

Auckland Regional Council
Harbourmaster's Direction 5-06
Vessel Operating Requirements

Foreword

Following the risk assessment required by Maritime New Zealand under the Port and Harbour Safety Code, and assessments following recent incidents, the Auckland Harbourmaster has issued this Direction. The contents of this Direction will be combined into the Navigation Safety Bylaws, currently under review.

1) Preamble

These directions are issued under section 650C and 650E of the Local Government Act 1974. They:

- a. Define the area and vessels to which they apply.
- b. Prescribe the requirements for the manner in which these vessels will navigate within this area.

2) Definitions

“Auckland Region” means area of control of the Auckland Regional Council.

“Licensed pilot” means a person holding a current pilotage licence for the pilotage area.

“Pilotage area” means any area described in maritime rule 90, or a Harbourmasters’ direction, where a vessel is required to carry a pilot.

“Pilot exempt master” means a master holding a current pilotage exemption certificate for the Manukau Harbour or Auckland Harbour issued under maritime rule 90, or previous relevant legislation.

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

3) Application

This direction applies to all vessels required to carry a licensed pilot, or a pilot exempt master, as laid out in:

- 1) Maritime rule 90; and
- 2) Any Harbourmasters’ direction.

5) Variation

The Harbourmaster may, upon written application, vary the rules in this direction for a vessel or specific class of vessels. This will be done on a case-by-case Basis, and only where the overall harbour safety standards can be maintained.

7) Purpose

To ensure that vessels manoeuvring within a Pilotage district can be navigated in a manner that will not adversely affect the safety of navigation and is within international standards.

8) Vessels to navigate within operating criteria set by the Harbourmaster.

All vessels navigating within a pilotage district must:

- 1) Operate within the criteria laid down in any Pilot or Pilot Exempt master operating guidelines approved by the harbourmaster; and
- 2) Operate within any criteria laid down by the Harbourmaster for that vessel or berth.

10) Requirements for Oversize Vessels

All Berths, Wharfs and Channels within pilotage districts are assessed within international standards for the maximum size of vessel permitted to navigate within them.

For vessels visiting the Port of Auckland these are;

- 1) Maximum length overall 320 metres
- 2) Maximum beam 43 metres
- 3) Maximum draft 12.7 metres

For vessels visiting the Port of Onehunga these are;

- 1) Maximum length overall 95 metres
- 2) Maximum beam 23 metres
- 3) Maximum draft 6.0 metres

For vessels visiting the Wiri Gas terminal these are;

- 1) Maximum length overall 135 metres
- 2) Maximum beam 30 metres
- 3) Maximum draft 6.0 metres

For vessels visiting the Tamaki River, upstream of Panmure Bridge;

- 1) Maximum length overall 67 metres
- 2) Maximum beam of self-propelled vessels 14 metres.
- 3) Maximum draft must allow a suitable UKC when crossing the Tamaki river bar.
- 4) Maximum height must allow a 700 millimetres clearance to the Panmure Bridge.
- 5) Maximum displacement of vessel must not exceed 2000 tonnes.

Additionally for un-powered barges, and other vessels under tow.

- 1) Maximum combined beam of tug and barge/vessel is 14 metres where barge is to be towed from alongside.
- 2) Maximum combined displacement of a barge/vessel and tug(s) must not exceed 2000 tonnes.

No vessel in excess of any of these sizes may navigate within pilotage limits without the prior written permission of the Harbourmaster. Such permission may be notified to the port operator or facility owner, as agent for the ship owner, in cases where the permission cannot be passed to the ships' Master.

In granting such permission the Harbourmaster may require such vessel be computer simulated in order to set safe operating criteria. Where a ship owner, master or agent is unable to provide a simulation for the vessel the Harbourmaster may refuse entry to, or set strict operating criteria, in respect of that vessel. Such criteria shall be set after consultation with the facility owner and port operator.

11) Liability

Auckland Regional Council shall not, in any case, be responsible for any loss or damage arising from the negligence of the master or crew of any vessel to which this direction applies, or for any loss, damage or incident involving the vessel.

**John Lee-Richards
Harbourmaster
Auckland Regional Council
10th August 2006**

Amended 17th January 2007
Amended 14th February 2007