

# **Maritime Rules**

## **Part 90 – Pilotage**

Effective 27 May 2004

*Maritime Rules*

ISBN 978-0-478-21641-7

Published by  
Maritime New Zealand, PO Box 27006, Wellington 6141, New Zealand

Maritime New Zealand copyright 2004

## **Disclaimer**

This document is the current consolidated version of Maritime Rules Part 90 produced by Maritime New Zealand, and serves as a reference only. It has been compiled from the official rules that have been signed into law by the Minister of Transport. Copies of the official rule and amendments as signed by the Minister of Transport may be downloaded from the Maritime New Zealand website. [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

## **History of Part 90**

This part first came into force on 4 November 1999 and now incorporates the following amendments:

### **Amendment 1**

Maritime Rules (Part 90) Amendment

### **Effective date**

1 April 2003

### **Summary of amendments**

Replaced original

### **Amendment 2**

Maritime Amendments Part 20-90

### **Effective date**

27 May 2004

### **Summary of amendments**

Schedule - "Lyttleton" limits amended

# Contents

<b>Part objective</b>	<b>ii</b>
<b>Extent of consultation</b>	<b>iii</b>
<b>Commencement</b>	<b>iv</b>
<b>General</b>	<b>1</b>
90.1 Entry into force	1
90.2 Application	1
90.3 Definitions	1
<b>Requirement to hold pilot's licence</b>	<b>1</b>
90.4 Requirement to hold pilot's licence	1
<b>Compulsory pilotage</b>	<b>2</b>
90.5 Compulsory pilotage	2
<b>Pilots' licences</b>	<b>3</b>
90.6 Licence issue and endorsement	3
90.7 General requirements	4
90.8 General training	4
90.9 Local and advanced training	4
<b>Pilotage exemptions</b>	<b>5</b>
90.10 Master's pilotage exemption issue and endorsement	5
90.11 General requirements and conditions	6
90.12 Local training and local knowledge	6
<b>Currency and exercise-of-privileges</b>	<b>7</b>
90.13 Currency and exercise-of-privilege requirements	7
<b>Miscellaneous</b>	<b>8</b>
90.14 Training course approvals	8
90.15 Transitional provisions	8
90.16 Revocation	9
<b>Schedule</b>	<b>10</b>
Pilotage areas	10

## **Part objective**

The objectives of Part 90 are to –

- maintain the contribution of pilotage to safety of navigation, protection of the marine environment, and efficiency of seaborne commerce
- maintain the existing privileges of pilots and exempt masters currently in the system
- enable new pilots' licences and masters' exemptions to be issued
- ensure transparency and consistency in respect of sanctions for non-performance and protection of the rights of individuals
- set minimum national standards while enabling port-specific risks to be addressed
- recognize and support industry best practice.

Part 90 provides an interim pilotage regime for New Zealand pending the completion of a wide-ranging first principles review of port risks, including pilotage. This review is scheduled for completion by 31 March 2004. It is envisaged that any associated law reform, including both primary and delegated pilotage legislation, would take another twelve months and, depending on the Government's response to officials' policy advice and legislative priorities, could be complete by 31 March 2005.

The basis for Part 90 is found in section 36(1)(i) of the Maritime Transport Act 1994.

Maritime rules are subject to the Regulations (Disallowance) Act 1989. Under that Act the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under this Act.

## **Extent of consultation**

On 21 September 2002 the Maritime Safety Authority published in each of the daily newspapers in the four main centres of New Zealand a notice inviting comments on the proposed Part 90. A notice was also published in the *New Zealand Gazette* on 19 September 2002. The Authority then made its invitation to comment and draft Part 90 available to the public with electronic and hard copies being sent automatically to interested parties. The draft was also posted on, and available for downloading from, the MSA website. Comments on the Part were requested to be made by 25 October 2002.

Thirty-four submissions were received on the first draft. All submissions and any oral comments were considered, and where appropriate, the proposed rules were amended to take account of the comments made. A revised draft of rule 90.5 was circulated to the ports industry, maritime pilots, shipowners and regional councils. Three written submissions and one oral response were received. These were all taken into account when the rule was further revised.

In inviting comment on Part 90, the Authority withdrew from consideration a formal draft of Part 90A, on which comment was invited in December 2001, and the various informal drafts of Part 90B circulated to pilotage stakeholders in mid-2002.

## **Commencement**

Part 90 comes into force on 1 April 2003, succeeding the vestiges of the pilotage regime established by the Harbours Act 1950 and that Act's subsidiary legislation. These remnants, supported by "Part 90 Pilotage (Appointment of Pilots and Pilotage Exemptions)" made by the Minister of Transport on 4 October 1999, expire at the end of March 2003 under the Local Government Amendment Act (No.2) 1999.

## General

### 90.1 Entry into force

Part 90 comes into force on 1 April 2003.

### 90.2 Application

This Part applies to all ships within New Zealand waters except warships.

### 90.3 Definitions

In Part 90 –

“**Act**” means the Maritime Transport Act 1994:

“**Director**” means the person who is for the time being the Director of Maritime Safety under section 439 of the Act:

“**Master**” means any person (except a pilot) having command or charge of a ship:

“**Mile**” means nautical mile:

“**Minister**” means the Minister of Transport:

“**Pilot**”, in relation to any ship, means any person not being the master or a member of the crew of the ship who has the conduct of the ship:

“**Pilotage areas**” means the areas specified in the Schedule to this Part:

“**Regional Council**” means a regional council as specified in the Local Government Act 1974 and any territorial authority that has responsibility under the Local Government Act 1974 for navigation safety within its district.

## Requirement to hold pilot’s licence

### 90.4 Requirement to hold pilot’s licence

No person may act as a pilot within any pilotage area unless that person holds a pilot’s licence issued under this Part.

## Compulsory pilotage

### 90.5 Compulsory pilotage

- (1) The master of an oil tanker, chemical tanker or gas carrier must ensure that the ship, when navigating in any pilotage area –
  - (a) carries a pilot entitled under this Part to pilot that ship; or
  - (b) where a pilot is unable to transfer to or from the ship safe safely, receives advice from a pilot entitled under this Part to pilot that ship, for example via shore signal, radio communication, or guidance from another vessel.
  
- (2) Subject to rule 90.5(3), the master of any ship other than an oil tanker, a chemical tanker or a gas carrier must ensure that the ship –
  - (a) carries a pilot entitled under this Part to pilot that ship; or
  - (b) where a pilot is unable to transfer to or from the ship safely, receives advice from a pilot entitled under this Part to pilot that ship, for example via shore signal, radio communication, or guidance from another vessel –

when navigating in a pilotage area if the ship meets or exceeds any of the limits specified for that pilotage area in the third column of the Schedule.
  
- (3) Subject to any direction under section 60A of the Act<sup>1</sup>, the master of a ship other than an oil tanker, a chemical tanker or a gas carrier is not required to ensure the carriage of a pilot on the ship in a pilotage area if the master holds a master's pilotage exemption issued under rule 90.10 that is applicable to –
  - (a) the pilotage area; and
  - (b) the type or size of ship; and
  - (c) the propulsion and steering arrangements on the ship, if specified on the exemption.
  
- (4) For oil tankers, chemical tankers and gas carriers, no exemptions from this rule are to be granted under section 47 of the Maritime Transport Act 1994.

---

<sup>1</sup> Section 60A enables the Director of Maritime Safety to direct that a pilot be carried when satisfied, due to weather conditions or other circumstances, that this is in the interests of navigation safety or the protection of the marine environment. This power is delegated to harbourmasters around the country.

## Pilots' licences

### 90.6 Licence issue and endorsement

- (1) An applicant is entitled to a pilot's licence if –
  - (a) the application is made in accordance with section 35 of the Act; and
  - (b) the Director is satisfied that the requirements specified in –
    - (i) rules 90.7, 90.8 and 90.9; and
    - (ii) section 41 of the Acthave been complied with.
- (2) Every pilot's licence issued must be endorsed with –
  - (a) a pilotage area or areas; and
  - (b) the size and types of ship that may be piloted without restriction or supervision; and
  - (c) the size and types of ship that may be piloted under training and supervision; and
  - (d) the exercise-of-privilege conditions determined by the Director under rule 90.6(3).
- (3) Subject to rule 90.6(4), the Director must specify exercise-of-privilege conditions that include the minimum number of pilotages that the pilot must undertake under specified operating conditions within a defined period of time and any other requirements that the Director considers appropriate in the interests of maritime safety.
- (4) In determining exercise-of-privilege conditions for a pilotage area, or size or type of ship, the Director must –
  - (a) have regard to the specific operational and environmental conditions of the pilotage area or areas concerned, including –
    - (i) the complexity of navigation; and
    - (ii) the traffic density; and
    - (iii) the environmental sensitivity; and
    - (iv) factors influencing the consequences of any accidents, including the density of adjacent populations and the

proximity of significant commercial and recreational values;  
and

- (b) take into account any recommendations on the matters described in rule 90.6(4)(a) made by any employer of pilots in the pilotage area, the chief executive of the relevant regional council (based on nautical advice to that chief executive), the port company and any other affected owner of significant port assets.

## 90.7 **General requirements**

An applicant for a pilot's licence must –

- (a) hold a certificate of competency as master of a foreign-going ship issued or recognised under section 41 of the Act; and
- (b) hold a current medical certificate of category "A" or "B" issued under Part 34.

## 90.8 **General training**

An applicant for a pilot's licence must have –

- (a) satisfactorily completed a course of general training approved by the Director under rule 90.14; and
- (b) passed an assessment by a person delegated the Director's power of examination under section 48 of the Act that tests knowledge of a syllabus approved by the Director for this licence under rule 90.14.

## 90.9 **Local and advanced training**

(1) An applicant for a pilot's licence must have –

- (a) satisfactorily completed a course of local training and local knowledge approved by the Director under rule 90.14; and
- (b) passed an assessment by a person delegated the Director's power of examination under section 48 of the Act that tests knowledge of a syllabus approved by the Director for this licence under rule 90.14.

(2) The Director must endorse a pilot's licence to confer any new privileges, such as the entitlement to pilot larger ships or different types of ships, where the pilot has –

- (a) completed a course of advanced training and supervised practice of tasks relevant to the new privileges approved by the Director under

rule 90.14; and

- (b) passed an assessment by a person delegated the Director's power of examination under section 48 of the Act in the performance of the new privileges.

## Pilotage exemptions

### 90.10 Master's pilotage exemption issue and endorsement

- (1) An applicant is entitled to a master's pilotage exemption if –
  - (a) the application is made in accordance with section 35 of the Act; and
  - (b) the Director is satisfied that the requirements specified in –
    - (i) rules 90.11 and 90.12; and
    - (ii) section 41 of the Acthave been complied with.
- (2) Every master's pilotage exemption issued must be endorsed with –
  - (a) a pilotage area or areas; and
  - (b) the type and size of ship, and any propulsion and steering arrangements to which the exemption applies, which limitations must be no more permissive than those applicable to the pilotage area or areas concerned under bylaws made under the Harbours Act 1950 and in place at 31 March 2003; and
  - (c) exercise-of-privilege conditions determined by the Director under rule 90.10(3).
- (3) Subject to rule 90.10(4), the Director must specify exercise-of-privilege conditions that include the minimum number of pilotages that that master must undertake under specified operating conditions within a defined period of time and any other requirements that the Director considers appropriate in the interests of maritime safety.
- (4) In determining exercise-of-privilege conditions for a pilotage area, or size or type of ship, the Director must –
  - (a) have regard to the specific operational and environmental conditions of the pilotage area or areas concerned, including –

- (i) the complexity of navigation; and
  - (ii) the traffic density; and
  - (iii) the environmental sensitivity; and
  - (iv) factors influencing the consequences of any accidents, including the density of adjacent populations and the proximity of significant commercial and recreational values; and
- (b) take into account any recommendations on the matters described in rule 90.10(4)(a) made by the owner of any ship subject to compulsory pilotage in that area, the chief executive of the relevant regional council (based on nautical advice to that chief executive), the port company and any other affected owner of significant port assets.

### **90.11 General requirements and conditions**

- (1) An applicant for a master's pilotage exemption must hold –
- (a) a validated certificate of competency as master of a ship of the size and type for which the exemption is sought that has been issued or recognised under section 41 or accepted under section 42 of the Act; and
  - (b) a medical certificate of the category required to be held by the master of that ship or, where no certificate is required to be held, any other current medical certificate that the Director is satisfied is equivalent to category "A" or "B" issued under Part 34.
- (2) The grant and maintenance of a master's pilotage exemption is subject to the master satisfying the currency and exercise-of-privilege requirements set out in rule 90.13.
- (3) A master's pilotage exemption may only be exercised while the holder of the exemption is the master of that ship.

### **90.12 Local training and local knowledge**

An applicant for a master's pilotage exemption must have –

- (a) completed a course of training in piloting in the area concerned and local knowledge approved by the Director under rule 90.14; and

- (b) passed an assessment by a person delegated the Director's power of examination under section 48 of the Act that tests knowledge of a syllabus approved by the Director for this exemption under rule 90.14.

## Currency and exercise-of-privileges

### 90.13 Currency and exercise-of-privilege requirements

- (1) A pilot's licence issued under rule 90.6 remains valid if a pilot –
  - (a) continues to hold a current medical certificate (by renewal as appropriate) of category "A" or "B" issued under Part 34 or other medical certification acceptable to the Director; and
  - (b) satisfactorily completes any competency audits or assessments required by the Director in the event of any absence from piloting duties on medical grounds or for any other reason that may reasonably be considered to potentially affect the pilot's ability to exercise his or her privileges; and
  - (c) fulfils the exercise-of-privileges conditions attached to that licence.
- (2) A master's pilotage exemption issued under rule 90.10 remains valid if the master –
  - (a) continues to hold a validated certificate of competency and satisfies any medical fitness requirements applicable to that master; and
  - (b) where maritime rules do not require a medical certificate to be held, continues to hold a current medical certificate that the Director is satisfied is equivalent to category "A" or "B" issued under Part 34; and
  - (c) satisfactorily completes any competency audits or assessments required by the Director in the event of any absence from seagoing duties on medical grounds or for any other reason that may reasonably be considered to potentially affect the master's ability to exercise his or her privileges; and
  - (d) fulfils the exercise-of-privileges conditions attached to that exemption.

## Miscellaneous

### 90.14 Training course approvals

- (1) The Director may approve courses for the purposes of rules 90.8(a), 90.9(1)(a), 90.9(2)(a), and 90.12(a) after –
  - (a) taking into account the criteria set out in rule 90.14(2) and, as appropriate, rules 90.14(3) and 90.14(4); and
  - (b) in the case of a course of local training and local knowledge, taking into account any recommendations made by the chief executive of the relevant regional council (based on nautical advice to that chief executive), the port company and any other owner of significant port assets.
- (2) Any course submitted for the Director's approval must comprise –
  - (a) a syllabus incorporating, as appropriate, the recommendations on pilots' training made by the International Maritime Organisation from time to time; and
  - (b) a description of the examination and assessment procedures.
- (3) Any course of general training referred to in rule 90.8(a) must include human factors and bridge resource management.
- (4) Any course of local training referred to in rule 90.9(1)(a) must include –
  - (a) relevant local knowledge; and
  - (b) local emergency response procedures; and
  - (c) shiphandling ability relevant to the specific local operations; and
  - (d) any other topics that may be specified from time to time by the Director.

### 90.15 Transitional provisions

- (1) In this rule an **existing pilot** is a person who at 31 March 2003 held a valid pilot's licence continued by section 15(2) of the Local Government Amendment (No 2) Act 1999 or issued under rule 90.4 of Part 90 of the maritime rules dated 4 October 1999; and an **existing master** is a person who at 31 March 2003 held a valid pilotage exemption continued by the same section or issued under rules 90.6 or 90.7(2) of the same rules.
- (2) Rules 90.7(1)(b) and 90.13(1)(a) (which relate to medical certificates) do not

apply to existing pilots until 1 November 2004.

- (3) Any existing pilot who applies for a licence under rule 90.6 before 30 September 2003 is deemed to have met the other requirements of rules 90.7, 90.8 and 90.9.
- (4) An existing pilot is deemed to hold a pilot's licence under rule 90.6 with all privileges and limitations of that pilot's current licence until whichever is the sooner of –
  - (a) the issue of a pilot's licence under rule 90.6; or
  - (b) 31 March 2004.
- (5) Any existing master who applies for a master's pilotage exemption under rule 90.10 before 30 September 2003 is deemed to have met the requirements of rules 90.11 and 90.12.
- (6) An existing master is deemed to hold a master's pilotage exemption under rule 90.10 with all privileges and limitations of that pilotage exemption until whichever is the sooner of –
  - (a) the issue of a master's pilotage exemption under rule 90.10; or
  - (b) 31 March 2004.

## **90.16 Revocation**

Part 90 of the maritime rules dated 4 October 1999 is revoked.

## Schedule (91.5(2))

### Pilotage areas

A ship that meets or exceeds any of the limits specified in the third column of this Schedule is subject to compulsory pilotage within the applicable pilotage area.

Pilotage areas	Area description	Limits
<i>Auckland</i>	The area of tidal waters, excluding the waters of Otara Creek eastwards of the weir as shown on plan marked MD 12604, inside a straight line drawn from the northern extreme of the eastern head of the Tamaki River to the southern extreme of Park Point (Waiheke Island); thence by the high water mark of ordinary spring tide to the northern extreme of the western entrance to Owhanake Bay; thence by a straight line to the south-western most point of Rakino Island; thence by a straight line from the northernmost point of Rakino Island to Shearer Rock, thence by a straight line to the southernwest extreme of Tiritiri Matangi Island, thence by a straight line to the southeastern extreme of Whangaparoa Peninsula.	500 gross tons
<i>Bay of Islands</i>	All the waters within the harbour of the Bay of Islands, whose outward seaward limit is a line commencing at high-water mark at the eastern extremity of Tapeka Point, and proceeding in a 350 degree direction to high-water mark at the eastern extremity of Black Rocks; thence proceeding in 019 degree direction to high-water mark at the eastern extremity of Harakeke Island; thence proceeding in a 271 degree direction to high-water mark on the mainland.	100 gross tons
<i>Bligh Sound Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from Tommy Point to Chasland Head.	500 gross tons until 1 April 2004, after which the limit is 100 gross tons

<b>Pilotage areas</b>	<b>Area description</b>	<b>Limits</b>
<i>Breaksea &amp; Dusky Sound Harbours</i>	Being all that area of the sea and tidal waters inside a straight line from Oliver Point to North Point of Breaksea Island and from the West Point of Breaksea Island in a 180 degree true direction to the opposite shore and from Five Finger Point to South Point.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Bluff</i>	The area where the seaward limit is the arc of a circle, radius 2 miles, centred on Stirling Point (46°36'.7S, 168° 21'.6E)	500 gross tons
<i>Caswell Sound</i>	Being all that area of the sea and tidal waters inside a straight line from McKerr Point in a 030 degree true direction to the opposite shore.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Chalky Inlet Harbour</i>	Being all that are of the sea and tidal waters inside the arc of 6.5 nautical miles radius centred on Surf Head.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Charles Sound Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from Hawes Head in a 090 degree true direction to the opposite shore.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Dagg Sound Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from Castoff Point to Towing Head.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Doubtful &amp; Thompson Sounds Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from Febroro Point to Southwest Point on Secretary Island and from Colonial Head to Shanks Head.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons

<b>Pilotage areas</b>	<b>Area description</b>	<b>Limits</b>
<i>George Sound Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from the west head at George Sound entrance in a 090 degree true direction to the opposite shore.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Gisborne</i>	The area bounded seaward by the arc of a circle, radius 3 miles, centred on the southern end of Butlers wall (38°40'.6S, 178° 01'.2E)	500 gross tons
<i>Lyttelton</i>	The area having a seaward limit east of a line joining Godley Head and Adderly Head.	500 gross tons 40 metres length overall
<i>Manukau</i>	All waters bounded to seaward by the arc of a circle radius 4 miles centred on Paratutae Island (37° 02'.9S, 174° 30'.6E)	500 gross tons
<i>Milford Sound Harbour</i>	The area of the sea and tidal waters of Milford Sound south of a straight line drawn from St Anne Point in a 090 degrees true direction to the opposite shore, and including the wharf limits at Deep Water Basin.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Nancy Sound Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from Burnett Point to Anxiety Point.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons

Pilotage areas	Area description	Limits
<i>Napier</i>	The area comprising all port waters between latitudes 39°25'S and 39°29'S, to west of longitude 176°59'E. (Port limits: the seaward limit of the port is the arc of a circle radius 3 ½ miles centred on East Pier Light (39°28'.7S, 176° 53'.7E))	40 metres length overall
<i>Port Nelson</i>	The area bounded by the seaward arc of a circle, radius 3 miles, centred on Boulder Bank Old Lighthouse (41°15'.3S, 173° 15'.9E)	100 gross tons
<i>Otago</i>	The area within the seaward limit of which is a line drawn 020° for 3 miles from Heyward Point (45° 45'.5S, 170°41'.5E), thence 126° for 1 ¼ miles, and thence 200° to Howletts Point on W side of Taiaroa Head.	500 gross tons
<i>Poison Bay Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from Seabreeze Point in a 215 degrees true direction to the opposite shore.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Preservation Inlet Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from Gulches Head to Lee Head and across Otago Reach at its narrowest width.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons
<i>Queen Charlotte Sound</i>	The area where the seaward limit is a line drawn 303° from Paparua Point (41° 07'.0S, 174°20'.9E), on Arapawa Island to the mainland coast, 4 ½ miles WNW.	500 gross tons
<i>Sutherland Sound Harbour</i>	Being all that area of the sea and tidal waters inside a straight line from Jagged Rock in a 060 degree true direction to the opposite shore.	500 gross tons until 1 April 2004 after which the limit is 100 gross tons

<b>Pilotage areas</b>	<b>Area description</b>	<b>Limits</b>
<i>Taharoa Terminal</i>	The area bounded by the seaward arc of a circle radius 3 miles centred on the terminal pumping station (38°10'.6S, 174° 42'.4E)	500 gross tons
<i>Taranaki</i>	The area bounded by the seaward arc of a circle, radius 2 ½ miles, centred on Mount Moturoa (39°03'.8S, 174° 01'.7E)	100 gross tons
<i>Tauranga</i>	The area comprising the Bay of Plenty Harbour bounded by an arc of a circle of radius five nautical miles centred on North Rock and including all the commercial area of Tauranga Harbour.	100 gross tons
<i>Timaru</i>	The area within an arc of a circle radius 2 ½ miles centred on a light exhibited from Eastern Extension Mole Spur Breakwater Head (44° 23'.2S, 171°16'.0E).	500 gross tons 40 metres length overall
<i>Tory Channel</i>	The area where the seaward limit is the arc of a circle, radius 1 mile, centred on West Head Light (41°12'.8S, 174° 18'.9E)	500 gross tons
<i>Wellington</i>	The area of enclosed water inside the harbour from a line joining Point Gordon (41° 23'.9S, 174° 49'.5E) and the point 41° 23'.9S, 174° 53'E.	500 gross tons
<i>Westport</i>	The area within the Buller River and a circle centred on the signal station light on the west breakwater with a radius of 1.5 nautical miles extending from Carters Beach at mean high water springs around to North Beach at mean high water springs.	100 gross tons 3 metres draught

<b>Pilotage areas</b>	<b>Area description</b>	<b>Limits</b>
<i>Whangarei</i>	All the waters comprised within the Harbour of Whangarei having their outward seaward limit a right line drawn in a 270 degree direction from Busby Head to the shore, and in addition, those waters enclosed within parallel lines drawn one mile on either side of a right centre line drawn in a 140 degree direction for a distance of 4.5 miles from Marsden Point inner leading beacon, the outward seaward limit being bound by a right line drawn in a 050/230 degree direction through the seaward extremity of the right centre line.	100 gross tons