

Former *Annual New Zealand Notice to Mariners, No. 10*, published 1 July 2025 is cancelled. This is a repetition of the former notice.

Authority: Maritime New Zealand

General Provisions

Safe Navigation

Passage Planning

1. There is an obligation on the master or skipper of a vessel, prior to proceeding to sea, to ensure that the intended voyage is planned.

Development of a passage plan, and close and continuous monitoring of the vessel's progress and position during the execution of such a plan, are of essential importance for safety of life at sea, safety and efficiency of navigation and protection of the marine environment. It is recommended that shipowners' standing instructions to their masters specifically state that safety of the ship and crew, the prevention of pollution and prevention of damage to the marine environment must always take precedence over commercial considerations.

The *New Zealand Maritime Transport Act 1994*, Part 3, Section 19 Duties of Master states that the master shall be responsible for the safe operation of the ship, safety of cargo and safety and wellbeing of crew/passengers on voyage. He/she shall have the final authority to control the ship while in command.

The *Bridge Procedures Guide* issued by the International Chamber of Shipping provides recommendations on the conduct and execution of passage planning. It is recommended that navigators follow the guidance contained therein and use the bridge equipment checklists contained in the Appendices to this document.

Master's Responsibility, Duty and Professional Judgement

2. The voluntary code (summarised at paragraph 6 below) does not replace the obligations of the master to use judgement and discretion in light of the many factors which contribute to a safe passage, including:
 - (a) The condition and manoeuvrability of the ship;
 - (b) The taking into account of relevant ship's routing systems such as the IMO approved ships routing measures;
 - (c) The anticipation of known navigational hazards;
 - (d) Ensuring sufficient sea room for the safe passage of the ship;
 - (e) The prevailing and expected weather conditions;
 - (f) Experience; and
 - (g) The safety and security of the ship and crew.

In law, and under the safety management system established by the shipowner, the master has final authority for, and is free to exercise their professional judgement in, matters of safe navigation and protection of the marine environment.

Reporting Arrangements and Summoning Assistance

3. It is recommended that shipowners' standing instructions to their masters:
 - (a) Emphasise the need for immediate reporting to Maritime New Zealand (MNZ), through any coastal radio station or by calling Taupo Maritime Radio, of all situations which affect the safety of the ship or its navigation, or might lead to pollution.
 - (b) Confirm the master's position as set out in the International Maritime Organization's *International Convention on Salvage 1989*, Article 6(2):

The master shall have the authority to conclude contracts for salvage operations on behalf of the owner of the vessel. The master or the owner of the vessel shall have the authority to conclude such contracts on behalf of the owner of the property on board the vessel.
 - (c) Note that masters are required to comply with MNZ's *Marine Protection Rules Part 103* which requires ships carrying oil or other harmful liquid substances in bulk, to give at least 12 hours notice of arrival to the harbourmaster in that port, and to give notification of the types of cargo carried and its distribution on board.

Operational transfers must be notified at least 3 hours but not more than 4 days before starting.
 - (d) Encourage them to report vessels breaching the voluntary code to MNZ.

4. Communications

VHF

Maritime Radio VHF coverage



Note: gaps in coverage may exist within the areas shown, due to terrain 'shadows' (which can occur under cliffs close to the shore or in bays and fiords) and occasional system maintenance.

Channel 16 is monitored 24/7. Working channels monitored on request.

HF/MF

Station Callsign	Voice Calling	Voice Working	DSC Calling
Taupo Maritime Radio ZLM	2182	2207	no MF DSC
(frequencies in kHz)	4125	4146	4207.5
	6215	6224	6312.0
	8291	8297	8414.5
	12290	12356	12577.0
	16420	16531	16804.5

Maritime Operations Centre (24 hours)

Phone: +64 4 550 5280 or 0800 Maritime (0800 627 484)

Inmarsat C: 582-451-200-067 **Answer Back** MRNZ X

Email: maritime@kordia.co.nz

Rescue Coordination Centre New Zealand (24 hours)

Phone: +64 4 577 8030

Email: rccnz@maritimenz.govt.nz

A Voluntary Code for Ships Carrying Oil or Other Harmful Liquid Substances in Bulk**Summary**

5. This voluntary code has been introduced to prevent or reduce the risk of pollution or other damage to the marine environment caused by ships carrying oil or other harmful liquid substances in bulk.

If there is an oil pollution incident, the measures contained in this voluntary code will also allow more time to respond to such an incident, whilst causing least disruption to existing shipping routes.

The code stresses the importance of:

- Safe navigation – at paragraph 1 above;
- The shipmaster’s duty to exercise discretion in particular circumstances – at paragraph 2 above;
- Prompt reporting to Maritime New Zealand when experiencing any difficulties, which could lead to pollution or other damage to the marine environment, and summoning of salvage assistance without delay – at paragraphs 4 and 5 above;
- Observing regional routeing schemes – at paragraphs 8 and 9 below.

Scope

6. This voluntary code applies to ships carrying oil or other harmful liquid substances in bulk as defined in Annexes I and II of MARPOL 73/78 (*International Convention for the Prevention of Pollution From Ships, 1973*).

Its adoption by other vessels is welcomed.

The Areas To Be Avoided – at paragraphs 10 and 11 below – apply to all vessels of the sizes specified.

Recommended Routes Around the New Zealand Coast**General**

7. **Ships are to keep at least 5 nautical miles off the land, any charted danger, or any outlying islands, until reaching a position where alteration is required to make port.** Mariners travelling anticlockwise around New Zealand, ie with the North or South Islands on the port side, should consider keeping a further distance off, for example by 7.5 nautical miles in the vicinity of headlands such as North Cape / Otou and East Cape to better manage potential shipping encounters. A greater distance off may be necessary in adverse on-shore weather, or if it is known that the ship has any mechanical deficiency that might impair the motive power or manoeuvrability.

Note: All geographical positions are in terms of the WGS84 datum.

8. Recommended Approaches to New Zealand Ports

Whangārei	From the North	Pass to the east of the Poor Knights Islands Mandatory Area to be Avoided (refer chart NZ 521), thence midway through Parry Channel and thence to the Pilot Station.
	From the South	Proceed through Colville and Jellicoe Channels keeping at least 3 nautical miles off the land and thence to the Pilot Station.

Auckland	From the North	Enter Hauraki Gulf / Tikapa Moana through Jellicoe Channel keeping at least 3 nautical miles off land, thence at least 3 nautical miles off Flat Rock, then pass through a point midway between Shearer Rock and The Noises (at least 3 miles off Shearer Rock) before proceeding westwards to intercept the sector light at St Leonards Beach and thence to the Pilot Station.
	From the East	Enter Hauraki Gulf / Tikapa Moana through Colville Channel keeping to the north of Channel Island and thence to the Pilot Station.

Transiting between Auckland and Whangārei

Vessels in transit between the pilot stations at Auckland and Whangārei, either north or southbound, should maintain a minimum distance of 3 nautical miles from Shearer Rock, Flat Rock and Cape Rodney and pass midway between Paepae-o-Tū / Bream Tail and Taranga Island.

Tauranga	From the North	Keep at least 4 nautical miles off Mayor Island (Tūhua) and thence to the Pilot Station.
	From the East	Keep at least 5 nautical miles to the north of Volkner Rocks, thence 3 nautical miles to the north of Astrolabe Reef (which breaks in all swell conditions and in fair weather appears like a boat) and thence to the Pilot Station.
	Eastbound	From the Pilot Station set course to pass 3 nautical miles to the north of Astrolabe Reef passing abeam of Brewis Shoal (distance 3.38 nautical miles), thence keeping at least 5 nautical miles north of Volkner Rocks.

Gisborne	From the North	Proceed to the east of Ariel Bank keeping 5 nautical miles off the charted dangers to the south-east of the bank, thence to a position 3.4 nautical miles due east of Young Nicks Head / Te Kurī and thence to the Pilot Station.
	Alternatively	Pass midway between Ariel Bank and Monowai Rocks, thence at least 4 nautical miles off Tuaheni Point and thence to the Pilot Station.
	From the South	Keep at least 5 nautical miles off Kahutara Point and thence to the Pilot Station.

Napier	From the North and South	Keep at least 5 nautical miles off any charted danger and thence to the Pilot Station.
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Wellington	From the East	Keep at least 5 nautical miles off Cape Palliser / Mātakitaki-a-Kupe and 4 nautical miles off Turakirae Head before proceeding to the designated Pilot Boarding Ground. Vessels are to keep well clear of the wave rider buoys (1 nautical mile northwest of Baring Head / Ōrua-pouanui) and Arabella Rock (0.6 nautical miles northwest of Baring Head / Ōrua-pouanui).
	From the West	Pass midway between The Brothers and Fishermans Rock, thence at least 4 nautical miles off Cape Terāwhiti, thence at least 4 nautical miles off Karori Rock. This should be greater in southerly conditions. When abeam Sinclair Head / Te Rimurapa, vessels requiring a pilot should proceed to the designated Pilot Boarding Ground once directed by their pilot. Until that time they should remain at least 3 nautical miles south of the Pilot Boarding Ground to remain clear of other traffic. Vessels not requiring a pilot may adjust course to join the leads no closer than 1.5 nautical miles off the entrance (may be greater in southerly weather). Such vessels should beware of departing vessels.

Departing vessels — All departing vessels should note that:

1. Vessels in-bound for pilotage are likely to be under instructions from a local pilot and will be approaching the designated boarding areas of either ALPHA, BRAVO or CHARLIE; and
2. Vessels heading east are initially to head southward west of the line of the leads or as directed by their pilot and avoid conflict with vessels manoeuvring to pick up their pilot and traffic coming from the west by complying with the ColRegs. Such vessels should maintain this course until clear of harbour limits and in a position to intersect the coastal course line between Baring Head / Ōrua-pouanui and Cape Palliser / Mātakitaki-a-Kupe.

All vessels should be aware of the Pilot Exempt RORO ferries that operate on a frequent basis between Wellington and the South Island. These vessels will join the leading line at least 1.5 nautical miles south of the charted position of Barrett Reef buoy.

Picton	Pass midway between Cook and Walker Rocks at the entrance to Queen Charlotte Sound / Tōtaranui and thence to the Pilot Station.
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Nelson	Keep at least 5 nautical miles off Pitt Head and at least 5 nautical miles off Pepin Island and thence to the Pilot Station.
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Lyttelton	From the North	Keep at least 5 nautical miles off the land until approaching the Pilot Station.
	From the South	Keep at least 5 nautical miles off Steep Head, thence at least 3 nautical miles off Long Lookout Point and thence to the Pilot Station.

Timaru	From the North	Keep at least 5 nautical miles off the land until reaching the Pilot Station.
	From the South	Keep at least 5 nautical miles off the land and at least 3 nautical miles off Tuhawaiki Point and thence to the Pilot Station.

Otago Harbour	From the North	Keep at least 5 nautical miles off the land until approaching the Pilot Station.
	From the South	Keep at least 4 nautical miles off Cape Saunders, thence at least 3 nautical miles east of Taiaroa Head and thence to the Pilot Station.

Bluff	From the East	Keep at least 3 nautical miles off Slope Point, at least 3 nautical miles off Waipapa Point, thence at least 1.5 nautical miles south of Dog Island and thence to the Pilot Station.
	From the West	Keep at least 5 nautical miles south of Rarotoka and thence to the Pilot Station.

West Coast Stewart Island/ Rakiura	From the South	Keep at least 3 nautical miles off The Knobbies, at least 3 nautical miles off Rugged Islands and 3 nautical miles off Bishop and Clerks Islands. From there run a course to the Pilot Station at Bluff.
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East Coast Stewart Island/ Rakiura	From the South	Keep 3 nautical miles off Breaksea Islands, thence at least 3 nautical miles off Wreck Reef, thence on to a position at least 2 nautical miles off Kanetoe Island, thence on to a position at least 2 nautical miles off Zero Rock. From Zero Rock plot a course to the Pilot Station at Bluff.
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New Plymouth	From the West	Keep at least 5 nautical miles off Cape Egmont, thence at least 5 nautical miles off the land, thence at least 3 nautical miles off Motumāhanga / Saddleback and thence to the Pilot Station.
	From the North	Keep at least 5 nautical miles off the land until approaching the Pilot Station.

Manukau	From any direction from seaward, proceed to the Outer Manukau Pilotage Limit.
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Depths on the bar and entrance to the Manukau Harbour are subject to frequent change and it is dangerous to cross the bar and enter the harbour without recent local knowledge. It is not recommended that vessels enter or leave the harbour during the hours of darkness. No large vessels (those 500 gross tons or greater, or any vessel exceeding 40 metres length overall or greater) may cross the bar during hours of darkness.

Chatham Islands	<p>An Area of Restricted Access has been established around the Chatham Islands. No large vessels (those 500 gross tons or greater, or 40 metres length overall or greater) shall enter into, or remain within, the Chatham Islands Area of Restricted Access without the prior approval of the Harbour master (a fee may be charged). This restriction includes passage between Chatham Island and Pitt Island (Rangiauria) by transiting large vessels.</p> <p>It is recommended that any large vessel transiting the area remains 5 nautical miles clear to the north of Chatham Island or 5 nautical miles clear to the south of Pitt Island (Rangiauria).</p>
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IMO Approved Ships' Routeing Measures

9. New Zealand currently has three areas which have been adopted by the IMO in relation to ships' routeing measures. The IMO publication *Ships' Routeing* contains the following definitions:
 - (a) **Area to be avoided** – A routeing measure comprising an area with defined limits in which navigation is either particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships, or certain classes of ship.
 - (b) **Precautionary area** – A routeing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.
10. (a) Poor Knights Island is a **mandatory area to be avoided** by all vessels greater than 45 metres length overall (with some exceptions).
- (b) Three Kings Island is an **area to be avoided** by all vessels of 500 gross tons or more.
- (c) An area off the West Coast of the North Island is a **precautionary area**.

Detail on each of these areas follows:

In the vicinity of the Poor Knights Islands

Reference Charts: NZ 51, NZ 52, NZ 521, NZ 512, NZ 5214, NZ 5216, NZ 5219

In order to avoid the risk of pollution and damage to the environment of this sensitive area, all vessels greater than 45 metres length overall (except as specified below) **shall avoid** the following area.

The area bounded by a line connecting the following geographical positions is designated as a **mandatory area to be avoided**, the westward boundary of which is delineated by Mean High Water Springs.

1. 35° 51'.30S., 174° 35'.50E.
2. 35° 34'.55S., 174° 49'.20E.
3. 35° 29'.60S., 174° 50'.80E.
4. 35° 24'.70S., 174° 50'.20E.
5. 35° 10'.20S., 174° 20'.10E.

Exceptions: The following exemptions are granted in respect of vessels entering the mandatory area to be avoided:

- All vessels of the Royal New Zealand Navy. The exemption granted in respect of the vessels of the Royal New Zealand Navy applies to "any warship, naval auxiliary, other vessels or aircraft owned by a state and used, for the time being, only on government non-commercial service".
- All fishing vessels engaged in fishing operations.
- Barges under tow, provided the cargo is not oil or other harmful liquid substances as defined in Annexes I and II of MARPOL 73/78.

In the region of the Manawatāwhi / Three Kings Islands

Reference Charts: NZ 41, NZ 4111

In order to avoid the risk of pollution and damage to the environment in the area around Manawatāwhi / Three Kings Islands (declared a Wildlife Sanctuary) ships of 500 gross tons or more should **avoid** the area bounded by a line connecting the following geographical positions:

1. 34° 06'.00S., 172° 00'.00E.
2. 34° 06'.00S., 172° 12'.50E.
3. 34° 13'.50S., 172° 12'.50E.
4. 34° 13'.50S., 172° 00'.00E.

Precautionary Area off the West Coast of the North Island of New Zealand

Reference Charts: NZ 43, NZ 45, NZ 48, NZ 443, NZ 4432, NZ 14600 (INT 600), NZ 14601 (INT 601).

The **precautionary area** is defined by a line connecting the following geographical positions, the landward extent of which is determined by Mean High Water Springs (MHWS).

1. The charted line of MHWS at approximately 38° 31'.00S., 174° 37'.80E.
2. 39° 18'.50S., 173° 05'.00E.
3. 39° 26'.00S., 173° 01'.00E.
4. 40° 03'.00S., 173° 04'.00E.
5. 40° 10'.00S., 173° 16'.00E.
6. The charted line of MHWS at approximately 39° 53'.50S., 174° 54'.50E.

Note: All ships should navigate with particular caution in order to reduce the risk of a maritime casualty and resulting marine pollution in the precautionary area.

Mariners are advised to refer to *Annual New Zealand Notice to Mariners, No. 16*.