



Harbourmaster

Harbourmaster's Direction 3-20

Pilotage

Purpose

This direction contains the requirements for the compulsory pilotage areas within the Auckland region. It updates and supersedes previous Harbourmaster's Direction 4-16 and should be read in conjunction with Maritime Rule Part 90.

These directions shall apply to:

- a. All vessels 500 gross tonnage or greater, except for warships as defined in the Maritime Transport Act 1994.
- b. And, in addition, as directed by the Harbourmaster for the safe navigation and orderly management of harbour traffic, they may also apply to:
 - i) Any vessel less than 500 gross tonnage and greater than 40 metres length overall.
 - ii) Any other vessel as directed by the Harbourmaster.

Pilotage Areas

Auckland

Compulsory Pilotage within the Auckland Pilotage Area

The master of every vessel to whom these directions apply shall, unless that person is the holder of a pilotage exemption certificate or is otherwise exempted by law, employ a qualified pilot when that vessel is being navigated within the Auckland pilotage area.

A vessel may, when permitted by the Harbourmaster or a licensed pilot via harbour control, proceed from the pilotage limit to a designated gulf anchorage or pilot boarding station without a pilot embarked.

A vessel may, when permitted by the Harbourmaster or a licensed pilot via harbour control, proceed from the pilotage boarding station or a designated gulf anchorage to the pilotage limit without a pilot embarked.

- i) For vessels of draft greater than 11 metres, or length greater than 240 metres, must not navigate inwards south of latitude 36 degrees 43.2 minutes South (the latitude of pilot boarding



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position Bravo), without a pilot on board.

- ii) For vessels of draft 11 metres or less, and length 240 metres or less, must not navigate inwards south of latitude 36 degrees 44.2 minutes South (the latitude of pilot boarding position Alpha), without a pilot on board.
- iii) Vessels proceeding to or from the Motuihe Explosives anchorage or Quarantine station must embark their pilot at pilot boarding station Bravo.

Manukau

Compulsory Pilotage within the Manukau Area

The master of LPG vessel must embark a licensed pilot prior to entering the Manukau pilotage limit. The master of every other vessel to whom these directions apply shall, unless that person is the holder of a pilotage exemption or is otherwise exempted by law, employ a qualified pilot when that vessel is being navigated within all waters of the Manukau Harbour east of a line extending from Jackie Hill (37 degrees 1.2 minutes South 174 degrees 33.4 minutes East), on the north shore, to South Head signal station, on the south shore of the Manukau Harbour.

Note: Currently, there are no licenced pilots for the Manukau Harbour. Maritime New Zealand & the Harbourmaster must be consulted well before any applicable vessel plans to navigate within the pilotage area.

Auckland and Manukau: Leading of ships where a pilot is unable to embark.

If the Pilot (with the approval of the Harbourmaster) considers that due to adverse weather or sea conditions, embarkation or disembarkation cannot be safely undertaken; then the leading of ships by or signaling to ships from a pilot boat under the conduct of that pilot shall be deemed a sufficient pilotage service.



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Pilots and Pilot Exempt Masters to remain within a buoyed channel

Except in the case of imminent danger, or to avoid a collision a Pilot or pilot exempt master may only navigate their vessel within the buoyed channels of:

- a. Rangitoto Channel
- b. Motuihe Channel for vessels entering into the Tamaki Strait or Motukorea Channel.
- c. Wairopa Channel
- d. Papakura Channel

Passage Plan

A pilot or pilot exempt master must prepare a passage plan for their intended passage within pilotage limits.

Where the master of a vessel and a pilot are unable to agree on a passage plan, the vessel shall proceed to the nearest safe anchorage and remain anchored until agreement has been reached.

Exclusions

- a. For holders of a pilotage exemption certificate; nothing in these directions, nor as any part of any exercise of privilege conditions shall permit any person granted any pilotage exemption certificate to pilot:
 - i. Any nuclear-powered vessel.
 - ii. Any vessel designed for the bulk carriage of oil, gas, chemicals, or other hazardous cargo, except a bunker barge, designed and used specifically for the purpose of bunkering ships.
 - iii. Any vessel with a draught exceeding 9.5 metres.
 - iv. Any vessel in cases where the vessel has defective propulsion, manoeuvring or communications equipment or where the vessel has sustained hull damage.
 - v. Any vessel transiting beneath the Auckland Harbour Bridge without prior permission from the Harbourmaster.
 - vi. Any vessel to and from Fergusson Wharf.
 - vii. Any vessel to and from Bledisloe 3 Wharf.



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- viii. Any vessel to and from Princes Wharf.
- ix. Any vessel during a berthing manoeuvre in the Waitamata Harbour commercial port area in wind speeds exceeding 25 knots.
- x. Any vessel manoeuvring in restricted visibility of less than 0.5 nautical miles.
- xi. Any vessel manoeuvring with the aid of tug(s) unless the master is in possession of the appropriate one or two tug endorsement on the pilotage exemption certificate.

Note: exclusion 'ix' and 'x' shall not apply to the holder of a pilotage exemption certificate on vessels less than 1000 gross ton.

- b. In addition, for the master of any vessel greater than 40 metres length overall, not being the holder of any pilotage exemption certificate; nothing in these directions shall permit that master to pilot:
 - i. Where the master of such vessel can reasonably be expected not to have adequate knowledge of the harbour.
 - ii. Where the master of such vessel has inadequate command of the English language.
 - iii. When the main navigation channels, approaches or berths are unusually congested.
 - iv. Any vessel transiting beneath the Auckland Harbour Bridge without prior permission from the Harbourmaster.

Variations

The Harbourmaster may, upon written application, vary the rules in these directions, providing that overall harbour safety standards are maintained.

Harbourmaster's Office

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