PORTS OF AUCKLAND
TĀMAKI HERENGA WAKA

Auckland Pilotage

Pre-Boarding Passage Plan and Master Pilot Information Exchange

The Pilotage Passage Plan is a recommended route between the designated Pilot Boarding station and the selected berth or anchorage. This plan is indicative, and can be deviated from only at the discretion of the Master and/or Pilot. Ports of Auckland accept no liability arising from the reliance of these plans.

BRAVO PS to J3

Name	Latitude	Longitude	Turning radius (m)	Legline Length (Nm)	Legline Bearing	Legline Planned speed (Kn)	Legline X-track (m)
BRAVO PS	-36.7203	174.859	500	4.65	216	12	50
ST LEONARD	-36.7834	174.802	1670	3.10	142	15	50
N LDG LT	-36.8242	174.842	1740	1.21	241	15	50
17 BUOY	-36.834	174.82	500	0.61	245	12	50
19 BUOY	-36.8383	174.808	1500	2.51	275	10	50
Westhaven	-36.835	174.756	200	0.21	213	5	50
Breakwater	-36.8379	174.754	300	0.04	227	3	50
Silo Park N	-36.8384	174.753	75	0.04	180	3	50
J3	-36.8391	174.753	Total	12.38			

Courses / Speeds to berth various to Masters orders and Pilots Advice

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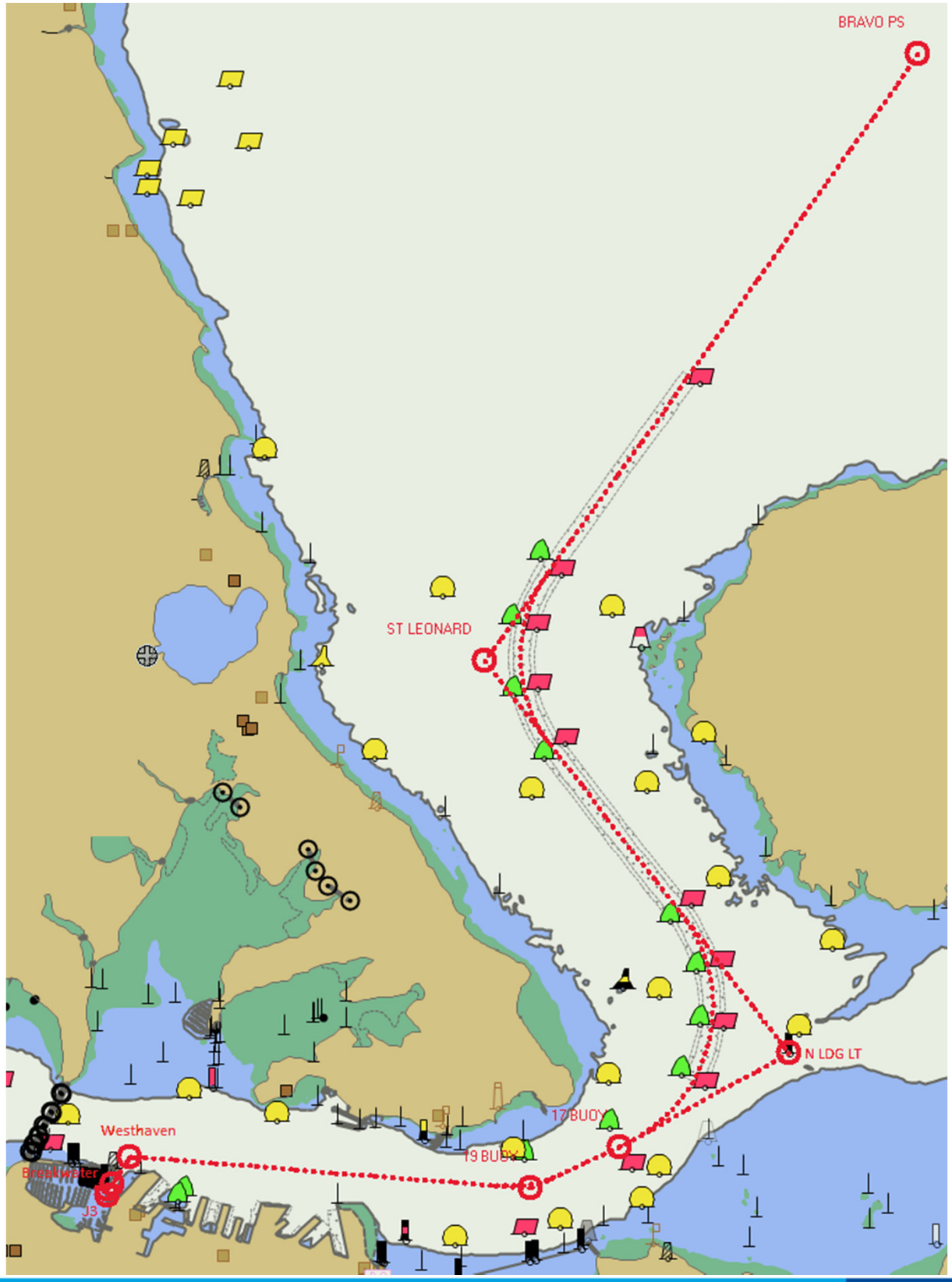


MPX EXPLANATION

PORTS OF AUCKLAND

Master Pilot Exchange Document (MPX) - Waitemata Central Harbour

Vessel	Arr/Dep	Date	25 Aug	Sum.Time	Pilots Name		To Berth	Bth	FX	
SPIRIT OF CANTERBURY	Arrive	Time	08:00	No	Captain	John Barker		Bow	N	

Indicates Daylight saving

Used only only to indicate new berth if shifting ship

VESSELS' DETAILS		Prop No	1	Rudder	Beck	Year Built	2005	Tidal information				
		CCP/Fix	CPP	Thr. Fwd	700 kw	LOA	147.8 m	Time	Height		Range	2.8 m
MAX. DRAFT	7.50	Prop/Azi	Propel	Thr. Aft	None	Beam	23.2 m	25-Aug 06:15	Low	0.4 m	Moderate	
		Rotation	Right	Main Eng	9,600 kw	HOA	40.1 m	25-Aug 12:45	High	3.2 m	Flood	

Spring Tide Range is 2.63m and Neap Tide Range is 1.93m. Rate of Tide here is indication only for entire Pilotage and the estimated strength should be observed in the seperate Channel and Approach Calculation boxes.

Main Channel		DW	Planned Approach Area		Berth Calcs on Arrival		Berth Calc next 24 hours	
Min. Channel Depth	11.0		Min. Planned Approach	11.3	Berth Depth	12.6	Side To	Port
(+) Tide 25 Aug 08:30	1.2		(+) Tide 25 Aug 08:45	1.2	(+) Tide 25 Aug 09:00	1.5	Berth depth	12.6
Available Depth	12.2		Min. Planned App Depth	12.5	Depth at Berth	14.1	(+) Min tide	0.7
Maximum Draft	7.5		Maximum Draft	7.5	Maximum Draft	7.5	Avail depth	13.3
10% of max. draft	0.8		Min UKC	0.4	UKC at berth (-) 0.4 or 0.5	0.5	(-) 0.4 or 0.5	0.4
Required depth	8.3		Required depth	7.9	Required Depth	8.0	Max all. draft	12.9
UKC (Dynamic)	3.9		UKC (Dynamic)	4.6	UKC (Static)	6.1	This max draft shall not be exceeded during the lowest tide of the vls stay	
Is avail. > Reqd?	Yes		Has approach depth been checked?		This is the available UKC (static) on the vls berthing only			
Estimated Strength	Strong		Estimated Strength	Strong				

Main Rangitoto Channel is 300m wide throughout. The outermost 50m on each side are dredged to 11m. If the Vessel is constrained by its draft then they will have sole use of the channel and only use the inner 200m DW channel which is dredged to 12.5m

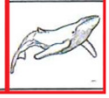
Box used on Departures only. However Arrival Ladders should be rigged by IMO standards with a heaving line on standby and "No man ropes".

Constrained By Draft? No	F/W rqd?	Yes	No	Position	Fwd	Mid	Aft	Ladder	Port	Stbd	L/N Port	Last / Next Port

The Maximum Tug Power sometimes is greater than the SWL of the vessel Bollards, so please indicate the SWL of the Bollards that the Tugs will be making fast too. Also as per the diagram please advise crew to place the tug line on the furthest Bit head on the Bollard set to maximise the spread of load over the Bollard base.

When transiting the Hauraki Gulf please observe the Whale protocol in the annex attached.

Harbour Bridge Calculation			
Ht of Span above CD	41.6	Vert Bridge Clear to	39.0
Min clearance rqd.(-)	1.0	Vessel Air Draft	32.6
V. clear above CD (=)	40.6	Clear under main	6.4
Tide 25 Aug 09:15	1.6	TRANSIT POSSIBLE?	Yes

Tug Pull (t)		Tugs Lines	Whales Noted
Waipapa	50		
Wakakume	50		
Hauraki	70		
Daldy	24		

Mooring Lines, First/Last				
Fwd	Hd	No	One(1) mooring line at a time	Rev. 28.0 Oct 2015 PoAL ©
	Spg	Yes		
Aft	Spg	Yes		
	Stn	No		

Passage Plan been presented?		Has Pilot Card been sighted?	
Have all defects been noted?		Anchors clear and a man fwd?	
Courses been agreed upon?		Harbour traffic discussed?	
Is officer, other than master, taking "Con" for berthing?		Yes	2 Tug Fast

The bridge team is requested to monitor the Pilots actions at all times. DO NOT hesitate to question him, if in doubt.

For assistance or EMERGENCY in port, contact "Auckland Harbour Control" on VHF channel 9 or 12.

PoAL operates at MSL 1, unless notified otherwise. Contact PFSO on 027 229 6144

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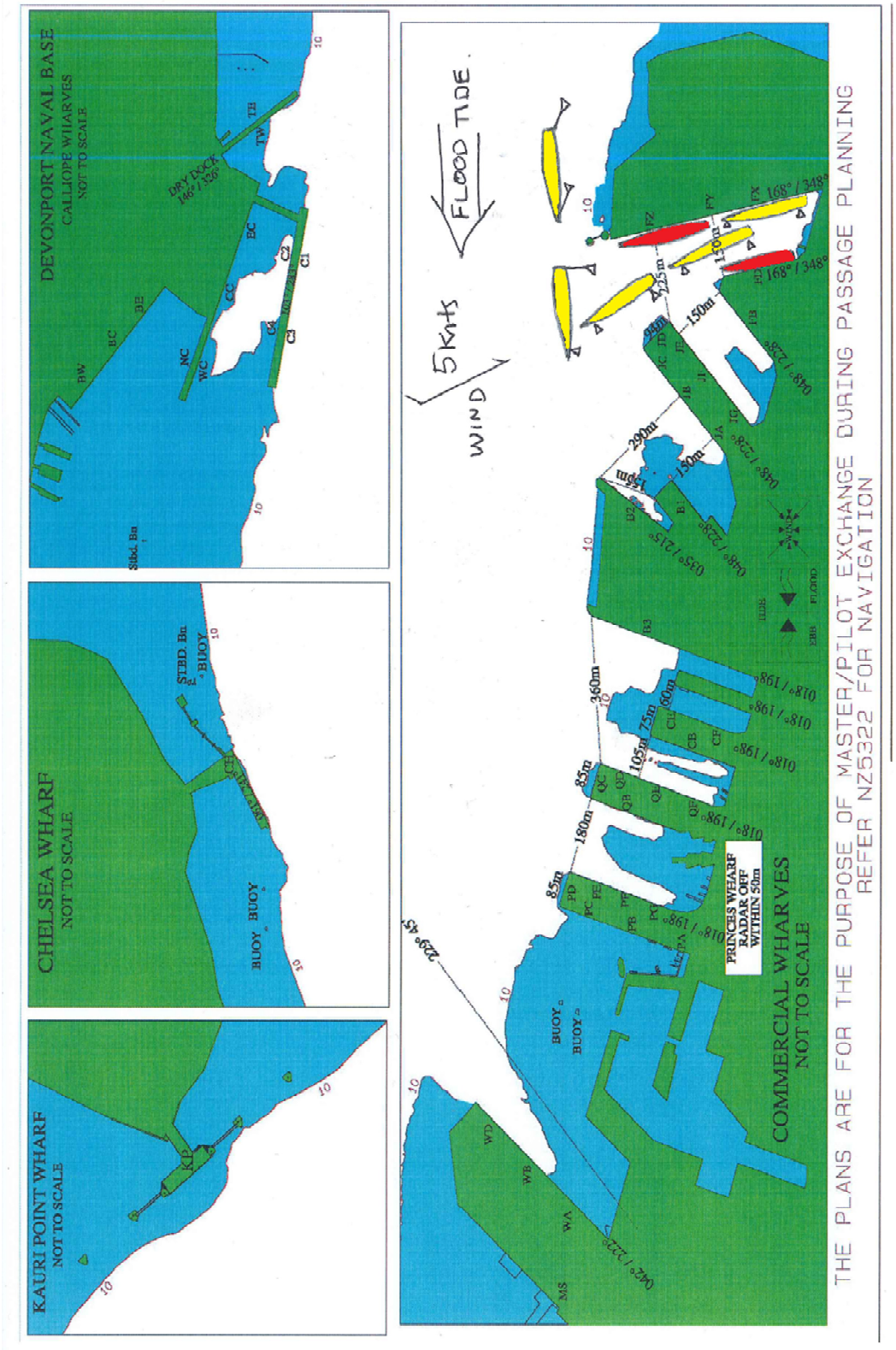
EXAMPLE



Hauraki Gulf Transit Protocol for Commercial Shipping

The Port of Auckland is located on the east coast of New Zealand's North Island, in the Hauraki Gulf Marine Park. This marine park is one of the few places in the world with a semi-resident population of Bryde's whale. The local whale population is small, and is listed as critically endangered in New Zealand.

The whales are vulnerable to ship strike which is a threat to the local population's long-term survival. That is why Ports of Auckland (POAL), the shipping industry, New Zealand's Department of Conservation (DOC), and Auckland University, are leading efforts to find ways to reduce the risk of colliding with a whale.

This protocol is part of that effort. It outlines steps Masters should take when planning their passage to and from Auckland, and what to do while transiting the Hauraki Gulf. Your help in protecting our local whales is greatly appreciated.

Tony Gibson
CEO, Ports of Auckland
January 2015

Reducing the risk of whale deaths

1 **Plan** to slow down

The best way to reduce the risk is to slow down and avoid areas with the most whales. The risk to whales is substantially lower from ships travelling at 10 knots compared to 15 knots or more.

- Plan your voyage so that whenever possible you transit the Hauraki Gulf at 10 knots.
- Approach and depart from the Port of Auckland using the recommended route as outlined in the New Zealand Annual Notices to Mariners, Section 10: Shipping routes around the New Zealand coast.

Adherence to this routing will narrow the area of the Gulf transited by large vessels and so help reduce the risk of collision with a whale.

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2 **Watch** for whales

If you can see a whale, you can avoid it. Having a dedicated observer scanning ahead with binoculars will help to detect whales at greater distances.

- When transiting through the Hauraki Gulf, vessels are required to post whale lookouts during daylight hours.
- If a whale is sighted forward of the beam, slow down and/or change course to keep as far from the whales as possible. Whenever safe to do so, no vessel should pass closer than 1,000 metres from a whale.

The image on the right is provided to help crew identify Bryde's Whales.

3 **Report** whale sightings

Ports of Auckland Harbour Control operate a whale reporting and warning system for vessels transiting the Hauraki Gulf. Whale sightings are relayed to all vessels in the Hauraki Gulf so that whales can be avoided.

- All whale sightings should be immediately reported to Harbour Control as follows:

> ***"Auckland Harbour Control, Auckland Harbour Control, Auckland Harbour Control."***
> ***"This is:*** *[Vessel name, vessel name, vessel name]"*
> ***"Whale sighting report."***

On making contact, please provide the following information:

- Position of sighting, either latitude and longitude or bearing and distance from a known landmark.
- Number of whales sighted
- Direction of movement in terms of three figure notation in degrees or as compass points.

Harbour Control will inform all other vessels in the Hauraki Gulf area of whale sightings, in the following format:

> ***"All stations, All Stations, All Stations"***
> ***"This is Harbour Control, Ports of Auckland."***
> ***"Sighting of [number] of large whale(s)."***
> ***"At [location]"***
> ***Direction of whale travel is [.....]"***
> ***"If possible please avoid the vicinity, increase lookouts and reduce speed."***
> ***Out***

Conclusion

This protocol is a measure agreed between the Ports of Auckland and the shipping industry. It contains reasonable, practical measures which should, if widely adopted, reduce the number of whale deaths caused by vessels.

The protocol can only be effective if shipping lines and Masters co-operate. By taking avoidance measures, planning ahead and reducing speed whenever schedules permit, the industry will be able to address an issue of growing public concern.

Your co-operation is greatly appreciated.

Recommended Approach to the Ports of Auckland

From the North: Keep at least 5 nautical miles off land before entering the Hauraki Gulf through the Jellicoe Channel, passing midway between Cape Rodney and Little Barrier Island. Proceed southwards keeping at least 3 nautical miles to the east of Flat Rock and when in a position at least 2 nautical miles off Shearer Rock proceed along the white sector of the St Leonards Beach light to the Pilot station.

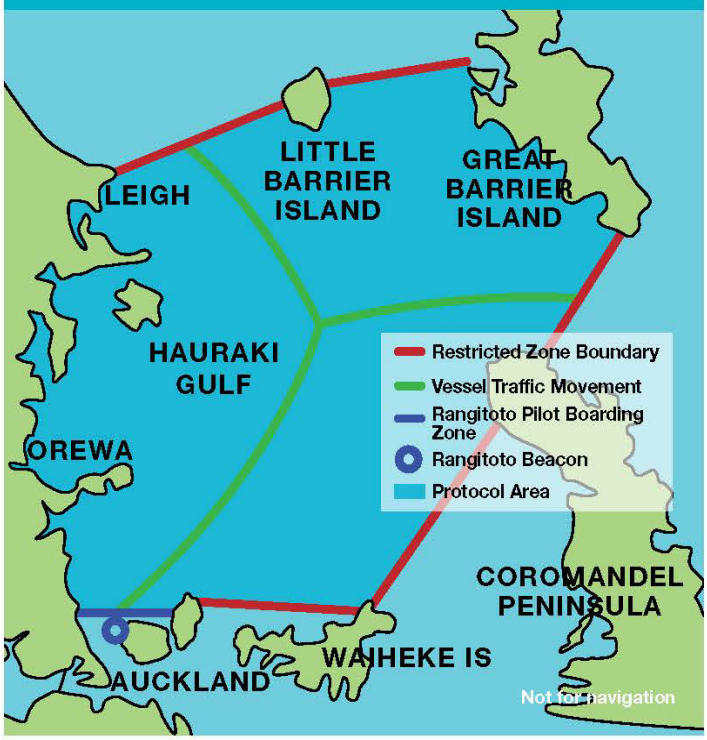
From the East: Enter the Hauraki Gulf through the Colville Channel keeping at least 3 nautical miles to the north of Channel Island. Proceed to a position at least 2 nautical miles off Shearer Rock then proceed along the white sector of the St Leonards Beach light to the Pilot station.

The routes should be reversed for departing vessels.

Other than for vessels calling at Great Barrier Island, it is recommended that passage through the Craddock Channel between Great Barrier Island and Little Barrier Island be avoided.

Vessels calling at Great Barrier Island should keep at least 2 nautical miles off Horn Rock.

Extract from Annual New Zealand Notice to Mariners. No. 10.



Auckland Council
Te Kaunihera o Tāmaki Makaurau

Harbourmaster recommended, safe navigational transit routes

Hauraki Gulf Marine Park
Ko te Pataka kai o Tikapa Moana
Te Moananui a Toi

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