii. any exemptions to Maritime Rules must be considered by the Director under Section 40AA of the Act.

9.3.2 In granting any written exemptions to any clause of this Bylaw, the Harbourmaster must consider the effects of the exemption on public health and safety.

9.3.3 The Harbourmaster may revoke any exemption at any time the Harbourmaster has reason to believe public health or safety has, or may be, adversely affected.

9.3.4 To avoid doubt, compliance with this Bylaw does not remove the need to comply with all other applicable Acts, regulations, bylaws, and rules of the law.

9.3.5 Unless the context requires another meaning, a term or expression that is defined in the Act or Maritime Rule and used in this Bylaw, but not defined, has the meaning given by the Act or Maritime Rule.

9.3.6 Any explanatory notes and maps are for information purposes, do not form part of this Bylaw, and may be made, amended, and revoked without formality.

9.4 Fees and charges

9.4.1 The fees and charges for functions, duties, powers or services carried out by council under this Bylaw are specified in the Northland Regional Council Charging Policy. These charges are reviewed annually and must be paid to council on demand by the specified person or owner.

Note: Application forms referred to in the text of this Bylaw may be obtained from any Northland Regional Council office or downloaded from the website www.nrc.govt.nz/onthewater

Schedule 1 | Ngā herenga o te whanga | Harbour limits

Schedule 1 | Ngā herenga o te whanga | Harbour limits

Harbour limit - Bay of Islands

As defined in Warrant of 1 Dec 1936, NZ Gazette 3 Dec 1936, p. 2331.



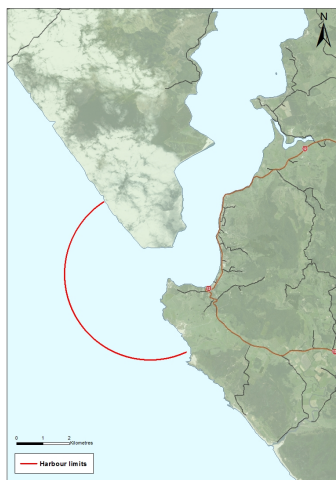
Harbour limit - Kaipara Harbour

As defined in Order of Council of 20 Nov 1868, NZ Gazette 23 Nov 1868, p. 549.



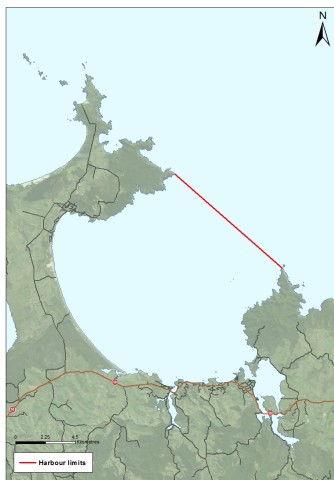
Harbour limit - Hokianga Harbour

As defined in Order of Council of 20 Nov 1868, NZ Gazette 23 Nov 1868, p. 549.



Harbour limit - Mangōnui

As defined in Order of Council of 20 Nov 1868, NZ Gazette 23 Nov 1868, p. 549.



Harbour limit - Pārengarenga Harbour

As defined in Order of Council of 5 May 1969, NZ Gazette 22 May 1969, p. 949.



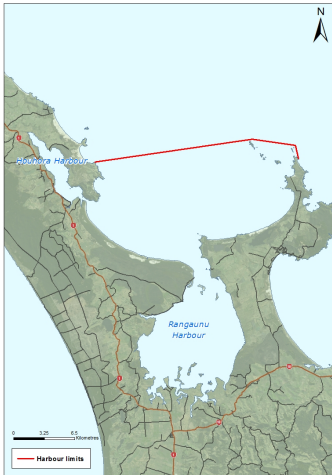
Harbour limit - Whananaki Harbour

As defined in the Schedule of the Tutukākā, Whangaruru and Whananaki Harbours Control Act 1926.



Harbour limit - Rangaunu Harbour

As defined in NZ Gazette 3 June 1982, p. 1751.



Harbour limit - Whangaroa Harbour

As defined in Order of Council of 20 Nov 1868, NZ Gazette 23 Nov 1868, p. 549.



Harbour limit - Whangaruru Harbour

As defined in the Schedule of the
Tutukākā, Whangaruru and Whananaki
Harbours Control Act 1926.



Harbour limit - Whangārei Harbour

As defined in Order of Council of 28
March 1967, NZ Gazette 13 April 1967
No. 23, p. 585.



Schedule 2 | Ngā kōrero whāiti o te wāhi | Location-specific information

Schedule 2 | Ngā kōrero whāiti o te wāhi | Location-specific information

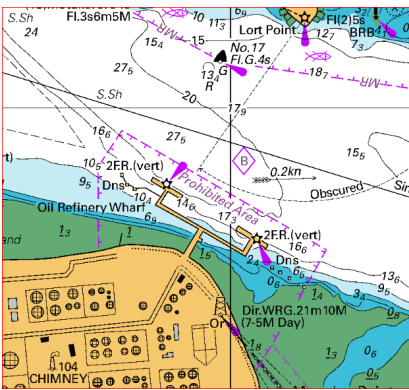
Prohibited areas

Except where authorised by Whangārei Harbour Radio or the Harbourmaster, no person shall sail, navigate, moor or anchor any vessel or enter, swim or dive, whether with or without diving equipment, into or in that part of the Whangārei Harbour described as follows.

1. Marsden Point

All that area enclosed by the pecked line shown on nautical chart NZ 5214 which surrounds the berths at Marsden Point.

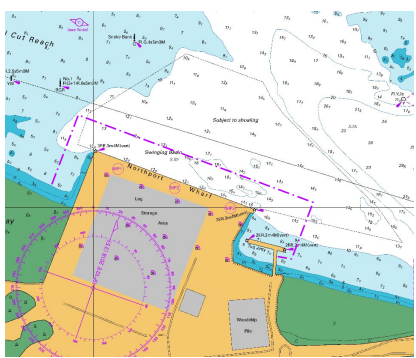
Marsden Point prohibited area



2. Northport

All that area enclosed by the pecked line which surrounds Northport berths. When ships are fumigating, bunkering, discharging or loading dangerous cargo, an additional 100 metre exclusion zone will be in force around the ship and exists for all water users. KEEP CLEAR 100 metre fluorescent signs (by day) and flashing lights (by night) are displayed on the seaward side of the ship.

Northport prohibited area



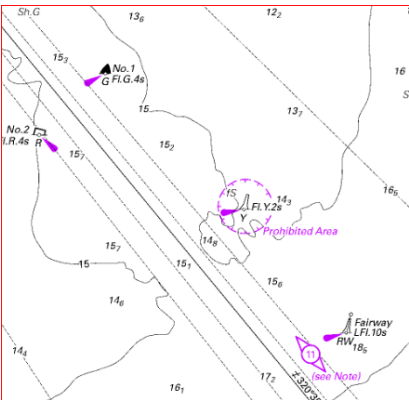
3. Whangārei Harbour entrance channel
- Wave Rider data collection buoys

All vessels are required to keep at least 100 metres clear of the following WRB system buoys located on the northern side of the Whangārei Harbour shipping channel midway between the Fairway buoy and the No. 1 buoy:

WRB A in position 35° 52.986' S / 174° 32.888' E

WRB B in position 35° 53.015' S / 174° 32.912' E

Nautical Chart extract NZ5214 showing location of prohibited area



A Wave Rider Buoy out of the water



The WRB system is depicted on nautical charts NZ 5219 and NZ5214, adjacent to the Whangārei entrance channel between the Fairway Buoy and No. 1 Buoy. The two Wave Rider Buoys sit very low in the water and are hard to see.

The two Wave Rider Buoys are fitted with one nautical mile range lights.

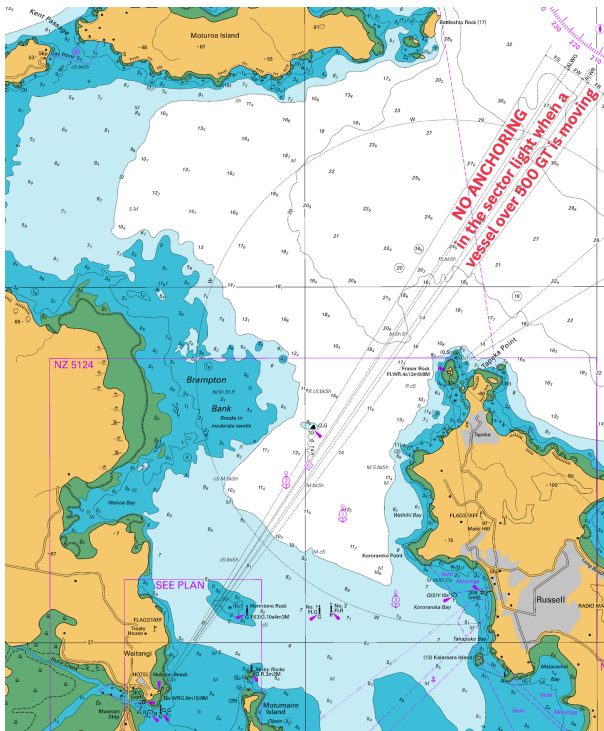
Prohibited anchorages

Except where the Harbourmaster permits, no person shall moor or anchor any vessel in those parts of the respective harbours as hereinafter described:

1. Waitangi sector light - shipping approach route - nautical chart affected NZ 5215

Within the Bay of Islands Harbour, the person in charge of a vessel may not anchor within any sector of the Waitangi Sector light, from the 10 metre depth contour line adjacent to Hermione Rock, out to three nautical miles from Tapeka Point towards Ninepin Island when a vessel 500 gross tonnage and over is moving within the harbour. That is either approaching to pick up a pilot, approaching to drop anchor or picking up anchor to depart the harbour.

Waitangi sector light prohibited anchoring area



2. Whangārei Harbour - undersea cables - nautical charts affected NZ 5214, NZ 5215

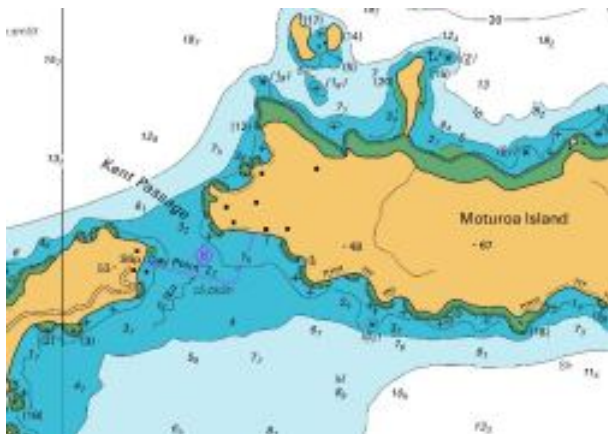
All that area 75 metres each side and parallel to the following lines:

- a. a line in a direction 348° from approximate position 35° 46.75'S / 174°23.10'E, to Stevens Point Sector Light Beacon in approximate position 35°46.47'S / 174° 23.03'E and then continuing in a direction 008° to a cable marker at Waikaraka in approximate position 35° 45.67'S / 174° 23.16'E.
- b. a line in a direction 260° from Ross Beacon in approximate position 35°46.73'S / 174° 23.28'E to approximate position 35° 46.75'S / 174° 23.10'E, continuing in a direction 252° to Shell Bank West Rear Lead in approximate position 35° 46.92'S / 174° 22.49'E and then continuing in a direction 115° to Shell Bank West Front Lead in approximate position 35° 47.49'S / 174°23.99'E.
- c. a line in a direction 312° from One Tree Point Rear Lead in approximate position 35° 49.32'S / 174° 26.99'E to One Tree Point Front Lead in approximate position 35° 48.63'S / 174° 26.03'E.

1. Bay of Islands Harbour - undersea cables - nautical charts affected NZ 5124, NZ 5125

- Within pecked lines drawn 75 metres on each side of a cable running from an unlighted triangular cable beacon situated on the foreshore at Russell in approximate position $35^{\circ} 15.87'S / 174^{\circ} 07.28'E$ in a direction 226° to an unlighted triangular cable beacon situated on the foreshore at Paihia in approximate position $35^{\circ} 17.07'S / 174^{\circ} 05.78'E$.
- Within pecked lines in Veronica Channel between Okiato and Ōpua, between unlighted triangular cable markers in approximate positions. N- $35^{\circ} 18.27'S / 174^{\circ} 07.10'E$ E- $35^{\circ} 18.36'S / 174^{\circ} 07.30'E$ S- $35^{\circ} 18.57'S / 174^{\circ} 06.99'E$ W- $35^{\circ} 18.52'S / 174^{\circ} 06.90'E$
- Within pecked lines drawn 75 metres each side of a cable running in a direction $165^{\circ} / 345^{\circ}$ between two unlighted triangular cable beacons situated on the foreshore in the Waikare inlet in approximate positions $35^{\circ} 18.36'S / 174^{\circ} 08.07'E$ and $35^{\circ} 18.99'S / 174^{\circ} 08.27'E$.
- Anywhere within 75 metres each side of the cable marked on nautical chart NZ 5124 in the vicinity of Kent Passage Channel running between Day Point and Moturoa Island.

Kent Passage cable prohibited anchoring area



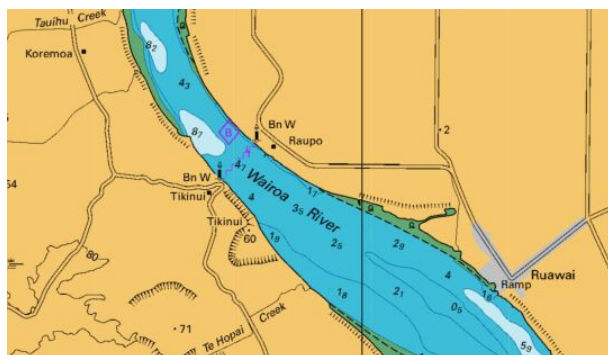
4. Hokianga Harbour - undersea cables - nautical chart affected NZ 4212

Within pecked lines drawn 100 metres each side of a cable from an unlighted triangular beacon bearing the word "Cable" and standing half a cable westward of the root of Rawene Wharf in approximate position 35° 23.62'S / 173° 30.26'E in a direction 023° to the unlighted triangular cable marker across the harbour in approximate position 35° 22.84'S / 173° 30.65'E.

5. Kaipara Harbour - undersea cables - nautical chart affected NZ 4265

Anywhere within 75 metres each side of a cable running between Tikinui and Raupo in a direction 45° / 225° between two unlighted triangular cable beacons situated on the foreshore of the Wairoa River in approximate positions 36° 7.11'S 173° 58.99'E / 36° 7.41'S 173° 58.63'E.

Kaipara Harbour prohibited anchoring area



Access lanes

Bay of Islands

- Doves Bay (Te Kowhai) – Kerikeri Inlet
- Paihia
- Tapeka

Doubtless Bay

- Coopers Beach

Whangaruru Harbour

- Ōakura Bay
- Sandy Bay

Pataua Harbour

- 600 metres upstream of footbridge – south side
- 600 metres upstream of footbridge – north side

Whangārei Harbour

- Limestone Island

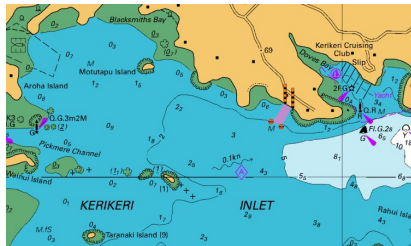
Whananaki

- Southern side below foot bridge

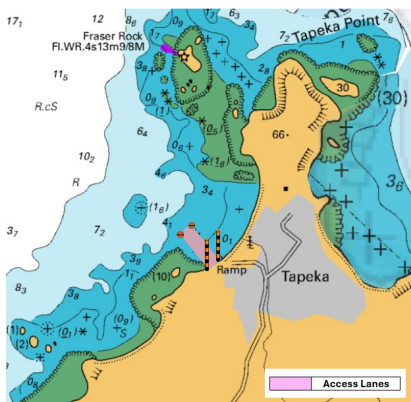
Access lane maps

Maps are indicative only. Actual positions of access lanes are marked by orange posts with horizontal black bands (on shore) and orange buoys with black bands (on the water).

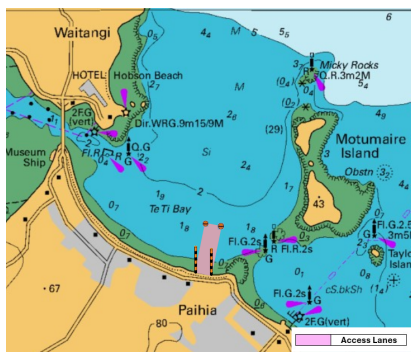
Access lane at Doves Bay (Te Kowhai), Kerikeri Inlet



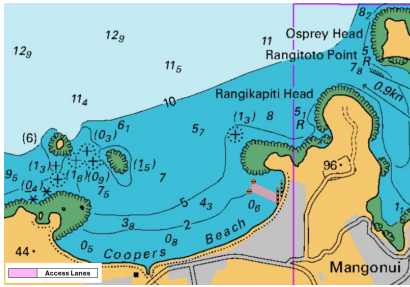
Access lane at Tapeka



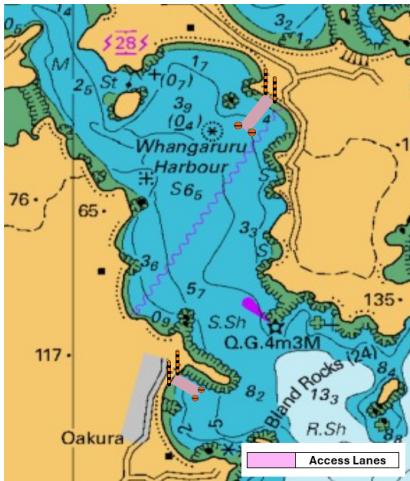
Access lane at Paihia



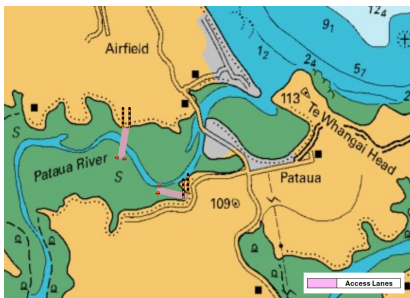
Access lane at Coopers Beach



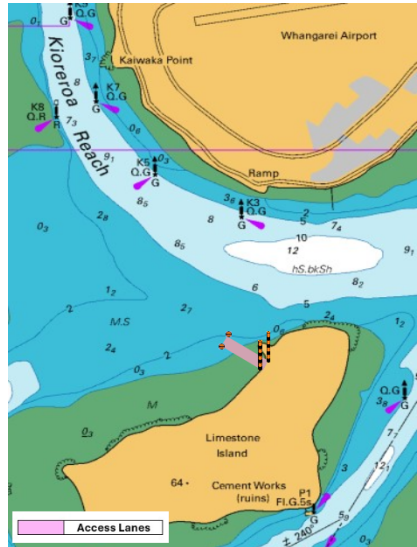
Access lane at Whangaruru



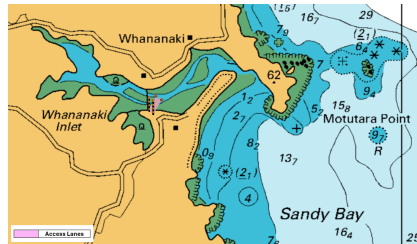
Access lane at Pataua



Access lane at Limestone island



Access lane at Whananaki



Speed uplifting areas

Houhora Harbour - Waingarara

Ngunguru - South-eastern side of the harbour

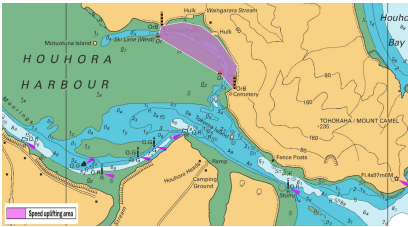
Mangawhai Harbour - Eastern side of the harbour

Taipā - Oruru River south of the bridge

Speed uplifting area maps

Maps are indicative only. Actual positions of speed uplifting areas are marked by orange posts with horizontal black bands (on shore), and orange buoys with black bands (on the water).

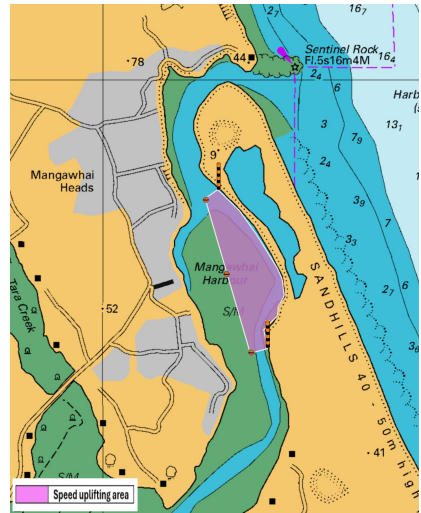
Speed uplifting area at Houhora



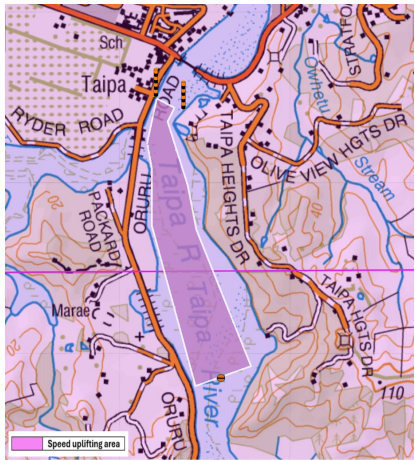
Speed uplifting area at Ngunguru



Speed uplifting area at Mangawhai



Speed uplifting area at Taipā



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