

Auckland Regional Council

Harbourmaster's Direction 2-07

Waitemata Harbour Restricted Zone

Foreword

Following several incidents involving high-speed power driven vessels colliding with other vessels within the Waitemata Harbour the Harbourmasters' Office aimed to identify the cause of the incidents. In all of the incidents it became apparent that the power driven vessel traveling at speed had not seen the second vessel, and was therefore unable to ascertain whether a risk of collision existed. It was further noted that the second vessel, in all cases a slow moving smaller vessel, lacked the speed to take effective action by the time they had established a collision was likely.

With increased traffic on the harbour from a variety of user groups it was apparent some vessel skippers were unable to satisfactorily assess a safe speed for the prevailing conditions and traffic density as required by Maritime Rule 22.6 Safe Speed.

In order to assist vessel skippers with assessment of a maximum safe speed, in accordance with Maritime Rule 22.6, the Harbour Master has issued this direction. This clearly directs the master of any power driven vessel that, the maximum safe speed in the area stated is 12 knots.

A further factor of concern has been the apparent use of automatic steering devices. There appears a trend for some vessel skippers to engage automatic steering devices in areas of high traffic density when traveling at high speed. This can delay the response time in a vessel altering course, and can be a significant factor when in confined waters or heavy traffic.

1) Preamble

These directions are issued under section 650C(3)(a) of the Local Government Act 1974. They:

- i) Define the limits of the "Waitemata Harbour Restricted Zone".
- ii) Prescribe the manner in which power driven vessels must navigate within this zone.

2) Definitions

“Emergency response craft” means any vessel approved by the Harbour Master for use in emergency response and includes Police, Customs, Harbour Master, Naval and port company vessels.

“Fast passenger ferry” means a passenger ferry whose proper speed is capable of exceeding 15 knots.

“Passenger Ferry” means a commercial vessel operated as part of a scheduled service registered with Auckland Regional Transport Authority, regardless of whether operating on such service at the time.

“Power driven vessel” means any vessel propelled by machinery

“Proper speed” means speed through the water.

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

3) Application

This direction applies to all power driven vessels.

4) Exemptions

This direction shall not apply to:

- i) A Police, Customs, Ports of Auckland Ltd Pilot vessel, Naval or Harbour Master vessel, engaged on duty, where the nature of the duty requires it to exceed 12 knots.
- ii) An emergency response craft vessel when responding to an incident where there is grave and imminent danger to life and/or property.
- iii) Fast passenger ferries, showing a flashing yellow light, on a scheduled passage where the reduction of speed to 12 kts would disrupt the established ferry timetable. Such vessels will hold a written exemption from the Harbourmaster stating on what services they may exceed 12 knots.

5) Variation

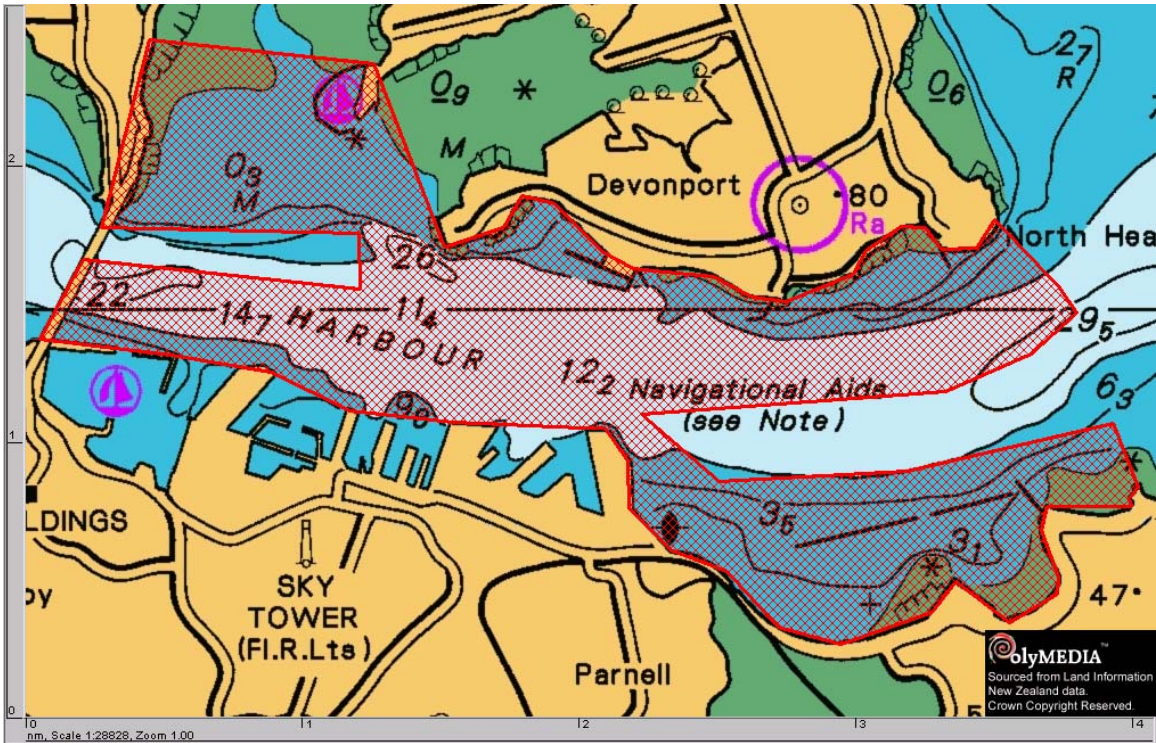
The Harbour Master may, upon written application, vary the rules in this direction for a vessel or specific class of vessels. This will be done on a case-by-case basis, and only where the overall harbour safety standards can be maintained.

6) Location

The Waitemata Harbour Restricted Zone includes all waters of the Waitemata Harbour bounded by a line drawn from:

Lt. 36 49.69'S	Lg. 174 48.83'E	(North Head)	to
Lt. 36 49.92'S	Lg. 174 49.11'E	(No 17 Light By.)	to
Lt. 36 50.01'S	Lg. 174 49.19'E	(Mid channel)	to
Lt. 36 50.16'S	Lg. 174 48.99'E	(Anchorage 8)	to
Lt. 36 50.29'S	Lg. 174 48.61'E	(Anchorage 7)	to
Lt. 36 50.37'S	Lg. 174 47.25'E	(Off Fergusson)	to
Lt. 36 50.62'S	Lg. 174 47.60'E	(Resolution yellow by.)	to
Lt. 36 50.58'S	Lg. 174 48.44'E	(No 20 light By.)	to
Lt. 36 50.41'S	Lg. 174 49.36'E	(Bastion yellow By.)	to
Lt. 36 50.63'S	Lg. 174 49.44'E	(Bastion Point)	
Then along the shoreline to			
Lt. 36 50.10'S	Lg. 174 44.57'E	(Harbour Bridge South)	to
Lt. 36 49.81'S	Lg. 174 44.76'E	(Harbour Bridge pillar)	to
Lt. 36 49.92'S	Lg. 174 46.00'E	(Off Bayswater Marina)	to
Lt. 36 49.72'S	Lg. 174 46.00'E	(Off Bayswater Marina)	to
Lt. 36 49.70'S	Lg. 174 44.85'E	(Harbour Bridge pillar)	to
Lt. 36 49.63'S	Lg. 174 44.90'E	(Harbour Bridge North)	to
Then along the shoreline to			
Lt. 36 49.03'S	Lg. 174 45.06'E	(Cable marker)	to
Lt. 36 49.11'S	Lg. 174 46.06'E	(Bayswater cable marker)	to
Lt. 36 49.76'S	Lg. 174 46.37'E	(Stanley Point)	
Then along the shore line to			
Lt. 36 49.69'S	Lg. 174 48.83'E	(North Head)	

(shaded red in the accompanying chart)



7) Purpose

To ensure the safety of navigation by:

- i) setting a speed, which in the opinion of the Harbour Master, constitutes the maximum safe speed, as detailed in Maritime Rule 22.6, at which a power driven vessel may navigate; and
- ii) ensuring all power driven vessels are able to take immediate and effective action to avoid collision;

when within the area to which the direction applies.

8) Conduct of vessels

All power driven vessels, other than exempt vessels, within the Waitemata Harbour Restricted Zone shall not;

- i) exceed a proper speed of 12 knots.
- ii) use an automatic steering device.

12) Limitations

Every vessel shall observe maritime rules, bylaws and codes, in particular:

- i) Maritime rule 22; and
- ii) Auckland Regional Council Navigation and Safety Bylaws; and
- iii) Harbour Master Directions.

This Direction in no way removes the obligation of any vessel from the requirements of 3.2 of the Auckland Regional Council Navigation and Safety Bylaws ("5 knot rule").

13) Liability

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

John Lee-Richards
Harbour Master
Auckland Regional Council
31st March 2007