NP 51

RECORD OF AMENDMENTS

The table below is to record Section IV Notice to Mariners amendments affecting this volume.
Sub paragraph numbers in the margin of the body of the book are to assist the user when making amendments to this volume.

Weekly Notices to Mariners (Section IV)

2004	2005	2006	2007

IMPORTANT – SEE RELATED ADMIRALTY PUBLICATIONS

This is one of a series of publications produced by the United Kingdom Hydrographic Office which should be consulted by users of Admiralty Charts. The full list of such publications is as follows:

Notices to Mariners (Annual, permanent, temporary and preliminary), Chart 5011 (Symbols and abbreviations), The Mariner's Handbook (especially Chapters 1 and 2 for important information on the use of UKHO products, their accuracy and limitations), Sailing Directions (Pilots), List of Lights and Fog Signals, List of Radio Signals, Tide Tables and their digital equivalents.

All charts and publications should be kept up to date with the latest amendments.

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NP 51

NEW ZEALAND PILOT

Offshore and coastal waters around North and South Islands of New Zealand, Stewart Island and adjacent islands, Kermadec, Chatham, Bounty, Antipodes, Auckland and Campbell Islands

SIXTEENTH EDITION
2004

PUBLISHED BY THE UNITED KINGDOM HYDROGRAPHIC OFFICE

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PREFACE

The Sixteenth Edition of the New Zealand Pilot has been prepared by Captain D J Conway, Master Mariner. The United Kingdom Hydrographic Office has used all reasonable endeavours to ensure that this Pilot contains all the appropriate information obtained by and assessed by it at the date shown below. Information received or assessed after that date will be included in *Admiralty Notices to Mariners* where appropriate. If in doubt, see *The Mariner's Handbook* for details of what *Admiralty Notices to Mariners* are and how to use them.

This edition supersedes the Fifteenth Edition (2001), which is cancelled.

Information on climate, currents and ice has been based on data provided by the Meteorological Office, Exeter.

The following sources of information, other than UKHO Publications and Ministry of Defence papers, have been consulted:

Local Port Authorities
Fairplay Ports Guide 2003–2004
New Zealand national charts and Notices to Mariners
New Zealand Nautical Almanac 2004
New Zealand's System of Buoys and Beacons (Marine Safety Authority of New Zealand)
Port Handbooks produced by Port Authorities
The Ports of Australia & New Zealand 16th Edition July 2003
The Reed Concise Maori Dictionary
The Statesman's Yearbook 2004
Whitaker's Almanack 2004

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England
2nd September 2004

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PREFACE
to the Fifteenth Edition (2001)

The Fifteenth Edition of *New Zealand Pilot* has been prepared by Captain R C Prendergast, MNI, Master Mariner, from the latest information received in the United Kingdom Hydrographic Office to the date given below.

This edition supersedes the Fourteenth Edition (1987) and Supplement No 5 (1998), which are cancelled.

Information on climate, currents and ice has been based on data provided by the Meteorological Office, Bracknell.

The following sources of information, other than UKHO Publications and Ministry of Defence papers, have been consulted:

Local Port Authorities
Fairplay Ports Guide 1999-2000
New Zealand national charts and Notices to Mariners
New Zealand Cruising Guide (Central Area) 1994
New Zealand Nautical Almanac 2001
New Zealand's System of Buoys and Beacons (Marine Safety Authority of New Zealand)
Port Handbooks produced by Port Authorities
The Ports of Australia & New Zealand 15th Edition July 1999
The Reed Concise Maori Dictionary
The Statesman's Yearbook 2000
Whitaker's Almanack 2000

Dr D W Williams
United Kingdom National Hydrographer

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EXPLANATORY NOTES

Admiralty Sailing Directions are intended for use by vessels of 12 m or more in length. They amplify charted detail and contain information needed for safe navigation which is not available from Admiralty charts, or other hydrographic publications. They are intended to be read in conjunction with the charts quoted in the text.

This volume of the Sailing Directions will be kept up-to-date by the issue of a new edition at intervals of approximately 3 years, without the use of supplements. In addition important amendments which cannot await the new edition are published in Section IV of the weekly editions of *Admiralty Notices to Mariners*. A list of such amendments and notices in force is published in the last weekly edition for each month. Those still in force at the end of the year are reprinted in the *Annual Summary of Admiralty Notices to Mariners*.

This volume should not be used without reference to Section IV of the weekly editions of Admiralty Notices to Mariners.

CD–ROM

Status. A compact disc is provided at the back of this volume. The paper publication of Sailing Directions satisfies the requirements of Chapter V of the International Convention for the Safety of Life at Sea. The CD version does not satisfy these requirements and should only be used in conjunction with the paper publication and any amendments affecting the paper publication. Where any discrepancy exists between data on the CD and in the paper publication of Sailing Directions, the paper publication (inclusive of amendments) is to be relied upon.

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References to hydrographic and other publications

The Mariner's Handbook gives general information affecting navigation and is complementary to this volume.

Ocean Passages for the World and *Routeing Charts* contain ocean routeing information and should be consulted for other than coastal passages.

Admiralty List of Lights should be consulted for details of lights, lanbys and fog signals, as these are not fully described in this volume.

Admiralty List of Radio Signals should be consulted for information relating to coast and port radio stations, radio details of pilotage services, radar beacons and radio direction finding stations, meteorological services, radio aids to navigation, Global Maritime Distress and Safety System (GMDSS) and Differential Global Positioning System (DGPS) stations, as these are only briefly referred to in this volume.

Admiralty Maritime Communications is a comprehensive guide on all aspects of maritime communications for the yachtsman and small craft user. It provides general information on Global Maritime Distress and Safety System (GMDSS), the management of VHF, Maritime Safety Information, NAVTEX, Inmarsat and Radio Facsimile, and detailed information and procedures for marinas and harbours used by small craft.

Annual Summary of Admiralty Notices to Mariners contains in addition to the temporary and preliminary notices, and amendments and notices affecting Sailing Directions, a number of notices giving information of a permanent nature covering radio messages and navigational warnings, distress and rescue at sea and exercise areas.

The International Code of Signals should be consulted for details of distress and life-saving signals, international ice-breaker signals as well as international flag signals.

Remarks on subject matter

Buoys are generally described in detail only when they have special navigational significance, or where the scale of the chart is too small to show all the details clearly.

Chart index diagrams in this volume show only those Admiralty charts of a suitable scale to give good coverage of the area. Mariners should consult NP 131 *Catalogue of Admiralty Charts and Publications* for details of larger scale charts.

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Chart references in the text normally refer to the largest scale Admiralty chart but occasionally a smaller scale chart may be quoted where its use is more appropriate.

Firing, practice and exercise areas. Except for submarine exercise areas, details of firing, practice and exercise areas are not mentioned in Sailing Directions, but signals and buoys used in connection with these areas are sometimes mentioned if significant for navigation. Attention is invited to the Annual Notice to Mariners on this subject.

Names have been taken from the most authoritative source. When an obsolete name still appears on the chart, it is given in brackets following the proper name at the principal description of the feature in the text and where the name is first mentioned.

Tidal information relating the daily vertical movements of the water is not given; for this *Admiralty Tide Tables* should be consulted. Changes in water level of an abnormal nature are mentioned.

Time difference used in the text when applied to the time of High Water found from the *Admiralty Tide Tables*, gives the time of the event being described in the Standard Time kept in the area of that event. Due allowance must be made for any seasonal daylight saving time which may be kept.

Wreck information is included where drying or below-water wrecks are relatively permanent features having significance for navigation or anchoring.

Units and terminology used in this volume

Latitude and Longitude given in brackets are approximate and are taken from the chart quoted.

Bearings and directions are referred to the true compass and when given in degrees are reckoned clockwise from 000° (North) to 359°
Bearings used for positioning are given from the reference object.
Bearings of objects, alignments and light sectors are given as seen from the vessel.
Courses always refer to the course to be made good over the ground.

Winds are described by the direction from which they blow.

Tidal streams and currents are described by the direction towards which they flow.

Distances are expressed in sea miles of 60 to a degree of latitude and sub-divided into cables of one tenth of a sea mile.

Depths are given below chart datum, except where otherwise stated.

Heights of objects refer to the height of the structure above the ground and are invariably expressed as "... m in height".

Elevations, as distinct from heights, are given above Mean High Water Springs or Mean Higher High Water whichever is quoted in *Admiralty Tide Tables*, and expressed as, "an elevation of ... m". However the elevation of natural features such as hills may alternatively be expressed as "... m high" since in this case there can be no confusion between elevation and height.

Metric units are used for all measurements of depths, heights and short distances, but where feet/fathoms charts are referred to, these latter units are given in brackets after the metric values for depths and heights shown on the chart.

Time is expressed in the four-figure notation beginning at midnight and is given in local time unless otherwise stated. Details of local time kept will be found in *Admiralty List of Radio Signals Volume 2*.

Bands is the word used to indicate horizontal marking.

Stripes is the word used to indicate markings which are vertical, unless stated to be diagonal.

Conspicuous objects are natural and artificial marks which are outstanding, easily identifiable and clearly visible to the mariner over a large area of sea in varying conditions of light. If the scale is large enough they will normally be shown on the chart in bold capitals and may be marked "conspic".

Prominent objects are those which are easily identifiable, but do not justify being classified as conspicuous.

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ABBREVIATIONS

Directions

N	north (northerly, northward, northern, northernmost)
NNE	north-north-east
NE	north-east
ENE	east-north-east
E	east
ESE	east-south-east
SE	south-east
SSE	south-south-east
S	south
SSW	south-south-west
SW	south-west
WSW	west-south-west
W	west
WNW	west-north-west
NW	north-west
NNW	north-north-west

Navigation

CVTS	Co–operative Vessel Traffic System
DGPS	Differential Global Positioning System
GPS	Global Positioning System
ITCZ	Intertropical Convergence Zone
Lanby	Large automatic navigation buoy
MCTS	Marine Communications and Traffic Services Centres
ODAS	Ocean Data Acquisition System
Satnav	Satellite navigation
TSS	Traffic Separation Scheme
VDR	Voyage Data Recorder
VMRS	Vessel Movement Reporting System
VTC	Vessel Traffic Centre
VTS	Vessel Traffic Services
VTMS	Vessel Traffic Management System

Offshore operations

ALC	Articulated loading column
ALP	Articulated loading platform
CALM	Catenary anchor leg mooring
CBM	Conventional buoy mooring
ELSBM	Exposed location single buoy mooring
FPSO	Floating production storage and offloading vessel
FPU	Floating production unit
FSO	Floating storage and offloading vessel
PLEM	Pipe line end manifold
SALM	Single anchor leg mooring system
SALS	Single anchored leg storage system
SBM	Single buoy mooring
SPM	Single point mooring

Organizations

EU	European Union
IALA	International Association of Lighthouse Authorities
IHO	International Hydrographic Organization
IMO	International Maritime Organization
NATO	North Atlantic Treaty Organization
RN	Royal Navy
UKHO	United Kingdom Hydrographic Office

Radio

AIS	Automatic Indentification System
DF	direction finding
HF	high frequency
LF	low frequency
MF	medium frequency
MMSI	Maritime Mobile Service Identity
Navtex	Navigational Telex System
RT	radio telephony
UHF	ultra high frequency
VHF	very high frequency
WT	radio (wireless) telegraphy

Rescue and distress

AMVER	Automated Mutual Assistance Vessel Rescue System
EPIRB	Emergency Position Indicating Radio Beacon
GMDSS	Global Maritime Distress and Safety System
JRCC	Joint Rescue Cooperation Centre
MRCC	Maritime Rescue Co-ordination Centre
MRSC	Maritime Rescue Sub-Centre
SAR	Search and Rescue

Tides

HAT	Highest Astronomical Tide
HW	High Water
LAT	Lowest Astronomical Tide
LW	Low Water
MHHW	Mean Higher High Water
MHLW	Mean Higher Low Water
MHW	Mean High Water
MHWN	Mean High Water Neaps
MHWS	Mean High Water Springs
MLHW	Mean Lower High Water
MLLW	Mean Lower Low Water
MLW	Mean Low Water
MLWN	Mean Low Water Neaps
MLWS	Mean Low Water Springs
MSL	Mean Sea Level

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Times

ETA	estimated time of arrival	UT	Universal Time
ETD	estimated time of departure	UTC	Co-ordinated Universal Time

Units and miscellaneous

°C	degrees Celsius	kHz	kilohertz
DG	degaussing	km	kilometre(s)
dwt	deadweight tonnage	kn	knot(s)
DZ	danger zone	kW	kilowatt(s)
feu	forty foot equivalent unit	m	metre(s)
fm	fathom(s)	mb	millibar(s)
ft	foot (feet)	MHz	megahertz
g/cm^3	gram per cubic centimetre	mm	millimetre(s)
GRP	glass reinforced plastic	MW	megawatt(s)
grt	gross register tonnage	No	number
gt	gross tonnage	nrt	nett register tonnage
hp	horse power	teu	twenty foot equivalent unit
hPa	hectopascal		

Vessels and cargo

CDC	Certain Dangerous Cargo	MV	Motor Vessel
HMS	Her (His) Majesty's Ship	MY	Motor Yacht
HSC	High Speed Craft	POL	Petrol, Oil & Lubricants
LASH	Lighter Aboard Ship	RMS	Royal Mail Ship
LHG	Liquefied Hazardous Gas	Ro-Ro	Roll-on, Roll-off
LNG	Liquefied Natural Gas	SS	Steamship
LOA	Length overall	ULCC	Ultra Large Crude Carrier
LPG	Liquefied Petroleum Gas	VLCC	Very Large Crude Carrier

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GLOSSARY

Maori words found on charts and in sailing directions

Maori	*English*
au	current
awa	river, channel, valley
hau	wind
ia	current
kainga	village
kamaka	rock (above–water)
Karaiti	rock (large)
keokeonga	top or peak of hill
kohara	shoal
koinga	point
kokoru–iti	cove, creek
kokorutanga	bay
kumore	headland
kurae	headland
maheno	island
marae–nui	town
mata	headland, cape
mata–teitei	peak
maunga	mountain
moana	sea
motu	island
moutere	island
motu–iti	islet
nga	the (plural)

Maori	*English*
pa	village
pakupaka	shoal
pa–nui	town
papaku	shoal, shallow
pari	cliff, high tide
puke	hill
rae	cape, headland
roma	stream, channel
tahuna	beach, sandbank
tai	tide
tatahi	beach,
taone	town
te	the
teko	rock (above–water)
temata	peak
tihi	summit
toka	rock (above–water)
toka–huna	rock (below–water)
toka–ngaro	rock (below–water)
toka–roa	reef
tongi	point
toropuke	hill
torouka	headland
tumu	cape, headland
wai–moana	gulf
whanga	bay
whare	house

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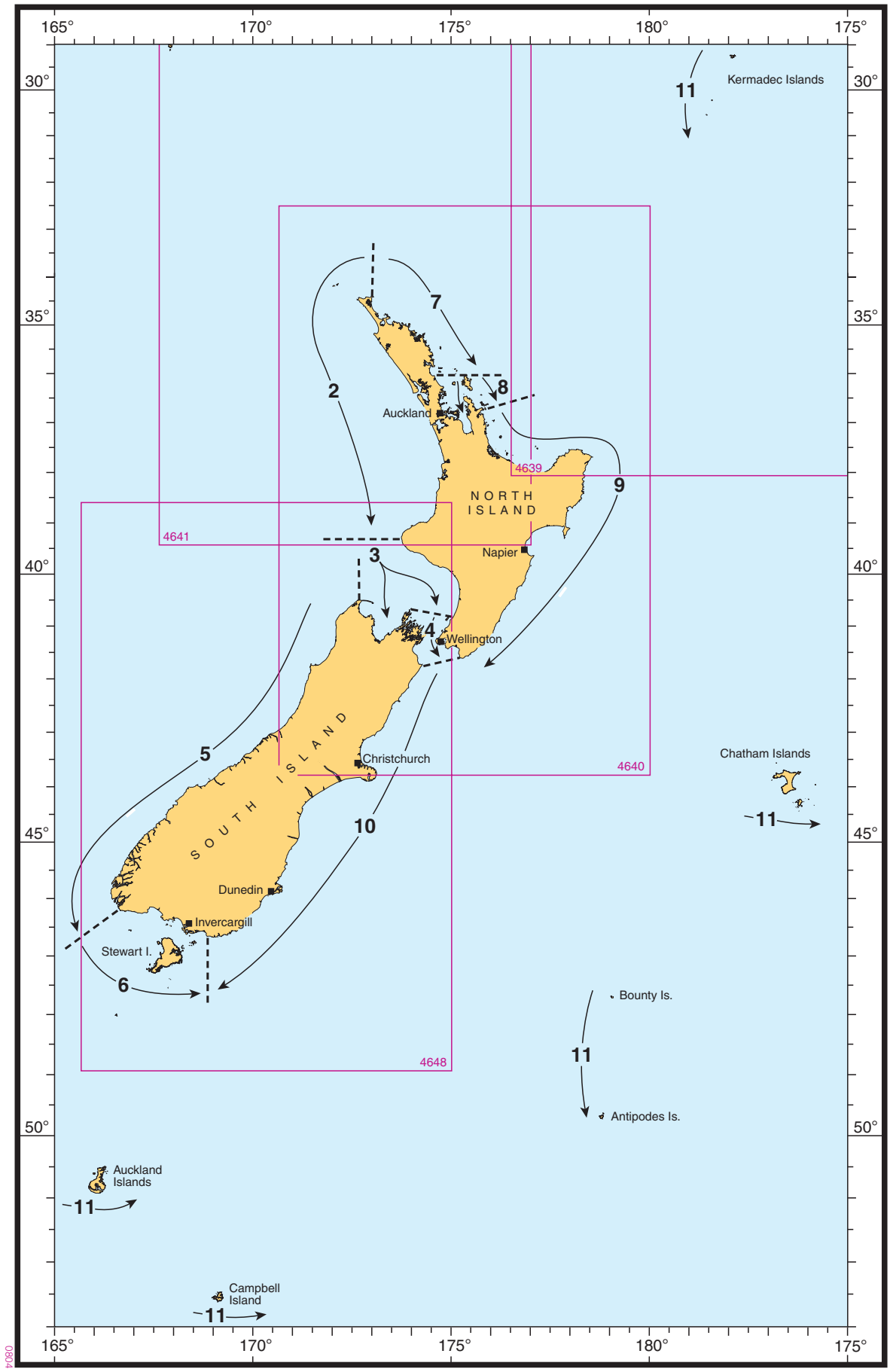
Chapter Index Diagram



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LAWS AND REGULATIONS APPERTAINING TO NAVIGATION

While, in the interests of the safety of shipping, the United Kingdom Hydrographic Office makes every endeavour to include in its hydrographic publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood:-

(a) that no liability whatever will be accepted for failure to publish details of any particular law or regulation, and

(b) that publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.

NEW ZEALAND PILOT

CHAPTER 1

NAVIGATION AND REGULATIONS COUNTRIES AND PORTS NATURAL CONDITIONS

NAVIGATION AND REGULATIONS

LIMITS OF THE BOOK

Charts 4600, 4605

Area covered

1.1

1 This volume contains Sailing Directions for the waters around New Zealand and outlying islands within the sea area bounded by lines joining the following positions:

25°00′S, 167°00′W.
53°00′S, 167°00′W.
53°00′S, 160°00′E.
33°49′S, 160°00′E.
33°49′S, 170°00′E.
25°00′S, 170°00′E.
25°00′S, 167°00′W.

NAVIGATIONAL DANGERS AND HAZARDS

Coast

Topography

1.2

1 Long stretches of coast generally lack features significant for navigation:

On the W side of North Island (2.2).
On the W side of South Island (5.2).
On the SE side of South Island (10.224).

Shelter

1.3

1 Shelter is difficult to obtain outside the few main harbours:

On the N and W coasts of North Island (2.3).
On the W coast of South Island (5.3).
On the E coast of South Island (10.3).

Navigation in kelp

1.4

1 In a number of places around New Zealand, and around some of the outlying islands, as mentioned in the text, kelp grows thickly on rocky dangers. At the same time, many dangers are not marked by kelp as a heavy sea can tear the weed from the rocks, or a moderate tidal stream or current may draw it under water.

2 Growing kelp should always be taken as a sign of danger, although it may grow in depths of 35 m or more; it forms long streamers, level with or just beneath the surface of the sea, and shows an occasional leaf. Dead kelp, which has broken away from the bottom, floats in curled masses with leaves above the surface. It sometimes drifts in long lines.

3 Mariners should never pass through growing kelp if it can be avoided, and are advised to give it a wide berth if passing upstream. A clear patch of water in the middle of a thick growth of kelp often indicates the least depth over a danger.

Ocean dangers

Vigias

1.5

1 A vigia is a reported danger, usually in deep water, the position of which is uncertain or the existence of which is doubtful. Cautionary notes may be found on the chart to advise that undiscovered dangers may exist in the neighbourhood.

Details of vigias in the area covered by this book are given at 11.44.

2 In the past, reports have been made by mariners whose positions may not have been accurate. The apparent presence of below-water dangers may be caused by reflections from clouds, by volcanic disturbances, by shoals of fish splashing and spouting, particularly where currents

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of different temperatures meet, by discoloration due to marine organisms on the surface in smooth water, and by tide-rips.

3 Of all these sources of report, shoals of fish and discoloration of water are considered to be the most likely. Before making reports, mariners who suspect the existence of a danger are urged to obtain soundings over it, from a boat if possible. For general remarks and hints on the observing and reporting of dangers see *The Mariner's Handbook*.

Geological disturbances

1.6

1 **Volcanic activity.** See 1.103.

Seismic activity. See 1.104.

TRAFFIC AND OPERATIONS

Traffic

Ferries

1.7

1 Ferries operate across:

Cook Strait and through Tory Channel, between Wellington (41°17′S, 174°48′E) and Picton (41°17′·5S, 174°00′·5E).

Foveaux Strait, between Bluff (46°36′S, 168°21′E) and Half Moon Bay (46°54′S, 168°08′E).

High speed ferries operate in New Zealand waters especially in Cook Strait. Mariners are advised to maintain a good lookout.

Pleasure craft

1.8

1 Pleasure craft frequent most of the principal ports and harbours (1.92), sometimes in large numbers, and particularly in Auckland Harbour (8.117).

Fishing

1.9

1 The New Zealand seafood industry harvests approximately 650 000 tonnes from wild fisheries and marine farming each year. New Zealand is divided into Fishery Management Areas, some of which may be closed, or restricted to certain types of fishing. For details the local Ministry of Fishing Office should be contacted.

Coastal and offshore fishing

1.10

1 Except for an area on the E side of South Island extending about 35 miles SSW from Kaikoura Peninsula (42°26′S, 173°43′E), fishing is carried on in all the waters around New Zealand, including the offshore islands, and around Chatham Islands (43°55′S, 176°30′W), Auckland Islands (50°45′S, 166°05′E) and Campbell Island (52°32′S, 169°11′E) (Chart 4600). In places, these activities extend a considerable distance from the coast, except for narrow belts about 5 miles wide along:

2 The E coast of North Island for a distance of about 30 miles NE from Cape Palliser (41°37′S, 175°16′E).

The W side of Cook Strait, for a distance of about 55 miles from Cape Stephens (40°42′S, 173°57′E).

The E coast of South Island between Cape Campbell (41°44′S, 174°17′E) and Kaikoura Peninsula.

The W coast of South Island, for about 140 miles SW from Cascade Point (44°01′S, 168°22′E), and;

Around Chatham Islands.

3 **Kermadec Islands** (11.9)**.** Fishing is not permitted in the waters within 12 miles of the coasts of the Kermadec Islands which comprise a marine reserve.

Poor Knights Islands (7.107). Fishing is not permitted within 800 m of the main islands which comprise a marine reserve.

4 **Current meters.** Sub-surface current meters are laid at various times around the coasts of New Zealand. The current meters, which are unmarked on the surface, are moored at depths of about 40 m, and thus should be given a wide berth by vessels engaged in fishing. The locations of the meters are promulgated by *New Zealand Notices to Mariners.*

Fishing methods

1.11

1 The principal methods of fishing are:

Trawling for demersal fish. This is the most widespread method and is more intensive along the E coasts of New Zealand.

Purse seining for pelagic fish.

Potting for lobsters, which are the most valuable coastal resource.

Jigging for squid, which is important around Auckland Islands and Campbell Island and is New Zealand's most valuable fishery.

Trolling.

2 Netting, by means of bottom nets anchored to the sea bed, suspended from floats beneath the surface, and marked at both ends by buoys with flags.

Lining, using towed lines. The lines of Japanese deep-sea fishing vessels may be as long as 15 miles streamed, usually at a depth between 15 and 25 m, suspended from buoys between 1 and 2 cables apart. Vessels may pass between the buoys.

Dredging for shellfish.

3 See *The Mariner's Handbook* for details of fishing methods.

Inshore fishing

1.12

1 Marine farms presenting a hazard to navigation, have been established at various places in the inshore waters of New Zealand. The farms are generally marked by buoys, beacons and lights (see 1.29), but not all are charted.

2 **Mussel farming.** In South Island the main mussel farming areas are located in Marlborough Sounds, Golden Bay and Stewart Island. In North Island mussel farming is concentrated in the Coromandel area with smaller areas in Hauraki Gulf and at Houhora. The farming method consists of floating long lines from which drop lines carrying mussels are suspended.

3 **Oyster farming.** The main pacific oyster farming areas are located in sheltered sites on the NE coast of North Island, with main centres at Bay of Islands, Whangaroa Harbour, Mahurangi Harbour, and in the Coromandel area. The farming method consists of oysters supported on racks erected at the optimum growing level on the lower intertidal shore.

4 Large box fishing nets, sometimes known as Teiche nets, and smaller box nets called Fyke nets, are occasionally established around the New Zealand coast, forming a considerable hazard to navigation. The nets are laid close to the coast but can extend more than 1000 m offshore; the passage between a net and the coast is usually only

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adequate for small boats in fine weather. The nets have heavy moorings, net floats, ropes on and below the surface, and are marked as described at 1.29. The locations of nets are promulgated by *New Zealand Notices to Mariners*; they should be given a wide berth.

Exercise areas

Naval exercises and firing practices

1.13

1 Naval exercises and firing practices take place intermittently in a number of areas off the coast of New Zealand. Full information is given in *Annual Summary of NZ Notices to Mariners No 5* included in *New Zealand Nautical Almanac*. In view of the responsibilities of range authorities to avoid accidents, limits of practice areas are not shown on British Admiralty and New Zealand charts and descriptions of areas do not appear in these sailing directions. Such range beacons, lights and marking buoys as may be of assistance to the mariner, or targets which might be a danger to navigation, will, however, be shown on the charts and, when appropriate, mentioned in the text.

2 **Notification** is given by radio. If an exercise is expected to last seven days or more details are also given in *New Zealand Notices to Mariners*. Note, however, that warnings of utilisation are not given for three designated areas which are considered to be in continual use.

Warning signals for firing practices; see 1.62.

Submarine exercise areas

1.14

1 **Areas** in which submarines exercise are described in the text, and in *Annual Summary of NZ Notices to Mariners No 5*. Submarines may occasionally be met on the surface at night, particularly in the vicinity of Auckland.

Marine exploitation

Seismic surveys

1.15

1 Seismic surveys are occasionally undertaken off New Zealand as described in *New Zealand Nautical Almanac* and in *The Mariner's Handbook*.

Oil and gas fields

1.16

1 Oil exploration rigs and gas platforms may be encountered in New Zealand waters. The rigs exhibit lights and sound fog signals and should not be approached within 2½ miles. Their positions and movements are promulgated by radio navigational warnings and in *New Zealand Notices to Mariners*.

Methods of search and production generally conform with those described in *The Mariner's Handbook*. Further details are given in *New Zealand Nautical Almanac*.

2 At present the main activity is on the W coast of North Island, SW of Cape Egmont, where Maui A (39°33′S, 173°27′E) and Maui B (3.12), 9 miles SW, gas production platforms are in operation.

Pipelines

1.17

1 Gas from a damaged oil or gas pipeline could cause an explosion or some other serious hazard. Pipelines are not always buried and their presence may effectively reduce the charted depth by as much as 2 m. Where pipelines are close together only one may be charted. Mariners should not anchor or trawl in the vicinity of a pipeline; they may risk prosecution if damage is caused. For further information see *The Mariner's Handbook.*

CHARTS

General information

1.18

1 The area covered by this volume lies within the New Zealand area of charting responsibility. Details are given in *The Mariner's Handbook*.

In addition to British Admiralty smaller scale charts, the area covered by this book consists of New Zealand charts, all of which are metric, produced under the authority of Land Information New Zealand, PO Box 5501, Wellington, New Zealand. Many New Zealand charts are adopted into the British Admiralty series.

2 New Zealand charts of coastal waters and harbours are generally derived from Royal New Zealand Navy and Harbour Authority surveys dated later than 1950; the principal exceptions are charts covering coastal waters on the W side of South Island S of latitude 41°19′S and on the E side of South Island between Banks Peninsula and Otago Peninsula. Recent surveys have been conducted in many fiords in The Sounds, but some are still based on old and imperfect surveys; see 5.6 and 6.5 for details.

3 Charts of the outlying islands are generally from old sketch surveys and should be used with caution. Oceanic charts are based on sparse sounding data.

Unadopted charts

1.19

1 In certain areas where the British Admiralty or New Zealand charts adopted into the British Admiralty series show insufficient detail for navigation close inshore, these Sailing Directions have been written using larger scale unadopted New Zealand charts. The text has been written on the assumption that mariners wishing to navigate in these areas will provide themselves with suitable charts on which to do so. For the following areas mariners are advised to obtain the appropriate charts as follows:

Chart No	*Area*
NZ 222	Kermadec Islands
NZ 268	Chatham Islands
NZ 286	Auckland Islands
NZ 512	Cape Karikari to Cape Brett
NZ 531	Great Barrier Island to Mercury Bay
NZ 533	Firth of Thames
NZ 534	Mercury Bay to Katikati Entrance
NZ 542	Motiti Island to Pehitari Point
NZ 571	Approaches to Napier
NZ 614	Tasman Bay
NZ 615	Marlborough Sounds
NZ 632	Banks Peninsula
NZ 2225	Plans in the Kermadec Islands
NZ 2411	The Snares and Solander Islands
NZ 2681	Plans in the Chatham Islands
NZ 2862	Plans in the Auckland Islands
NZ 3111	Campbell Island, Bounty Islands and the Antipodes Island Group

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Chart No	*Area*
NZ 4111	Three Kings Islands
NZ 4212	Hokianga Harbour
NZ 4265	Kaipara Harbour
NZ 4314	Manukau Harbour
NZ 4315	Approaches to Onehunga
NZ 4421	Raglan Harbour
NZ 4423	Kawhia Harbour
NZ 4424	Approaches to Taharoa Beach
NZ 4541	Approaches to Wanganui
NZ 4631	Rauoterangi Channel and Kapiti Island
NZ 4632	Approaches to Paramata
NZ 5111	Plans between Parengarenga and Whangaruru
NZ 5113	Rangaunu Bay & Awanui River Approaches
NZ 5114	Doubtless Bay and Whangaroa Harbour
NZ 5121	Cavalli Passage
NZ 5124	Plans in the Bay of Islands
NZ 5212	Plans between Whangamumu and Omaha Cove
NZ 5225	Great Barrier Island
NZ 5227	Cape Rodney to Motuora Island
NZ 5318	Great Mercury Island to Mercury Bay
NZ 5321	Kawau Island to Rangitoto Island
NZ 5325	Tamaki River
NZ 5411	Tauranga Harbour, Katikati Entrance to Mount Maunganui
NZ 5413	Approaches to Tauranga
NZ 5423	Approaches to White Island
NZ 5551	Plans on the East Coast
NZ 6151	Plans in Marlborough Sound
NZ 6152	Pelorus Sound and Havelock
NZ 6154	Tory Channel Entrance and Picton Harbour
NZ 6212	Plans on NE coast of South Island
NZ 6324	Akaroa Harbour
NZ 6512	Approaches to Oamaru
NZ 6823	Patterson Inlet
NZ 6842	Plans in Stewart Island
NZ 7132	Westport Harbour
NZ 7142	Greymouth Harbour and Approaches
NZ 7622	Milford Sound to Sutherland Sound
NZ 7623	Bligh Sound to Caswell Sound
NZ 7624	Charles Sound to Dagg Sound
NZ 7653	Breaksea and Dusky Sounds
NZ 7654	Chalky and Preservation Inlets

Unadopted New Zealand charts may be obtained from RNZN Chart Services, Hydrographic Office, Royal New Zealand Navy, and from agents listed in *New Zealand Nautical Almanac* or the International Hydrographic Bureau *Catalogue of Agents for Sale of Charts*.

2 New Zealand law now requires that commercial vessels of 12 metres or more in length overall that operate within enclosed water limits, and all commercial and SOLAS class vessels operating outside enclosed water limits, must purchase charts from a chart retailer who has approval from LINZ to undertake chart corrections.

Notices to Mariners

1.20

New Zealand *Notices to Mariners* are issued in weekly editions by Land Information New Zealand and selected notices are repeated in *Admiralty Notices to Mariners,* with the prefix NZ. For further details see *New Zealand Nautical Almanac*.

Horizontal datums

1.21

1 In the past the datum usually used on a chart is that of the country whose waters the chart covers. Many New Zealand charts have now been changed to World Geodetic System 1984 (WGS84) datum.

Corrective information required for older charts referred to New Zealand Geodetic Datum 1949 is shown on the charts. These charts carry a note on the shift to be applied to satellite derived positions before they are plotted.

2 Positions referred to different datums can differ by several hundred meters. When in doubt it is advisable to transfer positions between charts relative to common charted features rather than to geographical co-ordinates.

For full details see *Admiralty List of Radio Signals Volume 2.*

AIDS TO NAVIGATION

Lights

Authority

1.22

1 Maritime Safety Authority of New Zealand is responsible for lights.

Light ranges

1.23

1 Nominal ranges of lights only are shown on New Zealand charts and given in *Admiralty List of Lights* and *New Zealand Nautical Almanac.* The nominal range is defined as the luminous range when the meteorological visibility is 10 miles.

Buoys and beacons

IALA Maritime Buoyage System

1.24

1 The IALA Maritime Buoyage System Region A (red to port) is in use in the waters described in this book. Full details are given in *IALA Maritime Buoyage System (NP 735)*, and in *NZ's System of Buoys and Beacons* issued by Maritime Safety Authority of New Zealand.

2 The general direction of buoyage in the IALA system is clockwise around North Island and around South Island except that, on the N side of South Island, between Cape Campbell and Cape Farewell, through Cook Strait, the direction is from SE to NW.

A system is in use in New Zealand waters for marking some buoys and beacons with retroreflective material to facilitate location and identification.

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Ocean Data Acquisition System (ODAS) buoys
1.25

1 ODAS light-buoys are to be found in New Zealand coastal waters as well as the open sea. They are used for gathering meteorological or oceanographic data and are either moored or free-floating. The buoys are painted yellow and have radar reflectors.

Navigable channels under bridges
1.26

1 The limits of navigable channels under bridges are sometimes indicated by marks on the bridges. In such cases, when entering from seaward, the starboard side of the channel is marked by a green triangle, point up, on a white background, and the port side by a red square on a white background. At night the limits may be indicated by green and red, fixed or flashing lights, or the daymarks may be floodlit. A white isophase or white quick flashing light may be used to indicate the best point of passage under a bridge. If there is more than one navigable channel, the same system is used for each channel.

Submarine cables and pipelines
1.27

1 When marked, the landing places of submarine cables and pipelines are indicated by beacons with white triangular topmarks and the words "Cable", "Pipeline" or "Pipe".

Overhead power lines
1.28

1 Safe clearance heights of overhead power lines indicated on charts are given between the lowest point of sag of the line above the maximum height of the water level at MHWS, or the known high river level. Safe clearance heights are also promulgated on notice boards in the vicinity.

It is extremely dangerous for a vessel, with a total height exceeding that given for safe clearance, to pass under a power line as electric arcing may occur, resulting in fire, burns or electrocution.

Marine farms
1.29

1 Marine farms are normally marked by light-buoys (special) in accordance with Maritime Safety Authority instruction. Lights may vary if the waters are under the jurisdiction of a Harbour Authority.

For a description of marine farming methods and hazards see 1.12.

Water skiing and surfing
1.30

1 **Water ski lanes** are marked by two posts on each side situated onshore. The posts are painted orange and black in horizontal bands and, in line, indicate the limits of the lane. A set of buoys, painted orange with black vertical stripe, is moored 50 m apart in line with the transit posts and the first buoy is moored 50 m from the high water line.

Surfing lanes are marked on each side by two posts situated onshore. The posts are painted orange and blue in horizontal bands and, in line, indicate the limits of a lane.

PILOTAGE

General information
1.31

1 Pilotage is compulsory at all New Zealand ports where a pilotage service is provided, except where the master holds an exemption certificate. Vessels of not more than 100 grt are exempt from compulsory pilotage in all ports where pilotage is compulsory. This limit may be increased to 500 grt at the discretion of the Ports Authority. Information on pilotage procedures at individual ports is given in the text at the port concerned. For full details see *Admiralty List of Radio Signals Volume 6 (4)*.

2 **The Sounds (Fiordland).** Entry into all the inlets in The Sounds now requires a pilot.

Boarding facilities
1.32

1 Guidance on the embarkation and landing of pilots by boat and by helicopter is given in *The Mariner's Handbook*. Information on any local additional requirements should be obtained from the appropriate Port Authority.

Caution. Some ports will not accept the use of a pilot hoist.

RADIO FACILITIES

Electronic position fixing systems

Satellite navigation systems
1.33

1 **Global positioning system.** The Navstar Global Positioning System (GPS), a military satellite navigation system owned and operated by the United States Department of Defence, provides world wide position fixing.

The system is referenced to the datum of the World Geodetic System 1984 (WGS84) and therefore positions obtained must be adjusted, if necessary, to the datum of the chart being used.

2 **Global Navigation Satellite System.** The Russian Global Navigation Satellite System (GLONASS) is similar to GPS in that it is a space-based navigation system which provides world wide position fixing.

The system is referenced to the Soviet Geocentric Co-ordinate System 1990 (SGS–90) and as for GPS positions must be adjusted, if necessary, to the datum of the chart being used.

3 **DGPS.** Differential GPS compares the position of a fixed point, referred to as the reference station, with positions obtained from a GPS receiver at that point. The resulting differences are then broadcast as corrections to suitable receivers to overcome the inherent and imposed limitations of GPS.

Within the area covered by this volume DGPS data is broadcast from Whangaparaoa (36°36′·2S, 174°50′·0E), in Hauraki Gulf, on a trial basis.

4 **Caution.** Satellite navigation systems are under the control of the owning nation which can impose selective availability or downgrade the accuracy to levels less than that available from terrestrial radio navigational systems. Therefore satellite-based systems should only be utilised at the user's risk.

For full details on the above systems see *Admiralty List of Radio Signals Volume 2*.

Radar aids to navigation

Racon
1.34

1 The only racon in the area is located at Wellington Harbour Front Leading Light (41°19′·2S, 174°51′·3E) to facilitate entry into Wellington Harbour. See *Admiralty List of Radio Signals Volume 2* for details.

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Coast radar stations

1.35

1 There are coast radar stations, from which a vessel's position can be obtained, at Auckland Harbour and Otago Harbour; for details see *Admiralty List of Radio Signals Volume 6 (4)*.

A coast radar station at Manukau Harbour is used for coastal and bar surveillance only.

Radio stations

1.36

1 For full details on all radio stations which transmit in the area covered by this volume see *Admiralty List of Radio Signals Volume 1 (2) and 3 (2).*

Other radio aids to navigation

Radiobeacons

1.37

1 There is one marine radiobeacon located at Cape Campbell (41°44′S, 174°16′E).

Aero radiobeacons

1.38

1 There are a number of aero radiobeacons in the area covered by this volume but they are no longer listed in *Admiralty List of Radio Signals* and will be deleted from future editions of British Admiralty charts. Therefore aero radiobeacons are not mentioned in the text of this book.

Radio navigational warnings

1.39

1 **Long range warnings.** The area covered by this volume lies within the limits of NAVAREA XIV. Maritime Safety Authority of New Zealand and Land Information New Zealand are responsible for navigation warnings in the area through the NAVAREA XIV Co-ordinator:

Address: NZDF Joint Geospatial Support Facility, HMNZ Naval Base, Private Bag 32901, Devonport, Auckland 9, New Zealand.

E-mail: brian.twyman@nzdf.mil.nz

Warnings are prefixed NAVAREA XIV and numbered consecutively on an annual basis. They are promulgated in *Admiralty Notices to Mariners.*

2 **Coastal navigational warnings**, out to a distance of 300 miles from the coast, are issued by the Maritime Safety Authority of New Zealand, from the Maritime Operations Centre, Wellington.

3 **Broadcasts.** NAVAREA XIV and New Zealand coastal navigational warnings are broadcast through:

Taupo Maritime Radio (ZLM).

All Maritime Radio stations.

Inmarsat-C SafetyNET via the Pacific Ocean Region satellite.

For broadcast details see *Admiralty List of Radio Signals Volumes 3 (2), and 5 and New Zealand Nautical Almanac.*

Radio weather services

METAREA XIV warnings/bulletins

1.40

1 The World Meteorological Organization (WMO) has established a global service for the broadcast of high seas weather warnings and routine weather bulletins, through the Enhanced Group Calling International SafetyNET Service. METeorological service AREAS (METAREAS) are identical to the 16 NAVAREAS within the World-Wide Navigational Warning Service (WWNWS).

2 Each METAREA has a designated National Meteorological Service responsible for issuing high seas weather warnings and bulletins. The designated authorities are not necessarily in the same country as the NAVAREA co-ordinators. Weather Warnings and routine bulletins in New Zealand are broadcast through:

Taupo Maritime Radio (ZLM).

Inmarsat-C SafetyNET.

For details see *Admiralty List of Radio Signals Volumes 3 (2) and* 5.

Meteorological broadcasts by radio-facsimile

1.41

1 The area covered by this volume lies within the radio-facsimile broadcast coverage area of Auckland (ZKLF) radio-facsimile station, from which transmissions of weather maps, and other information of interest to mariners may be obtained. For broadcast details see *Admiralty List of Radio Signals Volume 3 (2).*

Telephone marine weather information service

1.42

1 Recorded forecasts are available for all coastal sea areas including Chatham Islands. For details of the New Zealand coastal MetPhone, Metservice and MetFax services see *Admiralty List of Radio Signals Volume 3 (2).*

Internet weather service

1.43

1 Weather forecasts and warnings for the area covered by this volume is available via the Internet from MetService (NZ) Ltd, accessed from: http://www.metservice.co.nz. For details see *Admiralty List of Radio Signals Volume 3 (2).*

Radio medical advice

1.44

1 Mariners may obtain medical advice through Radio Medical Taupo Maritime Radio (ZLM).

For further information, and for details of the coast radio stations see *Admiralty List of Radio Signals Volume 1 (2).*

INTERNATIONAL REGULATIONS

Closure of ports

1.45

1 The New Zealand Ministry of Defence may order the closure of certain ports; see 1.63 regarding signals displayed.

Submarine cables and pipelines

1.46

1 Mariners are warned that every care should be taken to avoid anchoring or trawling in the vicinity of submarine cables or pipelines on account of the serious consequences which would result from fouling them. See *The Mariner's Handbook* for information on the *International Convention for the Protection of Submarine Cables*, together with advice on the action to be taken in the event of fouling a cable or pipeline.

2 In New Zealand compensation for anchors or fishing gear which have been sacrificed outside territorial waters in order to avoid damaging a submarine cable may be claimed under the *Submarine Cables and Pipelines Protection Act of 1996.*

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Pollution

1.47

1 The International Convention for the Prevention of Pollution from Ships 1973 was adopted by the International Conference on Marine Pollution convened by IMO in 1973. It was modified by the Protocol of 1978 relating thereto and adopted by the International Conference on Tanker Safety and Pollution Prevention convened by IMO in 1978. The convention, as modified by the protocol, is known as *MARPOL 73/78*.

MARPOL 73/78 and Annexes are described in detail in *The Mariner's Handbook*.

2 **National regulations** are contained in the *New Zealand Marine Pollution Act 1974*.

NEW ZEALAND REGULATIONS

Port entry

1.48

1 **Notice of ETA required.** The ETA of a vessel should be sent to the Harbour Master 24 and 4 hours in advance, except where local requirements differ as stated in the text.

If the ETA falls on a Saturday, a Sunday or on a public holiday which falls on a Monday, notification must be received by the Harbour Master before 1400 on the previous Friday.

Local harbour bye-laws

1.49

1 Local harbour bye-laws are available from Regional Council Harbour Masters.

Tsunami Warning System

1.50

1 Tsunamis or sea waves caused by earthquakes may have serious effects upon shipping in New Zealand's harbours.

Harbour Masters, advised by the Ministry of Emergency Management, are responsible for informing vessels in their harbours of an approaching tsunami either by verbal message or siren (see 1.66). On receipt of a tsunami warning signal, in harbour, radio watch should be set as required by *Annual Summary of NZ Notices to Mariners No 11,* included in *New Zealand Nautical Almanac*. All further instructions will be given by radio, and control of shipping will be assumed by Harbour Masters who should be given the fullest co-operation. In some cases vessels may be ordered to put to sea to avoid damage to others and to harbour works caused by large fluctuations in sea level. Unless otherwise stated in the text, therefore, main engines should not be immobilised without the Harbour Master's permission. It should be borne in mind that the time available for action may be as little as two hours depending upon the epicentre of the disturbance.

2 If a disaster occurs onshore all vessels in harbour and at sea in the vicinity may be called upon to give assistance as requested by the civil defence authorities. See *New Zealand Nautical Almanac* for the type of assistance that may be required.

For details of Port Radio Stations and frequencies involved in the Tsunami Warning System, see *Admiralty List of Radio Signals Volume 3 (2)* and *New Zealand Nautical Almanac.* The attention of mariners is also drawn to the section on tsunamis in *The Mariner's Handbook*.

Environment protection

Protection of wildlife

1.51

1 Fifteen marine reserves have been established in specified areas of the territorial sea, seabed and foreshore which are managed by the Department of Conservation for scientific study for the preservation of wildlife and the marine habitat. Other places in New Zealand and the outlying islands are designated wildlife sanctuaries, as mentioned in the text. Areas designated as marine reserves and wildlife sanctuaries are shown on the charts.

Unless otherwise stated, entry is by written permit issued by the Department of Conservation and is usually restricted to persons concerned with management or scientific tasks.

Some species of wildlife, particularly birds, are protected. It is a punishable offence to take or to have them, alive or dead, or their eggs or feathers in unauthorised possession. Full details can be obtained from the Department of Conservation.

Mandatory area to be avoided

1.52

1 In order to avoid risk of damage to the environmentally sensitive area in the vicinity of Poor Knights Islands (7.107), a mandatory area to be avoided has been designated, as shown on the chart. The W boundary of the area is defined by the limit of mean high water springs. All vessels greater than 45 m in length should avoid the area except those exempted, which include the following.

2 All vessels of the Royal New Zealand Navy, any warship, naval auxiliary, or other vessel or aircraft owned or operated by a State and used temporarily, only on government non-commercial service.

3 All fishing vessels engaged in fishing.

Barges under tow, provided the cargo is not oil or other harmful liquid substance as defined in Annexes I and II of MARPOL 73/78.

Voluntary code

1.53

1 A voluntary code has been adopted for the protection of the marine environment whereby vessels carrying oil or other harmful liquid substances in bulk, as defined in Annexes I and II of Marpol 73/78, are to keep at least 5 miles off land, any charted danger, or any outlying island, until reaching the position where alteration is required to make port. A greater distance off may be necessary in adverse onshore weather, or if it is known that a ship has any mechanical deficiency that might impair either motive power or manoeuvrability.

2 For full details see *Annual Summary of NZ Notices to Mariners No 10,* included in *New Zealand Nautical Almanac*.

Discharge of ballast water

1.54

1 There are controls on the discharge of ballast water in New Zealand territorial waters which are administered by the Ministry of Fisheries.

Ballast water must not be discharged into the sea within 12 miles of the New Zealand coast without permission of a New Zealand Quarantine Officer.

2 Sediment that has settled in ballast tanks, ballasted cargo holds, seachests, anchor lockers or other equipment must be disposed of at a landfill site approved by the quarantine officer.

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Quarantine

Notification of health

1.55

1 The Master of every vessel which is liable to quarantine and bound for a New Zealand port must notify the Ministry of Agriculture and Forestry Quarantine Service 12 hours in advance and give clear details of the vessel name, port and estimated time of arrival. Contact can be made through:

Maritime Radio Service MF/HF/VHF.

Taupo Maritime Radio.

For details see *Admiralty List of Radio Signals Volume 1 (2).*

2 **Radio pratique.** Certain vessels may be granted pratique by radio and hence need not be visited by a Port Health Officer. For a vessel to be approved for this system the following requirements must be complied with.

A medical officer must be carried as part of the complement of the vessel.

The owners of the vessel shall from time to time notify the Director-General of Health of the names of the Master and Medical Officer, and any changes thereto.

On receipt by the Port Health Officer of the radio message from the above-mentioned vessel, he may grant pratique and inform the Master by radio before the arrival of the vessel.

3 **Exemptions.** Vessels trading exclusively between New Zealand and the following places are exempted from quarantine inspection provided there is no case or suspected case of a disease requiring quarantine on board, and if no person on board suffers from an eruptive disease or a disease attended by fever or glandular swelling.

Antarctica	Niue
Australia	Norfolk Island
Campbell Island	Banaba (formerly Ocean Island)
Cook Islands	Christmas Island (Indian Ocean)
Fiji	Raoul Island
Lord Howe Island	Rarotonga
Macquarie Island	Samoa
Nauru Island	Tonga

4 A similar exemption is granted to vessels making their first port of call in New Zealand directly after leaving Australia, any port on the W coast of Canada or United States of America. In these cases, an intervening call may be made en route to New Zealand at any port of the above-listed places.

Clearance procedure

1.56

1 **Quarantine signal.** The appropriate International Code Signal flags must be displayed at the masthead of a vessel liable to quarantine before arrival 3 miles off her port of call and kept flying until pratique is granted.

Garbage should be secured and retained onboard before entering New Zealand's territorial waters.

2 **Designated ports of entry.** New Zealand may be entered at any of the designated arrival ports listed below. Arrival at other ports may incur penalties:

Opua, Whangarei, Auckland, Onehunga, Mount Maunganui, Taharoa, Gisborne, Napier, New Plymouth, Wellington, Picton, Nelson, Lyttelton, Westport, Timaru, Dunedin, Port Chalmers, Bluff.

3 **Entry clearance** is available 24 hours a day, 7 days a week and will be conducted immediately on arrival. If arrival has not been notified prior to berthing, then Ministry of Agriculture and Forestry Quarantine Service (MAFQS) should be informed immediately. No people or goods should leave the vessel and no person other than the Police or Customs Officer will board the vessel. All crew should be fully aware of quarantine restrictions.

Documentation

1.57

1 **MAFQS declaration.** Every person must complete a personal declaration, if they are to disembark from the vessel, which requires notification of quarantine risk items.

Notice to Masters contains information for vessels while in territorial waters ensuring that restrictions are understood and requirements are met. Each ship is given one on arrival.

2 **Master Certificate.** The Biosecurity Act 1993 requires that the Master complete this declaration and declares all meat onboard the vessel. This includes beef, sheep, pigs, poultry, venison, but not saltwater fish. It also includes all types of products such as canned, fresh, frozen, dehydrated, vacuum-packed and freeze-dried.

Food declarations

1.58

1 **Fresh provisions.** No vegetables, fruit, eggs or egg cartons may be landed. If utilised onboard, this will incur costs of daily quarantine incineration of all waste. Honey and bee products for human consumption may be landed if accompanied by the appropriate documentation.

Stored products will be inspected, assessed and, depending on disease risk, released or destroyed.

Customs

Customs ports

1.59

1 Customs Service Offices are situated at Auckland, for Whangarei and Opua, Christchurch for Greymouth, Lyttelton and Westport, Dunedin for Port Chalmers, Invercargill serving Bluff, Napier, Nelson, New Plymouth serving Taranaki, Tauranga, Timaru and Wellington.

Sub-ports. An overseas vessel must not make a sub-port of a customs port her first port of call without permission from the Collector of Customs at the customs port.

Having arrived at a customs port, permission must be obtained from the Collector of Customs for an overseas vessel subsequently to visit a sub-port.

2 **Customs procedure.** Documents and information required to be available for customs officers on arrival in New Zealand from overseas are the ship's register; names of owners and agents; passenger list; crew list; list of prohibited or restricted immigrants; search list; stores list; list of any stock of birds on board; list of poisons; list of firearms; declarations by passengers, including baggage declarations.

International Date Line

1.60

1 In the area covered by this book the International Date Line passes through positions:

25°00′S, 172°30′W.

45°00′S, 172°30′W.

51°00′S, 180°00′.

53°00′S, 180°00′.

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SIGNALS

Distress and rescue

1.61

1 **Distress signals.** See *The Mariner's Handbook*.

Exercises

1.62

1 **Firing practices.** Warning signals consist of a large red flag by day and a red fixed light at night.

Submarines. Signals concerning submarines exercising are given in *Annual Summary of NZ Notices to Mariners No 8* included in *New Zealand Nautical Almanac,* and in *The Mariner's Handbook*.

Closure of ports

1.63

1 **Control of movements.** The New Zealand Ministry of Defence may control the entry of ships into, and the movement of ships within a port; when this is necessary the following signals are displayed from a conspicuous position in or near the approaches, and may also be displayed by an Examination or Traffic Control Vessel operating in the approaches:

2 Entry prohibited:

By day — three red balls disposed vertically.

At night — three red flashing lights disposed vertically and visible all round the horizon.

Entry permitted:

At night — three green lights disposed vertically and visible all round the horizon.

3 Movement prohibited.

By day — blue flag.

By night — red light, green light, red light, disposed vertically and visible all round the horizon.

The lights described above will be carried in addition to the ordinary navigation lights of the Examination Vessels.

4 **Caution.** Masters of vessels are warned that should they approach the entrance to a port which is being controlled by the Ministry of Defence, they should not enter a declared "Dangerous Area" or close boom defences without permission, nor should they anchor or stop in a dangerous area or prohibited anchorage unless instructed to do so. Masters are advised, therefore, to communicate with any Government or Port Authority vessel found patrolling in the offing to ascertain the recommended approach to the port.

1.64

1 **Examination Service.** In certain circumstances it may be necessary to take special measures to examine, or to establish the identity of, individual vessels desiring to enter ports and to control their entry. This is the function of the Examination Service, whose officers will be afloat in Examination Vessels or Traffic Control Vessels. These vessels will wear the distinguishing flags of the Examination Service, which are:

2 The Examination Service special flag:

The New Zealand Blue Ensign or, exceptionally, the New Zealand White Ensign.

If ordered to anchor in an Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following without prior permission being obtained from the Examining Officer:

a. To lower any boat.

b. To communicate with the shore or with any other ship.

c. To move the ship.

1.65

1 **Other regulations.** Nothing in this precautionary notice is to be taken as overruling any regulations issued by local authorities at particular ports or by routeing authorities.

Tsunami warning signals

1.66

1 **Vessels in harbour** are warned of the approach of a tsunami by a series of five prolonged blasts on sirens, or by verbal message from the Harbour Master, depending on the harbour, as follows:

Siren warning	*Verbal message*
Auckland	Bluff
Dunedin	Gisborne
Greymouth	Manukau
Lyttelton	Napier
Port Chalmers	Nelson
Timaru	Opua
Whangarei (Upper Harbour)	Picton
	Taranaki
	Tauranga
	Wanganui
	Wellington
	Westport
	Whakatane
	Whangarei (Lower Harbour)

2 See 1.50, *Admiralty List of Radio Signals Volume 3 (2)* and the *New Zealand Nautical Almanac* for the action to be taken on receipt of a warning.

1.67

1 **Vessels at sea** are given warning of tsunamis through the existing navigational warning service; for details of broadcasts see *Admiralty List of Radio Signals Volumes 3 (2), 5* and the *New Zealand Nautical Almanac.* Warnings may include instructions for a vessel's immediate movements.

MARITIME SEARCH AND RESCUE

General information

New Zealand Search and Rescue Organisation

1.68

1 All search and rescue is conducted by the New Zealand Search and Rescue (SAR) Organisation, of which Maritime Safety Authority is a part and has particular responsibility for coordinating maritime search and rescue operations.

2 **Rescue Co-ordination Centre New Zealand (RCCNZ)** at Lower Hutt, near Wellington is responsible for coordinating SAR operations within the New Zealand SAR region. Details of the types of operations, organisation and procedures are described in *Annual Summary of NZ Notices to Mariners No 4* included in *New Zealand Nautical Almanac.*Contact details are included in *Admiralty List of Radio Signals Volume 5.*

3 **Inshore Rescue Vessels.** Several volunteer organisations, principally the Royal New Zealand Coastguard Federation, own and operate a number of inshore rescue craft. These are stationed at points along the inhabited sections of coastline, one of which is situated at Evans Bay Marina (4.87), Wellington.

Global Maritime Distress and Safety System

1.69

1 The Global Maritime Distress and Safety System (GMDSS) enables search and rescue authorities on shore,

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in addition to shipping in the immediate vicinity of a vessel in distress, to be rapidly alerted to an incident so that assistance can be provided with the minimum of delay. The sea area covered by this volume lies within the New Zealand Search and Rescue Region (SRR).

Details of the GMDSS and the associated coast radio stations are given in *Admiralty List of Radio Signals Volumes 1 (2) and 5.*

Ship reporting systems

1.70

1 New Zealand does not operate a mandatory merchant ship reporting system.

Automated Mutual-assistance Vessel Rescue

1.71

1 The Automated Mutual-assistance Vessel Rescue (AMVER) system, operated by the United States Coast Guard, is an international maritime mutual assistance organisation which provides important aid to the development and co-ordination of search and rescue efforts in many offshore areas of the world. Participation in the system is voluntary.

2 For details see *Admiralty List of Radio Signals Volume 1 (2)* and *The Mariner's Handbook.*

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COUNTRIES AND PORTS

NEW ZEALAND

General description

1.72

1 New Zealand is an independent nation lying SE of Australia in the south Pacific. It consists of two main territories, North Island and South Island and includes Stewart Island, together with numerous offshore islands. Outlying islands comprise Kermadec Islands, Chatham Islands, Bounty Islands, Antipodes Islands, Auckland Islands and Campbell Island.

National limits

1.73

1 New Zealand claims a territorial sea extending 12 miles, and an Exclusive Economic Zone (EEZ) and fisheries jurisdiction extending 200 miles from baselines around the coast of New Zealand and off-lying islands. For full details see *Annual Summary of NZ Notices to Mariners No 12* included in *New Zealand Nautical Almanac*.

2 Certain foreign vessels are permitted to fish from time to time within the EEZ. Limited period licences are issued for this concession. However, foreign fishing vessels that are chartered to New Zealand companies are registered as domestic vessels. Considerable areas of sea around New Zealand are closed to foreign fishing vessels. Details can be obtained from the Fisheries Communications Centre, Wellington.

Ships of the RNZN and aircraft of the RNZAF are frequently engaged in EEZ surveillance activities. RNZN vessels engaged in fishery protection patrols display a yellow and blue chequered pennant. Vessels within the EEZ are liable to be illuminated at night by searchlight from RNZAF reconnaissance aircraft.

History

Discovery and exploration

1.74

1 The discoverers and first settlers of New Zealand were a Polynesian people, ancestors of the Maoris of today, who probably came to the Pacific Ocean by way of Malaysia and were well established in the islands several centuries before the advent of Europeans. The first European to discover New Zealand was the Dutch navigator, Abel Tasman, in 1642.

The coasts of the main islands were explored and surveyed by Captain James Cook, RN, in the course of several voyages between 1769 and 1777. From 1800 onwards New Zealand became the resort of whalers, and traders chiefly from Australia.

2 In 1840, by the Treaty of Waitangi, between Captain William Hobson, RN, and representatives of the Maoris, sovereignty was ceded to the British Crown and New Zealand became a British colony. Then followed a steady stream of British settlers.

After a period of determined resistance by the indigenous Maori population to settlement, peace was established in 1871 and subsequently the two races have achieved considerable harmony.

3 In 1907 the colony became the Dominion of New Zealand with Wellington the capital. This is the date of independence, given legal effect by the Statute of Westminster, 1931, which was formally adopted by the New Zealand government in 1947.

Government

Constitutional development

1.75

1 New Zealand is a constitutional monarchy. The Sovereign is also the Sovereign of the United Kingdom of Great Britain and Northern Ireland and Head of The Commonwealth, of which New Zealand is a member. The Sovereign is represented by a Governor-General appointed for a period of five years on the advice of a Prime Minister who is Head of Government.

2 Executive power is vested in the Head of State and exercised by the Governor-General; he is advised by a cabinet led by the Prime Minister and formed of Ministers of State within a legislature consisting of one chamber, a House of Representatives. Members of the House of Representatives, called "Members of Parliament" are elected by adult suffrage for a period of three years. Wellington has remained the capital city.

3 In Chatham Islands, which are part of New Zealand proper, the Crown is represented by a Resident Agent, who is responsible to the New Zealand government.

Territories overseas

1.76

1 New Zealand also administers the island territory of Tokelau (see *Pacific Islands Pilot Volume II*) and exercises certain responsibilities for defence and external relations of Cook Islands (see *Pacific Islands Pilot Volume III*) and Niue Island (see *Pacific Islands Pilot Volume II*). The island populations are New Zealand citizens.

The Ross Dependency, an uninhabited sector of the Antarctic Continent (see *The Antarctic Pilot*), is a dependency of New Zealand.

Local government

1.77

1 Local government comprises 12 regional councils, and 74 territorial authorities which include 15 city councils, 58 district councils and Chatham Islands Council.

Population

1.78

1 In 2002 the total population was 3 808 000 comprising 79% European, 13% Maori and 5% Pacific Islanders. The figures include Kermadec, Campbell, Chatham Islands and operational oil rigs.

Language

1.79

1 The official languages are English and Maori.

Physical features

North Island

1.80

1 North Island as a whole is hilly and in parts, is mountainous, rising in the SW part, to volcanic peaks of which the highest are Mount Egmont, 2516 m in elevation, now extinct, and Ruapehu, 2795 m in elevation. There are,

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however, extensive plains near the coasts, principally within Hawke Bay, on the E coast, and Palliser Bay, on the S coast; in the Wellington land district; and as a strip along the W coast from Wellington to a little NE of New Plymouth.

2 Few of the rivers are navigable, due to the high relief of the island and their swift rate of flow, while nearly all have bars at their entrances.

South Island

1.81

1 South Island, separated from North Island by Cook Strait, is more mountainous. The Southern Alps, a massive chain, form the main divide of the island, running almost the entire length. The range culminates in Mount Cook, elevation 3752 m, and there are numerous peaks over 3000 m in elevation. The S part of the alps, where there are a number of glaciers, breaks into several ranges dominating the SW coast which is penetrated by numerous fiords. More mountain ranges flank the alps to the W, NW, N and NE; the latter comprise Inland Kaikoura Range and Seaward Kaikoura Range which run parallel with the E coast.

2 The N part of South Island is generally mountainous, the coast being deeply indented by Tasman Bay and by Marlborough Sounds which lead S from Cook Strait. Farther S, on the E side of the island, the land is undulating, whence the Canterbury Plains extend about 150 miles S. Banks Peninsula, a block of mountainous country nearly 1000 m in elevation, extends E from the plains. S of the plains the land is again undulating and then rises to mountains separated by many fine plains and valleys. The rivers of South Island are mostly mountain torrents.

3 **Stewart Island,** separated from South Island by Foveaux Strait, is mountainous and well-wooded and is described in Chapter 6.

Outlying islands

1.82

1 Outlying islands are described in Chapter 11.

Flora and Fauna

Vegetation

1.83

1 The greater part of New Zealand was formerly covered by sub-tropical rain forest, up to an altitude of about 1200 m, but most of this has been destroyed. In some parts, on mountain slopes and in lowland areas, there are still large tracts of another type of forest, consisting chiefly of Nothofagus, or Southern Beech, known locally as birch forest, which yield good timber. At the upper limit of the forest belt there is a narrow strip of sub-alpine scrub, consisting largely of tree daisies which are impenetrable and have to be climbed over; thence there is an alpine belt which peters out at the snow-line around 2500 m. Some alpine varieties are found nowhere else in the world.

2 The lowland forest is dense, luxuriant and evergreen; the principal trees are the red, black and white pine, together with many large tree ferns. The bush contains numerous climbing ratas, some of which make progress difficult. Epiphytes, parasitic plants, are widespread in wetter areas and the W coast and mountain ranges. In the drier E part of South Island there are large areas of tussock grassland.

State afforestation is carried out not only for timber production but also to counter erosion. The main types used are pine, fir and red and silver beech.

Wildlife

1.84

1 **Mammals**. New Zealand has only two indigenous land mammals, the long-tailed bat and the short-tailed bat, the latter being endemic. Among amphibious animals some native frogs are rare.

Reptiles are restricted to lizards amongst which is the tuatara, a form of living fossil. This is the sole survivor of a class of prehistoric reptiles, now found only on some small islands.

2 **Insects** include the red and black striped katipo, a poisonous spider; a red wasp known as “the red soldier” with a dangerous sting; the weta, an immense flea; and giant luminous worms. In The Sounds of South Island, there are sand-flies of a most virulent kind, affecting ships in daylight, and mosquitoes are a pest.

3 **Birds.** Among rare and interesting birds native to New Zealand are the white heron; the flightless kiwi; the king shag, a special Antarctic cormorant; the takahe, a kind of flightless coot; a brown duck; and the kakapo, a flightless parrot. On Snares Islands, four varieties of bird exist which are found nowhere else in the world. They are the black tit, fernbird, snipe, and a crested penguin.

The New Zealand region has the greatest variety of seabirds in the world. The Bounty Island shag is the world’s rarest; the Campbell Island teal is the world’s most rare waterfowl; and a wandering albatross found on Antipodes Islands may be a variety not yet described.

4 **Marine mammals** in the region include two very rare species, the pigmy right whale and the spectacled porpoise. The right whale proper, hunted almost to extinction, survives in small protected numbers in New Zealand waters as one of the few viable breeding populations in the S hemisphere.

The New Zealand, or Hooker’s sea lion, is unique to New Zealand. The fur seal, once on the verge of extinction, is now found on the coasts of New Zealand and, to a lesser extent, around some of the sub-antarctic outlying islands.

5 **Shellfish** abound in waters around New Zealand. Of these, the smaller pipi is sometimes poisonous.

Introduced animals including sheep are grazed on Chatham Islands; cattle, goats, pigs, rabbits, cats and mice survive on Auckland Islands; and rats infest Raoul Island.

Industry

Agriculture

1.85

1 New Zealand is primarily a pastoral and agricultural country engaged in sheep, cattle, dairy and pig farming; sheep farming is also important in the Chatham Islands. Other agricultural products include wheat, oats and barley, grass, fruit, nuts, vegetables, hops, tobacco, poultry and eggs.

Forestry

1.86

1 Forests cover almost 30% of New Zealand’s land area. Among forest products are sawn timber, plywood, veneers, board, wood pulp and wood chips.

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Fishing

1.87

1 The fishing industry is important in New Zealand and Chatham Islands. It includes coastal and deep-sea fishing and marine farming, taking or producing fin fish, shellfish and rock lobsters.

Minerals and energy

1.88

1 Mining industries produce coal, natural gas, petroleum condensates, salt (from sea water), ironsand, limestone, clay, pumice, serpentine, silica sand and gold.

The main source of energy is hydro-electric power, the balance coming from coal, oil, natural gas and geothermal resources.

Manufacturing

1.89

1 Manufactured goods include processed foods, wine; motor vehicle assembly, machinery and fabricated metal products; chemicals, electrical and electronic goods; plastics and rubber; paper for printing and publishing; textiles, clothing and leather goods; and wood products including furniture.

Tourism

1.90

1 Tourism is a major industry with over 1 500 000 visitors annually.

Trade

1.91

1 **Principal exports** are meat; dairy products; timber products; wool; aluminium; fish; machinery; electrical and mechanical appliances; iron and steel articles; fruit and vegetables. Sheep, wool and fish are exported from Chatham Islands.

Principal imports are machinery; electrical and mechanical appliances; vehicles; plastics; petroleum; electronic, technical and surgical equipment; pharmaceuticals and paper products.

New Zealand's main trading partners are Australia, Japan, USA and United Kingdom. The total value of exports currently exceeds that of imports.

PRINCIPAL PORTS, HARBOURS AND ANCHORAGES

1.92

North Island

West coast

Place and position	*Remarks*
Manukau Harbour (2.118) (37°03′S, 174°32′E)	Large natural harbour; commercial, customs and fishing port at Onehunga; local knowledge required.
Taharoa Terminal (2.198) (38°10′·6S, 174°40′·2E)	Offshore ore terminal.
Taranaki (New Plymouth) (2.235) (39°04′S, 174°02′E)	Commercial, customs and fishing port, in dredged artificial harbour.

Cook Strait and approaches

Place and position	*Remarks*
Wanganui (3.41) (39°57′S, 175°00′E)	Riverine harbour; dredged commercial, fishing port at Castlecliff
Tarakohe Harbour (3.99) (40°49′·5S, 172°53′·9E)	Dredged artificial harbour; cement export port.
Golden Bay (3.92) (40°40′S, 172°50′E)	Anchorage for large vessels.
Croisilles Harbour (3.152) (41°03′S, 173°38′E)	Sheltered anchorage for medium size vessels.
Nelson (3.156) (41°16′S, 173°16′E)	Commercial, customs and fishing port, dredged.
Wellington (4.52) (41°17′S, 174°48′E)	Large natural harbour with major commercial and customs port; ferry terminal; fishing port.
Pelorus Sound (4.136) (40°56′S, 174°02′E)	Anchorage for large vessels.
Queen Charlotte Sound (4.178) (41°03′S, 174°21′E)	Extensive anchorage for large vessels.
Picton (4.228) (41°17′S, 174°00′E)	Small natural harbour with commercial and customs port; ferry terminal.
Cloudy Bay (4.266) (41°27′S, 174°05′E)	Extensive anchorage, suitable for large vessels.

South Island

West coast

Place and position	*Remarks*
Westport (5.30) (41°45′S, 171°36′E)	Dredged riverine harbour with commercial and fishing port; local knowledge required.
Buller Bay (5.46) (41°43′S, 171°32′E)	Anchorage for large vessels.
Greymouth (5.68) (42°27′S, 171°12′E)	Dredged riverine harbour and fishing port; local knowledge required.
Jackson Bay (5.118) (43°58′S, 168°40′E)	Anchorage for large vessels.

Foveaux Strait

Place and position	*Remarks*
Bluff (6.48) (43°36′S, 168°21′E)	Dredged natural harbour with commercial, customs and fishing port; ferry terminal.
Paterson Inlet (6.154) (46°55′·1S, 168°10′·4E)	Extensive anchorage.
Half Moon Bay (6.162) (46°53′·5S, 168°09′·0E)	Small natural harbour with fishing port; ferry terminal.

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North Island

East coast

Place and position	*Remarks*
Whangaroa Harbour (7.50) (35°02′S, 173°45′E)	Extensive anchorage; small fishing port at Whangaroa.
Bay of Islands (7.64) (35°12′S, 174°10′E)	Extensive anchorage, suitable for large vessels.
Opua (7.88) (35°19′S, 174°07′E)	Commercial and fishing port.
Whangarei Harbour (7.145) (35°48′S, 174°26′E)	Large dredged natural harbour containing Marsden Point oil terminal and Whangarei port.
Auckland (8.95) (36°50′S, 174°46′E)	Dredged riverine harbour with major commercial and customs port, small naval dockyard port, and major yachting centre.
Tauranga (9.54) (37°39′S, 176°11′E)	Dredged natural harbour with commercial and customs port.
Poverty Bay (9.147) (38°43′S, 178°00′E)	Anchorage for large vessels.
Gisborne (9.158) (38°41′S, 178°01′E)	Dredged riverine harbour with commercial and fishing port.
Napier (9.218) (39°29′S, 176°55′E)	Dredged artificial harbour with commercial and customs port.

South Island

East coast

Place and position	*Remarks*
Lyttelton Harbour (10.46) (43°36′S, 172°49′E)	Large dredged natural harbour with commercial, customs and fishing port.
Akaroa Harbour (10.101) (43°49′S, 172°56′E)	Extensive anchorage; alongside berths for fishing vessels.
Timaru Harbour (10.126) (44°23′S, 171°16′E)	Dredged artificial harbour with commercial, customs and fishing port.
Otago Harbour (10.179) (45°47′S, 170°43′E)	Large dredged natural harbour containing Port Chalmers and Dunedin commercial customs and fishing ports.

PORT SERVICES — SUMMARY

Docking facilities

1.93

1 Ports with docking facilities and the size of vessel that can be accommodated are given below. Further detail is given at each reference.

Taranaki. Shiplift for vessels up to 150 tonnes (2.262).
Nelson. Slips for vessels up to 1900 dwt (3.184).
Picton. Slip for vessels up to 100 tonnes (4.249).
Greymouth. Slip for vessels up to 130 tonnes (5.93).
Bluff. Shiplift for vessels up to 1050 tonnes (6.81).

2 Whangarei. Slips for vessels up to 1727 tonnes (7.178).
Auckland. Dry dock length 184·4 m; slips for vessels up to 1500 tonnes (8.137).
Tauranga Harbour. Slip for vessels up to 600 tonnes (9.93).
Gisborne. Slip for vessels up to 400 tonnes. (9.185).
Napier. Slip for vessels up to 120 tonnes (9.244).
Lyttelton. Dry dock for vessels up to 141 m length; slip for vessels up to 231 tonnes (10.79).
Dunedin. Slip for vessels up to 500 tonnes (10.214).

Other facilities

Compass adjustment

1.94

1 The services of an officer qualified to adjust magnetic compasses are available in a number of New Zealand ports; details are given in *New Zealand Nautical Almanac*.

Deratting

1.95

1 Deratting and deratting exemption certificates can be obtained at:

Onehunga (2.119).
Taranaki (2.263).
Nelson (3.185).
Wellington (4.90).
Bluff (6.82).
Auckland (8.138).
Lyttelton (10.79).
Port Otago (10.215).

1.96

1 Exemption certificates only are available at:

Taharoa Terminal (2.217).
Wanganui (3.67).
Picton (4.250).
Opua (7.98).
Whangarei (7.179).
Tauranga (9.94).
Gisborne (9.186).
Napier (9.250).
Timaru (10.157).

Measured distances

1.97

1 Wellington Harbour (4.76).
Auckland Harbour (8.120).

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NATURAL CONDITIONS

MARITIME TOPOGRAPHY

General remarks

1.98

1 New Zealand lies on a continental shelf at the S end of the great volcanic Tonga-Kermadec arc, which marks the boundary between the western and central physiographic regions of the Pacific Ocean. The western region has a complex and unstable geological structure; the central region forms the largest stable part of the earth's crust.

Within these main geological divisions a number of submarine ridges, some capped with islands, separated by deep trenches and shallower troughs and basins, extend NNE and NW from North Island. A ridge also extends SSW from South Island.

2 To E and W of the main islands of New Zealand there are submarine plateaux and rises, some of those to the E being capped by islands, also separated by basins and troughs.

To S of New Zealand the seabed forms part of the Sub-Antarctic Slope.

Seabed

Principal features

1.99

1 Principal features of the seabed are:

Kermadec Trench, a very deep submarine canyon which, from E of North Island, extends NNE across the N part of the area covered by the book.

Kermadec Ridge which, from the vicinity of Rumble III Seamount (35°44′S, 178°30′E), extends NNE parallel to Kermadec Trench. Star of Bengal Bank (32°19′S, 179°07′W) lies, with Kermadec Islands to the NNE, on this ridge.

A number of other seamounts lying up to 165 miles ESE from Tui Seamount (30°22′S, 172°57′E).

2 Challenger Plateau lying NW of South Island.

Tasman Basin which lies SW of Challenger Plateau and occupies most of the area between South Island and Tasmania.

Campbell Plateau with Auckland Islands (50°45′S, 166°05′E) (11.94) lying on the W side of the plateau, Campbell Island (52°32′S, 169°11′E) on Campbell Rise, on the S side, and Pukaki Rise (49°15′S, 171°50′E) on the N side.

Bounty Plateau (11.79), NE of Campbell Plateau; Antipodes Islands (49°41′S, 178°48′E) (11.85) lie on the S side and Bounty Islands (11.81), 115 miles N, on the N side of this plateau.

3 Chatham Rise, situated N of Bounty Plateau from which it is separated by Bounty Trough. The rise extends E from Banks Peninsula; Mernoo Bank, Veryan Bank and Reserve Bank lie on the W end between 80 and 150 miles off the SE side of South Island; Chatham Islands (43°55′S, 176°30′W) (11.45) lie on the E end.

4 A continental shelf, with depths of less than 200 m, extends from about 10 to 150 miles around New Zealand, except in the vicinity of The Sounds at the W extremity of South Island where it is very narrow. The shelf is widest off the S end of South Island and NW of Cook Strait. At the SE entrance of Cook Strait it is penetrated by a deep submarine canyon.

Other features

1.100

1 Other features include:

Bollons Tablemount (49°45′S, 176°15′W).
Colville Ridge (32°S, 179°E).
Devonport Seamount Chain (31°32′S, 175°23′E).
Flinders Seamount (34°41′S, 159°43′E).
Havre Trough (30°00′S, 179°30′W).
Kiwi Seamount (30°43′S, 173°53′E).
Lord Howe Rise (36°30′S, 165°00′E).
Louisville Ridge (35°S, 170°W).

2 New Caledonia Basin (35°S, 167°E).
Puysegur Trench (47°30′S, 164°30′E).
Reinga Ridge (33°30′S, 170°00′E).
Solander Trough (48°30′S, 165°30′E).
South Fiji Basin (30°S, 176°E).
Three Kings Ridge (30°S, 173°E).
West Norfolk Ridge (34°00′S, 167°30′E).
Wanganella Bank (32°35′S, 167°25′E).

Nature of the seabed

1.101

1 In general, the ocean floor is covered by the remains of marine organisms, except for the deepest parts where the characteristic deposit is red clay.

Submarine springs

1.102

1 In a number of places off the coasts of New Zealand there are submarine springs which can give rise to false echo soundings; details are given in the text. For further information see *The Mariner's Handbook*.

Volcanic activity

1.103

1 The Tonga-Kermadec arc is actively volcanic; see 11.7 regarding activity in Kermadec Islands.

In the sea area N of New Zealand there are active submarine volcanoes which are not related to the volcanic arc; for details see 11.44.

White Island (37°31′S, 177°11′E), in Bay of Plenty, is an active volcano continually emitting steam which erupted in 1914, ejecting a tremendous volume of boiling mud.

Volcanic activity was reported (1992) centred in position 36°22′S, 177°57′E.

Inland, on North Island, there are several volcanoes which may still be active. Closely connected with the volcanic systems there are many hot springs and geysers.

Seismic activity

Earthquakes

1.104

1 Earthquakes frequently occur near to and in New Zealand and, at times, Kermadec Islands. Records over the past century show that some areas of New Zealand are subject to almost continuous seismic activity with occasional destructive shocks, while other parts are practically free from disturbance. By far the greatest activity occurs between lines drawn from Bay of Plenty to Mount Egmont, in North Island, and from Banks Peninsula to Hokitika in South Island, thus taking in the whole of Cook Strait and its approaches.

2 In 1929, a severe earthquake which occurred in the vicinity of Murchison, on Buller River, caused noticeable alterations in the coastline around, and in the depths in Karamea Bight.

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In 1931, a violent earthquake in the Napier-Hastings area of Hawke Bay reduced both cities to rubble and uplifted the bed of the commercial harbour at that time to the extent that it is now only suitable for small craft (see 9.218). HMS *Veronica*, berthed alongside, was left almost high and dry.

3 Of disturbances in the outlying islands the most noteworthy occurred in Raoul Island, between 1870 and 1872, when an island appeared in Denham Bay, affording shelter to the anchorage. It disappeared in 1877 and was probably on the present site of Wolverine Rock.

Tsunamis

1.105

1 Tsunamis, resulting from earthquakes in any part of the Pacific Ocean, may be experienced in the area covered by this book with serious effects on shipping in harbour. For a description of tsunamis see *The Mariner's Handbook* and for details of warning signals see 1.50.

Long period swell waves (rissaga; infra-gravity waves)

1.106

1 Long period swell waves (rissaga; infra-gravity waves), generated by meteorological phenomena remote from the New Zealand coasts, may be experienced anywhere in the area covered by this volume, with possible serious effects upon shipping in harbour.

2 For a description of long period swell waves see *The Mariner's Handbook.*

CURRENTS

General information

1.107

1 The sea area covered by this volume lies on the SW margin of a large anti-clockwise circulation of water in the South Pacific Ocean and near the N boundary of the E-going Southern Ocean Current described in *The Antarctic Pilot*. It is an area of marked variability in rate and direction of the currents.

2 Aligned as they are from NE to SW, the islands of New Zealand form a broad barrier to the main water movements in the area, and the currents most likely to be experienced cannot be described with certainty. Constancies in the predominant sectors (see 1.108 for definitions) are in the low category, mostly between 35% and 40%; the average rates of the currents, as defined below, are mostly about ¾ kn to 1 kn. Occasionally, rates of nearly 3 kn have been reported locally but these probably include an element of tidal stream, topographical or short duration wind effect.

3 Any seasonal variation of the currents seems limited to slight shifts in latitude of the mixing zones between the Southern Ocean Current, which in this area sets mainly ENE, and WSW-going waters of the recurving South Sub-Tropical Current described in *Pacific Islands Pilot Volume II*.

Current diagrams

1.108

1 In the currents diagrams (1.108.1 to 1.108.2) arrows indicate Predominant Direction, Average Rate and Constancy, which are defined as follows:

Predominant Direction. The mean direction within a continuous 90° sector containing the highest proportion of observations from all sectors.

2 **Average Rate,** is the average, to the nearest ¼ kn, of the highest 50% in predominant sectors as indicated by the figures on the diagrams. It is emphasised that rates above or below those shown may be experienced.

Constancy, as indicated by the thickness of the arrows, is a measure of its persistence, eg Low Constancy implies marked variability in rate and, particularly, direction.

Variations in currents

1.109

1 The brief description of the currents given below illustrates the wide variations that may be experienced, and the complexity of the causes of these variations. Consideration of the recently prevailing, actual and forecast weather conditions, particularly wind speed and direction and changes in pressure, together with a knowledge of the tidal streams and maritime topography, assists to predict variations from the recognised predominant currents.

Currents west of New Zealand

1.110

1 The East Australian Current (see *Australia Pilot Volume III*), recurving SE in Tasman Sea, merges erratically with the N edge of the ENE-going Southern Ocean Current. As these waters approach the W coasts of New Zealand more eddies develop, with divergence and streaming within wide bays and off large promontories. The predominant currents, however, set mainly between SE and NE with average rates of about ¾ kn; the controlling factor appears to be the alignment of the coast relative to the broad pattern. Part of the current also flows into Cook Strait from NW but the dominant factors here are the tidal streams and local winds.

2 In the area between 36°S and 38°S and from 160°E to 170°E, near the S edge of Challenger Plateau (1.99), there is a slight tendency for WNW sets to predominate, particularly in winter.

To S of Jackson Head, on the W coast of South Island, there is a constant SW set. This may be due, in part, to a substantial flow of fresh water off the mountains, and also to bifurcation of the main current S of Cascade Point.

Currents north and east of New Zealand

1.111

1 The currents N and E of New Zealand are complex, varying with the seasons; their general movement can best be seen on the diagrams. To the N of North Island the South Sub-Tropical Current setting SW meets a current setting E to NE from the Tasman Sea. To SE of South Island the Southern Ocean Current extends ENE, having rounded Stewart Island. Off the E coasts of New Zealand, between these two broad developments, secondary eddies are formed. In the N part of this area, some of the water from Tasman Sea sets SE among the offshore islands and along the coast into Bay of Plenty, before topographical diversion sends some of this water NE into the general oceanic drift. The remainder continues round East Cape, thence S to Hawke Bay and on to the entrance of Cook Strait.

2 In the S part of the area some of the water setting E from Tasman Sea passes through Foveaux Strait and thence NE along the coast of South Island into Canterbury Bight. Some deflection takes place off Banks Peninsula but generally the current continues N towards Cook Strait. To E of the strait minor currents from a number of different directions meet, resulting in an anti-clockwise circulation. This circulation is most evident in summer and autumn; in winter and spring it is weaker and slightly farther N.

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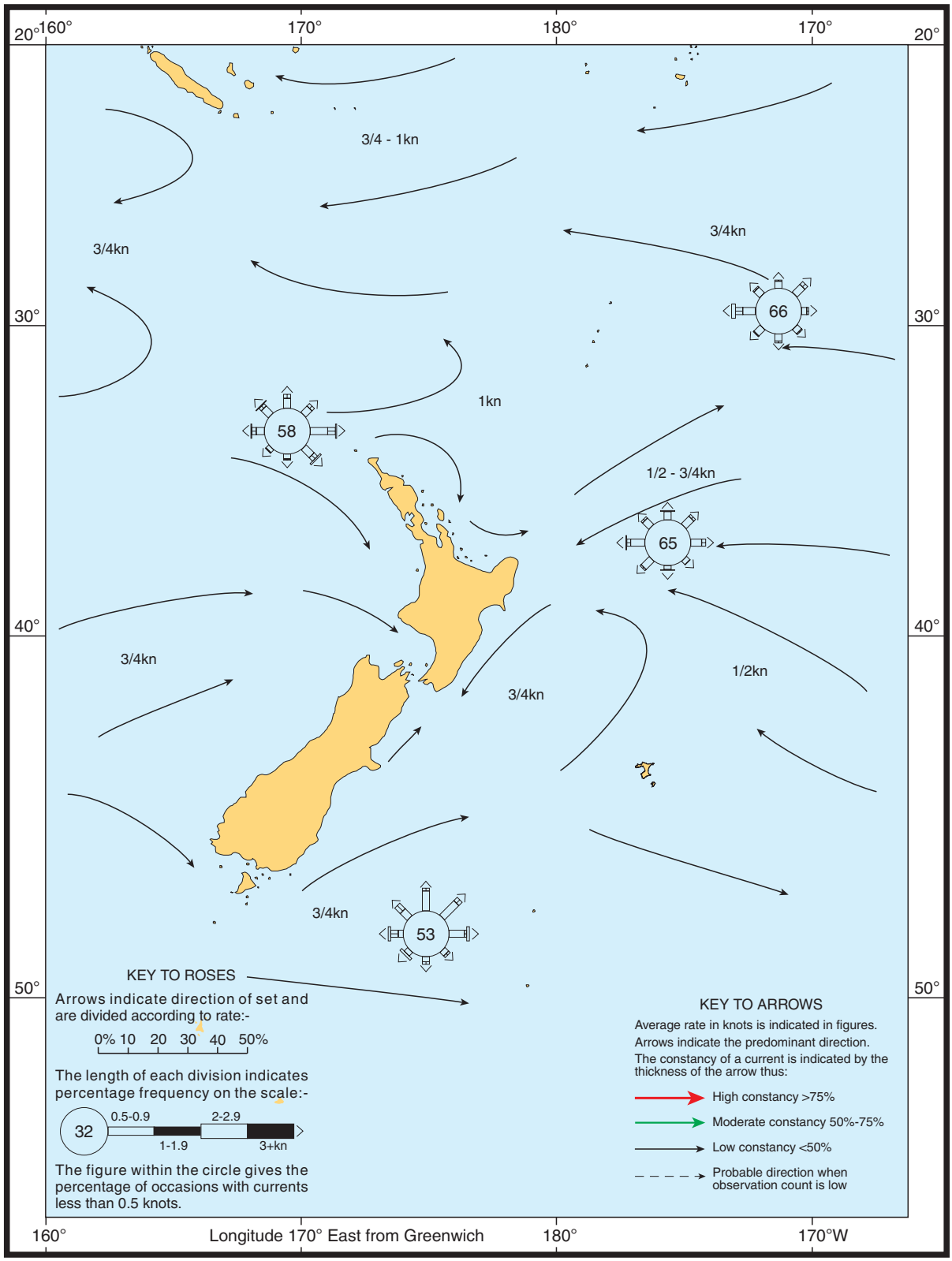

Predominant currents, with rates in knots DECEMBER to FEBRUARY (1.108.1)

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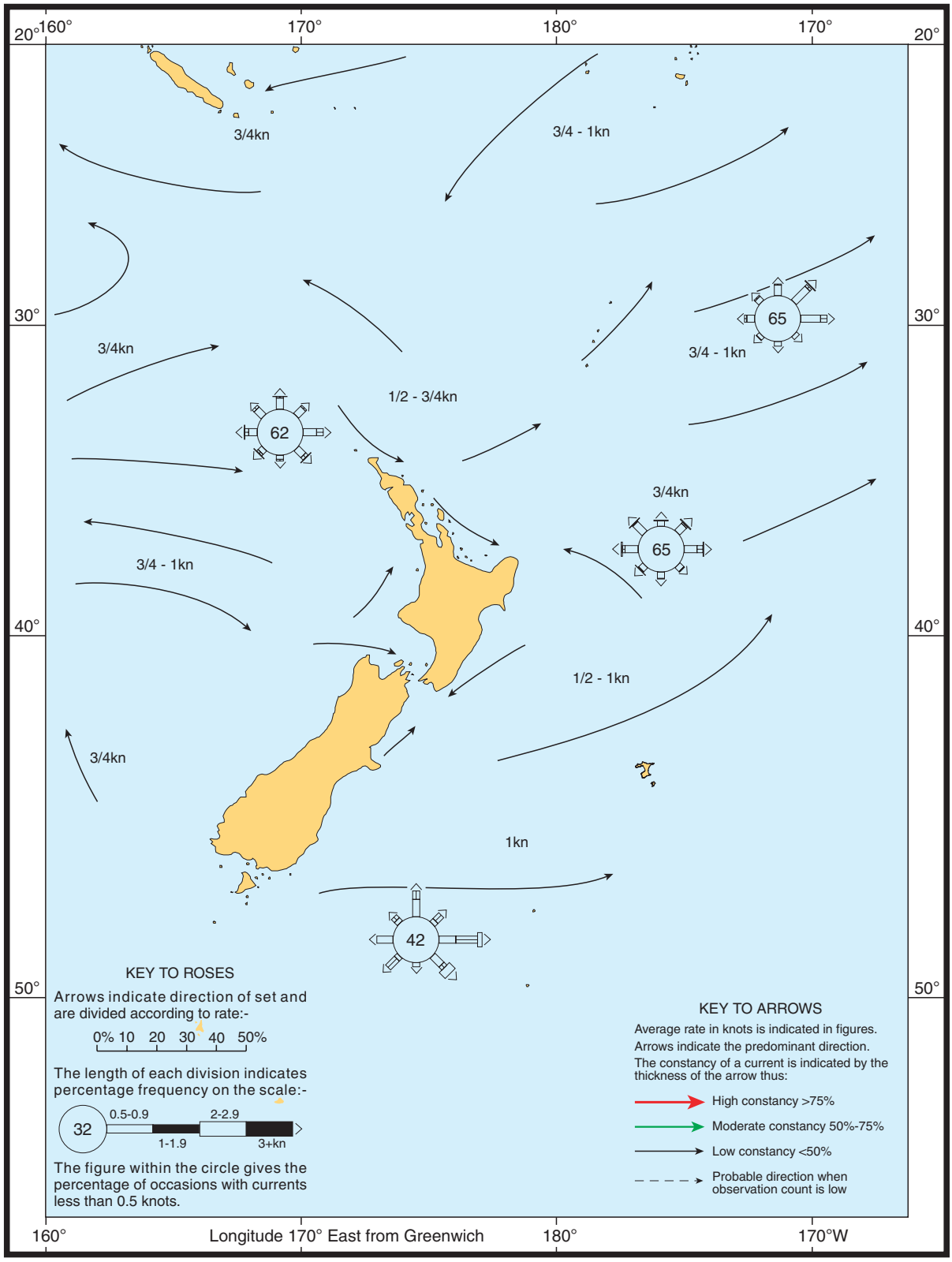

Predominant currents, with rates in knots JUNE to AUGUST (1.108.2)

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3 It is emphasised that along all the E coasts of New Zealand eddies and counter-currents can develop quickly, in association with changes in the local weather.

In the area between 35°S and 45°S, and from 180° to 160°W, there is some predominance of W sets during summer and autumn but in other seasons currents are even more variable in direction.

TIDES AND TIDAL STREAMS

North Island — west coast

1.112

1 With a rising tide the streams set S from Cape Reinga and N from Cape Egmont, meeting off Gannet Island (37°58′S, 174°34′E) as described at 2.6; with a falling tide these directions are reversed.

Cook Strait

1.113

1 The tidal streams are strong and variable; for details, see 4.6.

South Island — west coast

1.114

1 To the N of Jackson Head the streams set generally NE with a rising tide and SW with a falling tide.

Foveaux Strait

1.115

1 The tidal stream sets E with a rising tide and W with a falling tide.

North Island — east coast

1.116

1 The tidal stream sets N with a rising tide and S with a falling tide, except in Hauraki Gulf where the directions are reversed.

South Island — east coast

1.117

1 The tidal stream sets N with a rising tide and S with a falling tide.

Sea level

1.118

1 The more intense tropical storms which cross the N end of New Zealand (see 1.136) cause abnormally high tides.

Tides

1.119

1 On the coasts of New Zealand the tides are semi-diurnal.

SEA AND SWELL

Sea

1.120

1 Rough seas are common at all times of the year throughout the area, but especially S of 40°S. In winter, over 8% of reports from ships in waters around New Zealand record seas of 3 m or more; to S of 45°S the frequency is over 15%.

Strong winds raise very rough seas in Cook Strait and Foveaux Strait.

Swell

1.121

1 Swell prevails throughout the year but is heaviest in autumn and winter. The predominant direction is generally from between S and W, although swell from other directions is raised by the trade winds in the area NE of New Zealand and N of 30°S, in summer and autumn.

2 Long, heavy swell is most frequently experienced S of New Zealand. In this area swell heights of 3 m or more are recorded in over 50% of ship's reports, with frequencies over 30% in the open sea as far N as 30°S. By contrast, less than 10% of observations from ships in the Southern Ocean and S part of Tasman Sea report swell heights under 1 m.

Abnormal waves

1.122

1 See 1.105 regarding the likelihood of tsunamis.

SEA WATER CHARACTERISTICS

Salinity

1.123

1 Salinity values for the areas covered by this volume remain relatively constant throughout the year. They do, however, vary across the area from a value of 35·50 in the N to 34·00 in the S. The isohalines run horizontally across the area, the 35·00 isohaline passing between North Island and South Island.

For an explanation of salinity as applied to seawater see *The Mariner's Handbook*.

Density

1.124

1 Density values vary in the N from about 1·024 g/cm^3 in the winter to 1·025 g/cm^3 in summer. They do, however, remain constant in the S at 1·0265 g/cm^3 throughout the year. The isopicnals run horizontally across the area.

For an explanation of density as applied to seawater see *The Mariner's Handbook*.

Sea surface temperature

1.125

1 Diagrams 1.125.1 and 1.125.2 show mean sea surface temperatures in February and August, when they have their greatest and least values, respectively.

The difference between sea surface temperatures in summer and winter is generally 4 to 5°C. Winter temperatures vary little from year to year but in summer they may differ by 2 to 3°C.

ICE CONDITIONS

Sea ice

1.126

1 Within the longitudes of the area covered by this book the extreme N limit of pack ice is thought to be about 60°S, and is probably reached at some time in late winter or early spring, between July and October; for further information see *The Antarctic Pilot*.

A general description of ice at sea is given in *The Mariner's Handbook*.

Icebergs

1.127

1 Icebergs may be encountered N of 60°S but their occurrence is infrequent. The extreme N limit cannot be given but some bergs and loose ice were observed from Chatham Island (43°55′S, 176°30′W) in October 1892.

The movement of icebergs N across the E-going Southern Ocean Current is probably caused by persistent abnormal winds which may occur at any time of year. The current is likely to take bergs farther N to the E of New Zealand rather than to the W.

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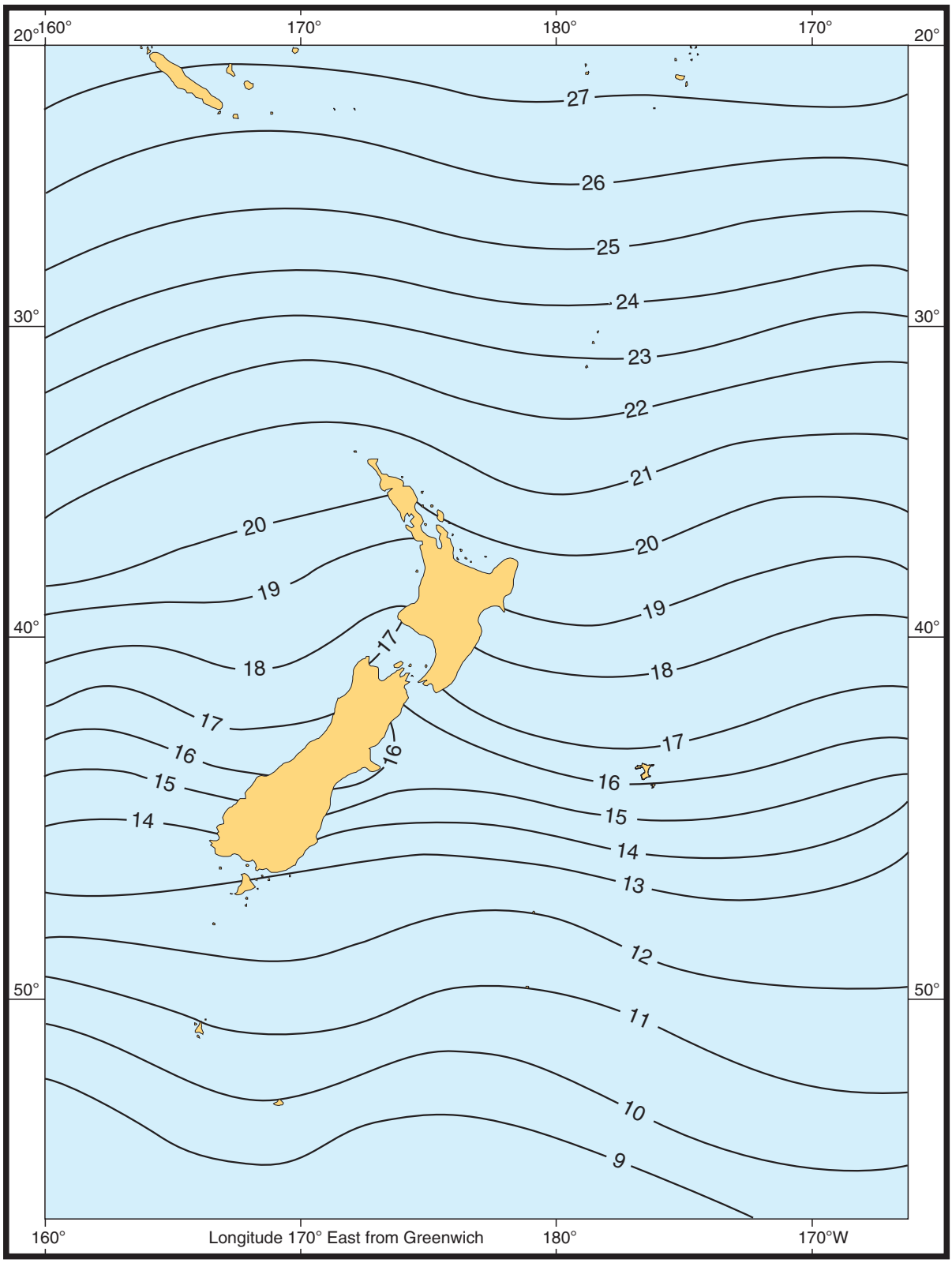

Mean sea surface temperature (°C) FEBRUARY (1.125.1)

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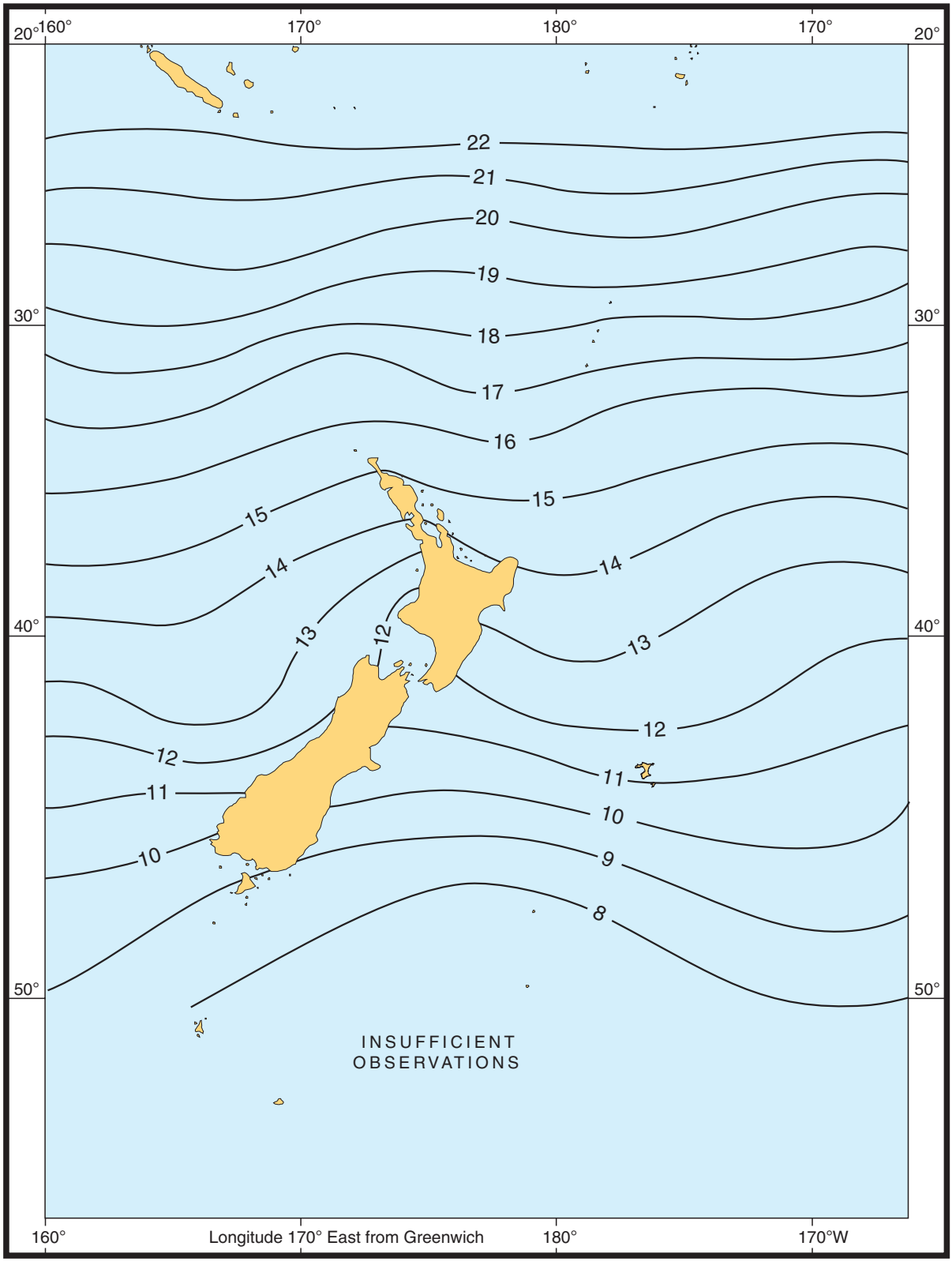

Mean sea surface temperature (°C) AUGUST (1.125.2)

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CLIMATE AND WEATHER

General information

1.128

1 The following information on climate and weather should be read in conjunction with the information contained in *The Mariner's Handbook* which explains in more detail many aspects of meteorology and climatology of importance to the mariner.

Routine weather reports, forecasts and warnings of hazardous weather, that cover the area, are regularly broadcast; for details see 1.40 and *Admiralty List of Radio Signals Volume 3 (2).*

General conditions

1.129

1 The climate of the region covered by this book varies from sub-tropical in the N part to stormy, unsettled conditions associated with travelling depressions and W winds of the Southern Ocean to S of New Zealand.

The sea is the principal factor influencing the climate of New Zealand which is characterised by mild winters and mainly cool summers. There are no extremes of temperature such as are associated with large continental land masses, but strong winds are common.

2 The mountain ranges of the interior produce radical differences in weather conditions on their windward and leeward sides. This is most marked when moist W winds prevail over South Island giving much cloud and rain on the W coast but warmer, brighter and drier weather on the E side.

Although islands and windward coasts are often affected by very low cloud, sea fog is rare.

Pressure

Average distribution

1.130

1 Diagrams 1.130.1 and 1.130.2 show the average MSL pressure in February and August. A feature of these diagrams is the sub-tropical belt of relatively high pressure generally found between 25°S and 40°S, being farthest N in winter and spring and farthest S in late summer. Between this high pressure belt and the low pressure region of the Southern Ocean strong pressure gradients are common in the zone of generally W winds. To the N of the sub-tropical high is the zone of the SE Trade winds.

Variability

1.131

1 It is emphasised that the average conditions described above and shown in the diagrams are the mean of very changeable pressure patterns which may vary markedly from day to day. The sub-tropical high pressure belt is not static or uniform but is a zone in which a series of anticyclones move generally from W to E. Correspondingly, the low pressure zone S of New Zealand is created by numerous depressions which progress generally E in these latitudes.

Diurnal variation

1.132

1 Diurnal variation of pressure is about 2 hPa. Maxima occur at 1000 and 2200 local time; minima at 0400 and 1600. The diurnal oscillation is often obscured by larger pressure changes associated with movement and development of the general pressure patterns.

Anticyclones

1.133

1 Mobile anticyclones are a frequent and regular feature of New Zealand in both summer and winter. They move generally from W to E, but often with a slight N component, and usually travel at a steady speed of about 30 kn across North Island into the Pacific Ocean. In summer, an anticyclone will often slow down to W of New Zealand and extend a ridge of high pressure across the country. A new anticyclone may then develop to the E of New Zealand whilst the original system over the Tasman Sea weakens and ultimately disappears.

2 Weather associated with anticyclones is usually quiet, settled, warm and sunny in summer. In winter, clear skies with night frosts and patches of radiation fog over land are to be expected.

Depressions

1.134

1 Deep depressions move in succession across the Southern Ocean to the S of New Zealand, an area which has the reputation of being one of the stormiest in the world. They are most numerous and intense between 55°S and 65°S but associated troughs of low pressure commonly extend N across New Zealand to sub-tropical waters with attendant frontal belts of cloud and rain.

Secondary low pressure systems and cyclones

1.135

1 Secondary low pressure systems often originate as wave depressions in the frontal troughs described above and then develop rapidly to become vigorous depressions with strong winds, rough seas and heavy rain. The winds may reach gale force and on rare occasions hurricane force has been recorded. These systems generally move E or SE but they may be erratic and unpredictable. Mariners are advised to monitor the latest meteorological bulletins and warnings.

2 The more intense of these depressions, called "Cyclones" in New Zealand, cause extremely severe wind, weather and sea conditions. They should not, however, be confused with storms of tropical origin.

Tropical storms and hurricanes

1.136

1 Storms which originate in the tropics affect waters N of 35°S, producing heavy swells around the N end of New Zealand. On rare occasions a tropical storm may cross this part of the country. The more intense storms give rise to extremely violent and dangerous conditions with winds of force 12, torrential rain and mountainous seas. Tropical storms with winds of this force are known as "Hurricanes" in the SW Pacific Ocean; in other parts of the world they are known variously as "Typhoons", "Tropical Cyclones", or "Tropical Revolving Storms". A general description of tropical storms, including signs of their approach and action to be taken to avoid them, is given in *The Mariner's Handbook*.

Incidence

1.137

1 In the SW Pacific Ocean, tropical storms with winds of gale force 8 or more have been recorded in all months from October to June, but December to March is the main season with greatest frequency in January and February.

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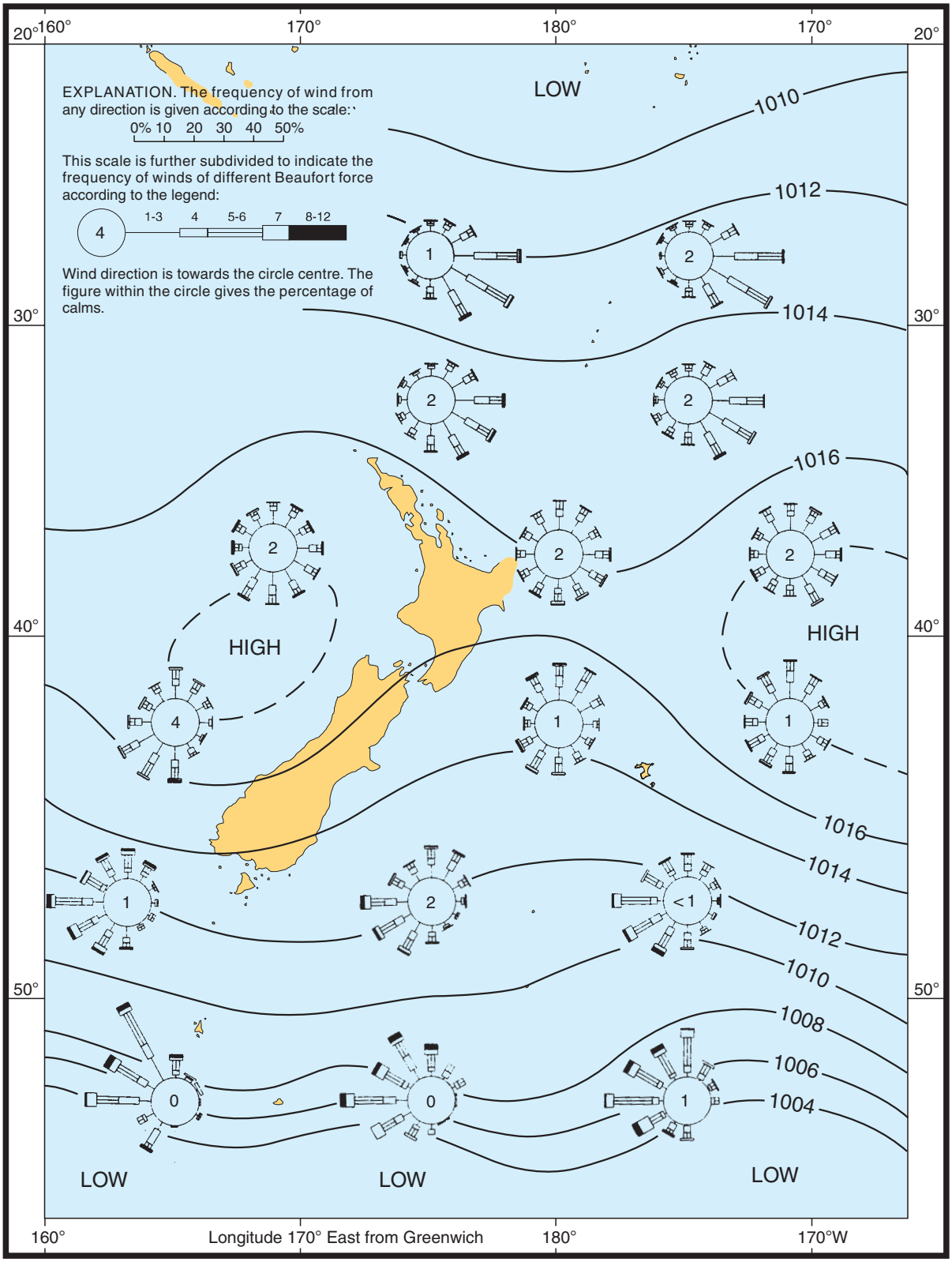

Average barometric pressure at mean sea level (hPa) and wind distribution FEBRUARY (1.130.1)

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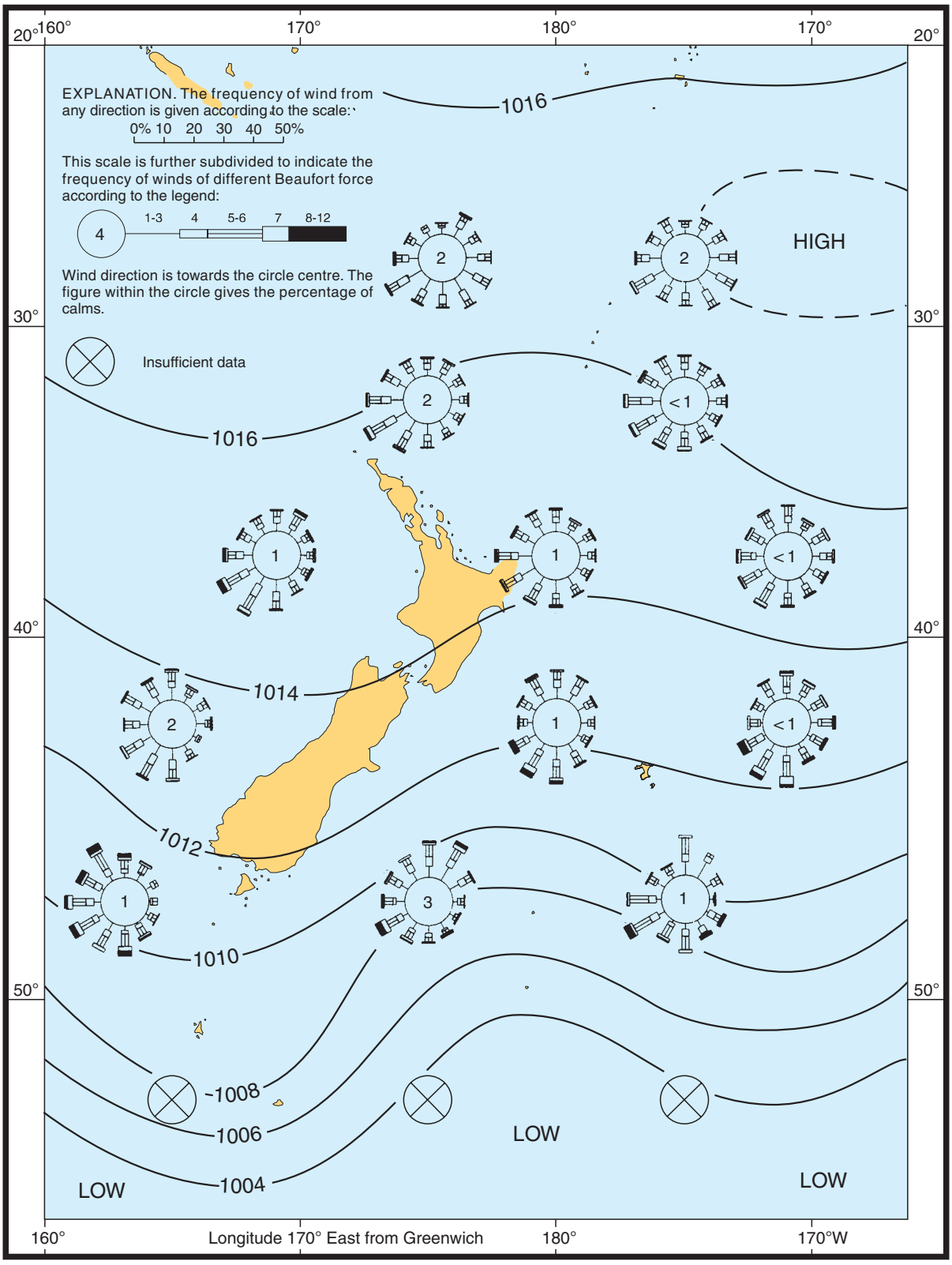

Average barometric pressure at mean sea level (hPa) and wind distribution AUGUST (1.130.2)

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Development and movement

1.138

1 Tropical storms, including hurricanes, usually originate between 5° and 20°S. By the time they move S of 25°S they are well-developed and, in general, track SE or S. It is emphasised that this is very much a generalisation. A particular feature of storms in this region is their erratic and unpredictable movement. It should not be assumed that a storm will maintain its speed or direction, or follow a forecast track. Early avoiding action is most advisable.

2 Tropical storms which move to higher S latitudes tend to lose some of their "tropical" features such as the "eye" and compact circulation. They acquire the characteristics of temperate zone depressions becoming extensive low pressure systems with associated fronts.

Fronts

1.139

1 Warm and cold fronts associated with the depressions of the Southern Ocean are very active in New Zealand waters. They mark the boundary between cold air moving N from polar regions and warmer air diverging from sub-tropical anticyclones. These fronts move generally E in the circulation of their parent depressions, with characteristics typical of those described in *The Mariner's Handbook*.

2 Fronts bring extensive belts of cloud and rain to New Zealand, particularly on the W sides of mountain ranges where prolonged spells of wet and windy weather may result.

Wave disturbances

1.140

1 Wave disturbances form in the frontal troughs, most commonly on cold fronts extending NW. The waves often develop into substantial low pressure systems with strong winds and heavy rain as they track E or SE, and may ultimately intensify to become major depressions in temperate latitudes.

Winds

Wind distribution

1.141

1 Wind roses showing the frequency of winds by direction and speed in May and November are given in diagrams 1.141.1 and 1.141.2.

Open sea

1.142

1 Winds over the open sea are very variable in speed and direction throughout the region.

Winds from a W quarter are often strong and persistent at the S end of South Island and over the Southern Ocean. Winds from E or SE prevail in the Trade wind belt N of 30°S. The S limit of this belt shifts S in summer to about 35°S.

Coastal waters

1.143

1 Winds in coastal waters are also variable in speed and direction, and may differ significantly from winds over the open sea due to the influence of local topography.

2 Winds blowing through straits, along valleys and around headlands may be diverted and "funnelled", particularly when there is high ground in the locality. A very marked and unexpected local increase in wind speed can result and squalls may be experienced in strong wind conditions. This is particularly the case in Cook Strait where winds are mostly constrained to blow through the narrows from NW or SE and "funnelling" produces an exceptionally high incidence of strong winds and gales.

Land and sea breezes

1.144

1 Land and sea breezes occur in some areas. Sea breezes develop on sunny summer days especially in North Island and along the E coast of South Island.

Land breezes may set in on clear nights. Where the land rises steeply from the coast, katabatic or "down-slope" winds can blow with little or no warning in squalls which may be dangerous for small craft.

Gales

1.145

1 Gales may blow from any direction and during any season in New Zealand waters.

Frequency. The percentage of ships' observations recording winds of force 7 or more is shown in diagrams 1.145.1 and 1.145.2 for February and August which are, respectively, the months of least and greatest frequency of strong winds.

The average number of days in each month when gales are recorded is given for a selection of coastal stations in the climatic tables.

2 **Strength.** The stormiest conditions are to be found in the Southern Ocean. Foveaux Strait is very exposed to frequent W gales and the whole area S to Campbell Island is recognised as a particularly stormy part of the world. In this region the occurrence of gales force 8 or more exceeds 15% for the greater part of the year. Cook Strait is also a very stormy locality; NW and SE gales are common.

Tornadoes occasionally develop over the land during the afternoon, chiefly on the E plains, becoming waterspouts as they move E out to sea.

Cloud

1.146

1 Both cloud type and cover are extremely varied over New Zealand. Cloudiest conditions are found on windward coasts and slopes, particularly those exposed to moist W winds. To S of 45°S cloud amounts increase in the prevailing W air stream and the islands of the Southern Ocean experience prolonged cloudy or overcast conditions.

There is often a very marked contrast in cloudiness on each side of the mountain ranges of the interior of New Zealand. Widespread cloud may exist on the windward sides, usually near the W coast, whilst on the leeward sides there are well broken skies in the descending air.

2 Widespread thick cloud accompanies the passage of frontal troughs but, again, significantly better conditions may be found in the lee of the high mountain ranges. Anticyclones generally give good clear periods along the coasts and over adjacent seas.

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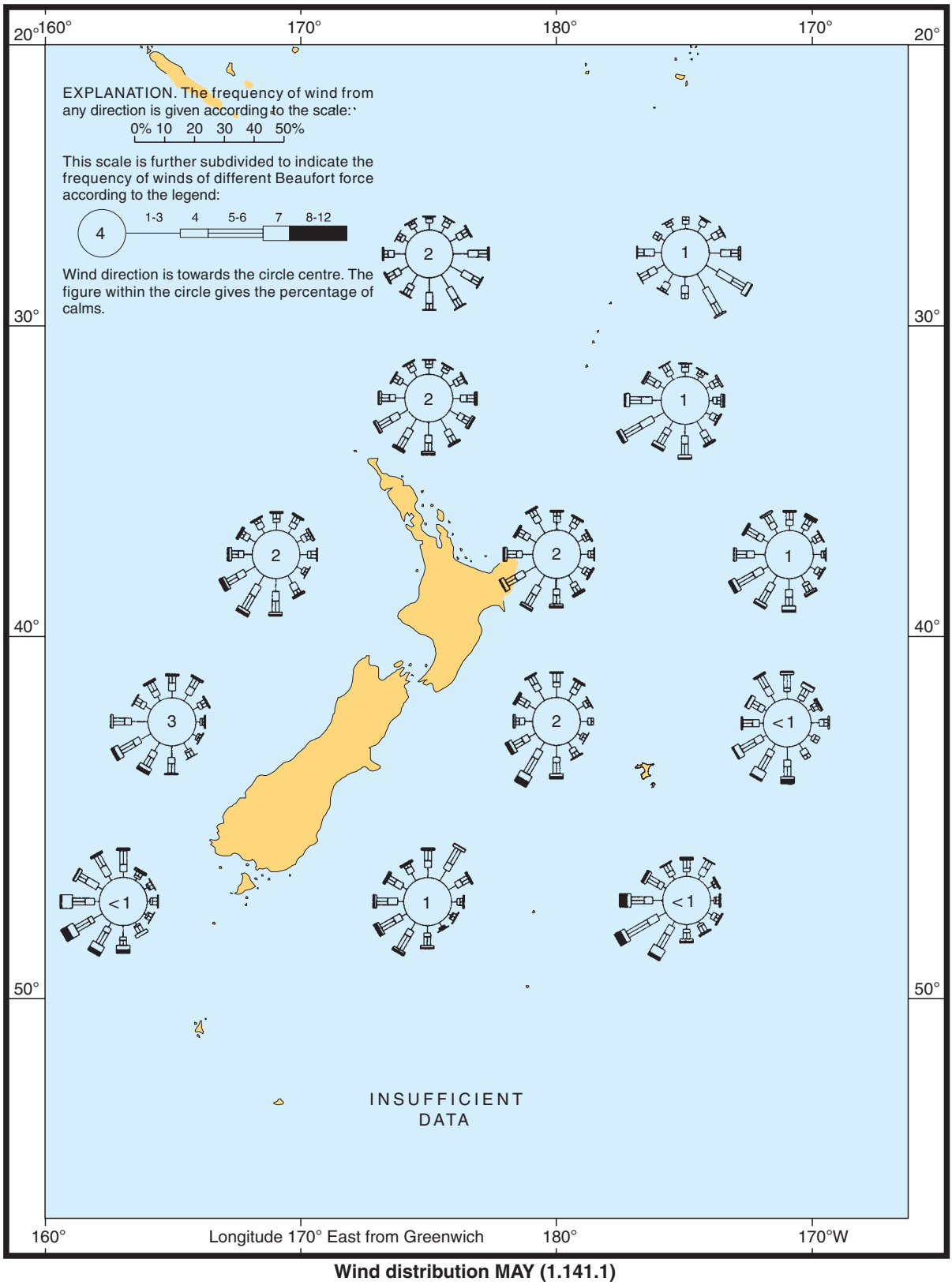

Wind distribution MAY (1.141.1)

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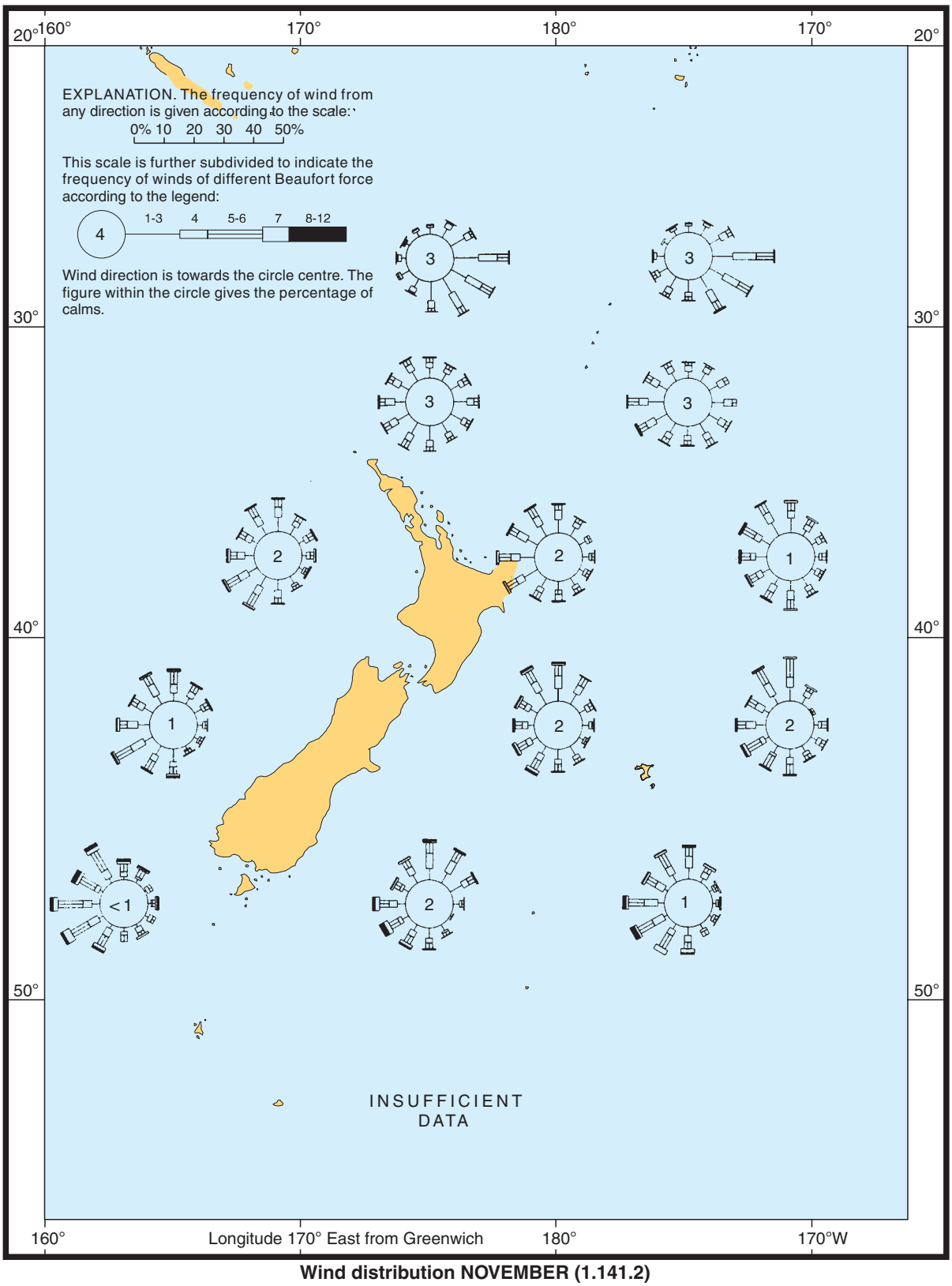

Wind distribution NOVEMBER (1.141.2)

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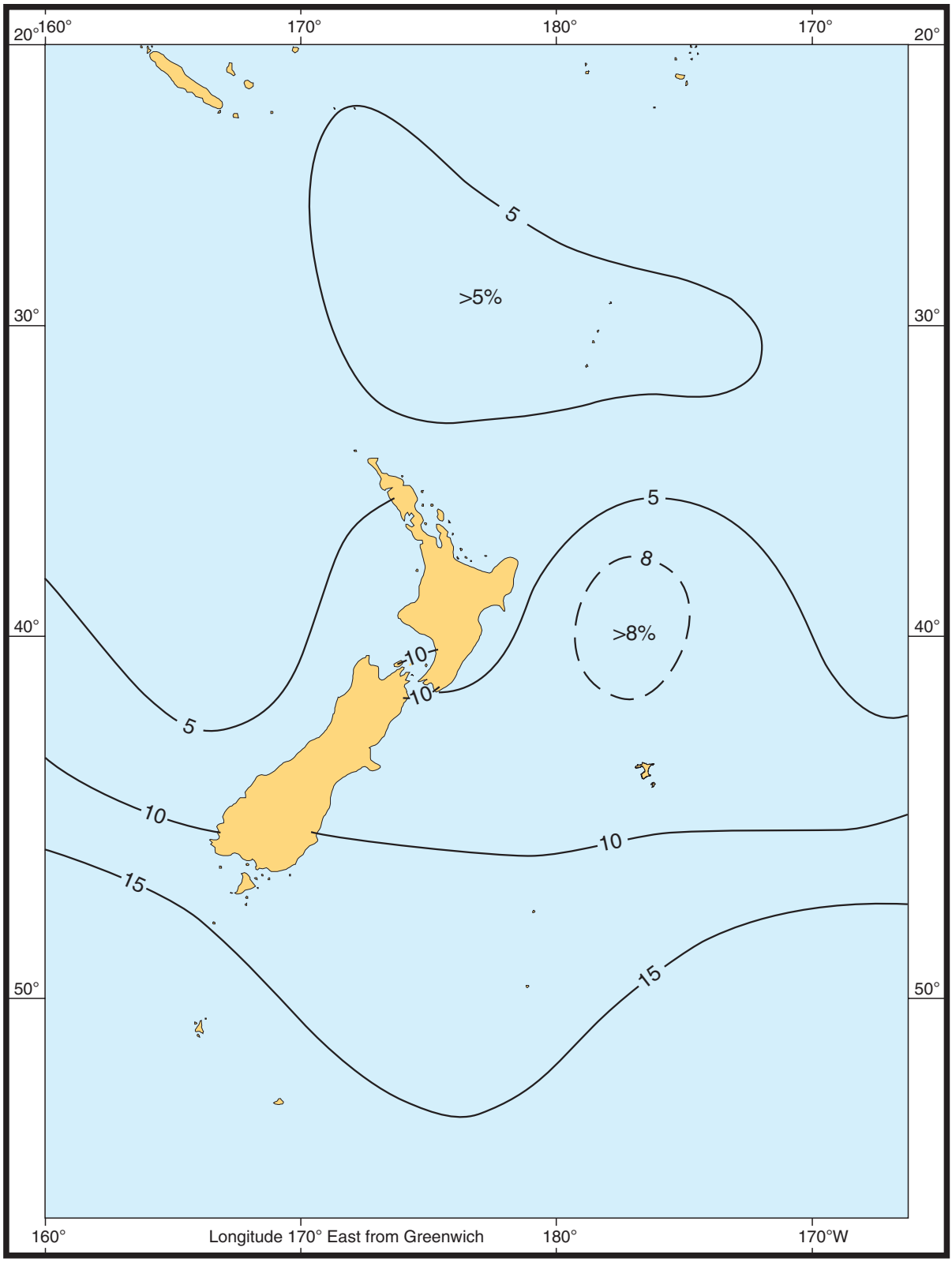

Percentage frequency of winds of Beaufort Force 7 or more FEBRUARY (1.145.1)

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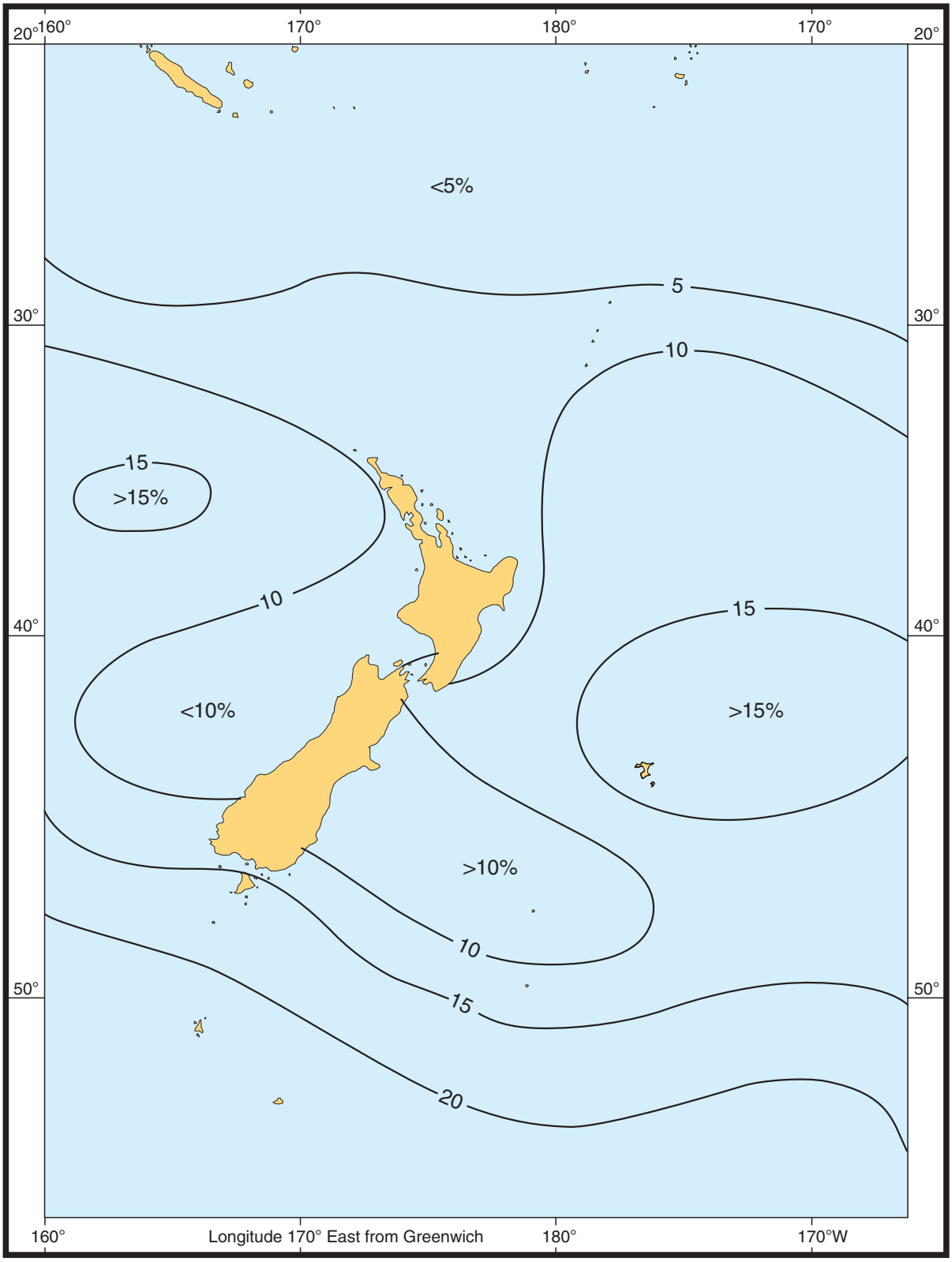

Percentage frequency of winds of Beaufort Force 7 or more AUGUST (1.145.2)

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Precipitation

Rain

1.147

1 The mountain barrier has a marked influence on rainfall in different localities in New Zealand. The W coastal region of South Island and some parts of North Island have a very wet climate with a mean annual fall over 2500 mm. The E coast of South Island is much drier with annual amounts of about 600 to 1000 mm.

Short periods of heavy rain are common. Passage of the more vigorous depressions and frontal troughs may bring heavy downpours amounting to as much as 250 mm in a single day.

In North Island there is less rain in summer than in winter. In South Island the variation from one season to another is small.

Snow

1.148

1 Snow is infrequent in coastal areas but substantial falls are common in the highlands.

Thunderstorms

1.149

1 Thunderstorms are not numerous. Frequency of occurrence is given in the climatic tables for several coastal stations. In general, the incidence of thunder decreases from N to S and from E to W in New Zealand.

Hail

1.150

1 Hail is infrequent in New Zealand, occurring on about 5 days a year in the N of the country and on about 25 days a year in the extreme S of South Island. It is a much more common feature, however, of the Southern Ocean. At Campbell Island hail is recorded on about 68 days a year. It may occur in any season but the highest frequency is in winter.

Fog and visibility

Sea fog

1.151

1 Sea fog is rarely encountered in New Zealand waters. The visibility over land and in coastal waters is generally good. Very low cloud may obscure the coastline at times and the visibility may fall below fog limits (less than 1000 m) in drizzle or very heavy rain.

Radiation fog

1.152

1 Radiation fog occasionally forms on clear nights in valleys and estuaries and may drift a short distance out to sea. It usually clears soon after sunrise.

Air temperature

1.153

1 As described at 1.129, the climate is equable, with mild winters and no prolonged periods of high temperature in summer. Mean and extreme temperatures for coastal stations are given in the climatic tables (1.155).

Average temperatures in coastal areas in summer range from about 23°C in the N part of the country to 19°C in the far S of South Island. Average winter temperatures show the same range between N and S parts of New Zealand but are some 10°C colder than in summer.

2 **Extreme temperatures,** during periods of hot weather in summer, can rise to 30°–35°C, but usually for not more than a week.

Frost is infrequent in North Island but is quite common in South Island on the plains on both sides of the mountains. At Christchurch and Dunedin frost is recorded on about 35 days a year and at Hokitika on the W coast about half that frequency.

Humidity

1.154

1 Air reaching New Zealand from long distances over the sea, and air streams arriving from sub-tropical regions are especially moist. Humidity varies considerably, however, from one locality to another. Highest values are usually found on windward coasts and slopes, but when the air passes over high mountains much of this moisture is lost as cloud and rain on the windward side; air descending on the leeward side may then be much drier and warmer due to Fohn effect. During W winds with cloud, rain and very humid conditions along the W coast of South Island, the humidity along the E coast may be extremely low, possibly 20% or less.

Climatic tables

1.155

1 Data are given in the following climatic tables for coastal and island stations from which regular weather observations have been available for a number of years. Positions of stations are shown in Diagram 1.155.

The data refer to the specific location of the observing station and may not be representative of conditions to be expected at sea or in the approaches to ports in the vicinity. Topography has an important influence on local weather conditions so that variations can occur over short distances.

2 The following are some of the differences to be expected between conditions over the open sea and those at the nearest reporting station; see *The Mariner's Handbook* for further details:

Wind speeds and directions over land are often modified by local features. At sea, speeds tend to be higher with more frequent gales than over land.

Cloud cover is more variable over land than at sea.

3 Precipitation amounts are generally applicable to nearby coastal waters but become increasingly unreliable with distance from the coast.

Fog at a land station may be no indication that there is fog at sea, and vice versa; in general, therefore, fog statistics given in the climatic tables are not applicable to neighbouring sea areas.

Temperatures over the sea are less variable than over land.

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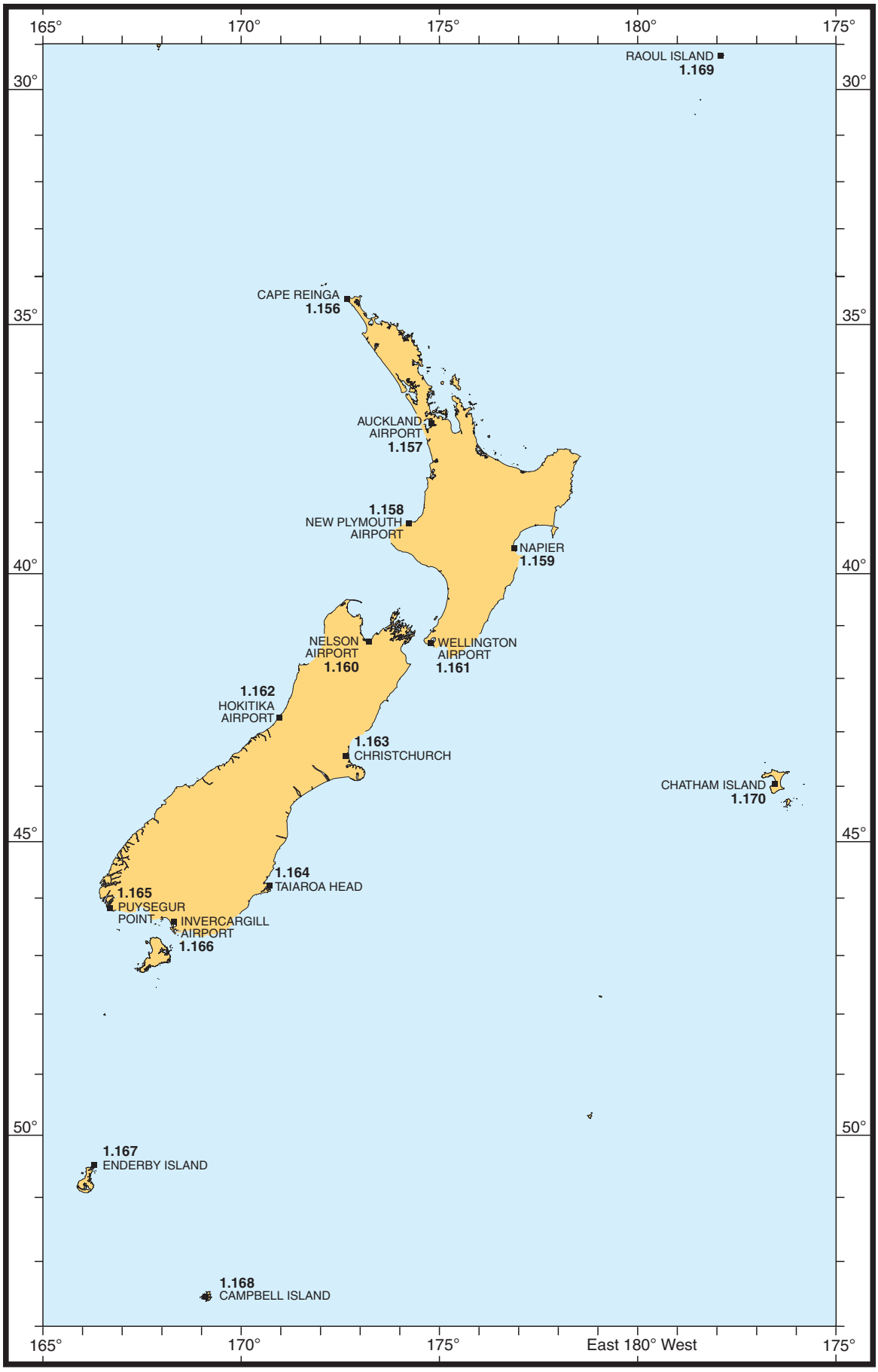

Location of climatic stations (1.155.1)

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1.156

WMO No 93004

CAPE REINGA (34° 26′ S, 172° 41′ E) Height above MSL – 191 m
Climatic Table compiled from 16 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	0600									1200									0600	1200	Gale	Fog	Thunder
												N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm					
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1015	22	16			77	68			63		6	16	22	7	19	12	8	7	5	6	33	16	3	10	21	5	6	1	17	19	1		
February	1016	22	16			75	70			67		5	20	18	8	17	22	3	5	4	8	25	21	3	14	23	3	3	0	23	20	5		
March	1017	22	16			82	66			82		4	11	15	14	20	21	6	6	3	5	22	8	6	15	29	9	6	1	14	15	2		
April	1018	20	14			85	75			109		6	14	17	9	14	21	7	8	4	7	23	11	3	12	31	8	5	1	15	16	2		
May	1019	17	13			83	76			88		7	10	11	10	14	31	8	6	3	10	18	7	4	12	38	6	6	⊕	17	18	6		
June	1016	16	11			79	73			122		7	11	10	8	11	33	8	11	2	6	12	8	5	10	37	10	10	2	17	16	6		
July	1016	15	10			81	74			129		8	11	11	7	9	29	12	12	2	8	15	10	5	9	29	12	9	2	18	18	6		
August	1017	15	10			81	74			116		6	12	6	6	13	34	10	12	3	9	14	5	2	10	41	7	12	2	17	17	5		
September	1017	16	11			84	74			94		7	14	6	7	11	28	11	10	6	9	19	3	1	9	34	12	9	3	16	17	4		
October	1017	17	11			73	67			64		8	18	5	4	8	28	10	8	9	11	19	5	⊕	4	36	10	10	4	15	16	4		
November	1014	18	13			71	66			63		8	15	13	6	13	24	8	10	2	10	23	8	3	7	32	8	8	1	21	21	6		
December	1016	20	14			80	68			61		7	15	17	7	12	29	4	7	2	4	24	14	1	12	29	7	7	1	19	17	1		
Means	1016	18	13	*	§	79	71			–	–	7	13	11	8	13	27	9	9	3	8	19	8	3	10	33	9	8	2	17	18	–	–	–
Totals	–	–	–	–	–	–	–	–	–	1058		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	48		
Extreme values	–	–	–	†	‡	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
No. of years observations	16	30				16				30		16									16									16		16		

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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Admiralty Watermark Protected

1.157

WMO No 93119

AUCKLAND A/P (37° 01′ S, 174° 48′ E) Height above MSL – 6 m
Climatic Table compiled from 21 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	0600									1200												
												N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm	0600	1200	Gale	Fog	Thunder
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1015	24	15	27	14	86	68	5	5	74	8	11	7	8	9	9	23	8	6	20	9	13	5	3	7	42	13	7	2	8	14	1	0	1
February	1016	24	16	26	12	87	70	5	6	81	8	9	8	10	13	9	18	3	5	26	10	14	7	6	9	38	9	6	2	8	13	1	0	1
March	1018	23	14	25	9	88	69	5	5	86	9	9	10	10	14	9	10	6	4	28	7	19	5	6	9	37	10	4	2	6	11	⊕	⊕	⊕
April	1018	20	12	23	7	89	71	5	5	93	10	11	10	7	15	12	15	6	4	21	9	10	4	7	13	35	12	6	5	7	11	⊕	⊕	1
May	1017	17	10	20	4	88	75	5	5	100	12	11	6	4	12	11	16	10	7	24	9	8	2	8	12	31	14	9	7	8	10	⊕	1	1
June	1015	15	8	19	3	90	79	5	5	116	14	14	11	5	9	12	12	8	7	23	9	11	4	8	12	21	13	9	12	7	10	⊕	1	1
July	1015	14	8	17	3	90	78	5	5	126	15	14	12	6	8	9	13	11	7	20	9	8	4	7	10	24	16	11	11	8	10	⊕	2	1
August	1014	15	9	18	4	89	76	5	5	111	15	11	15	6	10	10	13	7	8	19	12	10	4	6	9	28	16	10	5	8	12	⊕	1	1
September	1014	16	10	19	5	87	72	5	6	93	13	12	10	6	8	7	20	14	9	15	9	11	4	6	7	34	18	9	3	9	13	⊕	⊕	1
October	1015	19	12	21	7	87	72	5	6	80	11	14	12	6	6	6	19	13	7	17	11	12	3	2	6	39	18	7	2	9	14	⊕	⊕	1
November	1015	20	13	22	11	87	70	5	6	84	11	13	15	5	7	8	21	10	6	15	13	13	2	2	6	41	16	5	2	10	13	2	⊕	1
December	1014	22	15	24	12	86	69	5	5	91	12	13	11	7	5	9	19	12	7	17	12	13	2	2	8	40	13	11	2	9	13	2	0	1
Means	1015	19	12	27	1§	88	72	5	5	_	_	12	11	7	10	9	16	9	6	20	10	11	4	6	9	33	14	8	5	8	12	_	_	_
Totals	_	_	_	_	_	_	_	_	_	1135	138	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	5	5	11
Extreme values	_	_	_	29†	0‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	21	21				21		21		30/10		21									21									21		21	21	21

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.158

WMO No 93308

NEW PLYMOUTH A/P (39° 01′ S, 174° 11′ E) Height above MSL – 36 m

Climatic Table compiled from 18 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	0600									1200									0600	1200	Gale	Fog	Thunder
												N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm					
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1015	22	14	25	12	88	73	5	5	107	9	6	4	5	32	11	10	17	10	7	19	9	2	8	3	5	36	18	1	10	13	1	1	1
February	1016	22	13	25	10	88	72	5	5	95	8	7	5	4	40	14	10	8	6	7	17	14	3	13	4	7	25	16	1	12	14	1	1	⊕
March	1017	21	12	24	7	88	72	5	5	108	9	5	5	5	49	11	8	7	6	5	18	16	4	16	6	3	21	15	1	10	11	1	⊕	⊕
April	1018	18	10	21	4	88	73	4	5	116	11	6	4	5	43	11	11	10	6	5	14	16	3	17	6	6	23	12	2	10	12	⊕	⊕	1
May	1017	16	9	18	3	87	75	5	5	139	13	4	3	2	41	11	12	12	7	7	10	10	6	21	5	9	22	11	7	10	12	1	⊕	2
June	1015	14	7	16	1	88	77	5	5	150	15	5	5	5	49	11	8	8	6	4	8	11	10	28	8	8	15	7	5	10	12	⊕	⊕	1
July	1014	13	6	15	1	88	77	4	5	160	15	3	5	6	42	11	11	11	5	6	8	12	9	27	6	7	18	8	5	10	12	⊕	⊕	2
August	1014	14	7	17	2	88	76	4	5	135	15	6	7	7	45	9	8	9	5	5	12	18	9	18	4	6	18	11	4	10	12	⊕	⊕	1
September	1015	15	8	18	3	87	75	5	5	115	11	6	5	3	34	11	12	16	7	6	16	13	3	13	7	5	27	15	1	11	13	⊕	1	1
October	1014	17	10	19	4	88	77	5	5	116	11	11	6	4	31	10	10	15	8	5	22	9	2	9	7	3	31	16	⊕	11	13	⊕	1	1
November	1014	19	10	21	8	88	76	5	5	116	11	13	6	2	25	11	14	16	7	6	20	12	2	8	5	3	34	16	1	13	14	2	⊕	1
December	1014	20	12	22	10	89	76	5	5	109	10	8	5	3	27	12	10	18	10	7	22	8	1	5	5	5	36	18	1	12	15	1	1	⊕
Means	1015	18	10	26*	0§	88	75	5	5	_	_	7	5	4	38	11	10	12	7	6	15	13	5	16	5	6	25	13	2	11	13	_	_	_
Totals	_	_	_	_	_	_	_	_	_	1466	138	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	7	5	11
Extreme values	_	_	_	28†	−1‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	26	18				18		18		30/10		18									18									18		18	18	18

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.159

WMO No 93375

NAPIER (39° 30′ S, 176° 55′ E)

Climatic Table compiled from 8 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
												0600										1200											
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm	0600	1200	Gale	Fog	Thunder
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1016	24	15	31	9	83	64	4		51	7	5	5	3	3	5	41	22	12	6	1	21	39	7	7	9	9	8	0	5	10	0	1	
February	1018	24	14	30	8	84	68	4		60	7	9	4	4	1	3	38	20	17	5	2	14	43	5	11	15	5	7	0	5	9	0	⊕	
March	1015	23	13	28	6	85	64	4		90	9	5	3	1	3	5	34	26	15	7	7	16	25	4	7	18	15	9	0	6	10	⊕	⊕	
April	1017	20	10	26	4	84	59	4		71	7	11	3	1	2	8	38	23	11	3	3	18	26	4	8	20	11	9	1	5	8	0	2	
May	1017	17	7	22	1	82	66	4		67	7	9	3	2	4	8	40	24	10	2	9	14	8	4	9	26	20	9	2	6	9	⊕	2	
June	1014	14	5	19	−1	81	66	4		92	9	7	3	2	3	5	41	23	13	2	8	11	10	1	4	33	21	11	1	6	8	0	1	
July	1014	14	4	18	−1	82	67	4		79	9	6	3	⊕	5	10	38	24	12	1	9	12	11	5	5	32	18	8	1	6	8	0	2	
August	1016	15	5	19	0	81	64	4		75	10	8	3	2	4	7	31	27	15	3	2	17	14	3	9	24	18	11	1	6	10	0	1	
September	1016	17	7	22	1	81	62	4		70	8	14	7	⊕	5	8	26	20	15	5	9	17	26	3	9	15	16	5	0	6	10	0	⊕	
October	1014	19	9	25	3	77	60	4		53	6	13	4	2	3	3	24	29	19	4	11	15	29	4	3	14	15	9	0	7	12	0	1	
November	1012	21	11	27	5	79	61	4		48	6	11	6	3	1	3	28	23	16	8	4	18	33	3	9	14	12	7	1	6	11	0	⊕	
December	1013	23	13	29	7	80	60	4		74	8	7	6	2	4	3	35	21	18	3	4	9	46	2	9	12	10	8	0	6	11	0	1	
Means	1015	19	9	32*	−1§	82	63	4		_	_	9	4	2	3	6	34	24	14	4	6	15	24	4	7	20	15	8	1	6	10	_	_	_
Totals	_	_	_	_	_	_	_	_	_	830	93	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	⊕	11	
Extreme values	_	_	_	36†	−4‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	8	30/10				8		25		30/10		8									8								8		8	8	

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.160

WMO No 93545

NELSON A/P (41° 18′ S, 173° 13′ E) Height above MSL – 7 m
Climatic Table compiled from 9 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
												0600									1200												
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm	0600	1200	Gale	Fog	Thunder
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1014	22	13	28	11	86	64	4	4	80	7	4	5	4	2	8	28	4	2	43	54	14	⊕	0	1	14	6	7	2	5	11	2	⊕	1
February	1014	22	13	26	11	86	63	4	4	56	6	2	2	5	1	6	21	3	1	60	47	17	1	1	1	14	6	8	4	3	12	1	⊕	1
March	1015	21	11	24	5	93	64	4	4	82	7	1	7	4	2	9	22	6	2	47	52	13	2	3	1	12	8	6	3	2	9	⊕	⊕	1
April	1017	18	8	21	1	90	66	4	4	93	9	2	5	1	2	9	28	5	⊕	49	42	7	⊕	1	1	19	10	7	12	4	8	0	1	⊕
May	1016	15	5	19	0	91	71	3	4	92	9	1	4	1	3	8	22	8	1	53	16	7	2	⊕	3	27	12	7	27	3	6	⊕	⊕	⊕
June	1014	13	2	17	–3	91	73	3	4	80	8	1	8	3	2	6	21	4	⊕	54	7	10	1	1	4	27	10	4	36	3	5	⊕	2	0
July	1014	12	2	15	–3	91	74	3	4	90	9	1	4	2	1	9	20	6	⊕	55	10	6	2	2	3	22	14	7	35	3	5	0	1	⊕
August	1014	13	4	16	–1	92	70	3	4	96	9	⊕	5	5	4	8	18	8	1	52	21	12	2	1	3	19	14	7	20	3	6	⊕	1	1
September	1014	15	6	19	0	90	67	4	4	79	8	⊕	7	5	1	9	22	8	1	47	40	21	4	3	2	12	7	5	6	4	9	⊕	⊕	1
October	1012	17	8	21	1	93	72	5	4	89	9	3	8	6	3	6	18	11	⊕	44	46	23	2	2	2	11	7	2	3	5	11	⊕	⊕	⊕
November	1012	19	10	22	5	88	65	5	4	84	8	3	8	5	1	9	23	5	1	46	46	21	3	1	2	16	7	4	1	7	11	2	⊕	1
December	1013	21	12	25	8	89	69	5	4	73	7	5	6	8	3	6	19	8	1	46	52	18	3	0	2	11	7	6	1	9	11	3	0	⊕
Means	1014	17	8	28*	–3§	90	68	4	4	_	_	2	6	4	2	8	22	6	1	49	34	14	2	1	2	18	9	6	14	4	9	_	_	_
Totals	_	_	_	_	_	_	_	_	_	994	96	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	8	5	6
Extreme values	_	_	_	_	32†	–4‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	17	30/10				9		9		30/10		9									9									9		9	17	9

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.161

WMO No 93436

WELLINGTON A/P (41° 20′ S, 174° 48′ E) Height above MSL – 8 m
Climatic Table compiled from 16 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
												0600									1200												
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm	0600	1200	Gale	Fog	Thunder
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1013	21	14	25	11	80	66	5	5	67	6	48	13	0	4	21	4	0	2	7	57	⊕	0	1	30	4	0	8	⊕	14	18	3	⊕	0
February	1014	21	14	25	9	86	68	5	4	48	6	36	17	0	6	24	5	2	3	8	45	5	0	3	32	9	0	4	3	12	15	3	⊕	⊕
March	1016	20	13	24	7	81	69	5	5	76	7	46	11	0	4	21	5	0	4	10	50	4	0	6	29	6	0	6	⊕	13	17	2	⊕	1
April	1017	17	11	21	6	80	69	5	4	87	9	40	22	0	4	21	2	⊕	5	4	49	5	0	5	30	6	0	4	1	14	18	2	⊕	⊕
May	1013	15	9	18	4	81	72	4	5	99	10	34	27	0	4	18	7	1	5	5	47	6	0	3	26	9	2	5	2	15	17	3	0	⊕
June	1012	13	7	16	3	83	75	5	5	113	11	38	14	0	4	33	2	1	5	4	48	7	0	2	29	7	0	6	2	17	18	3	⊕	1
July	1015	12	6	15	1	82	74	5	5	111	11	38	17	2	8	21	3	0	4	7	43	8	2	7	23	7	0	7	3	14	15	2	⊕	⊕
August	1010	13	7	16	2	83	71	5	5	106	11	39	19	1	4	17	5	1	4	10	44	5	0	6	27	8	1	5	4	13	15	3	1	0
September	1012	14	8	18	4	83	71	5	6	82	9	39	14	1	5	20	6	0	5	11	43	4	1	8	30	6	0	5	3	13	16	2	⊕	⊕
October	1012	16	10	20	5	81	69	5	5	81	9	47	15	2	4	18	3	1	8	3	62	1	1	6	25	2	0	3	⊕	17	20	5	0	1
November	1011	18	11	22	7	82	70	6	6	74	7	40	22	2	3	21	4	0	2	5	47	3	0	2	41	2	0	4	3	13	20	3	0	0
December	1012	20	13	24	9	84	70	6	5	74	7	49	10	1	4	18	2	0	4	12	56	3	0	3	25	4	0	9	⊕	14	23	5	0	⊕
Means	1013	17	10	27*	1§	82	70	5	5	_	_	41	17	1	5	21	4	⊕	4	7	48	5	⊕	5	29	6	⊕	5	2	14	18	_	_	_
Totals	_	_	_	_	_	_	_	_	_	1018	103	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	36	1	3
Extreme values	_	_	_	_	31†	−1‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	6	30/10				6		6		30/10		6									6									6		6	6	6

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.162

WMO No 93614

HOKITIKA A/P (42° 43′ S, 170° 59′ E) Height above MSL – 40 m
Climatic Table compiled from 9 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	0600									1200									0600	1200	Gale	Fog	Thunder
												N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm					
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1014	21	11	24	7	97	75	5	6	245	13	3	9	14	14	3	6	7	2	40	26	12	3	0	1	5	28	21	3	3	8	1	1	2
February	1015	21	12	23	7	91	73	5	5	168	10	3	4	18	20	6	6	3	1	35	14	13	6	1	3	14	22	21	5	3	7	⊕	1	2
March	1016	20	10	23	4	94	71	5	5	222	12	2	11	17	24	6	4	4	3	30	18	13	6	3	3	14	21	19	4	4	6	0	1	1
April	1018	16	8	19	1	91	73	5	5	234	14	3	11	21	19	4	4	2	3	33	17	16	7	2	2	13	19	19	5	4	7	0	1	2
May	1016	14	6	17	0	89	74	5	5	244	14	3	10	21	20	6	4	5	2	29	7	21	14	5	4	14	11	7	17	5	6	⊕	1	1
June	1014	12	4	14	−1	88	73	5	6	221	13	1	10	24	26	9	2	3	4	22	3	20	23	8	4	6	5	6	25	5	5	0	1	2
July	1014	12	3	15	−1	87	72	5	5	226	14	3	10	25	27	6	1	3	3	22	4	22	22	7	4	6	5	4	26	5	5	0	⊕	3
August	1014	13	5	16	0	86	70	5	5	220	14	4	9	28	26	5	3	1	2	23	15	21	18	6	3	7	9	10	11	5	7	0	⊕	2
September	1013	14	7	18	1	88	71	6	5	259	16	4	10	23	21	5	6	4	3	24	20	14	6	3	1	12	22	19	2	5	8	0	⊕	1
October	1013	16	9	19	2	90	74	6	5	266	17	7	12	24	16	3	4	6	3	25	24	13	8	2	2	9	26	16	1	4	10	0	1	1
November	1012	18	10	21	4	91	74	5	5	263	16	5	7	21	16	5	8	3	1	34	22	6	7	1	2	10	33	17	1	4	9	1	1	1
December	1013	18	11	22	7	93	78	6	6	264	16	7	8	21	11	6	7	5	3	31	20	11	3	2	0	8	30	26	0	5	9	1	1	2
Means	1014	16	8	—*	−2§	90	73	5	5	_	_	4	10	22	20	5	4	4	3	28	15	16	11	3	3	10	18	15	9	4	7	_	_	_
Totals	_	_	_	_	_	_	_	_	_	2832	169	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	3	9	20
Extreme values	_	_	_	30†	−3‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	17	9				9		9		30/10		9									9									9		9	9	9

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.163

WMO No 93780

CHRISTCHURCH (43° 29′ S, 172° 33′ E) Height above MSL – 30 m
Climatic Table compiled from 21 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	0600									1200									0600	1200	Gale	Fog	Thunder
												N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm					
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1010	23	12	32	7	84	60	5	5	46	6	9	19	13	1	4	16	9	8	23	6	21	28	3	15	10	3	10	3	6	11	3	1	1
February	1013	22	11	31	5	86	63	5	5	40	6	5	20	11	⊕	4	20	11	4	26	4	25	27	2	17	17	3	4	2	5	10	1	1	⊕
March	1015	20	9	28	3	86	61	5	5	57	7	7	18	10	1	5	15	13	6	24	6	24	23	2	19	14	2	6	5	6	10	⊕	1	⊕
April	1016	17	6	26	–1	86	65	5	5	59	7	7	16	4	1	3	15	16	6	32	4	27	17	1	14	20	4	5	8	5	9	⊕	2	⊕
May	1014	14	3	21	–2	84	68	4	5	61	8	8	13	3	1	5	19	16	7	29	6	28	9	1	8	26	6	5	11	6	9	⊕	2	⊕
June	1013	12	1	19	–4	86	73	4	5	56	8	5	11	3	⊕	4	18	19	6	34	6	22	7	1	6	28	9	6	17	5	7	0	3	⊕
July	1013	11	1	18	–4	86	73	5	5	76	9	8	9	4	1	3	18	21	7	30	5	23	7	1	7	32	6	5	16	6	8	0	3	⊕
August	1012	12	2	19	–3	86	69	5	5	63	8	8	13	10	1	4	18	16	4	26	6	29	12	1	9	26	5	5	9	6	10	⊕	3	⊕
September	1011	14	5	22	–2	85	64	5	5	41	6	6	15	9	1	5	19	14	7	24	6	23	17	1	16	20	4	8	5	6	11	⊕	2	⊕
October	1010	18	7	25	0	86	62	5	5	49	7	8	18	9	2	5	18	10	6	25	6	22	22	2	16	15	4	11	3	6	12	⊕	1	⊕
November	1010	19	9	26	3	85	61	5	5	49	7	9	15	11	⊕	3	21	13	5	23	3	22	21	1	21	16	4	8	3	5	11	2	1	1
December	1009	21	11	30	6	84	61	6	6	47	7	8	18	11	1	4	14	17	5	23	5	19	26	2	17	15	3	9	3	5	11	2	1	1
Means	1012	17	6	33*	–4§	85	65	5	5	–	–	7	15	8	1	4	18	14	6	27	5	24	18	1	14	20	4	7	7	6	10	–	–	–
Totals	–	–	–	–	–	–	–	–	–	644	86	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	8	21	3
Extreme values	–	–	–	35†	–5‡	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
No. of years observations	21	21				21		21		30/10		21									21									21		21	21	21

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.164

WMO No 93896

TAIAROA HEAD (45° 46′ S, 170° 44′ E) Height above MSL – 76 m
Climatic Table compiled from 17 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
												0600										1200												
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm	0600	1200	Gale	Fog	Thunder
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1011	17	11	25		82	75	6	6	59		24	14	2	1	5	28	7	4	16	17	32	8	3	7	24	4	2	4	12	15	7	2	1
February	1013	17	11	23		84	75	6	6	46		20	14	2	4	8	27	5	6	15	16	28	7	4	8	25	4	2	6	12	14	5	4	1
March	1013	16	10	22		80	73	5	6	59		22	9	1	2	6	34	8	7	12	16	20	8	4	7	32	4	3	7	14	15	6	3	1
April	1015	14	9	21		79	72	5	6	52		24	8	1	2	4	29	9	7	17	25	15	5	1	3	29	6	4	12	12	15	6	1	⊕
May	1013	12	7	18		76	71	4	5	62		17	5	1	2	6	32	10	10	17	24	7	3	2	5	31	7	7	14	14	15	7	2	⊕
June	1012	10	5	16		76	72	5	5	54		21	6	2	2	3	33	10	9	16	21	10	1	1	2	32	12	5	15	14	15	5	1	⊕
July	1012	9	5	14		78	72	4	5	54		21	5	2	2	6	28	9	8	19	26	7	3	1	3	29	8	7	16	12	14	5	1	⊕
August	1011	10	5	16		79	72	4	5	50		25	8	3	1	3	30	7	6	17	23	15	5	2	3	28	6	6	12	13	15	6	1	⊕
September	1011	11	6	18		79	73	5	6	44		27	9	2	1	5	29	6	6	14	24	22	6	5	7	25	3	3	6	13	16	5	2	⊕
October	1008	13	7	20		80	73	5	6	53		21	10	2	3	7	27	8	8	15	18	30	7	4	6	23	4	3	5	13	16	6	2	⊕
November	1009	14	8	23		80	72	6	6	52		19	8	2	2	10	30	8	6	15	12	28	10	5	11	25	5	2	2	13	16	8	1	⊕
December	1010	16	10	24		82	75	6	6	63		23	13	4	3	4	26	8	5	15	14	31	10	6	6	26	2	1	5	12	15	6	3	1
Means	1011	13	8	26*	§	80	73	5	6	–	–	22	9	2	2	5	29	8	7	16	20	20	6	3	6	27	5	4	9	13	15	–	–	–
Totals	–	–	–	–	–	–	–	–	–	648		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	72	23	4
Extreme values	–	–	–	31†	‡	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
No. of years observations	17	17				17		17		30		17									17									17		17	17	17

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.165

WMO No 93805

PUYSEGUR POINT (46° 10′ S, 166° 38′ E) Height above MSL – 44 m
Climatic Table compiled from 8 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	0600									1200									0600	1200	Gale	Fog	Thunder
												N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm					
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1014	16	11	21	8	82	75	5		207	17	31	11	2	21	9	6	6	12	2	22	1	0	16	14	12	5	28	1	14	17	7		
February	1014	16	11	20	8	83	76	5		158	15	32	14	3	15	4	5	8	17	1	28	⊕	0	18	12	11	7	23	0	13	16	6		
March	1013	16	11	20	7	82	76	5		191	17	29	15	2	14	5	8	8	19	1	26	3	1	16	9	9	13	24	0	15	15	6		
April	1015	14	9	18	6	82	76	5		207	18	29	20	4	11	5	9	6	13	4	35	3	⊕	15	10	7	11	17	3	14	16	6		
May	1014	12	8	16	4	82	80	6		204	19	30	10	1	14	6	11	9	19	1	34	5	⊕	16	7	9	8	19	1	16	17	5		
June	1012	11	7	14	3	81	79	5		190	19	17	21	4	12	10	11	13	9	3	24	9	1	20	8	10	9	14	4	13	13	4		
July	1012	9	6	12	2	82	78	5		166	16	29	24	6	13	4	6	9	8	2	29	16	3	17	4	7	8	11	4	13	13	4		
August	1011	10	6	13	2	81	75	5		152	16	27	22	3	11	6	11	6	13	1	32	7	1	16	9	8	8	18	1	15	15	4		
September	1010	11	7	14	3	80	74	5		174	16	33	20	4	12	6	8	4	11	2	23	1	2	22	15	6	6	25	0	15	17	5		
October	1009	12	8	16	3	82	77	5		172	17	33	11	4	9	4	7	9	20	3	30	2	⊕	14	10	6	7	31	1	17	19	8		
November	1009	13	9	18	5	80	76	5		164	16	28	11	5	14	6	8	11	15	4	20	1	⊕	19	10	10	11	28	2	15	17	6		
December	1011	15	11	19	7	81	75	5		186	17	30	15	2	15	8	6	7	18	1	22	⊕	⊕	20	13	7	6	31	⊕	14	18	7		
Means	1012	13	9	22*	1§	82	76	5		_	_	29	16	4	13	6	8	8	14	2	27	4	1	18	10	9	8	22	1	14	16	_	_	_
Totals	_	_	_	_	_	_	_	_	_	2171	203	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	68		
Extreme values	_	_	_	23†	−1‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	8	15				8		15		30/10		8									8									8		8		

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.166

WMO No 93844

INVERCARGILL A/P (46° 25′ S, 168° 19′ E) Height above MSL – 4 m
Climatic Table compiled from 22 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
												0600									1200												
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm	0600	1200	Gale	Fog	Thunder
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1009	19	9	27	4	87	70	6	6	112	14	16	8	6	5	2	9	19	13	24	10	7	4	6	7	14	34	13	5	7	12	2	1	2
February	1013	18	8	26	4	87	71	6	6	75	11	14	7	5	7	2	7	21	7	30	10	7	8	7	6	13	29	11	9	7	11	2	2	1
March	1014	17	7	24	2	88	72	6	6	93	13	15	8	4	6	3	8	16	12	27	10	9	8	6	5	12	32	10	8	7	11	1	2	1
April	1015	15	5	22	–2	88	74	6	6	107	14	18	10	3	4	3	8	15	13	26	16	10	5	4	4	10	26	14	10	7	11	⊕	2	1
May	1013	12	3	17	–2	87	78	6	6	111	14	22	10	2	3	4	10	16	16	17	18	12	4	3	3	9	24	18	9	9	11	1	2	1
June	1012	10	2	16	–4	89	80	5	6	95	14	22	11	4	3	3	6	13	13	25	25	15	5	3	2	7	14	18	11	7	9	⊕	1	1
July	1012	9	1	14	–4	89	80	5	6	77	13	21	12	4	4	3	5	10	14	27	25	13	7	3	2	7	13	17	13	7	9	⊕	2	1
August	1010	11	2	16	–2	87	73	5	6	62	12	20	12	4	5	2	6	9	14	28	19	13	8	4	5	8	17	17	9	6	10	⊕	2	1
September	1009	13	4	18	–1	87	68	6	6	81	12	21	10	6	5	3	6	11	14	24	15	11	10	6	4	12	27	12	4	7	12	⊕	2	1
October	1009	14	5	21	0	88	67	6	6	91	13	19	8	6	6	3	9	16	12	22	13	8	8	8	5	14	30	11	4	8	12	1	1	1
November	1009	15	7	23	2	85	68	6	6	82	12	19	5	5	6	2	9	19	14	21	8	9	7	8	8	14	33	11	5	8	12	3	1	1
December	1009	17	8	25	2	88	69	6	6	97	13	14	8	6	6	3	9	18	10	26	9	8	7	10	8	17	28	10	3	7	12	2	1	1
Means	1011	14	5	27*	–5§	87	72	6	6	_	_	18	9	4	5	3	8	15	13	25	15	10	7	6	5	11	25	14	7	7	11	_	_	_
Totals	_	_	_	_	_	_	_	_	6	1083	155	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	12	19	13
Extreme values	_	_	_	29†	–6‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	22	22				22		22		30/10		22									22									22		22	22	22

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.167

WMO No 93929

ENDERBY ISLAND (50° 29′ S, 166° 18′ E) Height above MSL – 40 m

Climatic Table compiled from 8 years observations, 1992 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																	Mean wind speed		Number of days with		
												0600									1200												
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm	0600	1200	Gale	Fog	Thunder
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1009					86	81					13	3	3	2	5	16	31	27	1	18	5	1	3	4	11	29	28	1	14	16	1		
February	1009					87	82					12	7	1	4	4	17	31	24	1	16	4	1	4	3	13	29	29	⊕	16	17	2		
March	1007					86	83					8	2	3	3	6	21	35	23	⊕	11	3	1	6	5	13	33	29	0	15	17	4		
April	1009					86	82					15	5	3	2	4	15	35	21	1	14	4	3	3	6	12	30	28	0	17	18	4		
May	1007					87	85					11	2	3	4	4	16	35	25	0	12	5	2	3	4	20	31	24	0	18	18	4		
June	1008					84	83					8	4	4	4	5	32	28	15	0	12	3	4	4	7	21	34	15	0	16	16	3		
July	1007					86	83					9	5	3	4	5	25	27	22	1	12	6	3	2	9	22	24	23	0	16	17	3		
August	1006					84	80					7	5	4	4	5	22	26	26	1	11	3	4	4	8	17	31	21	⊕	17	19	3		
September	1007					83	78					11	6	2	4	7	25	27	18	⊕	13	5	2	3	5	16	32	25	0	16	18	3		
October	1002					84	77					7	1	3	3	5	21	32	27	1	8	3	1	6	4	12	34	31	0	17	19	4		
November	1006					84	78					8	4	1	1	3	28	32	23	1	9	5	1	1	6	16	35	26	0	16	16	1		
December	1005					84	77					15	3	2	5	4	15	29	27	3	10	4	4	3	5	11	29	34	1	15	17	2		
Means	1007			*	§	85	81			_	_	10	4	3	3	5	21	30	23	1	12	4	2	4	6	15	31	26	⊕	16	17	_	_	_
Totals	_	_	_	_	_	_	_	_	_			_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	34		
Extreme values	_	_	_	†	‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	8					8						8									8									8				

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.168

WMO No 93947

CAMPBELL ISLAND (52° 33′ S, 169° 09′ E) Height above MSL – 19 m
Climatic Table compiled from 13 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	0600									1200									0600	1200	Gale	Fog	Thunder
												N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm					
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1003	12	7	17	3	91	82	7	7	122	19	10	2	7	1	4	12	39	19	5	9	4	8	2	2	13	38	24	0	14	17	7	2	0
February	1006	12	7	16	2	87	81	7	7	106	18	7	4	3	3	4	10	41	22	7	8	1	6	2	4	12	43	24	⊕	15	16	8	1	⊕
March	1005	11	6	14	1	88	81	7	7	126	20	8	1	3	0	3	14	46	20	5	8	4	6	1	3	14	45	18	1	16	17	3	1	0
April	1006	9	5	13	0	86	82	7	7	119	21	5	1	3	⊕	5	13	53	13	6	7	2	5	1	3	14	46	20	2	19	18	6	1	1
May	1003	8	4	11	–2	85	83	7	7	130	22	5	3	2	⊕	6	17	48	16	4	6	4	3	2	4	16	46	16	2	19	20	6	1	⊕
June	1004	7	2	10	–3	85	84	7	7	115	20	11	4	6	1	7	13	44	8	6	9	5	6	3	4	20	39	12	2	19	18	5	2	⊕
July	1006	7	3	10	–2	86	83	7	7	104	18	10	7	5	3	5	18	33	13	6	12	6	5	3	5	14	37	14	3	16	17	3	1	⊕
August	1006	7	3	10	–2	87	83	7	7	107	20	10	5	3	1	6	8	42	18	6	13	3	7	3	6	14	36	18	1	16	17	3	2	⊕
September	1004	8	3	11	–2	85	80	7	7	115	20	15	1	2	1	4	18	39	15	6	13	3	7	2	3	18	33	20	⊕	16	17	4	1	⊕
October	1001	9	4	12	–1	90	80	7	7	111	21	8	5	6	1	2	11	45	18	5	10	4	5	1	4	16	33	26	0	15	18	4	1	⊕
November	1003	10	5	13	0	85	79	7	7	115	20	5	4	5	2	4	12	48	16	4	7	3	7	1	2	19	38	23	0	15	17	7	⊕	0
December	1004	11	6	15	1	88	79	7	7	110	18	11	3	5	⊕	2	16	44	13	6	8	4	7	2	6	15	35	23	1	15	17	6	1	⊕
Means	1004	9	5	18*	–4§	87	81	7	7	_	_	9	3	4	1	4	14	43	16	6	9	4	6	2	4	15	39	20	1	16	17	_	_	_
Totals	_	_	_	_	_	_	_	_	_	1380	237	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	62	14	1
Extreme values	_	_	_	21†	–8‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	13	13				13		13		30/10		13									13									13		13	13	13

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.169

WMO No 93997

RAOUL ISLAND (29° 15′ S, 177° 55′ W)

Climatic Table compiled from 15 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	0600									1200									0600	1200	Gale	Fog	Thunder
												N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm					
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1014	25	20	26	16	89	78	6	5	113		6	2	15	28	7	7	5	3	27	7	8	43	24	2	2	2	10	2	7	10	⊕	1	⊕
February	1013	25	20	27	17	86	77	5	5	150		2	3	15	33	11	5	6	2	24	8	8	35	23	6	2	4	13	2	6	9	⊕	1	1
March	1015	24	19	26	16	83	76	6	6	140		3	3	14	36	14	6	5	5	15	7	7	32	28	6	3	5	9	2	7	9	0	⊕	1
April	1017	23	18	25	14	83	75	5	5	120		2	4	19	34	10	12	4	3	13	8	8	33	28	6	2	5	7	2	8	9	⊕	⊕	⊕
May	1018	22	16	24	13	82	75	6	5	141		6	3	13	29	8	10	9	6	16	7	7	27	18	9	2	11	17	2	7	9	⊕	⊕	⊕
June	1017	20	15	23	11	83	73	6	6	162		8	4	13	23	9	10	14	4	15	8	5	22	16	4	5	21	17	2	7	9	⊕	⊕	1
July	1017	19	14	21	10	82	72	5	5	167		5	3	10	17	10	11	21	8	17	8	4	15	18	6	4	22	23	2	6	9	0	1	1
August	1018	19	13	21	10	83	74	5	5	134		6	3	9	22	10	11	17	8	14	11	6	18	18	4	4	18	19	1	7	9	⊕	⊕	1
September	1018	19	14	21	11	84	72	5	5	112		4	2	12	16	8	12	22	9	15	8	5	21	13	5	5	18	24	1	6	9	0	1	1
October	1018	21	15	22	12	86	74	5	5	100		6	4	9	20	9	10	9	6	27	11	7	23	14	5	3	12	22	3	7	8	⊕	⊕	1
November	1016	22	17	24	13	86	76	6	6	82		3	6	14	25	10	8	6	6	22	11	9	31	14	4	4	9	16	3	6	9	⊕	⊕	⊕
December	1015	23	18	25	15	86	76	6	5	114		2	7	27	33	4	3	3	3	18	6	9	47	19	3	4	3	8	2	8	10	⊕	⊕	⊕
Means	1016	22	17	27*	9§	84	75	5	5	–	–	4	4	14	26	9	9	10	5	19	8	7	29	19	5	3	11	16	2	7	9	–	–	–
Totals	–	–	–	–	–	–	–	–	–	1535		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	⊕	4	7
Extreme values	–	–	–	28†	8‡	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
No. of years observations	17	15				15		15		30		15									15									15		15	15	

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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1.170

WMO No 93986/7

CHATHAM ISLAND (43° 57′ S, 176° 34′ W) Height above MSL – 49 m
Climatic Table compiled from 12 to 30 years observations, 1960 to 1999

Month	Average pressure at MSL	Temperatures				Average humidity		Average cloud cover		Precipitation		Wind distribution – Percentage of observations from																		Mean wind speed		Number of days with		
												0600									1200												
		Mean daily max.	Mean daily min.	Mean highest in each month	Mean lowest in each month	0600	1200			Average fall	No. of days with 1 mm or more	N	NE	E	SE	S	SW	W	NW	Calm	N	NE	E	SE	S	SW	W	NW	Calm	0600	1200	Gale	Fog	Thunder
	hPa	°C	°C	°C	°C	%	%	Oktas		mm																				Knots				
January	1014	18	12	21	8	90	80	6	6	65	8	11	5	3	5	12	18	13	23	10	10	7	5	4	6	16	27	26	0	11	15	2	2	⊕
February	1014	18	13	21	8	91	80	6	6	65	8	13	10	8	8	10	20	13	12	7	12	13	6	5	8	15	22	18	1	11	14	1	1	1
March	1014	17	12	20	7	90	80	6	6	81	9	12	6	7	9	16	21	11	13	6	11	9	7	8	8	20	19	18	0	11	15	1	⊕	1
April	1015	15	10	18	4	89	81	6	6	72	10	10	2	3	7	16	26	12	18	7	10	4	5	8	10	21	25	19	⊕	13	16	3	2	⊕
May	1012	13	9	16	3	88	83	6	6	102	15	7	6	3	8	12	27	16	15	6	9	8	5	5	9	23	20	18	1	14	17	3	2	1
June	1011	11	7	14	2	89	84	5	6	100	15	5	8	7	7	16	27	12	12	5	8	10	7	5	12	21	17	16	3	14	16	4	2	⊕
July	1012	10	5	13	2	90	84	6	6	108	15	7	6	10	5	18	25	14	11	5	7	9	8	6	13	27	14	14	2	13	16	3	1	1
August	1012	11	7	13	3	91	83	6	7	86	14	9	6	9	10	17	20	10	13	6	10	11	9	7	11	18	16	15	2	13	16	1	3	⊕
September	1012	12	8	14	3	89	80	6	6	68	11	11	8	12	8	17	18	12	9	6	10	11	10	8	8	17	19	16	1	13	16	1	2	⊕
October	1011	13	10	16	4	90	83	6	7	54	10	13	8	7	5	11	20	11	20	6	10	9	5	6	7	13	25	25	⊕	13	16	1	1	⊕
November	1012	14	11	17	5	90	83	7	6	58	9	13	7	4	12	9	22	11	17	5	11	11	7	8	5	14	23	21	0	13	15	1	2	⊕
December	1013	16	11	20	6	90	80	6	6	69	9	13	7	3	6	16	15	11	19	9	10	8	5	7	7	14	25	23	0	11	15	1	2	⊕
Means	1013	14	10	22*	0§	90	82	6	6	_	_	10	7	6	7	14	22	12	15	7	10	9	6	6	9	19	21	19	1	12	16	_	_	_
Totals	_	_	_	_	_	_	_	_	_	928	133	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	23	20	4
Extreme values	_	_	_	23†	−2‡	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
No. of years observations	21	12				12		12		30		12									12									12		12	12	12

* Mean of highest each year
§ Mean of lowest each year

† Highest recorded temperature
‡ Lowest recorded temperature

⊕ Rare
⊖ All observations

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METEOROLOGICAL CONVERSION TABLE AND SCALES

Fahrenheit to Celsius

°Fahrenheit

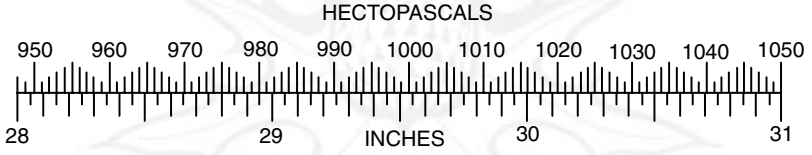
	0	1	2	3	4	5	6	7	8	9
°F				Degrees Celsius						
−100	−73·3	−73·9	−74·4	−75·0	−75·6	−76·1	−76·7	−77·2	−77·8	−78·3
−90	−67·8	−68·3	−68·9	−69·4	−70·0	−70·6	−71·1	−71·7	−72·2	−72·8
−80	−62·2	−62·8	−63·3	−63·9	−64·4	−65·0	−65·6	−66·1	−66·7	−67·2
−70	−56·7	−57·2	−57·8	−58·3	−58·9	−59·4	−60·0	−60·6	−61·1	−61·7
−60	−51·1	−51·7	−52·2	−52·8	−53·3	−53·9	−54·4	−55·0	−55·6	−56·1
−50	−45·6	−46·1	−46·7	−47·2	−47·8	−48·3	−48·9	−49·4	−50·0	−50·6
−40	−40·0	−40·6	−41·1	−41·7	−42·2	−42·8	−43·3	−43·9	−44·4	−45·0
−30	−34·4	−35·0	−35·6	−36·1	−36·7	−37·2	−37·8	−38·3	−38·9	−39·4
−20	−28·9	−29·4	−30·0	−30·6	−31·1	−31·7	−32·2	−32·8	−33·3	−33·9
−10	−23·3	−23·9	−24·4	−25·0	−25·6	−26·1	−26·7	−27·2	−27·8	−28·3
−0	−17·8	−18·3	−18·9	−19·4	−20·0	−20·6	−21·1	−21·7	−22·2	−22·8
+0	−17·8	−17·2	−16·7	−16·1	−15·6	−15·0	−14·4	−13·9	−13·3	−12·8
10	−12·2	−11·7	−11·1	−10·6	−10·0	−9·4	−8·9	−8·3	−7·8	−7·2
20	−6·7	−6·1	−5·6	−5·0	−4·4	−3·9	−3·3	−2·8	−2·2	−1·7
30	−1·1	−0·6	0	+0·6	+1·1	+1·7	+2·2	+2·8	+3·3	+3·9
40	+4·4	+5·0	+5·6	6·1	6·7	7·2	7·8	8·3	8·9	9·4
50	10·0	10·6	11·1	11·7	12·2	12·8	13·3	13·9	14·4	15·0
60	15·6	16·1	16·7	17·2	17·8	18·3	18·9	19·4	20·0	20·6
70	21·1	21·7	22·2	22·8	23·3	23·9	24·4	25·0	25·6	26·1
80	26·7	27·2	27·8	28·3	28·9	29·4	30·0	30·6	31·1	31·7
90	32·2	32·8	33·3	33·9	34·4	35·0	35·6	36·1	36·7	37·2
100	37·8	38·3	38·9	39·4	40·0	40·6	41·1	41·7	42·2	42·8
110	43·3	43·9	44·4	45·0	45·6	46·1	46·7	47·2	47·8	48·3
120	48·9	49·4	50·0	50·6	51·1	51·7	52·2	52·8	53·3	53·9

Celsius to Fahrenheit

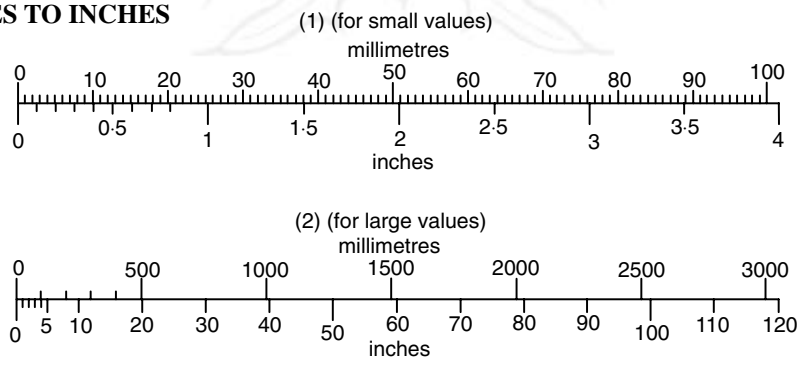
°Celsius

	0	1	2	3	4	5	6	7	8	9
°C				Degrees Fahrenheit						
−70	−94·0	−95·8	−97·6	−99·4	−101·2	−103·0	−104·8	−106·6	−108·4	−110·2
−60	−76·0	−77·8	−79·6	−81·4	−83·2	−85·0	−86·8	−88·6	−90·4	−92·2
−50	−58·0	−59·8	−61·6	−63·4	−65·2	−67·0	−68·8	−70·6	−72·4	−74·2
−40	−40·0	−41·8	−43·6	−45·4	−47·2	−49·0	−50·8	−52·6	−54·4	−56·2
−30	−22·0	−23·8	−25·6	−27·4	−29·2	−31·0	−32·8	−34·6	−36·4	−38·2
−20	−4·0	−5·8	−7·6	−9·4	−11·2	−13·0	−14·8	−16·6	18·4	−20·2
−10	+14·0	+12·2	+10·4	+8·6	+6·8	+5·0	+3·2	+1·4	−0·4	−2·2
−0	32·0	30·2	28·4	26·6	24·8	23·0	21·2	19·4	+17·6	+15·8
+0	32·0	33·8	35·6	37·4	39·2	41·0	42·8	44·6	46·4	48·2
10	50·0	51·8	53·6	55·4	57·2	59·0	60·8	62·6	64·4	66·2
20	68·0	69·8	71·6	73·4	75·2	77·0	78·8	80·6	82·4	84·2
30	86·0	87·8	89·6	91·4	93·2	95·0	96·8	98·6	100·4	102·2
40	104·0	105·8	107·6	109·4	111·2	113·0	114·8	116·6	118·4	120·2
50	122·0	123·8	125·6	127·4	129·2	131·0	132·8	134·6	136·4	138·2

HECTOPASCALS TO INCHES



MILLIMETRES TO INCHES



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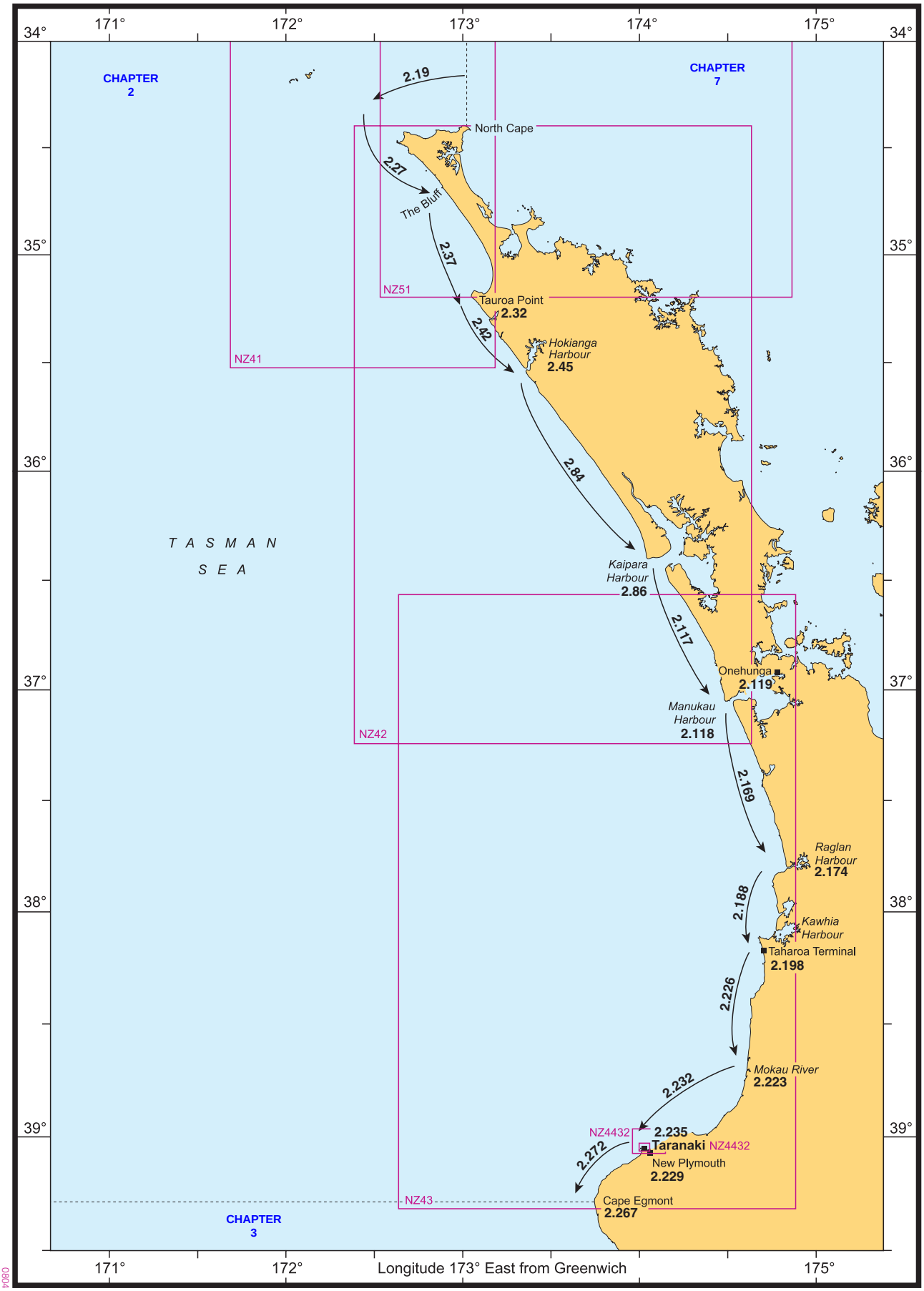
Chapter 2 - North and west coasts of North Island from North Cape to Cape Egmont including outlying islands



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CHAPTER 2

NORTH AND WEST COASTS OF NORTH ISLAND FROM NORTH CAPE TO CAPE EGMONT INCLUDING OUTLYING ISLANDS

GENERAL INFORMATION

Charts 4640, NZ 41, NZ 42, NZ 43

Scope of the chapter

2.1

1 In this chapter are described the passages and routes N and W of North Island, New Zealand, between North Cape (34°25′S, 173°03′E) and Cape Egmont (39°17′S, 173°45′E), about 300 miles S, including the vicinity of Three Kings Islands (34°10′S, 172°06′E), about 50 miles WNW of North Cape.

2 Also described are the ports, harbours and anchorages adjacent to the passages and routes. Taranaki (39°04′S, 174°02′E) (2.235), the port for New Plymouth, is the only major port. Onehunga (36°56′S, 174°47′E) (2.153), situated near the city of Auckland, which stands on the E coast of North Island, is also of some importance. This chapter is divided into the following sections:

3 Passages and routes NW of North Island (2.8).
The Bluff to Hokianga Harbour (2.30).
Hokianga Harbour to Manukau Harbour (2.76).
Manukau Harbour to Taharoa Terminal (2.161).
Taharoa Terminal to Cape Egmont including Taranaki (2.219).

Topography

2.2

1 From North Cape to Cape Reinga (34°26′S, 172°41′E), 18½ miles W, the coast, in general, is moderately high, rising to elevations of about 300 m a short distance inland.

Thence from Cape Reinga to Cape Egmont the coast is high in places, but there are long stretches which are featureless between relatively few landmarks. The greater part is impregnated with fine yellow sand which drifts inland for some miles. The S part of the coast, however, is dominated for a considerable distance by Mount Taranaki (Mount Egmont) (39°18′S, 174°04′E) (2.220) which is visible from far to seaward although situated over 10 miles inland.

Shelter

2.3

1 There are no ports or harbours on the coast between North Cape and The Bluff, a distance of about 42 miles round the NW end of North Island. The bays in the coast afford anchorage with shelter from offshore winds. Thence there is little shelter to Cape Egmont; except for Taranaki all the harbours are difficult to access.

Small craft

2.4

1 Coastal waters between North Cape and Raglan Harbour (37°48′S, 174°50′E) are very exposed to weather which may create conditions dangerous for small craft; as shelter is not easily obtained only experienced mariners with thorough local knowledge should attempt to navigate in this area.

Diving

2.5

1 Recreational diving is frequent in coastal waters.

Natural conditions

2.6

1 **Currents.** Between latitudes 34°S and 36°S, approximately, there is some predominance of ESE-going current, except during the period September to November when the set is mainly ENE; elsewhere a NE-going set is slightly predominant. It is emphasised, however, that the currents are very variable and sets in any direction may be experienced. The average rate of the currents is about 1 kn.

2 **Tidal streams** off the N coast of North Island set generally WSW with a rising tide and ENE with a falling tide.

Tidal streams off the W coast, as far S as Gannet Island (37°58′S, 174°34′E), set S with a rising tide and N with a falling tide, attaining a rate of about 1 kn, 5 miles offshore.

To the S of Gannet Island the tidal streams set N with a rising tide and S with a falling tide, following the coast round Cape Egmont.

Reporting system

2.7

1 A voluntary code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

PASSAGES AND ROUTES NORTH-WEST OF NORTH ISLAND

GENERAL INFORMATION

Chart NZ 41

Area covered

2.8

1 In this section are described the through routes for vessels on ocean passage NW of New Zealand and the coastal passage between North Cape and The Bluff (34°41′S, 172°53′E).

2 The section is arranged as follows:
Through route NW of North Island (2.9).
Three Kings Islands (2.12).
North Cape to Cape Reinga (2.15).
Cape Reinga to The Bluff (2.23).

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THROUGH ROUTE NORTH-WEST OF NORTH ISLAND

General information

Chart NZ 41

Route

2.9

1 The through route for vessels on ocean passage NW of New Zealand passes seaward of Pandora Bank (34°32′S, 172°34′E) and either side of Three Kings Islands (34°10′S, 172°06′E).

Principal marks

2.10

1 **Landmarks:**

North Cape (34°25′S, 173°03′E), which rises to Kerr Point, 232 m in elevation.

Cape Maria van Diemen, 88 m high (34°29′S, 172°39′E) which has the appearance, from a distance, of an island, being a projection of the coast to which it is joined by a sandy isthmus; the cape is reported to give good radar echoes.

Disused lighthouse (34°28′S, 172°38′E) standing on the summit of Motuopao Island.

Great Island (34°09′S, 172°08′E).

2 **Major lights:**

North Cape Light (white concrete tower, 6 m in height) (34°25′S, 173°03′E) exhibited from the summit of Murimotu Island.

Cape Reinga Light (white concrete tower, 10 m in height) (34°26′S, 172°41′E), exhibited from a spur on the cape.

Directions

2.11

1 The through route NW of New Zealand can be safely navigated in deep water by passing, in accordance with the voluntary code (1.53), at least 5 miles off:

The mainland coast, and NW of Pandora Bank (34°32′S, 172°34′E) (2.27), thence:

Either side of Three Kings Islands (34°10′S, 172°06′E).

2 Deep-draught vessels should avoid King Bank (33°57′S, 172°17′E), over which there is a least charted depth of 28 m, and on the NE side of which tide-rips occur.

Three Kings Islands

Chart NZ 41

General information

2.12

1 **Description.** Three Kings Islands (34°10′S, 172°06′E) are a chain of small uninhabited islands lying 31 miles WNW of North Island in generally deep water; the bottom around the islands consists of rock, small coral and patches of coral sand.

2 **Area to be avoided**. In order to avoid the risk of pollution and damage to the environment, the area around Three Kings Islands has been declared a Wildlife Sanctuary; all ocean-going ships should avoid the area bounded by a line joining the following positions:

(34°06′·0S, 172°00′·0E),
(34°06′·0S, 172°12′·5E),
(34°13′·5S, 172°12′·5E),
(34°13′·5S, 172°00′·0E).

3 **Tidal streams** in the channel between Great Island (34°09′S, 172°08′E) and South West Island, 2¾ miles WSW, are as follows:

Interval from HW Westport	*Remarks*
-0500	S-going stream begins
HW	Stream turning through NE
+0100	N-going stream begins
-0600	Stream turning through W

The S-going streams attain rates up to 3 kn and the N-going streams attain rates up to 2 kn. For further details, see information on the National large scale chart.

4 **Caution.** Landing on Three Kings Islands is always dangerous and uncertain.

Directions

2.13

1 The waters around Three Kings Islands can be safely navigated in depths over 27 m by keeping at least 1 mile from the group. This avoids Farmer Rocks (34°09′S, 172°10′E) and a shoal, with a depth of 2·4 m over it, lying 1 mile SSW of Farmer Rocks. These are the outermost of a number of charted dangers fringing the islands.

The deep channels between Great Island and North East Island, 8 cables NE, and between Great Island and South West Island, are navigable but tide races in them frequently give an appearance of shoal depths.

2 The channels between South West Island and Princes Islands, 6 cables W, and between the W Princes Island and West Island, 3½ cables SSW, are also deep and can be navigated in mid-channel, but should not be attempted without the National large scale chart, or local knowledge.

Anchorages

2.14

1 In favourable conditions, North West Bay and South East Bay, on the N and SE sides, respectively, of Great Island, might afford anchorage in depths from 30 to 50 m, rock, sand and gravel. A recommended berth in North West Bay, marked on the National large scale chart, is in depths of about 25 m, about 1 cable offshore.

During strong NE winds, sheltered anchorage can be obtained off the SW side of Great Island, in depths from 30 to 50 m, rock.

NORTH CAPE TO CAPE REINGA

General information

Charts NZ 41, NZ 51

Route

2.15

1 From a position N of North Cape (34°25′S, 173°03′E) the coastal route leads W, for about 22 miles, to a position NW of Cape Reinga (34°26′S, 172°41′E).

The route is clear of charted dangers, in depths more than 20 m, at a distance not less than 1 mile from the salient points of the coast.

Topography

2.16

1 Between North Cape and Hooper Point, 9½ miles W, the coast is rocky and interspersed with sandy bays; it rises in steep cliffs, worn by the sea and topped with scrub-covered tableland, except around Tom Bowling Bay, 3 miles W of

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North Cape, where Waikuku Flat, a low neck of marsh and sand dunes extends E, joining North Cape to the mainland.

2 From Hooper Point, a sandy beach forms the coast around Spirits Bay. Thence it is steep with cliffs, backed by hills, to Cape Reinga.

Tidal streams

2.17

1 See information on charts. Off Cape Reinga the strong streams cause overfalls up to 4 miles N of the cape.

Principal marks

2.18

1 **Landmark:**

North Cape (34°25′S, 173°03′E) (2.10).

Major lights:

North Cape Light (34°25′S, 173°03′E) (2.10).

Cape Reinga Light (34°26′S, 172°41′E) (2.10).

Directions

(continued from 7.10)

2.19

1 From a position N of North Cape (34°25′S, 173°03′E) the coastal route leads generally W to the vicinity of Cape Reinga, passing (with positions from North Cape):

N of Surville Cliffs (1½ miles NW) which are bold, thence:

N of Kerr Point (3 miles W), thence:

N of Hooper Point (9½ miles W), which is mostly cliff, rising rapidly to high, wooded land, and is reported to give good radar echoes, thence:

2 N of the overfalls (18½ miles W), charted 1 mile N of Cape Reinga; the cape is reported to give good radar echoes. Thence:

To a position NW of Cape Reinga. A light is exhibited from the cape.

Deep-draught vessels should avoid detached rocky shoals, with a least depth of 26 m over them, 3½ miles NE of Cape Reinga.

(Directions for coastal passage continue at 2.27)

Small craft channels

2.20

1 **Murimotu Island** (34°25′S, 173°03′E). A ledge of rocks obstructs the channel between Murimotu Island and North Cape, close NW.

Spirits Bay (34°26′S, 172°48′E). There is a clear channel, with a depth of 12·8 m, between the E shore of Spirits Bay and Pananehe Island (34°25′·1S, 172°51′·0E), a rock over which the sea is nearly always breaking. No dangers exist within 1 cable of the rock but the tidal streams set strongly between it and Hooper Point, 3 cables ENE, causing swirls and eddies.

2 **Tapotupotu** (34°26′·3S, 172°42′·9E). At the head of Tapotupotu cove there is a stream behind some drying rocks, with a bar at its mouth. Boats can cross the bar at half tide and can carry depths of 1 m for about 2 miles upstream.

Anchorages

2.21

1 **Tom Bowling Bay** (34°25′S, 172°58′E) affords good anchorage during winds from E to SW, in depths from 15 to 20 m, sand, between 5 and 7½ cables offshore.

Spirits Bay (34°26′S, 172°48′E) affords good anchorage with winds from E to SW, in depths from about 15 to 20 m. There is usually some swell from W and a vessel will probably lie most comfortably about 1 to 1½ miles offshore, but the bottom shelves gradually and a safe anchorage can be found much closer in; a good berth is shown on the charts.

Landing places

2.22

1 **Spirits Bay** affords the best landing place on the N coast of North island, behind a sandy islet (34°25′·3S, 172°51′·4E), 9 m high. The landing should be approached from N as the S end of the islet is connected to the coast by a drying reef.

2 **Tapotupotu** (34°26′·3S, 172°42′·9E), a cove about 2 miles ESE of Cape Reinga, affords good landing during S winds.

Ngatangawhiti Bay (34°25′·8S, 172°41′·4E) situated about 7 cables ESE of Cape Reinga, has a good landing in a small creek, during S winds.

CAPE REINGA TO THE BLUFF

General information

Charts NZ 41, NZ 51

Route

2.23

1 Between Cape Reinga (34°26′S, 172°41′E) and The Bluff, 19 miles SE, the coastal route passes seaward of Columbia Bank, W of Cape Reinga and either side of Pandora Bank (2.27), 8½ miles SW of Cape Reinga, depending mainly on weather conditions.

Topography

2.24

1 The coast between Cape Reinga and The Bluff is sandy beach, except near the salient points which are moderately high cliffs. From E of Scott Point, 6¼ miles SSE of Cape Reinga, the beach is hard and can be used by wheeled vehicles, except at HW. This beach is backed by drifting sands and dunes and, farther inland, by a range of white sand hills over 100 m high.

Natural conditions

2.25

1 **Current.** A NW going current, rate ½ kn, is shown on charts in the vicinity of Burt Bank (34°19′S, 172°19′E).

Tidal streams. See charts; the streams attain rates up to 4 kn.

2 **Sea and swell.** In strong S to W winds steep seas build up on the windward side of Pandora Bank; they break heavily on the shoaler part and confused seas develop in depths less than about 75 m. If there is a swell it builds up on the E side of the bank.

Principal marks

2.26

1 **Landmarks:**

Cape Maria van Diemen (34°29′S, 172°39′E) (2.10).

Disused lighthouse (34°28′S, 172°38′E) (2.10).

Major light:

Cape Reinga Light (34°26′S, 172°41′E) (2.10).

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Directions

(continued from 2.19)

2.27

1 From a position NW of Cape Reinga, depending on draught, the route to the vicinity of The Bluff (Te Wakatehaua Island), 19 miles SE, leads initially SW, passing (with positions from Cape Reinga (34°26′S, 172°41′E):

NW of Columbia Bank (1½ miles W) on which the sea always breaks. A shoal patch (1½ miles W), with a depth of 1·9 m, is the outermost and greatest danger on Columbia Bank. Thence:

NW of Motuopao Island (3¼ miles SSW), and:

2 NW of Cape Maria van Diemen (3½ miles SSW) (2.10), from which a light (white round metal tower, red lantern, 2 m in height) is exhibited. The light is obscured between 130° to 146°.

3 Thence the route for a vessel bound S along the W coast of North Island depends mainly on weather conditions. In fair weather, a safe passage can be made between Cape Maria van Diemen and Pandora Bank, although races and heavy overfalls are frequent. In strong S to W winds a vessel should proceed W of the bank so as to avoid the confused sea and swell which develop in this vicinity; see 2.25.

4 Subject to these considerations, the route leads generally SSE, in the direction of Tauroa Point (35°11′S, 173°03′E), passing (with positions from Cape Maria van Diemen):

Clear of Pandora Bank (5 miles SW), which breaks with any swell. In fair weather, a vessel proceeding E of the bank should pass midway between it and Cape Maria van Diemen. Thence:

5 WSW of Scott Point (4¼ miles SE), which rises to Pukekarea Hill, thence:

WSW of Motupia Island (11 miles SE), which is conspicuous and rocky, thence to a position:

WSW of The Bluff (17½ miles SE), a rocky promontory detached from the coast at HW.

6 **Useful mark:**

Conspicuous hill (34°43′S, 172°56′E), 48 m in elevation.

(Directions for coastal passage continue at 2.37)

Anchorage

2.28

1 **Twilight Beach.** Vessels can anchor about 1 mile off Twilight Beach (34°30′S, 172°42′E) in a depth of 30 m, in fine grey sand; small vessels can anchor closer inshore. The anchorage is sheltered from N to ESE but is dangerous with winds or swell from other directions.

Small craft channels

2.29

1 **Sandy Bay**. Small craft can use a passage at the N end of Sandy Bay (34°26′S, 172°40′E), inside Columbia Bank.

There is no safe channel between Cape Maria van Diemen and Motuopao Island, at the S end of the bay, where there are races and heavy overfalls.

2 **Motupia Island** (35°36′S, 172°48′E). Except in very fine weather, or with E winds, heavy rollers set into the channel between Motupia Island and the coast.

THE BLUFF TO HOKIANGA HARBOUR

GENERAL INFORMATION

Chart NZ 42

Area covered

2.30

1 In this section are described the coastal passage, harbours and anchorages between The Bluff (34°41′S, 172°53′E) and South Head (35°32′S, 173°22′E) on the S side of the entrance to Hokianga Harbour. It is arranged as follows:

The Bluff to Tauroa Point (2.32).

Tauroa Point to Hokianga Harbour (2.39).

Hokianga Harbour and approaches (2.45).

Topography

2.31

1 **Coast.** Except in the vicinity of Tauroa Point (35°11′S, 173°03′E), which is hilly, the coast is generally low and sandy as far as the entrance to Herekino Harbour, 8½ miles SE of Tauroa Point. Thence it continues sandy but becomes hilly, or mountainous in places, as far as Hokianga Harbour. Ninety Mile Beach forms the coast between The Bluff and Tauroa Point.

2 **Shelter.** Harbours along the coast are difficult to access. Only Ahipara Bay, close E of Tauroa Point, affords some shelter from onshore winds.

THE BLUFF TO TAUROA POINT

General information

Chart NZ 41

Route

2.32

1 From a position WSW of The Bluff (34°41′S, 172°53′E) the coastal route leads SSE, for about 31 miles, to a position SW of Tauroa Point (35°11′S, 173°03′E).

Topography

2.33

1 Between The Bluff (34°41′S, 172°53′E) and Ahipara Bay, 32 miles SSE, close E of Tauroa Point, the coast is formed by a sandy beach, on which surf breaks for its entire length. The beach called Ninety mile Beach, is hard and can be used by wheeled vehicles, except at HW. Close inland there are white sand hills with trees or marsh in places.

Natural conditions

2.34

1 **Current.** See information on Chart NZ 41.

Tidal streams. About 5 miles off Tauroa Point the tidal streams are as follows:

Interval from HW Westport	*Remarks*
Before HW	SSE set at about ¼ kn.
After HW	NNW set at about ¼ kn.

Streams are stronger closer inshore.

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Diving

2.35

1 Recreational diving is frequent off Tauroa Point.

Principal marks

2.36

1 **Landmarks:**

Conspicuous hill (34°43′S, 172°56′E), 48 m high.

Hukatere (34°54′S, 173°06′E), a conspicuous conical hill covered with scrub, surmounted by a forestry lookout tower.

Ahipara (35°11′S, 173°09′E), a conspicuous hill.

2 **Major light:**

Tauroa Point Light (white round structure) (35°11′S, 173°03′E).

Directions

(continued from 2.27)

2.37

1 From a position WSW of The Bluff (34°41′S, 172°53′E), at a distance offshore depending on whether a vessel has passed E or W of Pandora Bank, 18 miles NW, the coastal passage, which is clear of charted dangers, leads SSE, passing:

WSW of Ninety mile Beach (34°48′S, 173°00′E) (2.33), thence:

To a position SW of a reef which generally breaks and extends 1 mile W from Tauroa Point (Reef Point); the point is a long, grassy projection from which rise hills chequered with sand.

(Directions for coastal passage continue at 2.42)

Anchorage

2.38

Ahipara Bay (35°10′S, 173°07′E) affords shelter from winds between NE and SW, through SE. Anchorage can be obtained in a depth of 10 m, in sand, about 9 cables offshore, as shown on the charts. Small coasting vessels can anchor 7 cables offshore in a depth of 9 m.

Tidal streams in the bay are very weak.

Local weather. Gales from NE shift NW.

Landmark. Ahipara Hill is a good mark for the bay.

Caution. Submarine springs which can give rise to false echo soundings, are charted on the W side of the bay; for further information see *The Mariner's Handbook.*

TAUROA POINT TO HOKIANGA HARBOUR

General information

Chart NZ 42

Route

2.39

1 From a position SW of Tauroa Point (35°11′S, 173°03′E) the coastal route leads SE, for about 27 miles, to a position SW of South Head (35°32′S, 173°22′E), off the entrance to Hokianga Harbour.

Topography

2.40

1 From the S entrance point of Herekino Harbour (35°18′S, 173°10′E), about 9 miles SE of Tauroa Point, bare hills rise suddenly to an elevation of 245 m. They continue as a range, increasing in elevation, and terminating in peaks 600 to 730 m high about 4 miles SE of Whangape Harbour entrance (35°23′S, 173°13′E), from 3 to 6 miles inland.

2 The range is succeeded by a sandy beach suitable for wheeled vehicles at LW. Above the HW mark there are patches of quicksand and shifting yellow sand hills up to 215 m high; the hills extend as a range to the N side of the entrance (35°32′S, 173°22′E) of Hokianga Harbour, about 7 miles SE, where they are conspicuous.

Principal marks

2.41

1 **Landmark:**

Ahipara Hill (35°11′S, 173°09′E) (2.36).

Major light:

Tauroa Point Light (35°11′S, 173°03′E) (2.37).

Directions

(continued from 2.37)

2.42

1 From a position SW of Tauroa Point (35°11′S, 173°03′E) the route leads SE, passing (with positions from Tauroa Point):

SW of the entrance (8 miles SE) to Herekino Harbour (2.43), thence:

SW of the entrance (14 miles SE) to Whangape Harbour (2.44), thence:

To a position SW of the approaches to Hokianga Harbour (25½ miles SE), outside of which there is a bar 1½ miles W of the entrance; the bar is the only known danger off this part of the coast.

2 **Useful marks:**

Table-shaped summit (35°21′S, 173°13′E), 344 m in elevation, with deep ravines, at Whangape.

Maunganui Bluff (35°46′S, 173°34′E) (2.82).

(Directions for coastal passage continue at 2.84 and for Hokianga Harbour at 2.59)

Minor harbours

Herekino Harbour

2.43

1 **Local knowledge** is essential for Herekino Harbour.

Entry. Herekino Harbour (35°18′S, 173°10′E) is entered over a bar between sand hills chequered with green patches, to the N, and bare hills, to the S.

Limiting conditions. The harbour is dangerous and seldom visited. A swell always sets onto the coast. Depths over the bar are subject to change and the channel shifts.

Tidal streams attain a rate of about 3 kn in the entrance.

Whangape Harbour

2.44

1 **Local knowledge** is essential for Whangape Harbour.

Entry. Whangape Harbour (35°23′S, 173°13′E) is approached from W and entered over a bar between bold headlands.

Whangape settlement is situated on the W side of the harbour, 2 miles inside the entrance at the mouth of the Awaroa River.

2 **Depths** over the bar are subject to change.

Tidal streams set across the harbour entrance, attaining a rate of 4 kn.

Small craft. Awaroa River is navigable at half tide by boats as far as Awaroa Bridge, 5 miles NNE of Whangape.

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HOKIANGA HARBOUR AND APPROACHES

General information

Charts NZ 42, NZ 4212 (see 1.19)

Position

2.45

1 Hokianga Harbour (35°32′S, 173°22′E), an extensive river harbour, lies about 75 miles from the N end of the W coast of North Island.

Function

2.46

1 Hokianga Harbour is mainly used by fishing vessels; there is also some sand barge traffic on the river.

Topography

2.47

1 From its entrance Hokianga Harbour extends about 20 miles NE between wooded ranges whose steep sides approach to within 4 to 10 miles. The ranges rise to peaks from 450 to over 750 m in elevation and between them large tributary rivers flow into the harbour.

White cliffs from 5 to 9 m high, falling vertically to the HW mark, are common to both banks of the harbour. Off the cliffs, and along the shore, there are huge boulders but they do not extend below the LW mark.

2 About 4 miles within the harbour entrance extensive mud flats begin. At LW they are both generally soft and steep-to, filling the bights in both shores of the harbour, but there are some obstructions in the channel between them.

Port limits

2.48

1 The seaward limit of the harbour is the arc of a circle, radius 2 miles, centred on North Head (35°31′·5S, 173°22′·2E).

Approach and entry

2.49

1 The harbour is approached from W over a bar and is entered between North Head and South Head.

Port Authority

2.50

1 Northland Harbour Board, at Whangarei (7.150).

Limiting conditions

Depths

2.51

1 **Bar.** In 1988 there was a least depth of 5·2 m in the channel over the bar, about 1 mile WNW of South Head, but depths are subject to frequent change.

Harbour. There is a least depth of 4·0 m in the harbour as far as Kohukohu (35°21′·6S, 173°32′·8E), a distance of about 15 miles, at LW, but the channel is not marked.

Tidal levels

2.52

1 **Opononi:**

Mean spring range about 2·6 m.

Mean neap range about 1·6 m.

See also the relevant *Admiralty Tide Tables*.

Natural conditions

2.53

1 **Sea and swell.** There is generally a persistent swell from W which breaks heavily on the coast and there are usually breakers on the bar. Vessels should therefore be prepared, when crossing, for shipping a sea; three rollers are generally experienced before the bar is passed. In summer there can be periods without swell for up to two or three weeks.

2 **Visibility.** Fog or mist is experienced occasionally during the night and early morning in the upper reaches of the harbour.

Arrival information

Pilotage

2.54

1 Pilots are not available.

Local knowledge

2.55

1 Only mariners with local knowledge should attempt to enter Hokianga Harbour; the latest information for the bar or channel should first be obtained from the Northland Harbour Board (7.150).

Harbour

General layout

2.56

1 Hokianga Harbour is formed by a river estuary which is constricted by narrows, about 1 cable wide, 13 miles within the entrance.

There are wharves or jetties at a number of places, including some small towns, along the shores of the harbour.

A vehicular ferry plies across the harbour between the town of Rawene (35°24′·1S, 173°30′·3E) (2.66) and the opposite shore, 1¼ miles ENE.

Tidal streams

2.57

1 In the approach to the harbour the tidal streams are as indicated on the chart; about 3 miles off the entrance the rate increases to 2 kn.

In the entrance channel (35°32′·1S, 173°22′·2E), 1½ cables E of South Head, the tidal streams are as follows:

Interval from HW Opononi (Westport)	*Remarks*
+0100 (+0005)	Out-going stream begins.
-0600 (+0530)	In-going stream begins.

2 The streams attain a maximum rate of up to 3 kn at spring tides and of 1½ kn at neap tides; the W-going stream is ¼ to ½ kn the stronger. For further details see information on the National large scale chart.

In the same position, during March, a current in the river sets WNW at a rate of about ½ kn.

In The Narrows (35°23′·0S, 173°32′·1E) the tidal streams are as follows:

Interval from HW Rawene (Westport)	*Remarks*
+0100 (+0020)	Out-going stream begins.
-0600 (+0545)	In-going stream begins.

3 The streams attain a maximum rate of 2 kn at spring tides and 1 kn at neap tides. For further details see information on the National large scale chart.

In March, a current sets SSW at a rate of about ¼ kn through The Narrows.

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Principal mark

2.58

1 **Landmark:**

Maunganui Bluff (35°46′S, 173°34′E) (2.82) which is a good mark for vessels bound for Hokianga Harbour and, on a moderately clear day, may be seen from N or W long before the entrance is reached.

Directions for entering harbour

(continued from 2.42)

Approach

2.59

1 **Caution.** A similarity exists, in some respects, between the appearance of the entrances of small harbours farther N; when making for Hokianga Harbour, therefore, care should be taken to determine a vessel's correct latitude.

Identification of Hokianga Harbour is assisted by North Head (35°31′·5S, 173°22′·2E) being the S termination of conspicuous sandhills, while on the S side of the entrance there are no sandhills until S of Maunganui Bluff. A disused signal station is situated on South Head.

North Head to Opononi

2.60

1 **Turning and leading bearings.** Within the entrance, when North Head bears 282°, the bearing 006° of Kawehitiki Point (35°29′·3S, 173°23′·2E) leads N in the fairway, passing (with positions from the point):

1¼ cables W of a drying rock, 1¾ miles S, situated off the entrance of Waiarohia Stream on each side of which foul ground frequently causes a race, thence:

About 2 cables E of Middle Bank, 1½ miles SSW, thence:

To a position WSW of Opononi (1¼ miles SSE).

Opononi to Onoke Point

2.61

1 **Turning and leading bearings.** When a slipway, 1 mile SSE of Kawehitiki Point, at Opononi, bears 070°, the bearing 018° of the centre of Motukauri (35°24′·6S, 173°25′·4E) leads NNE in the fairway, passing (with positions from Kawehitiki Point):

Over a bank (1 mile S), with a least charted depth of 3·6 m over it, thence:

ESE of Kawehitiki Point, thence:

WNW of Koutu Point (about 1¼ miles NE), thence:

WNW of Kauwhare Point (2½ miles NNE), thence:

WNW of Gilbey's Rock (3 miles NNE), thence:

ESE of Te Karaka Point (3½ miles NNE), where the track turns N between Te Karaka Point and Onoke Point (1 mile NE).

2 **Useful mark:**

Monument, 1¼ miles ESE off Kawehitiki Point, on Whiria Hill.

Onoke Point to Matawhera Point

2.62

1 **Turning and leading bearings.** When Onoke Point bears 066°, the bearing 030° of Motukauri Point, 7 cables N, leads WNW of Onoke Point.

When Onoke Point bears 140° the track leads ENE in mid-channel, passing (with positions from Onoke Point):

SSE of Motukauri Point, thence:

SSE of a rock with a depth of 5·2 m over it, 1½ miles NE, thence:

SSE of Matawhera Point (35°24′·1S, 173°28′·9E).

Matawhera Point to The Narrows

2.63

1 From SSE of Matawhera Point the track leads NE in mid-channel.

Turning and leading bearings. When a conspicuous church spire, 1 mile N of Matawhera Point, bears 310°, the bearing 088° of the S entrance point of The Narrows, 2½ miles ENE of Matawhera Point, leads to The Narrows, passing 2½ cables N of a peninsula, 1½ miles ENE of Matawhera Point, on which Rawene is situated.

Useful mark:

The Narrows Light-beacon (port hand) on a ferry ramp, 1¼ miles N of Rawene.

The Narrows

2.64

1 The track through The Narrows leads NE in mid-channel, passing (with positions from the S entrance point):

Beneath an overhead cable with a vertical clearance of 31 m (2¼ cables NNE), thence:

SE of Takataka Rock (8 cables NNE), which is just covered at HW and is marked by a light-beacon (E cardinal).

The Narrows to Kohukohu

2.65

1 From NE of Takataka Rock the line of bearing 011° of Motiti Island (35°21′·3S, 173°33′·1E), which is low and sandy, leads to an anchorage off Kohukohu jetty, 4 cables SSW of Motiti Island.

Berths

Anchorages

2.66

1 **Omapere.** Outward bound vessels sometimes anchor in a bay (35°32′S, 173°23′E) on the E side of South Head, off the small town of Omapere, to await an opportunity to cross the bar; the depth in the bay is 2·4 m, increasing rapidly to 5·5 m about 3½ cables offshore. The holding ground is good but there is generally a considerable swell and it is therefore better, when entering, to proceed above Middle Bank, 1¼ miles inside the entrance.

Opononi. Vessels can anchor in depths from 5 to 7 m about 4 cables SW of a slipway (35°30′·3S, 173°23′·6E) at Opononi.

2 **Rawene**. There is an anchorage in depths from 5 to 9 m, good holding ground, in mid-stream above Rawene (35°24′·1S, 173°30′·3E), but care should be taken not to anchor near a submarine cable extending NNE across the harbour from Rawene; the landing places of the cable are marked by beacons (1.27).

Kohukohu. Anchorage can be obtained in a depth of 8 m about 1½ cables SE of a jetty (35°21′·6S, 0173°32′·8E), at Kohukohu.

Alongside berths

2.67

1 **Omapere.** A jetty, 75 m in length, with ramp close N; depth alongside unknown.

Te Karaka Point. A jetty, 100 m in length, on the side of the point; depth alongside unknown.

Onoke Point. A small jetty with road access about 1 cable E of the point; dries 1·2 m.

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Motukaraka. A small jetty; dries 0·6 m.

2 **Rawene.** An L-shaped wharf close W of a ferry ramp; depths alongside from 0·9 to 1·2 m.

The Narrows. Long Wharf, which is a jetty, 5 cables W of The Narrows; depth alongside 3·7 m.

Kohukohu. A small concrete jetty; depth alongside 0·3 m.

Port services

Facilities

2.68

1 **Repairs.** Small slips at Opononi

Other facilities. Hospital at Rawene.

Supplies

2.69

1 Fuel oil; fresh water; provisions.

Communications

2.70

1 Roads connect the towns around Hokianga Harbour with the railway system and an airport at Kaikohe (35°25′S, 173°48′E), about 30 km from Rawene.

Small craft

General information

2.71

1 **Navigation.** Small craft should not attempt to cross the bar inward or outward. It is not advisable to enter any of the rivers which flow into the harbour without good local knowledge as the channels are narrow and surrounded by extensive mud flats. The flow in some of the channels is strong after heavy rain.

Landing places. The banks of the harbour are everywhere approachable by boat at HW, account being taken of the large boulders which fringe them.

Omanaia River

2.72

1 Omanaia River entrance (35°24′·4S, 173°29′·0E) is navigable for about 2½ miles, as far as a road bridge at the entrance to Oue Creek.

Waima River

2.73

1 Waima River entrance (35°23′·5S, 173°31′·7E) is navigable for 6 miles at or near HW.

Cables. Submarine and overhead cables cross the river in a number of places as shown on the National large scale chart; the landing places of the submarine cables are marked by beacons (1.27).

Berths. Along the river there are some small jetties, the positions of which are marked on the National large scale chart.

Mangamuka River

2.74

1 Mangamuka River entrance (35°21′·2S, 173°33′·0E) is navigable in a least depth of 1·8 m for 2 miles.

Waihou River

2.75

1 **Description.** Waihou River is entered S of Ruapapaka Island (35°21′·2S, 173°35′·0E) and is navigable by boat as far as a road bridge at Rangiahua, a distance of about 5 miles.

Berths:

A jetty (35°21′·3S, 173°34′·3E) about 5 cables WSW of Ruapapaka Island; depth alongside unknown.

A jetty (35°21′·4S, 173°35′·4E), at Horeke, about 5 cables within the river entrance, and another jetty, 2½ cables E. The first jetty has a depth of 4·9 m alongside and can be reached at LW by craft drawing 1·8 m. Both jetties have good road access.

HOKIANGA HARBOUR TO MANUKAU HARBOUR

GENERAL INFORMATION

Chart NZ 42

Area covered

2.76

1 In this section are described the passages between the bars in the approaches to Hokianga Harbour (35°32′S, 173°22′E) and Manukau Harbour (37°04′S, 174°26′E). The description includes Manukau Harbour and Kaipara Harbour entrance (36°25′S, 174°03′E) and their approaches; there are no other harbours or anchorages along this coast. The section is arranged as follows:

Hokianga Harbour to Kaipara Harbour (2.78).
Kaipara Harbour and Approaches (2.86).
Kaipara Harbour to Manukau Harbour (2.112).
Manukau Harbour and Approaches (2.118).

Topography

2.77

1 The coast is generally featureless. Between Hokianga Harbour and Kaipara Harbour it is composed mostly of cliffs backed by moderately high land, except within about 12 miles of Kaipara Harbour, whence there is beach backed by dunes and sandhills. To the S of Kaipara Harbour the coast consists of beach backed by hills, to within about 11 miles of Manukau Harbour; thence it is comprised generally of cliffs, rising inland to Waitakere Range.

HOKIANGA HARBOUR TO KAIPARA HARBOUR

General information

Chart NZ 42

Route

2.78

1 From a position SW of South Head (35°32′S, 173°22′E) the coastal route leads SE, for about 64 miles to a position SW of North Head (36°24′S, 174°03′E), off the entrance to Kaipara Harbour.

Topography

2.79

1 Between the entrances of Hokianga Harbour (35°32′S, 173°22′E) and Kaipara Harbour (36°25′S, 174°03′E), the coast consists almost entirely of featureless cliffs which are bordered by a hard sandy beach except at the base of Maunganui Bluff (35°46′S, 173°34′E) (2.82).

2 To SE of Hokianga Harbour the cliffs are backed by moderately high land. About 2 miles SE of Maunganui Bluff there is a short break and the cliffs then continue in an uninterrupted line for about 30 miles. These cliffs are from about 60 to over 120 m high, topped by sandhills which extend a short distance inland and are backed by a range of moderate elevation; both the range and the sandhills are covered with low vegetation.

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3 The cliffs then recede from the coast, behind low sand dunes, swampy ground and quicksands fronted by beach; they terminate on the N side of the entrance of Kaipara Harbour in shifting sandhills with patches of scrub on their ridges, and end abruptly in a sand cliff on the seaward side.

Shelter

2.80

1 There are no harbours or anchorages between Hokianga Harbour and Kaipara Harbour.

Local magnetic anomaly

2.81

1 Local deflection of the magnetic compass is reported to occur in coastal waters between Hokianga Harbour and Kaipara Harbour.

Principal marks

2.82

1 **Landmarks:**

Maunganui Bluff (35°46′S, 173°34′E), cliff-faced and densely wooded, which is conspicuous, there being no similar high land on this coast.

The settlements of Baylys Beach (35°57′S, 173°45′E) and Glinks Gully, 9½ miles SE, which are prominent.

Other aid to navigation

2.83

1 Manukau Harbour coast radar station (37°03′S, 174°33′E) (2.132).

Directions

(continued from 2.42)

2.84

1 From a position WSW of the bar (35°32′S, 173°20′E) off Hokianga Harbour, passage can be made at a safe distance parallel to the coast for about 60 miles, until the approaches to Kaipara Harbour are reached. In this vicinity a vessel should keep a safe distance offshore in depths of more than 50 m, passing:

SW of Outer Southern Shoal (36°26′S,174°00′E) and Southern Shoals, about 4 miles ESE.

2 Breakers form on Outer Southern Shoal and on North Spit, about 1¼ miles N, in moderate to rough weather; they can generally be seen before distinctive features of the land in the vicinity of Kaipara Harbour.

3 **Useful marks:**

At night, the lights of Baylys Beach and Glinks Gully settlements (2.82).

Disused lighthouse (36°24′S, 174°07′E).

(Directions continue for coastal passage at 2.117)

Landing place

Kawerua

2.85

1 There is a landing place at Kawerua (35°38′·2S, 173°26′·6E), a settlement situated at the foot of Pukenuiorongo Hill, about 7 miles SE of the entrance of Hokianga Harbour.

The sea breaks in depths of 3·6 m about 6 cables SW of the settlement, on the outer end of foul ground extending from the coast in the vicinity of the settlement.

KAIPARA HARBOUR AND APPROACHES

General information

Charts NZ 42, NZ 4265 (see 1.19)

Position

2.86

1 Kaipara Harbour is formed at the confluence of a number of large rivers which flow into the sea between North Head (36°24′S, 174°03′E), formed of sand dunes, and South Head, 9½ miles ESE, a red cliff, 39 m high, with a tree-covered summit.

Function

2.87

1 The harbour is used by local fishing vessels and pleasure craft.

Approach and entry

2.88

1 The harbour entrance is approached from W between shoals and over a bar, all of which are mobile.

The rivers are navigable for many miles by small craft and are described separately.

Port Authority

2.89

1 The harbour is under the jurisdiction of Northland Regional Council from N of Pouto Point (36°21′·8S, 174°10′·9E). The Harbour S of Pouto Point is under the jurisdiction of the Rodney District Council based at Orewa.

Limiting conditions

Depths

2.90

1 **Approach and entrance.** Depths are very irregular; over the bar they are subject to frequent change.

Tidal levels

2.91

1 At Pouto Point (36°21′·8S, 174°10′·9E) the mean spring range is about 2·9 m; mean neap range about 1·3 m.

See also the relevant *Admiralty Tide Tables.*

Arrival information

Outer anchorage

2.92

1 There is no suitable anchorage outside the harbour.

Local knowledge

2.93

1 Only mariners with recent local knowledge should attempt to enter Kaipara Harbour.

Harbour

General layout

2.94

1 The main berthing area in Kaipara Harbour is at Dargaville (35°56′S, 173°52′E), at the head of Wairoa River. Elsewhere within the rivers there are several landing stages, as shown on the chart, for small craft.

Natural conditions

2.95

1 **Sea and fog.** On account of the irregularity of the bottom a very heavy breaking sea is formed off the harbour during W gales.

Fog is common during winter, in the harbour and river; it usually develops at night and clears a few hours after sunrise, but can be very dense at times.

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2 **Tidal streams.** Outside the harbour the streams set along the coast; on striking the outer shoals both streams set directly over them and through the approach channel.

The strength of the streams, both in the approach and in the harbour, varies with wind and freshets; they are strongest between North Spit (36°24′S, 174°00′E) and Tory Shoal, 4 miles ESE, and off N shore of the harbour, until reaching the first white cliffs of Wairoa River.

At spring tides the streams attain a rate of 5 kn but during freshets and strong gales the rate may be much greater.

Principal marks

2.96

1 **Landmark:**

Oruawharo Heads (36°19′·5S, 174°18′·0E), 155 m high, a conspicuous conical peak situated among dark hills on the E side of the harbour, which can be seen through the entrance in clear weather.

Tapu Bush (36°18′·9S, 174°04′·8E), a sandy hillock on the N side of the harbour.

Disused lighthouse (white tower with dome, 12 m in height) (36°23′·5S, 174°07′·4E).

Directions

Caution

2.97

1 Kaipara Harbour should not be approached in darkness, especially with a SW wind and swell. It is unsafe to attempt to cross the bar when swells on the W coast exceed 2 m.

Entry should not be attempted unless certain of anchorage inside the entrance before dark.

In the river channels a good lookout should be kept for ballast heaps dumped at the edges; most heaps are marked only by stakes.

Approach and entry

2.98

1 The sandhills at North Head (36°24′S, 174°03′E) are the best natural marks for identifying the entrance from seaward. They are 60 m higher than those along the beach and have green hillocks on their face, ending abruptly in a sandy cliff. North of the entrance the sandy cliffs recede from the beach for some distance. South of the entrance the land is higher and densely covered in forest.

2 In clear weather the opening in the coastline will show the dark hills on the E side of the harbour.

The breakers on the outer banks will be seen long before the distinction of the land becomes visible.

The harbour is entered either through Northern Channel or Southern Channel which leads through the outer banks. They are both hazardous approaches and can only be safely navigated in exceptionally fine conditions.

Useful marks

2.99

1 With positions from North Head (36°23′·8S, 174°02′·5E):

Kaipara Head (5 miles E), a cliff 91 m high.

Pouto Point Light (white tower, 4 m in elevation) (7 miles ENE).

South Head Light (white round tower, 4 m in elevation) (9½ miles ESE).

North Head to Pouto Point

2.100

1 From a position 1 mile WSW of North Head a direct route can be taken to Pouto Point maintaining a distance of at least 2½ cables off the northern coast.

Small craft

Harbour entrance

2.101

1 **Caution.** Conditions in the harbour entrance are generally dangerous for small craft.

Wairoa River

General information

2.102

1 **Description.** Wairoa River, entered off Pouto Point (36°21′·8S, 174°10′·9E), is encumbered with shifting sandbanks. Two channels between them provide access to Ruawai, 15½ miles NW, and thence to Dargaville (35°56′S, 173°52′E) a farther 15 miles NW.

Tidal levels at Tikinui (36°07′S, 173°59′E):

Mean spring range about 3·3 m.

Mean neap range about 2·0 m.

See also the relevant *Admiralty Tide Tables*.

2 **Tidal streams.** The streams follow the channels, attaining rates of 2 kn in the upper reaches.

At Dargaville the in-going stream continues up to 2 hours after HW.

Above Dargaville a bore of considerable strength carries up the first of the flood, breaking on the N bank.

Fog is common in winter, usually appearing first on the flats but spreading quickly to the river.

3 **Ferry.** A ferry plies between Tikinui, about 2 miles above Ruawai (36°08′S, 174°02′E), and Raupo.

Cable. A submarine power cable is laid between Tikinui and Raupo; the landing places are marked by white boards.

Directions

2.103

1 **Local knowledge** is required to navigate Wairoa River. From a position close E of Pouto Point the track leads N thence NE through Five Fathom Channel. At Rhu Point, 5¼ miles N of Pouto Point, the channel then divides into Middle Channel and Subritzky Channel, both of which are marked by beacons and light-beacons. At Sail Point the channels rejoin. Above Sail Point, to Dargaville, the river is narrow.

2 **Useful mark:**

Sail Point Light (white round metal tower, 3 m in height) (36°11′·8S, 174°03′·7E).

Berths

2.104

1 **Ruawai.** Wharf, 10 m long, dries at low water.

Dargaville. Two wharves, one is 20 m long and stands on a sharp river bend, where berthing for long periods is not recommended due to the force of the river flow. The second, 25 m long, is 1 mile upstream at the Northern Wairoa Boating Club.

Otamatea River and tributaries

General information

2.105

1 Otamatea River enters Kaipara Harbour between The Bluff (36°16′S, 174°14′E), a cliff 80 m high, and a point 1¼ miles E.

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Arapaoa River flows into the N side of Otamatea River, 3½ miles above The Bluff.

Wairau River enters Otamatea River on the N side, 10 miles above The Bluff.

Bridge. Otamatea River is spanned by a railway bridge (36°09′S, 174°23′E) at its junction with Wairau River.

Directions

2.106

1 The only known danger in the channels is Mussel Rock (36°15′·7S, 174°15′·0E), in the entrance to Otamatea River. It is marked by a beacon (port hand).

Berths

2.107

1 **Tinopai**. A wooden jetty extends 85 m out from Te Whau Point (36°15′·5S, 174°15′·0E). Least depth alongside at LW is 2·3 m.

Pahi (36°09′·4S, 174°13′·8E). A 20 m long wooden jetty which has a least depth of 2·1 m alongside.

Whakapirau, opposite Pahi has a 15 m concrete jetty.

Oruawharo River

2.108

1 Oruawharo River flows into the E side of Kaipara Harbour between Motukumara Point (36°17′·8S, 174°17′·1E), 52 m high, and a steep scrub-covered hill, 125 m high, 7½ cables S. It can be navigated by small craft as far as Port Albert (36°16′·8S, 174°26′·0E) where there is an old wharf.

Kaipara River and its tributaries

General information

2.109

1 **Description.** Kaipara River enters Kaipara Harbour between South Head (36°26′S, 174°14′E) and Te Ngaio Point, 3 miles NE. The river affords access to Helensville, 18½ miles SSE of South Head.

Tauhoa River enters Kaipara River on the N side between Orongo Point (36°24′·7S, 174°21′·4E), 57 m high, which is cliff-faced, and Breach Point, 33 m high, 3¾ miles ESE.

Makarau River (36°33′·2S, 174°27′·0E) flows into the E side of Kaipara River.

2 **Tidal levels** at Shelly Beach (36°34′S, 174°23′E):

Mean spring range about 3·5 m.

Mean neap range about 1·9 m.

See also the relevant *Admiralty Tide Tables*.

Tidal streams. The streams attain a rate of 3 kn as far as Te Kawau Point (36°27′S, 174°16′E), above which the rate is not more than 2 kn.

3 **Bridge.** Makarau River is spanned by a road bridge 1¾ miles within the entrance.

Landmark:

Aotea Cliffs which front Shelly Beach are 29 m high, white and conspicuous.

Directions

2.110

1 **Local knowledge** is required for navigation of Kaipara River.

Useful marks:

Shelly Beach Light-beacon (red beacon on concrete base, 2 m in height) (36°31′S, 174°23′E).

Helensville Light (white column) (36°37′S, 174°24′E).

Berth

2.111

1 **Shelly Beach.** A concrete jetty extends out from Shelly Beach. Vessels 26 m in length can be accommodated.

KAIPARA HARBOUR TO MANUKAU HARBOUR

General information

Charts NZ 42, NZ 43

Route

2.112

1 From a position SW of North Head (36°24′S, 174°03′E), off the entrance to Kaipara Harbour, the coastal route leads SE, for about 41 miles, to a position SW of South Head (37°03′S, 174°33′E), off the entrance to Manukau Harbour.

Topography

2.113

1 The coast S of the entrance to Kaipara Harbour (36°25′S, 174°03′E) is formed by Rangatira Beach and Muriwai Beach which together extend for 24 miles to the settlement of Muriwai (36°50′S, 174°26′E). Standing on the W slope of a hill, 168 m high, Muriwai is the only mark on this otherwise featureless stretch of coast. The beaches are composed of hard sand, suitable for wheeled vehicles at LW, and are backed by low sandhills. A range of barren hills, which rise to about 450 m and present, in many cases, sand tops and faces, lies directly behind the sand hills, about 2 miles inland.

2 From Oaia Islet, 5 cables WSW of Muriwai, to Manukau Harbour entrance, 13½ miles S of Muriwai, the coast is rugged with cliffs, broken here and there by sandy bays and beaches, the land rising gradually to 480 m, N of the harbour entrance.

There are no landing places on this coast.

Prohibited anchorage and fishing area

2.114

1 Anchoring or fishing are prohibited in an area, shown on the charts, which extends W from Muriwai, due to the presence of submarine cables.

Principal mark

2.115

1 **Major light:**

Piha Light (white concrete tower, 5 m in height) (36°58′S, 174°28′E), on a hill 266 m high.

Other aid to navigation

2.116

1 **Radar station:**

Manukau Harbour coast radar station on South Head (37°03′S, 174°33′E), from which a light is exhibited.

Directions

(continued from 2.84)

Charts NZ 42, NZ 43, NZ 4314 (see 1.19)

2.117

1 From a position SW of North Head (36°24′S, 174°03′E) passage to Manukau Harbour Approaches can be safely made by keeping in depths of more than 50 m, passing (with positions from South Head Light (37°03′S, 174°33′E)):

SW of Southern Shoals (42 miles NW), lying on the S side of the entrance to Kaipara Harbour, thence:

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SW of Erangi Point (11 miles NNW), thence:
SW of Te Ahu Point (6 miles NNW). Piha Light (2.115) is exhibited 4 cables N of this point. Thence:

2 SW of Western Shoals (5½ miles W). These are the outermost of a number of shoals and banks lying in the approaches to Manukau Harbour; they break with a slight W swell. Thence:
To a position SW of South head, outside the banks fronting the approach to Manukau harbour.

3 **Useful marks:**
Cutter Rock (37°02′·8S, 174°30′·1E) on Whatipu, a headland.
Paratutae Island, 4½ cables E of Cutter Rock.
Ninepin Rock Light, 3 cables S of Cutter Rock.
South Head Signal Station Light (37°03′·2S, 174°32′·7E).

(Directions continue for the coastal route at 2.169 and for Manukau Harbour at 2.143)

MANUKAU HARBOUR AND APPROACHES

General information

Charts NZ 4314, NZ 4315 (see 1.19)

Position

2.118

1 Manukau Harbour (37°03′S, 174°32′E) is situated on an exposed coast in the middle of the W side of North Island.

Function

2.119

1 The harbour affords access to the large city of Auckland, on the E coast, through Onehunga (36°56′S, 174°47′E), which is a customs port, an important fishing port and a suburb of the city.

Trade through Onehunga is mainly with other New Zealand ports. The more important cargoes are break bulk and bulk by coastal vessels, particularly cement.

Port limits

2.120

1 Manukau Harbour comprises all the waters bounded seaward by the arc of a circle radius 4 miles centred on Paratutae Island (37°02′·9S, 174°30′·6E).

Approach and entry

2.121

1 The approaches to Manukau Harbour are encumbered with a shifting bar, on which there are banks and shoals, extending 5 miles to seaward of the harbour entrance between Whatipu (37°02′·6S, 174°30′·2E) and South Head, 2 miles ESE.

2 Depending on where the best water is to be found, the entrance may be approached through:

South West Channel, which leads to Middle Deep (37°03′·7S, 174°29′·5E), thence W into the harbour entrance. The seaward end of the deep is obstructed by Western Shoals, which extend SW and lie on the outer part of the bar.

South Channel, which leads from S across the inner part of the bar, W of South Head, is not recommended by the Port Authority.

Dangerous cargoes

2.122

1 The recommended route for vessels carrying oil and other bulk liquid cargoes potentially harmful to the environment to Manukau, is to remain at least 5 miles from charted dangers until approaching the Pilot Station; see (1.53).

Traffic

2.123

1 In 2003, 68 ship calls at Onehunga were recorded, totalling 386 7491 dwt.

Port Authority

2.124

1 Manukau Harbour is administered by the Ports of Auckland Ltd, represented by a Port Co-ordinator stationed at the port of Onehunga: when unavailable the Auckland Harbour Duty Officer at Harbour Control should be contacted.

Limiting conditions

Controlling depths

2.125

1 Depths on the bar are subject to frequent change; passage across it requires constant vigilance and mariners should take continuous soundings. Manukau Harbour entrance is very unstable and should be used with caution.

2 Depths in South Channel, South West Channel and over Western Shoals are obtained by periodic survey and promulgated, with advice as to their usage, in *New Zealand Temporary Notices to Mariners.* The latest notice should always be consulted before calling at Manukau Harbour and Manukau Harbour Radio or Onehunga Harbour Radio should be contacted for information prior to arrival or departure. Copies of the latest survey plans for the entrance are available from the Port Co-ordinator, Onehunga or the Marine Services Manager, Ports of Auckland Ltd. Mariners should also advise Ports of Auckland Ltd. of any new information on changes to depths and comments when their vessels are crossing the bar.

3 The South Channel is not recommended by the Port Authority.

Harbour channels:

Wairopa Channel (2.147): controlling depth 3·1 m (2001).

Purakau Channel (2.148): least charted depth 1·3 m (36°56′·7S, 174°43′·8E).

Papakura Channel (2.150): least charted depth is 5·8 m, in the vicinity of 37°03′·0S, 174°50′·5E, as far as Te Pua Point.

Waiuku Channel (2.151): least charted depth is 3·3 m, in the vicinity of 37°07′·9S, 174°40′·8E, as far as Kahawai Point, 2 miles SSE.

Deepest and longest berth

2.126

1 Onehunga Wharf (2.153).

Tidal levels

2.127

1 **Onehunga:**
Mean spring range about 3·4 m.
Mean neap range about 2·0 m.
See also the relevant *Admiralty Tide Tables*.

Abnormal water levels

2.128

1 Tsunamis (1.50) may affect Manukau Harbour. See *Admiralty List of Radio Signals Volume* 3 (2) for details of warning systems. Warning is given to vessels at Onehunga by verbal message.

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Density of water

2.129

1 At Onehunga the density is 1·025 g/cm^3.

Maximum size of vessel handled

2.130

1 Vessels with a maximum length of 95 m can be accommodated at Onehunga Wharf (2.153).

Arrival information

Port operations and information service

2.131

1 No attempt should be made to cross the bar, entering or departing Manukau Harbour, unless permission and the latest advice have been obtained from Manukau Harbour Radio (2.132), or from the Port Co-ordinator, Onehunga. Such contact must be made when passing the reporting points as shown on the chart. The Port Authority strongly advises against entry or departure by night.

A fixed red light, which may be observed after rounding Puponga Point (37°01′·3S, 174°36′·7E), about 3 miles NE of the signal station, will be exhibited at night from the signal station when the bar is unsafe for vessels to proceed to sea. Outward bound vessels observing this light should anchor.

2 Mariners are advised of the recommended track to be followed through the harbour approaches by radio contact with the signal station, since aids to navigation are of only slight assistance in some parts of the channels. While crossing the bar continuous radio contact should be maintained with the signal station. Information concerning conditions on the bar will be passed from the signal station on request but, in view of the extent of the bar, this may depend on visibility and the information should be taken as a guide only.

3 Mariners should also note that the signal station is only manned for the daily radio schedules detailed in *Admiralty List of Radio Signals Volume 6 (4)* and during notified crossings of the bar.

In harbour, continuous radio contact must be kept with the Port Co-ordinator, Onehunga, for information concerning traffic and conditions in the harbour and for berthing instructions, whether or not a pilot is embarked.

Port radio stations

2.132

1 **Manukau Harbour Radio** operates from South Head Signal Station (37°03′·2S, 174°32′·7E), which is a brick building with a central watch tower and a flagstaff.

Onehunga Harbour Radio is at Onehunga wharf.

Communication is by radio contact, see *Admiralty List of Radio Signals Volume 6 (4)* for details.

Anchorages

2.133

1 **General information.** After entering Manukau Harbour it is not advisable for small craft to anchor until Puponga Point has been rounded, if bound for Onehunga, or after passing Kauri Point, 2½ miles SE of Puponga Point, if bound E or S through the harbour.

The harbour channels afford sheltered anchorage on a bottom generally of sand and mud; good holding ground, for small craft only.

2 **Wairopa Channel** affords good but restricted anchorage at the SW end in a depth of 7 m, about 1½ cables E of a wharf (37°00′·8S, 174°36′·3E), at Cornwallis.

Vessels can anchor in the NE part of the channel, about 1½ miles W of Onehunga, in a depth of 5 m. This is the usual anchorage off the port but it may be necessary to moor; there is more swinging room E of Cape Horn (36°56′·5S, 174°43′·7E) in a depth of 7 m. When anchoring in this part, care should be taken to avoid a submarine pipeline laid across the channel 1¼ miles W of Onehunga Wharf; the direction of the pipeline is indicated by the transits of two pairs of beacons with white, triangular topmarks situated at the landing places, the positions of which are charted.

3 **Papakura Channel.** Anchorage can be obtained in Pahurehure Inlet (37°03′·5S, 174°51′·6E), in a depth of 8 m.

Waiuku Channel. Anchorage can be obtained in a depth of 10 m about 1 mile above Karaka Point (37°08′·5S, 174°41′·3E).

Prohibited anchorage areas

2.134

1 Prohibited anchorages exist:

In a charted area extending S from Destruction Gully (37°02′·0S, 174°31′·8E).

In the vicinity of sewage and fuel pipelines laid across Wairopa Channel from White Bluff (36°56′·0S, 174°45′·6E); the limits of the area and positions of beacons (white, triangular topmarks) which, in transit, indicate the direction of the pipelines, are charted.

2 In the vicinity of Auckland international airport (37°01′·0S, 174°47′·0E), in an area marked by light-beacons and yellow beacons, the positions of which can be seen on the chart. Fishing is also prohibited within this area.

Pilotage

2.135

1 **Pilotage Area:** comprises all the waters E of a line extending 180° from Jackie Hill (37°01′·2S, 174°33′·4E).

Pilotage is not compulsory but, if required, a pilot can be requested through the Shipping Services Manager, Auckland.

Pilot boarding place is off Te Pirau Point, 1¼ miles SSE of Jackie Hill.

Tug

2.136

1 A tug equipped with RT is available for berthing at Onehunga.

Local knowledge

2.137

1 Recent local knowledge is essential for entry to Manukau Harbour. Off the harbour, a vessel should keep in depths of over 35 m in order to remain at least 1 mile clear of the bar, until ready to enter.

Harbour

General layout

2.138

1 Manukau Harbour is almost filled with sandbanks which dry at LW and generally cover soon after the first quarter of a rising tide. The banks are soft and unlikely to damage a vessel touching them, and are separated by four nearly

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straight navigable channels. The channels meet off Puponga Point (37°01′·3S, 174°36′·7E) at the inner end of the entrance channel; from N to S they are:

Wairopa Channel (2.147), the main channel, leading to the port of Onehunga, about 16 miles within the harbour entrance.

2 Purakau Channel (2.148), which leads into Wairopa Channel, 2½ miles W of Onehunga, but is only used by local traffic.

Papakura Channel (2.150). This channel (37°02′S, 174°38′E) affords access to the liquefied petroleum gas terminal, 10½ miles E of Puponga Point and the towns of Weymouth (37°03′S, 174°52′E), on Te Pua Point, Papakura and Drury in Pahurehure Inlet, E of Te Pua Point.

3 Waiuku Channel (2.151). This channel entrance (37°03′S, 174°40′E) leads into Waiuku River, giving access to the town of Waiuku (37°15′S, 174°44′E), and to Taihiki River (37°09′S, 174°43′E).

The main commercial berthing area in Manukau Harbour is at Onehunga on the NE side of the harbour.

Aircraft operations

2.139

1 The runway of Auckland international airport extends into the harbour, in the middle of the E side.

Natural conditions

2.140

1 **Current** generally sets N in the harbour approaches.

Tidal streams. Outside Manukau Heads the streams vary considerably in strength and direction; attaining rates at the entrance of up to 4 kn.

In the harbour the streams follow the channel and attain rates from 2½ to 3 kn; detailed information is given on the local large scale chart.

2 **Local weather.** Prevailing winds are from SW to NW. Gales from S are seldom experienced, the wind moderating as it backs from SW. Gales from E are also infrequent; when they occur they generally shift suddenly to NW in a violent squall with very heavy rain, backing W with rising pressure.

Principal marks

2.141

1 **Landmarks:**

Whatipu, on the N side of the harbour entrance, a headland which is easily identified from seaward; the land rises gradually from N to the headland and is covered by extensive forest.

Ninepin Rock (37°03′·1S, 174°30′·2E), 29 m, from which a light (pedestal, 1 m in height) is exhibited.

2 Summit of Paratutae Island, 4½ cables ENE of Ninepin Rock.

Cutter Rock, 3 cables N of Ninepin Rock, on which stands a radar reflector. Mariners navigating by radar should ensure that Ninepin and Cutter Rocks are correctly identified.

South Head (37°03′·2S, 174°32′·7E) on the S side of the harbour entrance, which is easily identified from seaward.

Silos and a prominent pylon near the E end of Onehunga Wharf (37°56′·1S, 174°47′·1E).

Other aid to navigation

2.142

1 Coastal radar, with a range of 72 miles, in South Head Signal Station; in restricted visibility, masters of vessels equipped with VHF can request the signal station to give them their position, but the Port Authority (2.124) accepts no responsibility for any consequences which may arise from use of the information. See *Admiralty List of Radio Signals Volume 6 (4)* for further details.

Directions for entering harbour

(continued from 2.117)

South Western Shoals and Middle Deep

2.143

1 **South Western Shoals.** Regular surveys of the South West Channel are conducted, indicating the best depths for crossing the bar. It is recommended that inbound vessels cross the outer bar in accordance with the latest survey information promulgated in NZ(T) Notices, and available from Manukau Harbour Radio (2.132); thereafter adjusting their course for the harbour approach as appropriate, keeping clear of shoals either side of the route.

Although the predominant swell is greater in this channel, it appears to have maintained greater depth than South Channel, which is not recommended by the Port Authority.

2 **Caution.** The bar is mobile and depths may change without warning. All vessels should contact Manukau Harbour Radio (2.132) for the latest information before crossing the bar and must do so when passing the reporting points as shown on the chart.

3 From a position about 4 miles SW of Ninepin Rock Light the track crosses the bar into Middle Deep and then leads generally NE into the harbour entrance, passing (with positions from South Head Light (37°03′·2S, 174°32′·7E)):

Between North Bank and South Bank, which break with any swell and between which the deep is usually visible, although there are frequently large areas of disturbed water caused by tidal streams, thence:

S of Ninepin Rock (2 miles W), thence:

S of Paratutae Island (1½ miles WNW), which is connected to Whatipu by a causeway, thence:

To a position NW of Dry Rock (3¾ cables NNW).

South Channel

2.144

1 **Leading marks:**

Jackie Hill (37°01′·2S, 174°33′·4E).

A peak (3 miles NNE), with an elevation of 300 m.

Both marks are round in outline.

The alignment (029°) of these marks, which may only assist navigation through the S part of South Channel, leads from a position 3 miles SSW of South Head generally NNE, over the inner end of the bar off South Head and into the harbour entrance, to a position NW of Dry Rock, 3¾ cables NNW of South Head Light.

2 With a moderate swell a line of breakers extends parallel to the axis of the channel and about 5 cables W of it. During the NW winds the channel is partially sheltered by the banks on the bar. On both sides of the N end of the channel there are overfalls.

3 **Caution.** Regular surveys of this channel indicate progressive shoaling, and the Port Authority does not recommend its use.

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Useful marks

2.145

1 With positions from South Head Light and Signal Station (37°03′·2S, 174°32′·7E):

Two beacons (2½ miles WNW), below the summit of Windy Point; front beacon, elevation 131 m (black and white diagonal stripes); rear beacon, elevation 152 m (white with black stripe); in line, these beacons bear 032½°.

Beacon (white pyramid) (1¾ miles WNW), near Clay Hill.

Beacon (white conical) (2 miles W).

Directions for harbour

South Head to Puponga Point

2.146

1 From a position NW of Dry Rock (37°02′·8S, 174°32′·5E), off South Head, the track leads ENE, passing (with positions from Dry Rock):

NNW of Te Pirau Point (1 mile E), thence:

NNW of Taratara Point (1¼ miles E), thence:

SSE of a light-buoy (port hand) (1½ miles ENE) which marks the S edge of Huia Banks, thence:

SSE of Lady Bell Point (3¼ miles ENE), thence:

Between Puponga Point (3¾ miles ENE) and Mako Point, 1¼ miles SE.

2 At night, the fixed white sector of Papakura Channel No 2 Light-beacon (37°01′·6S, 174°40′·1E) leads into and through the channel between Huia Banks and Te Pirau Point.

Useful marks (with positions from Puponga Point):

Monument (1¼ miles NW).

Monument (3 cables NW).

(Directions continue for Papakura Channel at 2.150 and for Waiuku Channel at 2.151)

Chart NZ 4315 (see 1.19)

Channels to Onehunga

2.147

1 **Wairopa Channel.** From a position S of Puponga Point (37°01′·3S, 174°36′·7E) the track through Wairopa Channel leads generally NE to the vicinity of Shag Point (36°57′·4S, 174°39′·8E) and thence generally ENE to Onehunga Wharf (36°56′·1S, 174°47′·0E). The channel is marked by light-beacons, light-buoys and buoys. All buoys are marked with retroreflective material on their numbers and on the edges of their topmarks. All beacons have retroreflective material on the edges of their topmarks.

2 The track passes:

Between Puponga Point and the S extremity of Te Tau Bank, marked by Spit Light-buoy (starboard hand), thence:

SE of Lawry Point Light (36°59′·5S, 174°37′·0E) (red metal column, white bands) which is exhibited S of a reef extending from Lawry Point, thence:

3 SE of Shag Point, thence:

SE of Motukaraka Bank (36°57′S, 174°41′E), thence:

S of Cape Horn (36°56′·5S, 174°43′·7E), at the junction with Purakau Channel, thence:

S of White Bluff, 1½ miles ENE of Cape Horn, thence:

Between a light-beacon (starboard hand) (36°56′·1S, 174°46′·8E), marking the N extremity of a reef, and a pile on which a light is exhibited (1¼ cables NNE), at the S end of a silt deflector, thence:

To Onehunga Wharf, at the W end of which a red light is exhibited.

2.148

1 **Purakau Channel.** Local knowledge is required for Purakau Channel, which is ill-defined and should be navigated with caution.

From a position S of Puponga Point the track leads generally NE, between Te Tau Bank, on the NW, and Karore Bank, to the SE, passing:

2 NW of No 1 Buoy (36°59′·7S, 174°40′·8E) (starboard hand), moored in mid-channel at the N end of a swashway (2.158) over Karore Bank, thence:

SE of No 2 Buoy (port hand), 2 miles NE of No 1 Buoy, thence:

SE of two buoys (special) moored near the N and S ends of a spoil ground (36°58′·0S, 174°43′·1E), thence:

NW of a reef on which Puketutu Island Light (tower) (36°57′·7S, 174°43′·7E) is exhibited, thence:

E of buoys (port hand) marking the N end of the channel, into Wairopa Channel off Cape Horn.

2.149

1 **Useful marks:**

Two radio masts, red lights (36°57′·4S, 174°46′·2E).

Aero light (37°00′·5S, 174°47′·3E), exhibited from Auckland International Airport control tower.

Aero light (37°00′·9S, 174°50′·7E), exhibited from McLaughlins Mountain.

Pipeline marker beacons, Wairopa Channel (2.133).

One Tree Hill (36°54′S, 174°47′E).

Papakura Channel

(continued from 2.146)

2.150

1 **Caution.** Tide-rips are reported to form at the junction of Papakura Channel and Waiuku Channel.

Local knowledge is required for Papakura Channel.

From a position S of Puponga Point, the track leads through Papakura Channel, marked by light-beacons, passing (with positions from Puponga Point (37°01′·3S, 174°36′·7E)):

N of Mako Point (1¼ miles SE), thence:

S of No 2 Light-beacon (Port hand) (2½ miles E), thence:

2 Between numbered light-beacons standing on the S side of Karore Bank (5 miles E) and on the N sides of Hangore (5 miles ESE) and Hikihiki Banks (9 miles ESE), thence:

About 9 cables S of a light (37°01′·5S, 174°45′·2E) exhibited from the SW corner of a prohibited anchorage off Auckland international airport, thence:

3 S of three yellow beacons marking the S side of the prohibited anchorage, thence:

About 8 cables S of a light (37°01′·5S, 174°49′·3E) exhibited from the SE corner of the prohibited anchorage, in Pukaki Creek, thence:

Close S of two beacons (port hand) which mark the edge of a reef off Weymouth, thence:

Into Pahurehure Inlet.

Waiuku Channel

(continued from 2.146)

2.151

1 From a position off Kauri Point (37°02′·6S, 174°39′·4E), the track through Waiuku Channel leads generally S, passing (with positions from Kauri Point):

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About 2 cables E of 3·0 m patch (9 cables SE), thence:
About 2½ cables E of Kauritutahi Island (3 miles S), thence:
About 1 cable E of a reef extending from Matakawau Point (4 miles S), thence:

2 Around Karaka Point (37°08′·5S, 174°41′·3E), between a reef, 3 cables W, and a pinnacle rock with a depth of 1·5 m over it, 1¼ cables S, thence:
In mid-channel between reefs and banks which extend from Rauau Point (37°08′·9S, 174°41′·4E) and an unnamed point, 4¼ cables NE, thence:
Between Te Toro Point (37°09′·2S, 174°41′·9E) and Waitete Point, 2½ cables E, at the entrance to Taihiki River, thence:
About 1½ cables W of Kahawai Point, 5 cables SSE of Te Toro Point, at the entrance of Waiuku River, whence the channel is marked by stakes.

Directions for leaving harbour

Puponga Point to Middle Deep and South Western Shoals

2.152

1 **Bar signal.** A fixed red light is exhibited at South Head Signal Station when the bar is unsafe for vessels to proceed to sea. Outward bound vessels should anchor when the light is exhibited; it cannot be seen from a vessel leaving by Wairopa Channel until Puponga Point is rounded. For information on anchorages see 2.133.

2 **Directions.** From the vicinity of Te Pirau Point (37°02′·7S, 174°33′·8E), having passed S of Huia Banks, WSW of Puponga Point, the track leads W, passing N of Dry Rock, 1 mile W of Te Pirau Point.

Thence from the vicinity of South Head the track leads SW into Middle Deep and through to the Southwest Channel. Use of South Channel is not recommended by the Port Authority.

Berths

Charts NZ 4314, NZ 4315 (see 1.19)

Alongside berths

2.153

1 **Onehunga Wharf**:
Length 293 m (includes 17 m boat jetty at E end).
Ro-Ro ramp; length 43·4 m, width 18 m, max load 54 tonnes (forklift), 105 tonnes (crane).
Wharf is of ferro-concrete construction, served by rail track.

2 Main berths are dredged to 5·5 m (2001) but are subject to shoaling. The basin N of the main berths is no longer maintained (2001) and has shoaled significantly. The Port Co-ordinator should be contacted for the latest information on depths alongside.

Port services

Repairs

2.154

1 All types of repair, except underwater repairs, can be effected.

Other facilities

2.155

Garbage collection; compass adjustment; issue of de-ratting and exemption certificates.
No facilities for reception of oily waste.
Hospitals in Auckland.

Supplies

2.156

1 Fuel oil; fresh water; provisions.

Communications

2.157

1 Air services from Auckland international airport, about 8 km distant.

Small craft

General information

2.158

1 **Harbour entrance.** Small craft should not navigate singly in the harbour entrance and should not proceed seaward of Ninepin Rock (37°03′·1S, 174°30′·2E). They should be equipped with radio communications.

Conditions are dangerous off Paratutae Island, 4 cables ENE of Ninepin Rock, during offshore winds.

Heavy seas may be encountered even in calm weather at the E end of Middle Deep between Ninepin Rock and Paratutae Island, owing to the considerable depths in this vicinity.

2 **Entrance channel.** Heavy swell may be experienced on Huia Banks, 3 miles ENE of Ninepin Rock, with a SW wind against an out-going tidal stream. During E and N winds rough seas are likely on the banks.

Heavy seas may build up without warning in Huia Bay, N of Huia Banks and heavy seas may be experienced in the narrow channel at the E end of Huia Banks, off Lady Bell Point.

3 **Harbour.** The smoothest water in the harbour may be found on the banks and, depending on draught and height of tide, boats can cross them. It is advisable to keep to the channels, however, as steep heavy seas are raised on the banks around Wairopa Channel and Purakau Channel with strong winds from any direction. Heavy seas may also occur in Wairopa Channel in winds from E through S to SW.

Craft can proceed between Purakau Channel and Papakura by a swashway across the W part of Karore Bank; the swashway is marked at the N end by Purakau Channel No 1 Buoy, starboard hand (37°59′·7S, 174°40′·8E). Papakura Channel No 2 Light-beacon, port hand, stands on the W side of the S entrance to the swashway.

4 **Taihiki River** (37°09′S, 174°43′E) can be navigated for about 2 miles by craft drawing not more than 1·8 m.

Anchorage

2.159

1 The holding ground is poor in the harbour entrance channel.

Good anchorage can be obtained on the sides of the harbour channels, clear of the fairways within which anchoring is prohibited.

Berths

2.160

1 **Wharf** at Cornwallis (37°00′·8S, 174°36′·3E).

There are some small jetties and ramps around the harbour, the positions of which are best seen from the charts.

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MANUKAU HARBOUR TO TAHAROA TERMINAL

GENERAL INFORMATION

Chart NZ 43

Area covered

2.161

1 In this section are described the coastal passages between South Head (37°03′S, 174°33′E), on the E side of the entrance to Manukau Harbour, and Taharoa Terminal, about 68 miles S. The description includes a number of harbours of which the more important are Raglan Harbour (37°48′S, 174°52′E) and Kawhia Harbour, 17½ miles S.

The section is arranged as follows:

Manukau Harbour to Raglan Harbour (2.164).
Raglan Harbour to Taharoa Terminal (2.183).
Taharoa Terminal (2.198).

Topography

2.162

1 Except in the vicinity of the harbour entrances, the coast is rather featureless, generally consisting of cliffs or dunes with sandy beaches backed by hills.

Regulations

2.163

1 **Wildlife sanctuary.** Gannet Island (37°58′S, 174°34′E). See 1.51.

MANUKAU HARBOUR TO RAGLAN HARBOUR

General information

Charts NZ 42, NZ 43

Route

2.164

1 From a position SW of South Head (37°03′S, 174°33′E), off the entrance to Manukau Harbour, the coastal route leads SSE, for about 40 miles, to a position W of the entrance to Raglan Harbour (37°48′S, 174°52′E).

Topography

2.165

1 Between South Head and the entrance to Waikato River, 20 miles SSE, the coast presents a bold brown face partly covered in scrub with many landslips. It is broken by deep scrub-covered valleys and backed by hills rising to over 215 m.

From Waikato River to the entrance to Raglan Harbour, 27 miles SSE, the coast consists of sandy beaches between cliff points, in general, from which scattered rocks extend about 2½ cables. Immediately behind the coast undulating land rises to over 180 m, in places.

Shelter

2.166

1 There is no shelter on this coast, except for small coasting vessels in Waikato River, which requires local knowledge to navigate.

Principal marks

2.167

1 **Landmarks:**

Windmotor (37°33′S, 174°47′E).
Karioi (37°52′S, 174°48′E), a conical mountain which is an excellent landmark.

Major lights:

Piha Light (36°58′S, 174°28′E) (2.115).

Other aid to navigation

2.168

1 **Radar station:**

Manukau Harbour coast radar station (37°03′S, 174°33′E).

Directions

(continued from 2.117)

2.169

1 From a position SW of South Head (37°03′S, 174°33′E) the track leads SSE, passing:

WSW of the entrance to Waikato River (37°22′S, 174°42′E) (2.170), thence:
WSW of Kapiapia Rock (37°32′S, 174°43′E); another dangerous rock lying about 1 mile SW. Thence:
Clear of, depending on draught, a 17 m depth patch (6½ miles SW). Thence:
To a position W of the entrance to Raglan Harbour (37°48′S, 174°52′E).

(Directions continue for the coastal route at 2.188 and for Raglan Harbour at 2.179)

Waikato River

Chart NZ 43

General information

2.170

1 Waikato River (37°22′S, 174°42′E), one of the largest in New Zealand, flows out of Lake Taupo, 103 miles SE, into the Tasman Sea, over a shifting bar between sandhills. Port Waikato stands on the S bank of the river, 2½ miles inside the entrance.

Fishing with nets is carried on in the lower reaches of the river.

Limiting conditions

2.171

1 **Tidal levels** at the river entrance:

Mean spring range about 3·2 m.
Mean neap range about 1·8 m.

See also the relevant *Admiralty Tide Tables*.

Bar conditions. With a moderate NW or SW swell, the bar breaks right across.

Tidal streams attain a rate of 4 kn in the entrance and 2½ kn above Port Waitako; rates are greater further up the river.

Directions

2.172

1 **Local knowledge** is essential for entry to Waikato River.

Caution. No reliance should be placed on any leading marks owing to frequent changes in the bar and coastline at the entrance.

Anchorage

2.173

1 Vessels can anchor close in off Port Waikato; the bottom is hard, coarse black and white sand mixed with pumice over mud.

Raglan Harbour and approaches

Charts NZ 43, NZ 4421, (see 1.19)

General information

2.174

1 **Position.** Raglan Harbour, lies in the middle of the W side of North Island.

Function. Raglan is a fishing port.

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Approach and entry. Raglan Harbour is approached from W through a shifting channel over a bar; the harbour is entered between Rangitoto Point (37°48′·1S, 174°50′·5E), from which grey sandhills rise towards Horea hill, 1 mile NE, and a low point, 2½ cables S, on which is a black post.

Port Authority. Raglan Harbour Board, represented by a Harbour Agent; address Private Bag 544, Ngaruawahia.

Limiting conditions

2.175

1 **Depths.** There is a least depth of 1·4 m in the channel over the bar, about 1 mile W of the harbour entrance.

Between the bar and a wharf (37°47′·8S, 174°52′·8E) at Raglan, which is as far as vessels normally proceed, depths in the fairway vary from 2·3 to 17 m.

Tidal levels:

Mean spring range about 2·9 m.

Mean neap range about 1·7 m.

See also the relevant *Admiralty Tide Tables*.

2 **Abnormal water levels.** Tsunamis may affect Raglan Harbour.

See 1.50 and *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Arrival information

2.176

1 **Port radio.** The latest information for the channel over the bar should always be obtained from Kawhia Sea-crest Radio VHF Ch 4 before attempting to enter harbour.

Pilots are not available.

Harbour

2.177

1 **General layout.** Raglan Harbour is formed by an inlet, about 5 cables wide. The town of Raglan, stands on the S shore of the harbour, about 2 miles within the entrance, on the E bank of Opturu River.

2 **Tidal streams.** About 2½ cables inside the harbour entrance the tidal streams are as follows:

Interval from HW Port Taranaki (Westport)	*Remarks*
-0545 (+0535)	In-going stream begins.
+0045 (-0020)	Out-going stream begins.

The tidal streams in the entrance attain rates of up to 4 kn.

3 About ¾ cable N of Raglan Wharf the streams are as follows:

Interval from HW Port Taranaki (Westport)	*Remarks*
-0545 (+0535)	ESE-going stream begins.
+0045 (-0020)	WNW-going stream begins

The streams attain rates of 1½ to 2 kn.

For further details see the National large scale Chart NZ 4421 as shown on Chart NZ 43.

2.178

1 **Landmarks:**

Karioi (37°52′S, 174°48′E), a mountain situated 4¼ miles SSW of the harbour entrance and assists in identifying the approach.

Three pine trees (37°48′·1S, 174°52′·0E) about 1 mile E of the harbour entrance.

Two yellow cement silos, close S of Raglan Wharf.

Lone tree (37°49′·0S, 174°53′·1E) on a low hill, 2¼ miles ESE of the harbour entrance; the tree is useful for identifying the entrance from NW.

Directions

(continued from 2.169)

2.179

1 **Recent local knowledge** is essential for entry into Raglan Harbour. Conditions on the bar vary greatly with weather and the state of tide but it is generally passable three hours either side of high water.

2 **Leading lights:**

Front light (orange triangle, white border, 7 m in height) (37°48′·1S, 174°51′·7E), situated on Putoetoe Point.

Middle light (orange triangle, white border, 9 m in height) (2 cables E of front light).

Rear light (orange diamond in white border, 8 m in height) (5 cables E of front light).

3 As the channel across the bar is liable to shift, the alignment of the leading lights (089¼°) does not always lead through the deepest water. When crossing the bar, safe water is indicated by the white sector of a direction light exhibited from the base of the rear leading light structure and is clearly visible by day. The sector is altered when the channel shifts.

Before attempting to enter, confirmation should be obtained from the Harbour Agent that the direction light is correctly aligned.

4 **Useful marks:**

South Head (37°48′·6S, 174°50′·2E), 180 m in elevation and grass-covered.

Monument, 3½ cables ENE of South Head.

Monument (37°47′·2S, 174°53′·2E).

Berths

2.180

1 **Anchorage.** There is good anchorage in depths of 5 m about 1½ cables NNE of Raglan Wharf (37°47′·8S, 174°52′·8E).

Vessels can anchor elsewhere in the harbour as convenient, but SE of the recommended anchorage the holding ground of mud over smooth rock is poor, and to the SW the strength of the tidal stream increases. Care must be taken to avoid a submarine cable laid across the harbour 5 cables W of Raglan Wharf; the landing places are marked by beacons (see 1.27).

2 **Raglan Wharf** has a length of 40 m with a depth alongside of 3 m. It can accommodate a vessel 19 m in length drawing 2·5 m.

Port services

2.181

1 **Facility.** Boat ramp adjacent to wharf.

Communications: road, regular internal air service from an airfield close W of Raglan.

Small craft

2.182

1 **Manu Bay.** There is a boat ramp on W side of Manu Bay (37°49′·5S, 174°48′·8E); there is generally a swell breaking on the rocks around Manu Bay.

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2 **Opoturu River.** Boats can navigate Opoturu River which flows into the S side of Raglan Harbour.

There are conspicuous pine trees at the entrance, which should be entered W of a beacon (port hand) (37°48′·0S, 174°52′·0E) which marks a drying rock at the entrance; thence the course of the river should be followed, passing beneath:

A foot-bridge, vertical clearance 1·9 m, 1 cable within the entrance.

An overhead power cable, vertical clearance 1·1 m, 5 cables within the entrance.

3 **Moorings** are situated between the bridges and there is a jetty on E side of entrance abreast the pine trees and a boat ramp on the W bank, between the bridges.

RAGLAN HARBOUR TO TAHAROA TERMINAL

General information

Charts NZ 43, NZ 4424 (see 1.19)

Route

2.183

1 From Raglan Harbour (37°48′S, 174°50′E) to Taharoa Terminal, about 24 miles SSW, the coastal route passes between the mainland and Gannet Island (37°58′S, 174°34′E), and is deep and clear of charted dangers at a distance of more than 2 miles from the coast.

Topography

2.184

1 From Woody Head (37°52′S, 174°45′E), about 5 miles SW of the entrance of Raglan Harbour, to Papanui Point, 107 m in elevation, 1½ miles S, the coast is backed by wooded hills; thence a sandy beach backed by cliffs, about 60 m in elevation, extends to within 1¼ miles of Taranaki Point, 5½ miles further S, which is 149 m in elevation and covered with scrub.

2 Between Taranaki Point and the entrance of Aotea Harbour, 2 miles SSE, the coast is formed by grass-covered sand dunes, whence the outer coast is backed by sandhills as far as the entrance to Kawhia Harbour, 6½ miles S of Taranaki Point.

The land in the vicinity of Albatross Point (38°07′S, 174°41′E), on the S side of the approach to Kawhia Harbour, is bold and craggy.

Diving

2.185

1 Recreational diving is frequent off Manu Bay, Jacksons Reef, Gannet Island and Albatross Point.

Tidal streams

2.186

1 Tidal streams meet in the vicinity of Gannet Island.

Principal marks

2.187

1 **Landmarks:**

Karioi mountain (37°52′S, 174°48′E) (2.167).

Towers (38°10′·6S, 174°42′·6E) at Taharoa Terminal.

Directions

(continued from 2.169)

2.188

1 From W of the bar (37°48′S, 174°49′E) in the approach to Raglan Harbour, to the vicinity of Taharoa Terminal (38°11′S, 174°40′E), the coastal route leads generally S, passing (with positions from Papanui Point (37°53′S, 174°45′E)):

W of Jacksons Reef (1½ miles NW), which has a least depth of 13·8 m over it and which is reported to break in heavy W gales; it should be given a wide berth, thence:

2 E of Gannet Island (10¼ miles WSW), white with guano, from which rocks extend 2½ cables SW, thence:

A safe distance W of Aotea Reef (6½ miles S), of which the N part always breaks and the S part seldom breaks, thence:

Across the approach to the entrance to Kawhia Harbour (12 miles S), thence:

W of Albatross Point (13¾ miles SSW), bare, steep and 183 m high, which should be given a wide berth during SW winds with a S-going tidal stream, when there is a heavy sea off the point, thence:

3 To a position not less than 2½ cables W of Taharoa Terminal, an SBM painted orange, from which floating lines may extend.

Useful marks

2.189

1 Pirongia (37°59′S, 175°06′E) (Chart 4640), a mountain which rises in notched summits.

Kapua-te-Mauna (38°01′·4S, 174°48′·3E), a hill 117 m in elevation, on the S side of the entrance to Aotea Harbour; the hill has a darker summit than others on this coast and the harbour entrance appears as a large gap between sandhills.

Taharoa Ironsand Terminal Light (38°10′S, 174°42′E) (2.210).

(Directions continue for coastal route at 2.226 and for Taharoa Terminal at 2.216)

Kawhia Harbour and approaches

Charts NZ 43, NZ 4423 (see 1.19)

General information

2.190

1 **Position and function.** Kawhia Harbour (38°05′S, 174°46′E) is approached from NW over a shifting bar and entered SW of Tauratahi Point.

The harbour gives access to some small towns and settlements; the most important town being Kawhia, 2 miles within the entrance on the W side of the harbour, which is used as a base by service vessels for Taharoa Terminal.

Local knowledge. Recent local knowledge is essential for entry to Kawhia Harbour.

Limiting conditions

2.191

1 **Depths.** In 1984, there was a least depth of 2 m in a channel over the bar, 1½ miles NW of Tauratahi Point, but depths are subject to unpredictable change.

Tidal levels at Kawhia:

Mean spring range 2·8 m.

Mean neap range about 1·6 m.

See also the relevant *Admiralty Tide Tables*.

Arrival information

2.192

1 **Outer anchorage.** Vessels can anchor in fine weather, with offshore winds, in depths from 7 to 15 m, sand, in the bight between the entrance of Kawhia Harbour and Albatross Point, 4¾ miles WSW.

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Harbour

2.193

1 From the narrows of the entrance, between Tauratahi Point (38°05′S, 174°47′E) and Opapaka Point, 3½ cables SW, drying flats almost fill Kawhia Harbour. When they are covered the harbour presents a considerable expanse of water; at LW, channels between the flats are plainly visible and, with local knowledge, easily navigable.

2 **Harbour channels.** There are two unmarked main channels:

N channel leads to Kawhia where there is a pier; there are depths from 4·9 to 20·0 m in the channel which narrows to a width of about 1 cable off the pier.

S channel leads to Te Maika settlement, 6 cables SSW of Tauratahi Point, and to Lemon Point, 3½ miles SSE of Tauratahi Point, at both of which there are jetties. Depths are from 2·1 to 13·1 m in the fairway which has a least width of ½ cable.

Between the main channels, other channels lead to rivers navigable for considerable distances.

3 **Tidal streams.** Off the harbour entrance the out-going stream sets WSW over a bank on the SW side of the approach channel; the in-going stream sets in the opposite direction. Within the entrance the in-going stream sets SE over flats towards Te Motu Island, 1½ miles SE of the entrance.

Between the entrance and Kawhia both streams follow the channel, attaining rates from 3 to 5 kn in the entrance and from 1 to 3 kn inside the harbour; for further details see information on the National large scale chart shown on Chart NZ 43.

4 At Kawhia pier the in-going stream has been observed to continue for about 1 hour after HW. The out-going stream sets off the pier.

At Te Maika HW occurs about ½ hour before HW at Kawhia.

Directions for entering harbour

2.194

1 **Clearing bearing.** Approaching Kawhia Harbour from W the line of bearing, about 090°, of Pirongia mountain (37°59′S, 175°06′E) (Chart 4640) (2.189) passes S of Gannet Island, 12 miles NW of the harbour entrance, and well clear of heavy seas which may occur off Albatross Point (2.184), 4½ miles WSW of the entrance.

2 **Entrance leading beacons:**

Front beacon (white diamond on white beacon, yellow bands) (38°05′·7S, 174°47′·6E), situated on a drying flat close NW of Te Motu Island.

Rear beacon (white diamond on white beacon, yellow bands), 2½ cables ESE of front beacon.

3 In 1987, the alignment (121½°) of these beacons led over a bar, on which lies a dangerous wreck, about 1½ miles NW of the harbour entrance, and between shallow or drying banks on the seaward sides where the sea breaks, into the harbour, passing:

NE of Urawhitiki Point (38°05′·3S, 174°46′·2E), 30 m in elevation, and NE of Opapaka Point, 33 m in elevation, 2 cables E, both of which are distinct cliffs separated by a sandy bight, thence:

SW of Tauratahi Point, 5 cables ENE of Urawhitiki Point, which is low and sandy.

4 **Caution.** The remains of disused leading beacons stand about 6 cables W of the above beacons; the disused beacons show up far better than the new ones on a radar display.

Useful marks:

Woody Head (Chart NZ 43), rising to Karioi Mountain (37°52′S, 174°48′E) (2.167).

Albatross Point (38°06′·5S, 174°41′·0E) (2.184).

Harbour channels

2.195

1 **Channel to Kawhia.** From off Tauratahi Point the track in the fairway of the channel to Kawhia, or to the anchorage, follows the NW shore of the harbour, passing close round Matatua Point, 1½ miles ENE.

2 **Channel to Lemon Point.** From off Opapaka Point (38°05′·4S, 174°46′·5E), the track in the fairway of the channel to Lemon Point (38°08′·2S, 174°49′·3E) follows the W shore of the harbour, as far as Te Maika settlement, 3 cables S of Opapaka Point, whence it leads generally SE, passing:

2 cables SW of Te Motu Island, 1½ miles ESE of Opapaka Point, thence:

1 cable NE of Nathan Point (38°07′·3S, 174°48′·3E), thence:

1¼ cables SW of Te Rangiora Point, 8½ cables SE of Nathan Point.

Berths

2.196

1 **Anchorages.** Vessels can anchor in the channel leading to Kawhia about 5 cables above Matatua Point (38°04′·9S, 174°48′·6E), in depths of 7 m about 1 cable offshore; or farther up harbour, off Kawhia, in lesser depths.

Anchorage can also be obtained in the channel leading to Lemon Point; in depths from 2·1 to 13·1 m.

If necessary to anchor inside the harbour entrance, care should be taken to avoid a submarine cable laid across the harbour between Te Maika and the shore, 2½ cables W of Matatua Point. The direction of the cable is indicated by the alignments of the two beacons (see 1.27) at each landing place.

2 **Alongside berths:**

Pier at Kawhia; length 23 m, depth alongside 3·0 m.

Jetties at Te Maika and Lemon Point, close N of Te Waitere settlement.

Minor inlet

Chart NZ 43

Aotea Harbour

2.197

1 **Position, approach and entry.** Aotea Harbour (38°01′S, 174°48′E) is approached from W over a bar between drying spits, and is entered S of Potahi Point.

Aotea settlement stands on the S shore of the harbour, on Pourewa Point, 1½ miles within the entrance.

Local knowledge. Recent local knowledge is essential for entry to Aotea Harbour.

2 **Depths** in the channels, and the configuration of the spits, may vary with W gales and river freshets.

Above Pourewa the harbour is encumbered with mud flats.

Tidal levels. Mean spring range about 3·3 m; mean neap range about 1·7 m.

See also the relevant *Admiralty Tide Tables*.

Tidal streams rates are:

From 3 to 5 kn in the harbour entrance.

From 2 to 4 kn at the anchorage in the harbour.

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TAHAROA TERMINAL

General information

Charts NZ 43, NZ 4423 (see 1.19)

Position

2.198

1 Taharoa Terminal (38°10′·6S, 174°40′·2E) is situated about 7 miles SW of the entrance to Kawhia Harbour.

Function

2.199

1 Ironsand is exported from the terminal.

Port limits

2.200

1 Port limit is the seaward arc of a circle, radius 2 miles, centred on a shore pumping station (38°10′·6S, 174°42′·4E).

Approach and entry

2.201

1 From the pilot boarding place, the direction of approach to the terminal buoy, moored about 1½ miles offshore, is determined by wind and swell.

Traffic

2.202

1 In 2003, one vessel totalling 145 842 dwt used the terminal.

Port Authority

2.203

1 The terminal is under the jurisdiction of the New Zealand Maritime Safety Authority, but is leased to BHP New Zealand Steel Mining Ltd which owns the terminal buoy and is represented by an Operations Manager.

Limiting conditions

Controlling depth

2.204

1 Controlling depth is 29·3 m at the buoy.

Maximum size of vessel handled

2.205

1 Largest vessel: 145 842 dwt.

Wind and sea

2.206

1 By day, vessels can be secured to the terminal buoy in winds up to 40 kn with an average wave height up to 3·5 m. At night the maximum wave height must be less than 2·0 m and the wind gusts less than 15 kn.

Local weather

2.207

1 The prevailing wind is SW. The terminal is exposed from N through W to SSW; the most dangerous quarter is NW.

Sudden changes of weather occur with the rapid movement E of cold fronts over the Tasman Sea (see 1.139).

Gales may occur at any time from any direction. Waves with an average height over 3·5 m can form with light winds from any direction. On average there are 36 days during the year when weather conditions preclude berthing.

Arrival information

Port operations and radio

2.208

1 **Port operations.** Service vessels are based at Kawhia and provided they can cross the harbour bar to attend at the terminal, vessels can berth and sail by day or night, but favourable weather is required to berth at night. In general, a vessel can remain at the terminal buoy in worse weather conditions than those in which she can be secured.

2 **Port radio** is operated by New Zealand Steel Mining Ltd; for details and port procedures see *Admiralty List of Radio Signals Volume 6 (4).*

Anchorage

2.209

1 Anchorage for vessels waiting to berth is available in a depth of 40 m, sand, 2 miles WNW of the terminal buoy. The anchorage is open to the W and if weather conditions prevent a vessel securing to the buoy she should proceed to sea.

2 Care should be taken to avoid a submarine cable laid NNE–SSW about 5 miles offshore.

Prohibited anchorage and fishing area

2.210

1 Vessels may not anchor or fish within 2½ cables of the terminal buoy and pipelines.

Two pairs of light-beacons (white rectangle, red stripe) standing 1½ cables S and 7 cables S of Taharoa Ironsand Terminal Light (white metal framework tower, red bands, 16 m in height) (38°10′·1S, 174°42′·3E), in line bearing 088½° and 081½°, indicate the N and S limits, respectively, of the area.

Pilots

2.211

1 **Pilotage district** is bounded by the seaward arc of a circle radius 3 miles centred on the terminal pumping station.

Pilotage is compulsory. Requests for pilots should be addressed to *Ironsands* for New Zealand Steel Mining Ltd. Pilots are supplied by Maritime Pilotage Ltd and remain on board as loading masters.

2 **Pilot boarding place** is 3 miles WNW of the terminal buoy, as shown on the chart. Pilots embark and disembark by helicopter, provided a vessel is not pitching more than 5° nor rolling more than 8°. When the helicopter is operating at night, five white lights in a horizontal line are exhibited 2 cables E of the port operations office.

Tugs

2.212

1 Tugs are not available but a service vessel, equipped with RT, assists vessels to secure to the buoy and pipelines.

Terminal

General layout

2.213

1 The terminal consists of a single buoy mooring, from which a light is exhibited, situated at the seaward end of two submarine pipelines extending from the shore pumping station. The buoy is 11 m in diameter, painted orange, fitted with a radar reflector and a heavy nylon mooring pendant tailed with a messenger. Flexible floating loading hoses are secured to the outer ends of the pipelines through which ironsand is pumped in the form of a slurry.

2 A light-buoy (special, waverider), is moored 5 cables NE of the terminal buoy.

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Onshore, close E of the pumping station, are ironsand stockpiles and some towers; also a port operations office and a heliport.

Natural conditions

2.214

1 **Current.** During SW weather a current sets intermittently N, at a maximum rate of 1½ kn.

2 **Tidal streams** are weak.

Principal marks

2.215

1 **Landmarks:**

Eight conspicuous towers (black, about 20 m in height, fitted with floodlights), 5½ cables SSE of Taharoa Ironsand Terminal Light.

Directions

(continued from 2.189)

2.216

1 A vessel bound for Taharoa Terminal should make for the pilot boarding place and there turn head to wind to embark the pilot.

Useful marks:

Leading beacons. The alignment (158°) of two beacons (white triangles), 8 cables apart, standing onshore close E of Motunau Rocks, 3¾ miles S of Taharoa Ironsand Terminal Light, passes about 850 m inshore of the terminal buoy, in a least depth of 22 m.

2 Port operations office, 1 cable ENE of Taharoa Ironsand Terminal Light, which is a small, cream coloured building standing on a sand hill 30 m in elevation.

Tower (red and white bands, framework, 10 m in height, occasional red light), standing on the S side of the port operations office, adjacent to heliport with a yellow hangar.

Terminal services

Facilities

2.217

1 Slurry loading facility, rate 2 400 tonnes per hour.
Service vessels, which attend while loading.
Issue of deratting exemption certificates.

Supplies

2.218

1 Provisions only; advance notice is required by New Zealand Steel Mining Ltd.

TAHAROA TERMINAL TO CAPE EGMONT INCLUDING TARANAKI

GENERAL INFORMATION

Chart NZ 43

Area covered

2.219

1 This section covers the coastal route between Taharoa Terminal (38°11′S, 174°40′E) and Cape Egmont about 80 miles SSW, across North Taranaki Bight; the description includes Taranaki (39°04′S, 174°02′E), the port of New Plymouth, the most important port on the W coast of North Island. The section is arranged as follows:

Taharoa Terminal to Mokau River (2.223).
Mokau River to Taranaki (2.228).
Taranaki (2.235).
Taranaki to Cape Egmont (2.267).

Topography

2.220

1 Few natural features distinguish this coast which is backed by high land that gradually decreases in elevation towards Cape Egmont, where it is low-lying. About 14½ miles E of the cape the land rises to Mount Taranaki, an extinct volcano also known as Mount Egmont; although not the highest peak in New Zealand it is most conspicuous, being visible over most of North Taranaki Bight and off the coast SW to Cape Egmont, when weather conditions allow.

Shelter

2.221

1 There is no shelter from bad weather on this coast except in Port Taranaki and some small rivers. It should be noted, however, that westerly swells may build up in the approaches to Taranaki as the water shallows, and a considerable surge may be experienced within the port, which may make it uncertain refuge in extreme weather conditions for the largest vessels. Likewise, the river bars may be unsafe to cross especially in conditions with a westerly sea or swell.

Regulations

2.222

1 **Wildlife sanctuaries.** Sugar Loaf Islands (39°03′S, 174°01′E) and Seal Rock Group, 1 mile SW; for regulations see 1.51.

TAHAROA TERMINAL TO MOKAU RIVER

General information

Chart NZ 43

Route

2.223

1 From a position W of Taharoa Terminal (38°11′S, 174°40′E) the coastal route leads S, for about 32 miles, to a position W of the entrance to Mokau River (38°42′S, 174°37′E).

Topography

2.224

1 Between Taharoa Terminal (38°11′S, 174°40′E) and the entrance to Mokau River, the coast is steep, featureless and backed by high land which rises to Whareorino Mountain, 14½ miles S of Taharoa Terminal.

Principal marks

2.225

1 **Landmarks:**

Towers (38°10′·5S, 174°42′·2E) at Taharoa Terminal (2.215).
Mount Taranaki (Egmont) (38°18′S, 174°04′E) (2.220).

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Directions
(continued from 2.189)

2.226

1 From a position W of Taharoa Terminal SBM to the vicinity of the entrance of Mokau River, vessels should pass (with positions from Taharoa Terminal):

W of Piritoki Reef (12 miles S), which is the only known danger lying more than a few cables off this coast, thence:

W of Tirua Point (12½ miles S), which is 112 m in elevation and shows as a light yellow cliff from N, thence:

2 To a position W of the entrance to Mokau River (32 miles S). Epiha Rocks (32 miles S), is situated nearly 2 cables W of the S entrance point to Mokau River, which is formed by cliffs, about 55 m in elevation, rising inland to Tuhingakakapo hill.

Useful marks:

Taharoa Ironsand Terminal Light (38°10′S, 174°42′E); marks in the vicinity may also be useful depending on distance offshore.

(Directions continue for coastal passage at 2.232)

Small craft

Navigable rivers

2.227

1 **Awakino River** (38°40′S, 174°37′E) and Mokau River (38°42′S, 174°37′E) have bars in their entrances. They can only be entered by small craft in fine weather for about three hours either side of high water.

Local knowledge is required, as even in conditions of low swell offshore, the swell quickly builds at the bar.

MOKAU RIVER TO TARANAKI

General information

Charts NZ 43, NZ 4432

Route

2.228

1 From the entrance of Mokau River (38°42′S, 174°37′E) to Taranaki, about 35 miles SW, the coastal route passes across the S part of North Taranaki Bight, which is clear of charted dangers at a distance of more than 1½ miles offshore, with the exception of an obstruction lying about 6·8 miles NNE of Waitara.

2 The recommended route from the W, for vessels carrying oil and other potentially harmful bulk liquid cargoes, to Taranaki is to remain at least 5 miles offshore between Cape Egmont and a point NW of Motumahanga (Saddleback) Island then, remain 3 miles off Motumahanga Island until approaching the Pilot Station (39°01′·3S, 174°01′·7E) (see 1.53).

Topography

2.229

1 Between the entrances of Mokau River and Waitara River, 25 miles SW, at the S end of North Taranaki Bight, the coast is generally comprised of cliffs; to S of Mokau River the cliffs are composed of yellow sandstone and are about 30 m in elevation, backed about 2 miles inland by steep, scrub-covered hills, over 300 m in elevation. Off the cliffs the projecting points have been worn by the sea into isolated pillars of fantastic shape.

The city of New Plymouth backs the SW part of the coast between Waitara River and Taranaki.

Diving

2.230

1 Recreational diving is a common activity off Waitara River and Sugar Loaf Islands.

Principal marks

2.231

1 **Landmarks:**

White cliffs (38°52′S, 174°33′E).

Flares (38°59′S, 174°17′E) from Motunui synthetic fuel plant, which are conspicuous when gas is occasionally burned off.

Radio mast (red lights) (39°02′S, 174°11′E).

Radio mast (red lights), 2¾ miles W of the above mast.

Moturoa Island (39°03′S, 174°02′E), the E Sugar Loaf Island.

2 Chimney (red lights), 4½ cables S of Moturoa Island.

Paritutu, a hill standing 6 cables SSW of Moturoa Island.

Motumahanga (Saddleback Island), 5½ cables WNW of Moturoa Island; this is the W Sugar Loaf Island, conspicuous and saddle-backed with a conical summit.

Mount Taranaki (Mount Egmont) (39°18′S, 174°04′E).

Major light:

Mikotahi Light (grey metal tower, white top) (39°03′·3S, 174°01′·8E) at Taranaki.

Directions
(continued from 2.226)

2.232

1 From the vicinity of Mokau River entrance to that of Taranaki, the coastal route leads generally SW, passing:

NW of a reef with depths of less than 10 m over it, on which the sea breaks in bad weather, extending 1¼ miles from Pariokariwa Point, 12 miles SSW of Mokau River entrance, thence:

NW of a shoal (38°58′S, 174°13′E), with a depth of 8·8 m over it, off Waitara River, thence:

2 A safe distance NW of the coast between Waitara River and Taranaki where depths of less than 10 m are to be found more than 1 mile offshore, thence:

To a position, in the vicinity of the pilot boarding station, about 1½ miles NNE of Motumahanga (Saddleback) Island (39°02′·8S, 174°00′·9E), the outer danger off Taranaki.

3 **Useful marks:**

Radio tower (39°02′S, 174°24′E).

Radio mast, 6 miles W of radio tower.

Waitare River Light (39°00′S, 174°14′E).

Aero light, 2¾ miles WSW of Waitara River Light, exhibited occasionally.

(Directions continue for the coastal route at 2.272 and for Taranaki at 2.258)

Small craft

Tongaporutu River and Urenui River

2.233

1 **Tongaporutu River** (38°49′S, 174°36′E) is entered over a bar on which steep seas can build up quickly; the best time to enter is between 2 hours either side of HW.

There is a concrete ramp on the S side of the river.

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Urenui River, the entrance to which is 14 miles SSW of Tongaporutu River is accessible only to boats, over a bar. The best time to enter is between 2¼ hours either side of HW, preferably with light or offshore winds. A dangerous sea may be raised by N winds.

Local knowledge is required for entry to both rivers.

Waitara River

2.234

1 **Description.** Waitara River (38°59′S, 174°14′E) is approached from NW and entered over a bar on the line of a direction light. The bottom in the approach is rock.

The town of Waitara stands on the river 1 mile inside the harbour entrance.

Controlling depth is 0·6 m over the bar.

Tidal levels. Mean spring range about 3·1 m; mean neap range about 1·8 m.

See also the relevant *Admiralty Tide Tables*.

2 **Tidal streams** outside the bar set E with a rising tide and W with a falling tide, attaining rates from 1 to 2 kn.

In the entrance the in-going stream attains a rate of 2 to 3 kn, and the out-going stream a rate of 3 to 4 kn.

Abnormal water levels. Occasionally, in summer, depths within the entrance become very low; sand-banks then form and remain until a freshet comes down, usually in May, and washes them away.

3 **Maximum draught** is 2·4 m.

Local weather. The river should not be approached in rough weather; entry should not be attempted during freshets.

Sea and swell. The bar is exposed NW from which direction heavy seas sometimes set in.

Whenever there is a swell off the entrance, breakers occur on the bar; as the bar extends only a short distance from the coast it is, however, sheltered from the prevailing SW swell by reefs to the W.

4 **Recent local knowledge** is essential for entry to Waitara River.

Approach. At night, the lights of Waitara are a useful guide to the river entrance, but care must be taken not to confuse them with the lights of Motunui synthetic fuel plant, about 2 miles E.

Entry. The bar may be crossed up to 3 hours either side of HW.

5 **Directions.** From a position about 2 miles off the river entrance the white sector (151¼°-152°) of Waitara River Direction Light (39°00′S, 174°14′E), exhibited from a shed, leads SSE, passing (with positions from the light):

WSW of a shoal (2 miles N), with a depth of 8·8 m over it, thence:

Between Airedale Reef (1¼ miles NNE) and a sewer outfall (1¼ miles NNW), which is in the process of being extended 900 m farther to seaward, thence:

6 Over the bar, into the river between entrance points which are dark in colour and hence distinguishable from the adjacent coast.

From the entrance the track leads generally SSE for about 7½ cables to a wharf where a bridge crosses the river.

Alongside berth. Railway Wharf, at Waitara.

Facility. Concrete ramp at Waitara.

Communications. Internal air service from local airport.

TARANAKI

General information

Chart NZ 4432

Position

2.235

1 Taranaki (39°04′S, 174°02′E) stands on the E coast of North Island about 150 miles NW of the capital city of Wellington.

Function

2.236

1 Taranaki, the only major port on the W coast of North Island, is a customs port and the commercial port for the city of New Plymouth which stands close E. Population in 2001 was 102 858.

Taranaki is also a fishing port and a base for vessels servicing installations in Maui oil and gas field.

2 Crude oil condensates from Maui (3.12) and Kapuni gas fields (3.22) are shipped out of the port to Marsden Point refinery (7.145), on the E coast. In addition to condensates, the main commodities handled are:

Exports: crude oil; petroleum products; methanol; dairy produce; meat and urea.

Imports: fertilizer and steel.

Port Taranaki Breakwater from E (2.239)

(Original dated 2000)

(Photograph by F A Lawrence)

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Port limits
2.237

1 The Port limit is the seaward arc of a circle, radius 2½ miles, centred on Mount Moturoa (39°03′·8S, 174°01′·7E).

Approach and entry
2.238

1 Taranaki (39°03′·5S, 174°02′·0E) is easily approached from N on the alignment of leading lights and is entered from E between breakwaters. The approach is safe and there is no bar.

Traffic
2.239

1 In 2003, 442 vessels used the port and total cargo handled was 8 023 244 tonnes.

Port Authority
2.240

1 Westgate Transport Ltd, PO Box 348, New Plymouth 4615. E-mail: westgate@westgate.co.nz

Limiting conditions

Controlling depth
2.241

1 **Controlling depth** is 10 m in the harbour entrance and turning basin. For maximum draughts at berths see 2.261.

Depths in dredged areas may not be regularly maintained; the latest depths should be obtained from the Harbour Master. Shoaling was reported (1990) E and S of the head of the main breakwater.

2 **Under keel clearance.** Under certain meteorological conditions (1.106), long period swell waves can significantly reduce under keel clearance in the approaches to Taranaki. A system is in operation for the entrance which predicts an individual vessel's dynamic under keel clearance in given weather, tidal and sea conditions. This information is available to mariners via the pilot service.

3 **Caution.** Mariners should proceed with caution when such swell conditions are experienced.

Deepest and longest berth
2.242

1 Blyde Wharf (2.261).

Tidal levels
2.243

1 Mean spring range about 3·1 m.
Mean neap range about 1·7 m.
See also the relevant *Admiralty Tide Tables*.

Abnormal water levels
2.244

1 Tsunamis may affect Taranaki. Warning is given by verbal message.

See 1.50 and *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water
2.245

1 Density of water in the harbour is 1·025 to 1·026 g/cm^3.

Maximum size of vessel handled
2.246

1 Cargo vessels of maximum length 225 m; tankers 211 m, with a maximum draught of 10 m for inward and outward bound vessels.

Maximum displacement tonnage: 50 000 tonnes.

Arrival information

Port operations
2.247

1 Vessels of 7·5 m draught or less, with radar and speed measuring devices operating, can berth or depart at any time except at night when the wind strength is greater than 20 kn. The berthing and unberthing of vessels of deeper draught depends upon the height of tide. All vessels are usually berthed bows to seaward.

Vessels use shore moorings, supplied by Westgate Transport due to surge movement in the harbour. Two shore staff board the vessel inside the harbour to assist with moorings. Wire pennants with senhouse slips are brought onboard to connect with ships bollards.

Port radio
2.248

1 **New Plymouth Harbour Radio.** See *Admiralty List of Radio Signals Volume 6 (4).* Berthing instructions are passed by RT from this station. Vessels without a pilot embarked must not attempt to anchor before instructions are received.

The Harbour Master should be informed when a vessel anchors in, or proceeds from the anchorage. Constant listening watch should be kept by vessels at anchor.

Outer anchorage
2.249

1 Vessels can anchor in Taranaki Roads W of a line bearing 197° to the main breakwater light (39°03′·0S, 174°02′·5E) and clear of a charted spoil ground, but not closer than 1 mile from any land. The recommended berth is in a depth of about 24 m, sand and mud, good holding ground 1 mile N of the harbour entrance, as shown on the chart. The anchorage is open to winds from the SW through N to E and a heavy swell may develop.

2 **Quarantine anchorage** for vessels liable to quarantine and awaiting inspection is in the navigable area bounded by the arc of a circle radius 2 miles centred on Mikotahi Light (39°03′·3S, 174°01′·8E), clear of the leading line and spoil ground, or as required by the Harbour Master.

3 Care should be taken to avoid a submarine cable laid in a SE–NW direction about 1½ cables NE of the quarantine anchorage limits.

Pilots
2.250

1 **Pilotage district.** The limits of pilotage are the same as the port limits.

Pilotage is compulsory for merchant vessels over 100 grt, subject to exemption permitted by the law. The notice required for a pilot is the same as that for ETA.

Pilot boarding place is 2 miles N of Mikotahi Light (39°03′·3S, 174°01′·8E), as shown on the chart. Pilots disembark from outward bound vessels inside the breakwater heads.

Tugs
2.251

1 Three tugs are available.

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Harbour

General layout

2.252

1 The harbour is formed between a main breakwater, on the NW, and a lee breakwater, to the E. The entrance between the breakwater heads is 2¾ cables wide, but see caution at 2.259.

The berths and port facilities are situated at the W end of the harbour, about 3½ cables inside the entrance, the intervening area forming a turning basin of up to 365 m.

The S part of the harbour, S of the berths and turning basin, is shallow.

Dredging

2.253

1 Parts of the harbour are dredged as shown on the chart.

Natural conditions

2.254

1 **Currents** may be strong in the offing and are much influenced by the winds. After prolonged SW weather a current sets NE at rates up to 1½ kn; after prolonged E weather a current sets W at similar rates.

Tidal streams are weak and erratic.

Local weather

2.255

1 **Winds.** In summer, from November to February, land and sea breezes blow regularly, the latter from SW. In winter, the weather is variable with frequent SE winds and good visibility. Gales are strongest during spring and autumn, blowing from W. Swell prevails throughout the year but is heaviest during autumn and winter, mostly from the S and W. Poor visibility is rare.

2 **Climatic table** for New Plymouth, see 1.155 and 1.158.

Local magnetic anomaly

2.256

1 Local deflection of the magnetic compass is reported to occur in shallow water in the vicinity of New Plymouth.

Principal marks

2.257

1 **Landmarks:**

Sugar Loaf Islands (39°03′S, 174°01′E).

Chimney (39°03′·5S, 174°01′·6E).

Paritutu Hill (39°03′·6S, 174°01′·4E) (2.231).

Mount Taranaki (Egmont) (39°18′S, 174°04′E) (2.220), which is usually clearly visible in W winds.

2 On closer approach the following are conspicuous (with positions from the chimney above):

Church spire (2¼ miles E).

Hotel (2 miles E) with an office block, 3 cables further E.

Chimney (2 miles ESE).

Radio tower (1 mile SE).

Orange Leading Beacons (7 cables ESE).

Directions for entering Taranaki

(continued from 2.232)

2.258

1 From a position in the vicinity of the pilot boarding place the track leads initially SE, passing (with positions from Taranaki Breakwater Light (39°03′·0S, 174°02′·5E)):

NE of Motumahanga Island (1¼ miles WNW) (2.231), thence:

NE of Corinna Rocks (7½ cables WNW), lying 1 cable NNW of Moturoa Island, thence:

To a position about 1 mile NNE of the harbour entrance, on the harbour entrance leading line.

2 **Harbour entrance leading lights:**

Front light (surmounted by orange oval disc) (39°03′·6S, 174°02′·5E), standing on the S shore of the harbour.

Rear light (similar structure) (¾ cable behind the front leading light).

3 The alignment (197¼°) of these lights leads towards the entrance, passing E of the main breakwater head from which a light (black mast, orange bands) is exhibited. The track then alters into the harbour, passing (with positions from Taranaki Breakwater Light (39°03′·0S, 174°02′·5E)):

NW of a wave recorder platform (orange metal tripod structure) (2½ cables SE) from which a light is exhibited, thence:

NW of Lee Breakwater head (2¾ cables SSE), from which a light (black column, yellow bands), is exhibited, thence:

NW of the light-buoys (port hand) (3 cables S and 3½ cables SSW), which mark the S limit of deep water.

2.259

1 **Clearing lines:**

Blyde Wharf. Front light (39°03′·4S, 174°02′·0E) (orange triangle on a metal mast between Newton King Tanker Terminal and Blyde Wharf).

Rear light (orange triangle on a building 62 m behind the front leading light).

From the entrance these lights in line, bearing 247½°, act as a turning limit and mark the S limit of the deep water departure channel.

2 **Moturoa Wharf.** Front light (orange triangle on a metal mast) on the shore between Newton King Tanker Terminal and Moturoa Wharf.

Rear light (orange triangle on a building, 121 m behind the front light).

These lights in line, bearing 242¾°, act as a clearing bearing for the sandbank extending into the harbour from the head of the main breakwater and also mark the N limit of the deep water departure channel. They also serve as a turning mark for vessels entering harbour.

3 **Useful marks:**

A pair of lights (metal masts) situated in the vicinity of the root of the main breakwater. These lights in line, bearing 285°, are used to assist vessels turning off the end of Newton King Tanker Terminal, prior to berthing bows seaward.

Caution. Vessels manoeuvring in the turning basin should keep:

At least 120 m clear of the breakwater heads which slope outward under water, and:

At least 30 m clear of the light-buoy.

Useful marks

2.260

1 Beacon (black, spherical topmark) in the middle of the main breakwater.

Beacon (orange, ball topmark) on main breakwater, 1 cable NE of black beacon.

Beacon (special) (39°03′·4S, 174°02′·0E) which marks the limit of the deep water between Newton King Tanker Terminal and Blyde Wharf.

Fishing Rock, 40 m in elevation (39°03′·5S, 174°01′·5E).

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Light-beacon (yellow metal pile) close to marina (39°03′·4S, 174°02′·8E).
Mikotahi Light (39°03′·3S, 174°01′·8E).

Berths

Alongside berths

2.261

1 **Blyde Wharf.** There is a total of 420 m of berthing space for general and refrigerated cargoes and containers, with a maintained depth of 9·7 m alongside.

Moturoa Wharf. There is a total of 320 m of berthing space used mostly for bulk cargo, with a maintained depth alongside of 9·8 m at the outer berth and 6 m at the inner berth.

Newton King Tanker Terminal. There is a berth on each side of the terminal used by tankers and other chemical carriers with a maximum LOA of 211 m, and maintained depths alongside of 10 m.

Port services

Repairs

2.262

1 Repairs of all kinds, including underwater repairs for small craft, can be effected. Divers are available.

Shiplift on the N side of the root of Moturoa Wharf; capacity 150 tonnes and 25·91 m LOA.

Other facilities

2.263

1 Reception facilities for oily waste, dirty ballast and garbage; hospital in New Plymouth; compass adjustment; deratting and issue of exemption certificates.

A tide gauge is situated on a beacon between Blyde Wharf and Newton King Wharf.

Supplies

2.264

1 Gas oil, diesel and lubricating oil; fresh water; provisions.

Communications

2.265

1 Internal air service from airport, distance 21 km.

Small craft

Berths and port services

2.266

1 **Anchorage** is available off the S side of Lee Breakwater, as shown on the chart.

Facilities:

Yacht club in the SW corner of the harbour.
Boat ramps in the SE corner of the harbour.
Licensed small craft compass adjuster.
Marina containing 18 berths at Lee Breakwater.
Three buoy moorings available.

TARANAKI TO CAPE EGMONT

General information

Charts NZ 43, NZ 4432

Route

2.267

1 From a position about 1½ miles NNE of Motumahanga Island (39°02′·8S, 174°00′·9E), off Taranaki, the coastal route leads initially SW, thence S to a position W of Cape Egmont (39°17′S, 173°45′E).

Topography

2.268

1 Between Taranaki (39°04′S, 174°02′E) and Cape Egmont, 18½ miles SW, the coast is low and rocky with sand and shingle beaches.

Protected area

2.269

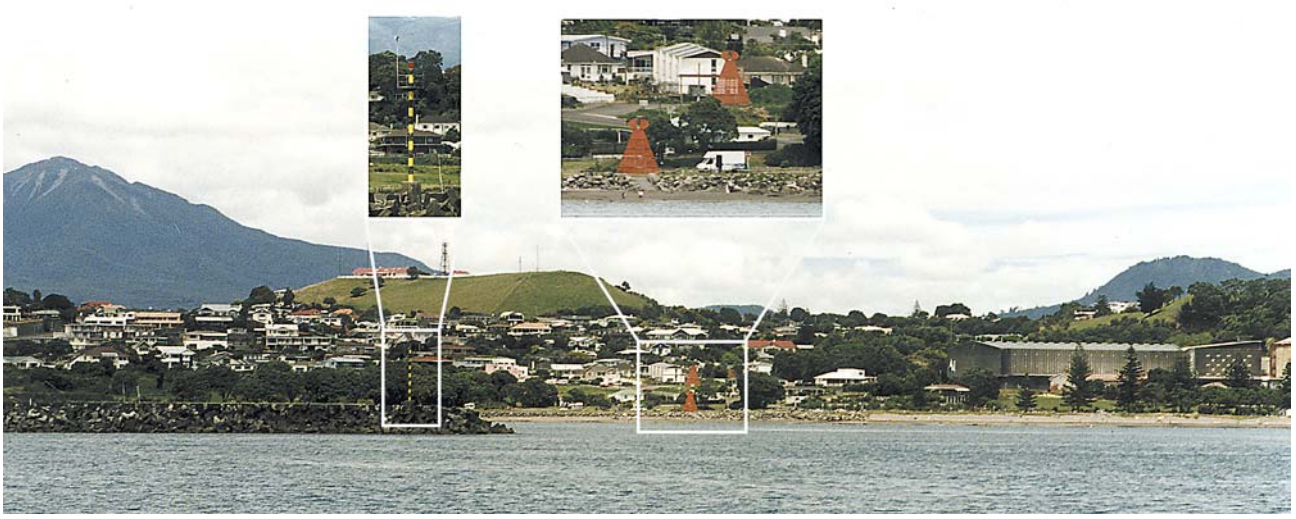
1 A protected area encompasses the Sugar Loaf Islands, see note and limits on Chart NZ 4432.

Natural conditions

2.270

1 **Winds** from SW to W prevail; these winds, and S to SE winds are usually associated with cloud E of Mount Taranaki (Egmont) and are dangerous to small craft.

Lee Breakwater Leading Light *Leading Lights*



Port Taranaki Leading Lights from NNE (2.266)

(Original dated 2000)

(Photograph by F A Lawrence)

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Sea breaks heavily on the coast during SW and N winds.

Local magnetic anomaly. Local deflection of the magnetic compass is reported to occur in shallow water near Cape Egmont.

Principal marks

2.271

1 **Landmarks:**

Mount Taranaki (Egmont) (39°18′S, 174°04′E) (2.220).

Moturoa Island (39°03′·0S, 174°01′·6E) (2.231).

Chimney, 4½ cables S of Moturoa Island.

Paritutu hill, 6 cables SSW of Moturoa Island.

Motumahanga (Saddleback Island), 5½ cables WNW of Moturoa Island.

2 **Major lights:**

Cape Egmont Light (white metal tower, 20 m in height) (39°17′S, 173°45′E).

Directions

(continued from 2.232)

Charts NZ 43, NZ 45, NZ 4432 (see 1.19)

2.272

1 From a position about 1½ miles NNE of Motumahanga Island (39°02′·8S, 174°00′·9E) the track leads initially SW, passing (with positions from Motumahanga Island):

NW of Motumahanga Island (2.231), thence:

NW of Waikaranga (Seal Rocks) (8 cables SE), thence:

NW of Hapuka Rock (1 mile SE), lying 1 cable WNW of Tokatapu (Castle Rocks).

2 The track then continues SE thence S to a position W of Cape Egmont (39°17′S, 173°45′E); no dangers are charted off the coast which is steep-to and can be navigated safely. Depths of 20 m or more are found 1½ miles offshore.

(Directions continue for coastal route at 3.23 and for offshore passage at 3.11)

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NOTES

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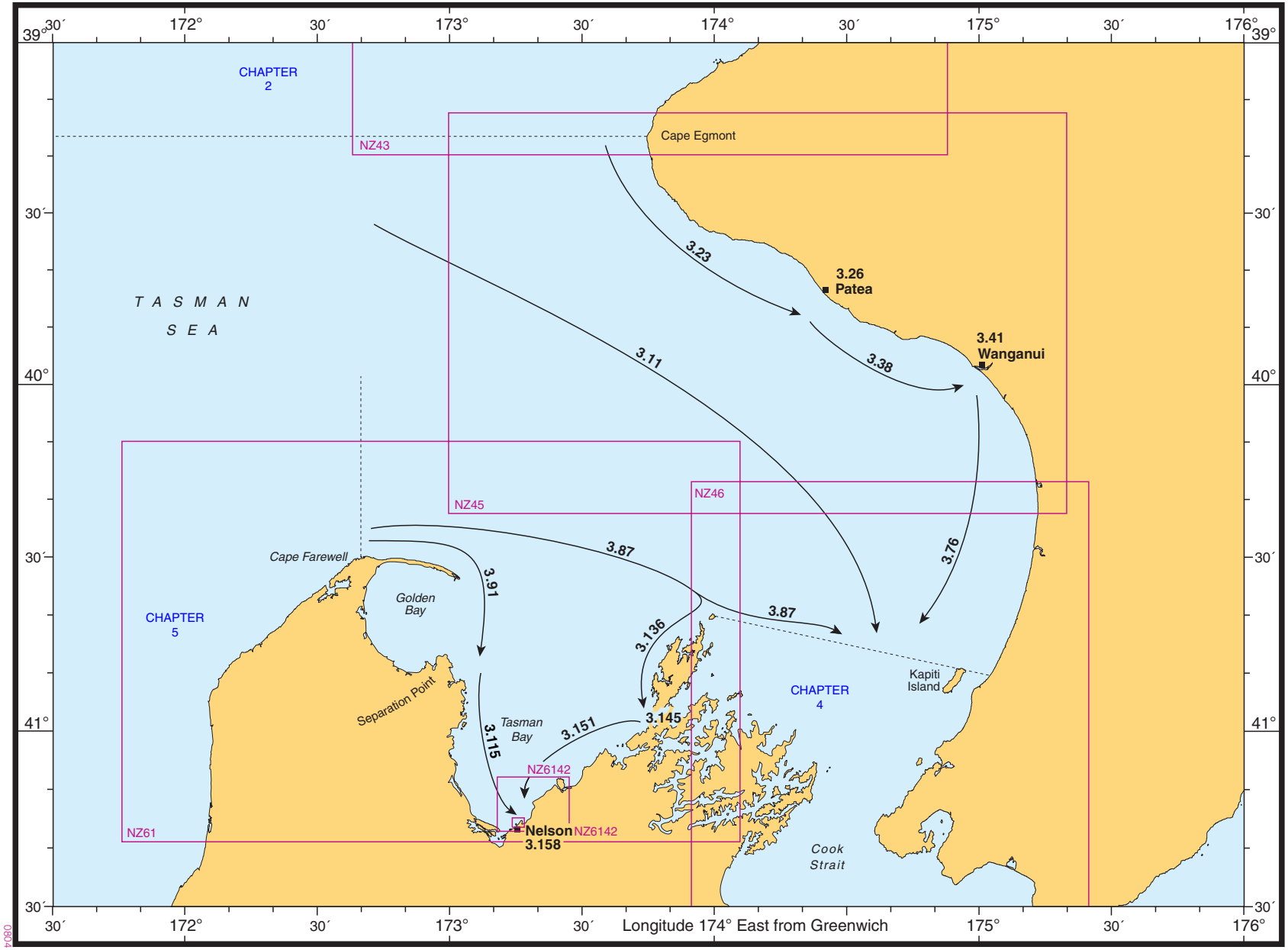
Chapter 3 - Western approaches to Cook Strait including Golden Bay and Tasman Bay



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CHAPTER 3

WESTERN APPROACHES TO COOK STRAIT INCLUDING GOLDEN BAY AND TASMAN BAY

GENERAL INFORMATION

Chart 4640

Scope of the chapter

3.1

1 In this chapter are described the waters of the W approaches to Cook Strait, the passage between North Island and South Island. On the N side it covers the coastline from Cape Egmont (39°17′S, 173°45′E) to a position 6 miles E of the N point of Kapiti Island (40°50′S, 174°57′E). On the S side it covers the coastline from Cape Farewell (40°30′S, 172°41′E) to Stephens Island, 60 miles ESE.

2 The description includes the offshore and coastal routes adjacent to the coasts. Also included are descriptions of Golden Bay (40°40′S, 172°50′E) and Tasman Bay (41°00′S, 173°20′E), the principal harbours of Wanganui (39°57′S, 175°00′E) and Nelson (41°16′S, 173°16′E), together with other minor harbours and anchorages along the coast.

The chapter is divided into the following sections:

Western Approaches to Cook Strait — North side (3.5).

Western Approaches to Cook Strait — South side (3.79).

Topography

3.2

1 The coasts and islands around Golden Bay and Tasman Bay are generally high or mountainous, except for Farewell Spit which extends E from Cape Farewell and is low.

Marine exploitation

3.3

1 In addition to Maui oil and gas field (39°36′S, 173°24′E), in the approaches to the strait about 22 miles SW of Whakaaropai Terminal, a number of wellheads lie in deep water; their positions can be seen on the chart.

Reporting system

3.4

1 A Voluntary Code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

WESTERN APPROACHES TO COOK STRAIT — NORTH SIDE

GENERAL INFORMATION

Charts 4640, NZ 45, NZ 46

Area covered

3.5

1 This section describes the offshore route from Cape Egmont to the N approaches to Cook Strait and the coastal routes on the SW side of North Island between Cape Egmont (39°17′S, 173°45′E) and Kapiti Island (40°50′S, 174°57′E), 108 miles SE.

Also described is Maui offshore oil and gas field, the port of Wanganui (39°57′S, 175°00′E) (3.41), and other minor harbours and anchorages along the coast.

2 It is arranged as follows:

Offshore passage (3.9).

Cape Egmont to Patea (3.18).

Patea to Wanganui (3.34).

Wanganui (3.41).

Wanganui to Kapiti Island (3.72).

Topography

3.6

1 The coasts on the N and E sides of the approaches are generally low, with low cliffs and sandy beaches, although some volcanic peaks and mountains inland are visible to seaward.

Tidal streams

3.7

1 In general the tidal streams set WNW with a rising tide and ESE with a falling tide. See information on the charts and in the relevant *Admiralty Tide Tables.*

Protected and restricted areas

3.8

1 Anchoring and fishing are prohibited in the vicinity of a submarine gas pipeline, shown on the charts, laid between Maui B production platform (39°30′S, 173°18′E) and the coast 27 miles NE, passing through Maui A production platform, 9 miles NE.

The NW and SE limits of the prohibited area are each marked by a beacon, from which a light is exhibited, bearing 057° and 062° respectively from seaward.

OFFSHORE PASSAGE

General information

Charts 4640, NZ 45, NZ 46

Route

3.9

1 From a position W of Cape Egmont (39°17′S, 173°45′E) the route leads 100 miles SE to a position WNW of Kapiti Island in the vicinity of 40°46′S, 174°35′E.

Principal marks

3.10

1 **Landmark:**

Mount Taranaki (Egmont) (39°18′S, 174°04′E) (2.220).

Major lights:

Cape Egmont Light (39°17′S, 173°45′E) (2.271).

Maui B Light (39°39′S, 173°18′E), exhibited from a platform at an elevation of 18 m.

Stephens Island Light (40°40′S, 174°00′E) (3.85).

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Directions

(continued from 2.272)

3.11

1 From a position W of Cape Egmont (39°17′S, 173°45′E) the track leads SE through clear water, passing:

SW of Oaonui N Light-beacon (39°22′S, 173°47′E) (3.15), thence:

NE of Maui A production platform (39°33′S, 173°27′E), through the prohibited anchorage area, thence:

SW of Oanui S Light-beacon, 4 miles SSE of the N Light-beacon, thence:

2 SW of South Taranaki Bight (39°43′S, 174°08′E), thence:

SW of The Rolling Ground (39°54′S, 174°10′E), a shoal area with a least depth of 16·4 m over it, thence:

NE of Stephens Island (40°40′S, 174°00′E), from which a light (3.85) is exhibited.

3 Thence the track leads to a position WNW of Kapiti Island in the vicinity of 40°46′S, 174°35′E, at the N end of Cook Strait.

(Directions continue for Cook Strait at 4.13)

Whakaaropai Terminal

General information

3.12

1 **Position.** Whakaaropai Terminal (39°39′·4S, 173°18′·5E) forms part of Maui oil and gas field lying between 18 and 27 miles offshore, in a position SW of Cape Egmont (39°17′S, 173°45′E). The field consists of two production platforms and an FPSO, a 135 000 tonne tanker, linked and connected to the shore by a submarine pipeline, as shown on the chart. Maui A platform (39°33′S, 173°27′E) lies 18 miles offshore, and Maui B platform (39°39′S, 173°19′E) lies 9 miles farther SW, together with the FPSO, about 6 cables SSW. Lights are exhibited from each platform and the FPSO.

2 **Function.** It is used as an offshore terminal for the export of crude oil and a gas pipeline to the shore.

Safety zones. Each of the platforms and the FPSO are surrounded by a 500 m safety zone to which unauthorised entry is prohibited. A further 1500 m restricted area around the FPSO tanker will be promulgated (1999).

Port Authority. Shell Todd Oil services, Private Bag 2035, New Plymouth 4620, New Zealand.

Limiting conditions

3.13

1 **Maximum size of vessel handled.** Under normal conditions vessels between 20 000 and 100 000 dwt can berth at the terminal. Larger vessels may be accommodated if weather conditions permit.

Weather. Operations at the facility are governed by swell and wind conditions. Strong winds and swell from SE are the most troublesome.

Arrival information

3.14

1 **Reporting.** A voluntary code has been established in New Zealand waters for vessels carrying oil or other harmful substances in bulk. For details see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

Port radio. There is a port radio station located on the FPSO. For details see *Admiralty List of Radio Signals Volume 6 (4).*

Notice of ETA. ETA should be sent 72, 48, 24 and 12 hours prior to arrival.

2 **Anchorage.** There is no recognised anchorage. Advice should be obtained from the facility superintendent.

Pilots. Pilotage is compulsory for all offtake vessels and is available 24 hours. Pilot boards by helicopter close off the FPSO, if the vessel has a helicopter landing area. If not, the pilot boards by boat off Taranaki (2.251).

For details see *Admiralty List of Radio Signals Volume 6 (4).*

Tugs. Standby vessels are available.

Major light:

Maui B Light (39°39′S, 173°18′E).

Directions

3.15

1 Approach may be made as required. The chart is the best guide. The submarine pipeline and the limits of the prohibited anchorage area are covered by the red sectors (226½°–256½°) and (035°–067°) of Maui A Light, and the red sector (208½°–252°) of Maui B Light.

2 **Useful marks:**

Oaonui S Light-beacon (black structure, white stripes, 11 m in height), exhibited from the shore at the S limit of the prohibited anchorage area.

Oaonui N Light-beacon (similar structure) (4 miles NNW of S beacon), marking the N limit of the prohibited anchorage area.

The red sectors of these light-beacons also cover the prohibited anchorage area.

Berth

3.16

1 Vessels moor to an FPSO tanker and are connected by floating hoses on the port side of the loading vessel.

Services

3.17

1 No facilities for oily waste or ballast; no fresh water, supplies or fuel; medical facilities available in an emergency.

CAPE EGMONT TO PATEA

General information

Chart NZ 45

Route

3.18

1 From a position W of Cape Egmont (39°17′S, 173°45′E) the coastal route leads generally SE for about 55 miles to a position SW of Patea (39°46′S, 174°29′E), passing seaward of dangers lying up to 2 miles offshore, in depths of 10 m or less.

Topography

3.19

1 For a distance of 3½ miles S of Cape Egmont the coast is backed by sand dunes covered with vegetation whence there is a sandy beach, 2 miles long, which is the only beach in the vicinity of the cape; elsewhere rocky ledges extend from the coast.

From the S end of the beach the coast is faced with cliffs, as far as Opunake (39°27′S, 173°51′E), thence they continue, from about 30 m to 100 m high, as far as the entrance to Patea River (39°46′S, 174°29′E), at the E end of South Taranaki Bight.

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Diving

3.20

1 Recreational diving is frequent in coastal waters between Opunake and Oeo stream entrance (39°32′S, 173°57′E).

Local weather

3.21

1 The sea quickly becomes rough along the coast between Cape Egmont and Opunake Bay in strong winds from any direction.

Principal marks

3.22

1 **Landmarks:**

Mount Taranaki (Egmont) (39°18′S, 174°04′E) (2.220).

Flares (39°24′S, 173°49′E), which burn from one of two towers, both 39 m in height, of a gas production station near Oaonui (3.15).

Flares (39°29′S, 174°10′E), E of Kapuni.

Water tower (red lights) (39°35′S, 174°17′E), in Hawera.

White tank (39°45′S, 174°28′E) in Patea.

Major light:

Cape Egmont Light (39°17′S, 173°45′E) (2.271).

Directions

(continued from 2.272)

3.23

1 From a position about 10 miles W of Cape Egmont (39°17′S, 173°45′E) the track leads generally SE, passing (with positions from Opunake (39°27′S, 173°51′E):

SW of Oaonui N Light-beacon (6 miles NNW), thence:

NE of Maui A offshore platform (20 miles SW), and through the prohibited anchorage area, thence:

SW of Oaonui S Light-beacon (2 miles NNW), thence:

2 SW of Opunake, thence:

SW of Kaupokonui Stream (12 miles SE), which enters the sea 3 miles SW of Manaia, the lights of which may be visible from a considerable distance, thence:

SW of the entrances to Tangahoe River and Manawopou River (25½ miles SE), thence:

SW of Patea Banks (31 miles SE), thence:

The track leads to a position about 7 miles SW of Patea (39°46′S, 174°29′E).

Useful marks

3.24

1 Radio mast (39°29′S, 173°54′E).

Patea River Light (39°46′S, 174°29′E) (3.30).

(Directions continue at 3.38)

Anchorage

Opunake

3.25

1 **Description.** Small coasting vessels drawing less than 3 m can anchor in a small bay (39°27′·7S, 173°51′·2E), S of Opunake, with shelter from SE through NE to NW. A heavy sea or swell from S is prevented from entering the bay by a drying reef off the SE entrance point, but heavy seas from SW cause a considerable scend.

2 **Directions.** Local knowledge is required. A vessel making for the bay should keep about 2 miles offshore until a sandy beach, at its head, in front of the town of Opunake, is open of either entrance point, both of which are cliffs. The bay can then be entered directly between drying reefs which extend from the entrance points.

When anchoring, care should be taken to ensure that a vessel will swing clear of detached rocks with a depth of 1·2 m over them lying off the beach.

Services: hospital at Opunake.

Patea

General information

3.26

1 **Position.** Patea harbour (39°46′S, 174°29′E) lies within the entrance to Patea River. The river is approached from SW and entered over a bar between breakwaters.

The town of Patea with a population of about 1720, stands on the W bank of the river, 1 mile within the entrance, at the head of the harbour.

Function. The harbour is only used by small local fishing vessels.

Limiting conditions

3.27

1 The bar is only safe in good weather conditions for about 2 hours either side of LW, through LW. With winds between S and SW there is a heavy sea on the bar.

Freshets scour the river, mostly from June to August, and may bring down heavy driftwood.

Arrival information

3.28

1 **Outer anchorage.** In moderate weather, vessels can anchor in depths from 11 to 18 m, between 1 and 2 miles offshore.

Local knowledge is essential for entry into Patea harbour.

Harbour

3.29

1 **Layout.** The harbour extends from the river entrance to a bridge which crosses the river at Patea, where there are some small quays.

Tidal streams set parallel to the coast, outside the bar. The NW-going stream is reported to run for 5 hours and the SE-going stream for 7 hours. The rates of the streams are considerable during W, S and SE winds.

The water level is raised by onshore winds.

Directions

3.30

1 From a position SW of the river entrance the track leads NE to the harbour entrance. The entrance channel, with a least width of 67 m, is between two short breakwaters extending SW from the river mouth which has cliffs, about 30 m in elevation on both sides. A stranded wreck lies close W of the W breakwater.

From the entrance the river channel should be followed to the chosen berth, passing under an overhead power cable 2½ cables within the entrance. A submarine gas pipeline is laid across the river in the vicinity of the town.

2 **Caution.** Entry is not recommended at night or with an out-going tidal stream against a S wind, nor during N to NW winds which cause a dangerous backwash from the E breakwater.

Useful mark:

Patea River Light (white column and base, 5 m in height) (39°46′S, 174°29′E), exhibited 3½ cables NE of the entrance.

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Berths

3.31

1 There is a quay on the E bank of the river, just below the bridge at Patea.

Services

3.32

1 **Repairs:** include ramp for boats at Patea.
Facilities: hospital in Patea.

Small craft

3.33

1 **Whenuakura River** (39°47′S, 174°31′E) can be navigated; local knowledge is required.

PATEA TO WANGANUI

General information

Chart NZ 45

Route

3.34

1 From a position SW of Patea the coastal route leads about 25 miles ESE to a position SW of Wanganui.

Topography

3.35

1 From the vicinity of Patea (39°46′S, 174°29′E) to the entrance to Whanganui River most of the coast consists of featureless blue clay cliffs; the cliffs are broken in places by the entrances to small rivers, which are generally inaccessible at HW.

2 E of the entrance to Waitotara River (39°51′S, 174°41′E) (3.40), there is a low sandy projection about 4½ miles wide. W of this projection the cliffs are from 6 to 12 m high; to the E they rise to over 60 m. Inland, there is a prominent range of hillocks named Seven Sisters, 12½ miles NNW of Whanganui River entrance.

3 About 2 miles NW of the entrance to Whanganui River, the cliffs, here about 45 m high, give way to low sandhills, gradually decreasing in height towards the river entrance. Durie War Memorial, a tower with a height of 113 m, is prominent.

Natural conditions

3.36

1 **Current.** During SW weather, a current sets intermittently SE, parallel to the coast, NE of South Trap (39°52′S, 174°33′E), at rates up to 1½ kn.

Tidal streams. Off the coast adjacent to Wanganui harbour entrance the streams set NW with a rising tide and SE with a falling tide at rates from 1 to 2 kn.

Local magnetic anomaly. Local deflection of the magnetic compass is reported in the vicinity of Waitotara River.

Principal marks

3.37

1 **Landmarks:**
Mount Taranaki (Egmont) (39°18′S, 174°04′E) (2.220) which is distinctly visible from Wanganui.
Water tower (39°55′·6S, 175°04′·2E), standing on a hill NE of Wanganui, at an elevation of 151 m.
Tower (War Memorial) (113 m in height) (39°56′·4S, 175°03′·8E).

2 **Major light:**
Aero light (39°57′·6S, 175°01′·5E), at Wanganui airport.

Directions

(continued from 3.23)

3.38

1 From a position SW of Patea (39°46′S, 174°29′E) the track leads ESE, passing (with positions from Castlecliff South Mole Light (39°57′·0S, 174°58′·9E)):
Clear of Graham Bank (24 miles WNW), depending on draught, thence:
SSW of North Trap (21½ miles WNW), a shoal patch, thence:
SSW of South Trap (20 miles WNW), a shoal patch. Both these shoals lie on Whenuakura Spur. Thence:
SSW of Waiinu Beach (11 miles NW).

2 Thence the track leads to a position in the approaches to Wanganui, 2 miles SW of the river entrance, in the vicinity of the pilot boarding place.

Useful marks

3.39

1 Surf club house (white) (39°56′·4S, 174°58′·6E).

(Directions continue for Wanganui at 3.63 and for the coastal passage at 3.76)

Small craft

Waitotara River

3.40

1 Waitotara River (39°51′S, 174°41′E) can be used by small boats for about 2 cables within the entrance, which lies between low sandhills; local knowledge is required.

WANGANUI

General information

Charts NZ 45, NZ 4541 (see 1.19)

Position

3.41

1 Wanganui (39°57′S, 175°00′E) lies in the central part of the SW coast of North Island at the mouth of the Whanganui River.

The port area is at Castlecliff, a suburb of Wanganui, on the N bank of the river, close within the entrance.

Function

3.42

1 It is a small commercial and fishing harbour handling cement, fertilizers, grain, timber and container cargoes.

There is a population of about 41 000.

Port limits

3.43

1 Wanganui harbour comprises all the tidal waters of Whanganui River and is bounded seaward by the arc of a circle, radius 3 miles, centred on a flagstaff at the signal station (39°56′·7S, 174°59′·3E).

Approach and entry

3.44

1 The harbour is approached from SW on alignment of leading lights and entered over a bar and between the heads of the breakwaters.

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Traffic
3.45

1 In 1998, with the exception of fishing vessels and small coastal vessels, only 1 ship of 2 909 dwt used the port. About 55 500 tonnes of cargo are handled annually.

Port Authority
3.46

1 Ocean Terminals Ltd, Castlecliff Wharf, PO Box 623, Wanganui.

Limiting conditions

Controlling depths
3.47

1 **Caution.** Depths on the bar at the harbour entrance are subject to frequent change. See notes on charts. For the latest information the Harbour Master should be consulted. Shoaling was reported (1990) about 2½ cables SW of the river entrance and (1992) within 1 cable, SW and E, of North Mole Light.

Deepest berth
3.48

1 Berth No 1 (3.65).

Tidal levels
3.49

1 Mean spring range about 2·1 m; mean neap range about 0·9 m. See information in Admiralty Tide Tables.

Abnormal levels
3.50

1 Tsunamis (1.50) may affect Wanganui harbour. Warning is given by verbal message.

Density of water
3.51

1 The density of water in the harbour averages 1·010 g/cm^3.

Maximum size of vessel handled
3.52

1 At MHWS, a vessel with LOA 120 m, breadth 20 m and draught 5·5 m can be handled.

Local weather
3.53

1 Fresh onshore winds may make it impossible to cross the bar.

Arrival information

Port operations
3.54

1 Vessels may berth and depart, day or night, at HW, subject to conditions on the bar.

Port radio
3.55

1 There is a port radio station at Wanganui, located in the signal station at Castlecliff. The pilot station is also located here. For details see *Admiralty List of Radio Signals Volume 6 (4).*

Anchorages
3.56

1 Anchorage may be obtained in the roads, about 1 mile WSW of the river entrance, in depths of about 14 m, sand and mud. In strong winds from W or S, vessels should move farther seaward.

The quarantine anchorage is in a position, within the port limits as directed by the Harbour Master, according to weather conditions.

2 **Caution:** Care should be taken to avoid a submarine cable extending about 3 miles SW from shore N of the river entrance, thence S landing at a position NW of Waikanae.

Pilots
3.57

1 Pilotage is not compulsory, unless directed by the Harbour Master, but is available on request, giving at least 4 hours notice to the Harbour Master.

Vessels intending to enter without the services of a pilot must not enter without receiving permission and directions on latest depths, bar conditions and other information from the Pilot Station.

2 The Pilot Station is equipped with radar which will advise vessels range and bearing on request, but no liability is accepted by the Port Authority for any consequences arising from the use of such information.

Pilot boards about 2 miles SW of the river entrance, as indicated on the chart.

Tugs
3.58

1 A tug is available.

Entry regulations
3.59

1 Entry to the harbour is normally restricted to HW, during the period of slack water.

Harbour

General layout
3.60

1 The harbour consists of two moles extending SW from each side of the river mouth, protecting the wharves on the N bank, about 5 cables within the entrance which is reached through a channel with various depths but with the deepest charted depths on the N side. An extensive area of shallow flats, with a training wall on its S side, fronts the narrow channel leading to the E wharves. The inner harbour and river channel have varying depths dependent on seasonal river action. The Harbour Master should be consulted for the latest details.

Natural conditions
3.61

1 **Flow.** In the approach to the entrance the flow varies according to the wind; during a W wind, and for some time after, the set is S. At the entrance, and in the channel up to the wharves, rates from 2 to 3 kn at neap tides and 3 to 5 kn at spring tides, have been observed.

Freshets cause a strong outflow from Whanganui River and may bring down heavy driftwood dangerous to small craft, especially at spring tides.

Principal marks
3.62

1 **Landmarks:**

Landguard (39°57′·4S, 175°01′·5E), a bluff on the S side of Whanganui River, 37 m in elevation.

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Water tower (39°55′7S, 175°04′2E) (3.37).
Tower (war memorial) (39°56′·4S, 175°03′·8E).

Directions for entering harbour

(continued from 3.38)

3.63

1 **Local knowledge** is essential.

2 **Bar Leading Lights:**

Front light (black cross on white rectangular beacon) (39°56′·7S, 174°59′·4E).

Rear light (black round topmark, white border, on white triangular beacon, black stripe) (76 m ENE of front light).

From a position about 1 mile SW of the river entrance, the alignment (about 059°) of these lights leads over the bar into the entrance between the moles.

The front light is moved as required so as to indicate, by alignment with the rear light, the deepest water over the bar.

3 Inside the moleheads the lights do not lead in the channel. To stay in the deepest water a vessel should favour the N side, passing:

Close SSE of the head of the North Mole, from which a light (white triangular beacon, 5 m in height), is exhibited, thence:

Close SSE of a light-beacon (red and white chequered square, on mast, 7 m in height), 3 cables ENE of the head of the North Mole, thence:

SSE of a 0·2 m patch, ¾ cable ENE of the front light-beacon. Thence to the berth as required.

4 **Note.** If entering without a pilot particular attention should be paid to the advice and information given by the Pilot Station.

Useful marks

3.64

1 Light (white triangular beacon) (39°57·0′S, 174°58′·9E) exhibited from the head of the South Mole.

Two beacons (white triangular topmarks) (39°57′·8S, 175°00′·9E), 1½ cables apart; in line the beacons indicate the direction of a sewer outfall pipe which extends 1 mile SSW from the coast.

Two beacons (39°56′·9S, 174°58′·9E). In line bearing 034° they may provide assistance when entering the river.

Airport control tower (39°57′·7S, 175°01′·5E).

Berths

Basin

3.65

1 There is a total of 579 m of berthing space available at three continuous wharves numbered 1 to 3. No 3 Berth handles cement and fertilizers. Containers are handled at other berths. There are charted depths of 0·2 to 5·7 m at the berths but shoaling may reduce depths. For the latest information the Harbour Master should be consulted.

Port services

Repairs

3.66

1 Minor repairs can be effected; divers are available and minor underwater repairs can be undertaken.

Other facilities

3.67

1 Compass adjustment; deratting exemption certificates; hospital at Wanganui; garbage reception; limited oily waste reception; salvage equipment.

Supplies

3.68

1 Fuel oil; fresh water; provisions.

Communications

3.69

1 Internal air service from Wanganui airport on the S side of Whanganui River opposite Castlecliff, 10 km by road.

Small craft

Entry

3.70

1 The bar is best crossed during the in-going tidal stream in calm conditions, but care must be exercised at neap tides. With wind against an out-going stream the bar is dangerous.

Whanganui River

3.71

1 Whanganui River is navigable above Castlecliff by small craft, but local knowledge is required as rapid and unpredictable changes occur in the entrance to the channel S of Castlecliff basin.

2 **Channel marks.** Retroreflective pile beacons mark the channel for a distance of 2 miles above Castlecliff.

Two road and rail bridges and overhead power cables span the river, between 3 and 5½ miles from Castlecliff; at Wanganui there is a least vertical clearance of 4·6 m.

Above Wanganui the river is navigable by shallow-draught craft for more than 100 miles.

Wharf. At a marina in Wanganui between the first two bridges.

Facilities. Ramps at Castlecliff, above the basin.

WANGANUI TO KAPITI ISLAND

General information

Charts NZ 45, NZ 46

Route

3.72

1 From a position SW of Wanganui (39°57′S, 175°00′E), in the vicinity of the pilot boarding place, the route leads about 50 miles SSW to a position WNW of Kapiti Island, in the vicinity of 40°46′S, 174°35′E, at the N end of Cook Strait.

Topography

3.73

1 The entire shore of the bight on the E side of the W approaches to Cook Strait, from Wanganui to Kapiti Island (40°51′S, 174°55′E), is a sandy beach broken only by the entrance to shallow rivers.

N of the entrance of Manawatu River (40°29′S, 175°13′E), in the middle of the bight, the beach is backed by low drifting sand dunes with patches of grass. A little farther inland, in places, there are trees and forest areas, and then hills.

2 S of Manawatu River the shore is backed, about 5 cables inland, by sandhills from 6 to 12 m in elevation, covered with vegetation. Beyond the sandhills a level tract of

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scrub-covered country extends to the Tararua Mountains which lie 20 miles inland abreast Manawatu River, but only 6 miles inland abreast Kapiti Island.

Diving

3.74

1 Recreational diving is frequent off the N end of Kapiti Island.

Principal marks

3.75

1 **Landmarks:**

Water tower (39°56′S, 175°04′E) (3.37).

Tower (War Memorial) (113 m in height) (39°56′·4S, 175°03′·8E).

Major light:

Aero light (39°57′·6S, 175°01′·5E), at Wanganui airport.

Directions

(continued from 3.38)

3.76

1 From a position SW of Wanganui the track for vessels making for Cook Strait leads SSW through clear deep water to the vicinity of 40°46′S, 174°35′E. The charts are sufficient guide. Vessels proceeding to Kapiti Island remain in deep water and clear of charted dangers 1½ miles from the coast, passing:

W of Rangitikei River (40°17′S, 175°13′E), thence:

W of Manawatu River (40°29′S, 175°12′E), thence:

W of a dangerous wreck (position approximate) (40°43′·5E, 175°06′·0E).

2 Thence the track leads to a position about 2 miles NNE of Kapiti Island (40°51′S, 174°55′E).

(Directions continue at 4.13)

(Directions for the coastal route S from Kapiti Island are given at 4.22)

Small craft

Coastal route

3.77

1 The waters of the coastal bight between Wanganui and Kapiti Island, about 50 miles S, may be safely navigated by small craft maintaining a distance of at least 1 mile offshore in depths of about 10 m, passing WNW of a dangerous wreck, the position of which is approximate, 9 miles NE of the N tip of Kapiti Island. However as there are no harbours along this section of coastline, mariners are warned that adverse weather conditions may be experienced which may be dangerous to small craft.

2 **Useful marks:**

Radio masts (red lights) (40°24′S, 175°18′E).

Paraparaumu aero light (beacon; elevation 24 m) (40°54′S, 175°00′E).

Rivers

3.78

1 **Local knowledge** is essential.

Between Wanganui and Kapiti Island there are a number of rivers as follows, all of which are entered across dangerous bars, but may be navigable by small craft:

Whangaehu River (40°02′S, 175°06′E).

Turakina River (40°05′S, 175°08′E).

Rangitikei River (40°17′S, 175°13′E).

Manawatu River (40°29′S, 175°13′E).

Ohau River (40°40′S, 175°09′E).

WESTERN APPROACHES TO COOK STRAIT — SOUTH SIDE

GENERAL INFORMATION

Charts 4640, NZ 61

Area covered

3.79

1 In this section are described the waters of the S side of the W approaches to Cook Strait between Cape Farewell (40°30′S, 172°41′E) and Stephens Island (40°40′S, 174°00′E). It includes the offshore passage for vessels bound direct to Cook Strait and the routes into Golden Bay and Tasman Bay. Also described are Golden Bay (40°40′S, 172°50′E) (3.92), Tasman Bay (41°00′S, 173°20′E) and the major harbour of Port Nelson (41°16′S, 173°16′E), together with other minor harbours and anchorages along the coast. Also included is Current Basin and Te Aumiti (French Pass) (40°55′S, 173°50′E), the channel which separates D'Urville Island from the mainland.

2 It is arranged as follows:

Offshore Passage (3.83).

Cape Farewell to Separation Point (3.87).

Golden Bay (3.92).

Separation Point to Nelson (3.111).

Stephens Island to Current Basin (3.129).

Current Basin to Nelson (3.146).

Nelson (3.156).

Marine farms

3.80

1 Marine farms presenting a hazard to navigation may be encountered in the inshore waters covered by this section, and not all may be shown on the charts. These farms are generally marked by buoys, beacons and lights.

Regulations

3.81

1 **Wildlife sanctuaries** are established:

In Golden Bay, on the S side of Farewell Spit (40°36′S, 173°06′E).

On Stephens Island (40°40′S, 174°00′E).

See 1.51 for regulations.

Flow

3.82

1 **Current.** See information on the chart. With N winds a current generally sets S in Tasman Bay at a rate of nearly 1 kn.

Tidal streams along the shores of Tasman Bay attain rates from ¼ to 1 kn. See information on the chart and the relevant *Admiralty Tide Tables.*

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OFFSHORE PASSAGE

General information

Charts NZ 61, NZ 46

Route

3.83

1 From a position N of Cape Farewell (40°30′S, 172°41′E) the route leads through clear water about 92 miles ESE to a position ESE of Stephens Island (40°40′S, 174°00′E).

Topography

3.84

1 The passage is generally featureless with the exception of the N part of D'Urville Island which is mountainous with cliffs.

Principal marks

3.85

1 **Landmarks:**

Cape Farewell (40°30′S, 172°41′E) (5.12), elevation 115 m, reported to be readily identified on radar.

Farewell Spit Lighthouse (white metal framework tower, orange top, 27 m in height) (40°33′S, 173°10′E), exhibited from Bush End Point.

Cape Stephens (40°42′S, 173°57′E), elevation 185 m.

Stephens Island (Takapourewa) (40°40′S, 174°00′E), summit elevation of 291 m.

2 **Major lights:**

Farewell Spit Light — as above.

Stephens Island Light (white metal tower, 15 m in height) (40°40′S, 174°00′E), exhibited from the N point of the island.

Directions

(continued from 5.13)

3.86

1 From a position about 5 miles N of Cape Farewell (40°30′S, 172°41′E) the track leads ESE, passing:

NNE of Cape Farewell Light (white metal tower, 5 m in height) (40°30′5S, 172°42′8E), exhibited from Pillar Point thence:

NNE of Farewell Spit (40°31′S, 172°52′E), thence:

NNE of Bush End Point (40°33′S, 173°01′E), from which a light is exhibited, thence:

SSW of a well (40°19′S, 173°24′E) with a depth of 67 m over it, thence:

NNE of Stephens Island (40°40′S, 174°00′E), from which a light is exhibited (3.85).

2 Thence the track continues to a position ESE of Stephens Island, in the vicinity of 40°46′S, 174°35′E at the N end of Cook Strait.

(Directions continue at 4.13)

(Directions for the coastal route SW and SEof Stephens Island are given at 3.134 and 4.114 respectively)

CAPE FAREWELL TO SEPARATION POINT

General information

Chart NZ 61

Route

3.87

1 From a position N of Cape Farewell (40°30′S, 172°41′E), the route leads ESE for about 24 miles, to a position ENE of Bush End Point (40°33′S, 173°01′E), then S for about 16 miles to a position E of Separation Point (40°47′S, 173°00′E).

Topography

3.88

1 Farewell Spit, a long narrow strip extending about 15 miles E from Cape Farewell, consists of drifting sand dunes from 16 to 20 m high with patches of vegetation interspersed with numerous fresh water lagoons.

Principal marks

3.89

1 **Landmarks:**

Cape Farewell (40°30′S, 172°41′E) (3.85).

Mount Burnett (40°38′S, 172°38′E).

Mount Evans (40°57′S, 172°55′E).

Farewell Spit Lighthouse (40°33′S, 173°10′E).

Major light:

Farewell Spit Light (40°33′S, 173°01′E) (3.85).

Directions

(continued from 5.13)

3.90

1 From a position about 5 miles N of Cape Farewell the track leads initially 24 miles ESE, passing (with positions from Farewell Spit Light (40°33′S, 173°01′E)):

NNE of Pillar Point (40°30′S, 172°43′E) (13½ miles WNW), from which a light is exhibited, thence:

NNE of Farewell Spit central part (6½ miles WNW), thence:

NNE of Farewell Spit Light to a position about 8 miles ENE of Bush End Point.

2 Thence the track leads 16 miles S, passing:

E of Bush End Point, thence:

E of the E limit (5½ miles SE) of the shoal area extending SE from Bush End Point. Shoaling was reported in this area (1995).

Thence the track leads S to a position about 9½ miles E of Separation Point, from which a light (3.87) is exhibited.

3.91

1 **Useful mark:**

Separation Point Light (white round structure, 2 m in height) (40°47′S, 173°00′E).

(Directions continue at 3.97 for Golden Bay)

(Directions continue at 3.114 for Nelson)

GOLDEN BAY

General information

Chart NZ 61

Description

3.92

1 Golden Bay (40°40′S, 172°50′E) is a broad almost circular bay on the NW limit of South Island. It is entered from E between Bush End Point (40°33′S, 173°01′E), the E end of Farewell Spit, and Separation Point, 13½ miles SSW. It is well sheltered, particularly from W, and provides extensive anchorage.

It contains a number of small harbours, the largest of which is Tarakohe (40°49′·5S, 172°53′·9E), on the SE side.

Topography

3.93

1 The W and S shores of Golden Bay are backed by high land covered with bush. The N shore, formed by Farewell Spit, is fronted by an extensive area of flats and shoals extending up to 6 miles S which has large areas of weed and rushes. The area is a wildlife sanctuary and landing is prohibited.

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Depths

3.94

1 General depths in the bay, S of the extensive shoal mentioned above, are from 7 to 37 m. Submarine fresh water springs, which can give rise to false echo soundings are charted on the S side of the bay; for further information see *The Mariner's Handbook.*

Hazards

3.95

1 **Diving** for recreation is frequent off Parapara Inlet (40°43′S, 172°41′E).

Marine farms. See 1.29.

Principal marks

3.96

1 **Landmarks:**

Mount Burnett (40°38′S, 172°38′E) (3.89).

Mount Evans (40°57′S, 172°55′E) (3.89).

Major light:

Farewell Spit Light (40°33′S, 173°01′E) (3.85).

Directions

(continued from 3.91)

Approach and entry

3.97

1 **Clearing bearings.** Approaching Golden Bay from a position NE of Separation Point (40°47′S, 173°00′E), the line of bearing 219° of Separation Point passes a safe distance about 3 miles E of the E end of Farewell Spit.

Entering the bay, the line of bearing 271° of Mount Burnett passes at least 1½ miles S of an extensive shoal area which extends up to 6 miles from the S side of Farewell Spit. Detailed directions are not given as the chart is sufficient guide.

Useful marks

3.98

1 Separation Point Light (40°47′S, 173°00′E) (3.91).

Tarakohe Harbour Leading Lights (40°49′·5S, 172°53′·9E) (3.103).

Chimney (40°49′·5S, 172°54′·2E).

Radio mast (40°49′0S, 172°47′4E).

(Directions continue for Collingwood at 3.106, for Waitapu at 3.107 and for Tarakohe harbour at 3.103)

Tarakohe Harbour

Chart NZ 614 with plan Tarakohe Harbour (see 1.19)

General information

3.99

1 **Position.** Tarakohe (40°49′·5S, 172°53′·9E) is a small artificial harbour on the S side of Golden Bay. The village of Tarakohe lies close S of the harbour.

Function. Its main function is the export of cement from the cement works at the head of the harbour. Other cargoes may be handled. About 170 000 tonnes of cargo are handled annually.

2 **Port limits** are the arc of a circle radius 3 miles centred on Abel Tasman Memorial, a monument (40°49′·4S, 172°54′·1E), standing on a point about 2½ cables NE of the harbour.

Approach and entry. The harbour is approached and entered between breakwaters from NW, on the alignment of leading lights.

Port Authority. Port Authority of Tarakohe, Takaka 7172, South Island, New Zealand.

Limiting conditions

3.100

1 There is a minimum charted depth of 4·3 m in the approach to the wharf.

Tidal levels. Mean spring range about 3·5; mean neap range about 1·9. See *Admiralty Tide Tables* for latest information.

Largest vessel handled. A vessel with LOA 98 m, draught 6·0 m, and 6000 dwt.

Arrival information

3.101

1 **Port operations.** Vessels can berth and sail, day or night, depending on draught and height of tide. Berthing is usually starboard side alongside, bows to seaward.

Port radio. There is a port radio station at Tarakohe. See *Admiralty List of Radio Signals Volume 6 (4).*

2 **Notice of ETA.** See 1.48. Masters of overseas vessels are required to give as much notice as possible of arrival to enable port officials to be made available from Nelson, the nearest customs port of entry. Permission to berth should be requested at least 12 hours in advance of arrival. See 1.59.

3 **Pilotage.** Recommended in 1986 when much of the inner part of the harbour remained to be dredged. At least 2 days notice is required for the services of a pilot.

The pilot boards by launch, equipped with RT; the boarding place is within 2 miles of the harbour, on or near the entrance leading line.

Tugs. Available from Nelson.

Harbour

3.102

1 Tarakohe Harbour consists of outer and inner parts almost enclosed by curved breakwaters and moles. Entrance is from NW. There is a wharf on the E side of the inner harbour.

Directions

(continued from 3.98)

3.103

1 **Main Leading Lights:**

Front light (white triangle on wooden mast) (40°49′·5S, 172°53′·9E), exhibited from the head of the harbour.

Rear Light (wooden mast) (32 m SE of front light).

From a position about 2 miles to seaward the alignment (139°) of these lights, leads through the harbour entrance between the heads of the breakwaters.

2 **Wharf Approach Leading Lights:**

Front light (red triangle on metal mast), exhibited from the inner end of the wharf.

Rear light (green triangle on metal mast) (66 m ESE of front light) on a factory building.

The alignment (123½)° of these lights leads from between the breakwater heads to the wharf.

3 **Useful marks:**

Light (round metal tower, 2 m in height) (40°49′·2S, 172°53′·6E), exhibited from E outer mole head .

Lights exhibited from the SW breakwater head and inner moles.

Cement works chimney, 4½ cables SE of Tarakohe Harbour Light.

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Berths

3.104

1 There is a single wharf with a length of 120 m and depths alongside of 6·2 to 7·6 m. It is fitted with fenders and supports a bulk cement loading tower.

Services

3.105

1 **Repairs.** Boat ramp.

Supplies: fuel by road tanker from Nelson; fresh water.

Communications. Nelson Airport, 112 km distant, internal flights.

Minor harbours and anchorages

Collingwood

3.106

1 **General information.** Collingwood (40°41′S, 172°40′E) is a small fishing harbour lying in the S part of Ruataniwha Inlet, at the mouth of Aorere River which flows into the head of Golden Bay.

2 **Directions** *(continued from 3.98).* Local knowledge is required. The harbour is approached from E and entered over a bar which dries at LW and has a tidal range of about 4·5 m. The channel over the bar, which extends more than 1 mile offshore, is narrow, crooked and tortuous with numerous dangers, and is subject to frequent shifting. It is marked by leading lights (white triangles on wooden masts; front with orange bands) (40°40′·6S, 172°41′·0E), exhibited from the S entrance point, which are moved as required to meet changes.

3 **Anchorage** may be obtained off the mouth of the river, as convenient, in depths from 8 to 15 m, mud, good holding ground.

Facilities. Hospital.

Waitapu

3.107

1 **General information.** Waitapu, a small fishing harbour, lies on the S shore of Golden Bay, on the E side of the mouth of Takaka River (40°49′S, 172°49′E) which enters the bay through a delta of low islands covered with scrub and rushes, about 1½ miles wide. The delta is backed by hills rising to a height of 140 m. The entrance channel dries at LW and has a tidal range of about 4·3 m.

2 **Directions** *(continued from 3.98).* Local knowledge is required.

Approach is from N, in a position NE of Rangihaeata Head (40°48′S, 172°48′E), the NW entrance point of the Takaka River. Entry is through a shifting channel across sand and mud flats extending up to 1½ miles seaward. The channel is marked by outer and inner pairs of leading lights, occasionally exhibited and moved to meet changes in the channel.

3 **Useful mark:**

Radio mast (40°49′S, 172°47′E).

Anchorage may be obtained off the mouth of Takaka River, in depths from 7 to 13 m, with the entrance outer leading lights in line.

Berth. On E side of Takaka River, 2½ cables within the entrance.

Anchorages

3.108

1 Anchorage may be obtained in Golden Bay as follows:

About 4 miles S of Puponga Point (40°32′S, 172°44′E), in depths of 13 to 15 m, mud, well sheltered from E winds by the extensive shoal area S of Farewell Spit.

About 1½ miles off the entrance to Motupipi River, the approach to which is marked by a beacon (40°49′·7S, 172°51′·0E), in a depth of about 7 m. This is sheltered from S and E winds.

W of the S-most Tata Islands (40°48′·3S, 172°54′·6E), in depths of about 8 m.

Small craft

Parapara Inlet

3.109

1 **Description.** Parapara Inlet (40°43′S, 172°41′E) lies on the W side of Golden Bay and is only accessible to small craft. The land on the N side of the entrance to the inlet is moderately high and bare; on the S side there is a low, narrow peninsula.

Local knowledge is required. At HW there are depths of 1·8 to 2·1 m in the entrance. Except off the N shore the inlet is shallow.

Anchorage. There is good anchorage in depths from 9 to 15 m, mud, off the entrance to the inlet.

Motupipi River

3.110

1 The approach to the entrance to Motupipi River (40°50′S, 172°51′E) is marked by a beacon, 5 cables NE. The river channel is marked by beacons and has a sandy bottom.

SEPARATION POINT TO NELSON

General information

Charts NZ 61, NZ 614 (see 1.19)

Route

3.111

1 From a position E of Separation Point (40°47′S, 173°00′E), the route leads S for about 26 miles to a position N of Nelson, in the vicinity of the pilot boarding position (41°13′S, 173°14′E).

Topography

3.112

1 The land rises gradually from Separation Point (40°47′S, 173°00′E), the W entrance point of Tasman Bay, through bush-covered rocky country to Mount Evans, 10½ miles SSW, whence a high and generally snow-capped range extends about 20 miles farther SSW.

For a distance of 2¼ miles SSE from Separation Point the coast is formed by sandy beaches separated by rocky points. From Awaroa Head (40°51′S, 173°03′E) to Reef Point, 2 miles SSE, the coast is rocky, steep and bush covered.

2 Between Foul Point (40°54′S, 173°04′E) and North Head, 2 miles S, there are cliffs with small sandy coves. From Pitt Head (40°57′S, 173°04′E) to Te Karuta Point, 1 mile S, the coast is steep and rocky. A marine reserve area, as indicated on the chart, lies within this coastal area which is backed by Abel Tasman National Park. Fishing is prohibited within its limits.

3 The mainland and islands S between Jacketts Island (41°09′S, 173°02′E) and Nelson, 12 miles SE, are low except for a stretch of prominent white cliffs, 15 m in elevation, which commence near the S end of Moutere Inlet and extend for about 2 miles, gradually increasing in height to Moutere Bluff.

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Principal marks

3.113

1 **Landmarks:**

Abel Head (40°52′S, 173°03′E), on the NE side of which is a prominent white patch.

Mount Evans (40°57′S, 172°55′E) (3.89).

Moutere Bluff (41°13′S, 173°05′E) (3.178).

Radio mast (41°12′·0S, 173°20′·2E).

2 **Major lights:**

Schnapper Light (41°12′S, 173°19′E) (3.178).

Landfall Light (41°15′·4S, 173°16′·8E) (3.178).

Directions

(continued from 3.91)

3.114

1 From a position about 9½ miles E of Separation Point (40°47′S, 173°00′E) the track leads S, passing (with positions from Pitt Head Light (40°57′S, 173°04′E)):

E of Abel Head (5½ miles N), thence:

E of Tonga Island (3½ miles N), thence:

E of Bark Bay Reef (1¾ miles S), marked by a beacon (starboard hand), thence:

E of Pinnacle Island (1½ miles N), thence:

E of Pitt Head, from which a light (square orange daymark, white stripe, 3 m in height) is exhibited, thence:

E of Hapuka Reef (1 mile S), marked by a beacon (starboard hand), thence:

E of Adele Island (2¾ miles S), reported to be readily recognised on a radar display, thence:

E of Fisherman Island (2½ miles SSW). Guilbert Point lies 7 cables WNW.

Thence the track continues about 13½ miles S to the vicinity of the pilot boarding area in the approach to Nelson.

3.115

1 **Useful mark:**

Stoney Hill (40°53′S, 173°02′E).

(Directions for Nelson are given at 3.179)

Minor harbour

Chart NZ 614 plan of Port Motueka (see 1.19)

Port Motueka

3.116

1 **General information.** Port Motueka (41°08′S, 173°01′E) is a small fishing harbour lying in the N part of Moutere Inlet at the S end of a short peninsula extending S from the town of Motueka, which has a population of about 5000, on the W side of Tasman Bay.

The port is approached from SE through a narrow channel, subject to constant change, and entered across a bar which dries, N of Jacketts Island which fronts Moutere Inlet.

2 **Tidal levels.** Mean spring range about 3·1 m; mean neap range about 1·9 m. See also the relevant *Admiralty Tide Tables*.

Tidal streams. The in-going tidal stream sets N and the out-going stream sets S at rates of 2 to 3 kn, across the entrance channel and a derelict training wall on the S side.

3.117

1 **Directions**. Local knowledge is essential for entry. Extensive alterations to the entrance channel and navigation aids began in 1996. Depths on the bar are subject to frequent change. Mariners should approach in daylight and contact local authorities for further information. Entrance to the channel should be made just before HW.

2 The approach channel leads NW and is marked by light-buoys (starboard hand) which are moved as the channel shifts, and a direction light (41°08′·2S, 173°01′·8E), exhibited from a pile standing about 2½ cables ENE of the harbour entrance, on the N side of the entrance channel, affords a guide to the shifting approach channel.

The entrance channel, entered close NE of a training wall from the head of which a light (pile) (41°08′·2S, 173°01′·8E) is exhibited, leads WSW to the harbour passing SSE of a light (pile), marking the N side of the channel.

3 **Useful mark:**

Direction Light (pile) 41°08′·2S, 173°01′·9E

3.118

1 **Anchorage** may be obtained about 2½ miles E of the harbour in depths of about 7 to 13 m, mud, good holding ground.

Berths. There is a single wharf with 150 m of berthing space and a depth of 2 m alongside, sand and shingle bottom. Vessels turn off the berth in a turning area about 30 m wide.

2 **Repairs.** Minor mechanical only; 60 tonne slipway for vessels up to 16 m in length.

Other facilities. Small hospital at Motueka.

Supplies: Fresh water; diesel fuel; fresh provisions.

Anchorages

Chart NZ 614 (see 1.19)

Totaranui Beach

3.119

1 During moderate weather with offshore winds, anchorage can be obtained off Totaranui Beach (40°49′5S, 173°00′4E), NE of Skinner Point, in depths of about 8 to 17 m, mud and shells.

Awaroa Bay

3.120

1 Anchorage may be obtained in Awaroa Bay, in depths of about 18 m, clear of a 4·0 m rocky patch, 1½ miles NW of Awaroa Head (40°51′S, 173°03′E).

Tonga Roadstead

3.121

1 During offshore winds, snug anchorage can be found in a depth of 13 m in Tonga Roadstead about 4 cables W of Tonga Island (40°53′·5S, 173°04′·0E) (3.114), in a depth of 13 m. The Roadstead may be entered N or S of the island.

Torrent Bay

3.122

1 **Description.** Torrent Bay is entered between North Head (40°56′·3S, 173°03′·6E) and Pitt Head (3.114), 7 cables SSE. Local knowledge is desirable.

Anchorage may be obtained during offshore winds in the outer part of the bay, in depths of 11 to 13 m.

The inner part affords good shelter for small coasting vessels, in depths of about 6 m, except during NE winds.

Astrolabe Roadstead

3.123

1 During offshore winds, anchorage may be obtained in Astrolabe Roadstead, between Adele Island (40°59′S, 173°04′E) (3.114) and the mainland, in depths of about 6 to 8 m. Local knowledge is essential.

Small vessels can anchor, with shelter from all winds, off the NW side of Adele Island.

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2 The roadstead may be entered N of Adele Island between Hapuka Reef (40°57′·9S, 173°04′·4E) (3.114), marked by a beacon (starboard hand), and Six Foot Rock, awash, 4 cables SSW.

The roadstead may also be approached from S between Adele Island and Fisherman Island (3.114).

Small craft

Chart NZ 614 (see 1.19)

Awaroa Inlet

3.124

1 Small craft may navigate Awaroa Inlet (40°51′·7S, 173°01′·4E) at HW. Local knowledge is required.

Sandy Bay

3.125

1 Boats can shelter in Sandy Bay (41°00′S, 173°01′E). Otuwhero Inlet, in the S part of the bay, contains a ramp.

Kaiteriteri Cove

3.126

1 A cove at Kaiteriteri, 1 mile S of the S point of Sandy Bay, affords shelter to small boats. A beacon (starboard hand) marks a drying reef close S of Ngaio Island (41°01′·7S, 173°01′·4E), close N of the N point of the cove.

Motueka River

3.127

1 Motueka River estuary entrance (41°04′·0S, 173°01′·5E) is navigable by small craft, but local knowledge is essential as depths over a bar in the approach and in the entrance are subject to unpredictable change.

A boat ramp lies at Riwaka, close NW of the main entrance. A pair of lights (white towers), in line bearing 243°, is a useful guide to the entrance channel.

Chart NZ 614 plan of Mapua (see 1.19)

Mapua

3.128

1 **Mapua** (41°16′S, 173°06′E), a small village, lies at the NW end of Waimea Inlet. The harbour is navigable by small craft only and is not used commercially.

Local knowledge is required for entry as the bar is subject to frequent change and depths in the entrance are shallow. NW winds render entry impossible and close the harbour.

2 **Directions.** Approach is from E on the alignment (275°) of two lights (white triangles on masts, 8 and 11 m high respectively) (41°14′·8S, 173°06′·3E). Entry is on the alignment (221°) of two lights (white triangles on masts, each 9 m in height), exhibited close SSW of a wharf. The alignment is difficult to distinguish owing to the similar heights of these masts.

3 **Flow.** At spring tides or during heavy rain a flow with a rate of more than 3 kn may be experienced alongside the wharf. During ebb tide there is a strong overfall on the NW side of Mapua Harbour entrance.

Anchorage. Craft may anchor as convenient, clear of main channels.

4 **Wharf.** There is a wharf, 5 cables within the entrance, with a length of 44 m and depths of 1·7 to 2·6 m alongside. Vessels must turn off the wharf before berthing; care should be taken to avoid yacht moorings S of the wharf.

Services. None available.

STEPHENS ISLAND TO CURRENT BASIN

General information

Chart NZ 61

Route

3.129

1 From a position NNW of Stephens Island (40°40′S, 174°00′E) the route leads 23 miles SW to a position NW of Okuri Point (40°59′S, 173°46′E), the S entrance point of Current Basin.

Topography

3.130

1 Between Cape Stephens (40°42′S, 173°57′E) and Nile Head, 4½ miles SW, the E entrance point of Tasman Bay, and thence to Sauvage Point, 17 miles SSW of Cape Stephens, the coast is formed by D'Urville Island which is bold, precipitous, mountainous and wooded, rising on the W side to Mount Woore (40°49′S, 173°51′E). Attempt Hill, 2½ miles SSE is the summit of the island.

The mainland coast from Cape Soucis (41°03′S, 173°36′E) to Pepin Island, 9 miles SW, is backed by the Bryant Range which is bush-covered.

Diving

3.131

1 Recreational diving is frequent off the salient points of D'Urville Island.

Natural conditions

3.132

1 **Current.** With N winds a current sets S in Tasman Bay at a rate of nearly 1 kn.

Tidal streams along the shores of Tasman Bay attain rates from ¼ to 1 kn; see information on the chart.

Sea. There is frequently a heavy cross sea N of Stephens Island and D'Urville Island.

Principal marks

3.133

1 **Landmarks:**

Cape Stephens (40°42′S, 173°57′E) (3.85).

Stephens Island (40°40′S, 174°00′E) (3.85).

Major light:

Stephens Island Light (3.85).

Directions

(continued from 3.86)

3.134

1 From a position about 5 miles NNW of Stephens Island (40°40′S, 174°00′E) the track leads SW to Okuri Point (40°59′S, 173°46′E), passing (with positions from Bottle Point (40°45′·5S, 173°49′·8E)):

NW of Stephens Island (9 miles NE), thence:

NW of Saddle Rocks (7½ miles NE), thence:

NW of Cape Stephens (6½ miles NE), thence:

NW of Nile Head (2½ miles NE), thence:

NW of Bottle Point. An islet lies close off the point. Thence:

2 NW of Puotewheke (Scuffle Island) (2¾ miles SSW), thence:

NW of Ragged Point (5 miles SSW). Tu Araiawa Island lies close NNW. Thence:

NW of Okarewa Point (9 miles SSW). Hapaku Island lies close S. Thence:

NW of Paddock Rocks (10¼ miles SSW), a chain of rocky islets, the highest 66 m in elevation, lying across the approach to Manuwhakapakapa, a broad bay, thence:

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NW of Tapuareroutuutu, (Chicot Rock), (11¾ miles SSW) an above-water rock.

3 Thence the track leads to a position NW of Okuri Point Light (white tower, 2 m in height) (13¾ miles SSW).

Note. Tapuareroutuutu and Paddock Rocks are covered by the red sector (160°–210°) of Okuri Point Light.

(Directions continue at 3.150 and for Current Basin at 3.143)

Anchorages

Charts NZ 61, NZ 615 (see 1.19)

Port Hardy

3.135

1 In ordinary weather, small vessels can anchor in South Arm (40°47′S, 173°53′E) of Port Hardy, a long inlet with two arms. In bad weather, a confused sea gets up in the entrance to the harbour between Victory Island (40°44′S, 173°55′E) and Nile Head, 2 miles W.

2 **Directions.** Port Hardy can be entered passing either side of Nelsons Monument, a high rock in the middle of the entrance. Allowance should be made for the tidal stream which sets directly across the entrance, W with a rising tide and E with a falling tide.

Submarine cable. A submarine cable is laid across the entrance to South Arm from Castle Head, 2½ miles S of Nelsons Monument, to a point 7 cables SSW.

Greville Harbour

3.136

1 Vessels can anchor in Greville Harbour, in depths from 10 to 17 m but the outer part affords no protection from NW gales. Small craft may anchor in the SE part but the channel is narrow with depths of 2 to 3 m.

Overhead cable. An overhead power cable with a vertical clearance of 37 m spans the SE part of the harbour at its entrance

2 **Directions.** The harbour is entered from NW in mid-channel between Two Bay Point (40°49′·0S, 173°47′·6E) and Ragged Point, 1 mile SSW, passing (with positions from Two Bay Point):

NE of a rock (8 cables SSW) with a depth of 0·3 m over it, thence:

W of a rock (6 cables SSE) which covers and uncovers at a height of 2 m.

3 The inner part of the harbour is entered through a narrow channel marked by a beacon (port hand) (2¼ miles S), and a beacon (starboard hand) which mark the extremities of the boulder spits on the N and S sides of the entrance (40°51′·3S, 173°48′·3E) respectively. Only the N beacon is marked on the chart. Vessels should keep to the N side of the marked channel. Local knowledge is required before entering the inner part of the harbour.

Current Basin and Te Aumiti (French Pass)

Chart NZ 6151 Approaches to Te Aumiti and plan of Te Aumiti (see 1.19)

Description

3.137

1 Te Aumiti (French Pass) (40°55′·4S, 173°50′·1E) connects Admiralty Bay (4.123) with Current Basin, affording an inner route between Cook Strait and Tasman Bay. This route is shorter by about 15 miles than the outer route N of Stephens Island. It also avoids the heavy cross sea frequently met N of Stephens Islands. The route is generally deep but is subject to severe restrictions in Te Aumiti.

Topography

3.138

1 On the S side of Te Aumiti (French Pass) the coast is steep and rocky, the land covered with thick bush and woods.

The coast on the SE side of Current Basin is rocky and interspersed, as far as Two Island Point (40°57′·2S, 173°48′·4E), with small sandy beaches.

Depths

3.139

1 The least charted depth along the route is 6 m in the fairway of Te Aumiti. The position and depths over Middle Bank (40°55′·1S, 173°49′·7E), on the W side of Te Aumiti, are liable to change

Hazards

3.140

1 **Tidal streams.** The tidal streams in Te Aumiti are strong and do not follow the channel; see information on the plan. The NE-going stream starts about 2 hours before HW at Nelson and the SW-going stream about 2¼ hours before LW at Nelson. Slack water lasts for about 20 minutes but is irregular. For full details reference should be made to the *New Zealand Nautical Almanac.*

2 At equinoctial spring tides the NE-going stream has been known to attain a rate of 8½ kn and the SW-going stream 8 kn. The great irregularity of the bottom and the narrowness of the channel causes many eddies.

Traffic regulations

3.141

1 **Reporting system.** A mandatory reporting system is in force for vessels intending to transit Te Aumiti. An ”All Ships” Safety Message must be broadcast 10 minutes before reaching the narrows. See the chart and *Admiralty List of Radio Signals Volume 5* for details and reporting points.

2 No vessel of 500 grt or more is permitted to use the pass unless exempted under local bye-laws.

Cables

3.142

1 An overhead power cable, with a vertical clearance of 80 m, spans Te Aumiti between Channel Point (3.143) and Reef Point, 3 cables N. It is supported at each end by a pylon.

Directions

(continued from 3.134 and 4.126)

Chart NZ 6151 (see 1.19)

Te Aumiti (French Pass)

3.143

1 **Local knowledge** is required. The pass should only be transited at slack water, or with the tidal stream; never against the stream. Passage against the stream is very dangerous as not only does a vessel sometimes fail to answer her rudder owing to the stream on the bow, but there is the possibility of meeting another vessel coming in the opposite direction and being unable to take action to avoid collision before that vessel is sighted. A vessel meeting a contrary stream should therefore anchor to await the turn of the stream, or proceed N around Stephens Island (3.86) or through Stephens Island Passage.

When proceeding ENE through the pass care should be taken to prevent a vessel being swung around onto Collinet Point by an eddy that sets towards that point.

2 From a position about 1 mile ENE of Channel Point (40°55′·5S, 173°50′·1E) the track leads SW, by night in the

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red sector (148°–238°) of Channel Point Light (white house), passing (with positions from the light):

SE of the extremity of an extensive shoal area (4¾ cables NE) with a least depth of 3·2 m over it, thence:

NW of Collinet Point (4½ cables E), thence:

SE of Reef Point (2¾ cables N), thence:

Clear of, depending on draught, a 6 m rocky patch (½ cable N).

Thence to a position between Channel Point Light and the S extremity of a drying reef (¾ cable WNW), marked by a light (white beacon, 5 m in height).

Current Basin

3.144

1 From the middle of Te Aumiti (French Pass) the track leads SW through Current Basin by night in the red sector (034°–053°) astern, of Channel Point Light, passing (with positions from Two Island Point (40°57′·2S, 173°48′·4E)):

SE of a buoy (starboard hand) (1¾ miles NE) which marks the SW end of Middle Bank, but the position of which is liable to change, thence:

2 NW of Cross Point (1½ miles NE), thence:

NW of Two Island Point thence:

SE of The Beef Barrels (1¾ miles W), a group of three small rocks which dry 2·3 m, lying on a rocky bank over which the sea breaks in bad weather.

Thence to a position NW of Okuri Point (2¼ miles SW), from which a light is exhibited.

Caution. The position and depths over Middle Bank are liable to change.

(For passage E through Current Basin and Te Aumiti these directions should be followed, in reverse)

(Directions continue at 3.150)

Small craft channel

3.145

1 **Local knowledge** is required. A deep channel, about 3 cables wide on the N side of the W entrance to Current Basin, leads between the S extremity of Le Brun Peninsula (40°56′·9S, 173°46′·8E) and the Beef Barrels, 6 cables SW. It is navigable by small craft.

CURRENT BASIN TO NELSON

General information

Charts NZ 61, NZ 614 (see 1.19)

Route

3.146

1 From a position NW of Okuri Point (40°59′S, 173°46′E) the route leads about 26½ miles SW through Tasman Bay to Nelson approach, in the vicinity of the pilot boarding area.

Topography

3.147

1 Between Okuri Point (40°59′S, 173°46′E), the S entrance point of Current Basin, and Croisilles Harbour, 6 miles SW, the coast is rocky and precipitous.

From Croisilles Harbour to Pepin Island (41°09′S, 173°25′E) the coast is bold. Between Ataata Point (41°09′S, 173°24′E) and the settlement of Glenduan, 2½ miles SW, the coast is steep and rocky and covered with trees.

2 SW of Glenduan, Boulder Bank, a narrow spit of land, extends 6½ miles SW to the entrance to Port Nelson. It fronts Nelson Haven, an extensive area of mud flats. The bank nearly covers at HW but is generally readily identified on a radar display. Bryant Range backs this part of the coast rising to Saddle Hill (41°17′S, 173°26′E) and to Bishops Cap, a remarkable sharp cone, 1443 m in elevation, standing about 15 miles S of Nelson.

Diving

3.148

1 Recreational diving is frequent off Pepin Island.

Principal marks

3.149

1 **Landmarks:**

Pepin Island (41°09′S, 173°25′E), which is steep and rocky. Stuart Hill, the summit has an elevation of 400 m.

Radio mast (41°12′·0S, 173°20′·2E).

Major lights:

Schnapper Light (41°12′S, 173°19′E) (3.178).

Landfall Light (41°15′·4S, 173°16′·8E) (3.178).

Directions

(continued from 3.134 and 3.144)

3.150

1 From a position NW of Okuri Point (40°59′S, 173°46′E) the track leads SW, passing (with positions from Cape Soucis (41°03′·2S, 173°35′·7E)):

Clear of Hope Rock (7¾ miles NE), thence:

NW of Pahakorea Point (6 miles NE), thence:

NW of Cape Soucis, the S entrance point of Croisilles Harbour, thence:

NW of Whangamoa Head (5 miles SW), and across Delaware Bay, thence:

2 NW of Pepin Island (9 miles SW). A radio mast stands close SE of its summit. Thence:

NW of Landslide Scar (11½ miles SW), light coloured and conspicuous. A similar scar lies 6 cables SW, E of Mackay Bluff. Thence:

NW of Schnapper Light (41°12′S, 173°19′E) (3.178).

Thence the track continues SW to a position N of Nelson, in the vicinity of the pilot boarding position as shown on the chart.

Useful marks

3.151

1 Islets in the entrance to Croisilles Harbour (41°03′S, 173°38′E) (3.153).

Croisilles Harbour Light (41°05′S, 173°40′E).

(Directions for Nelson are given at 3.179)

Minor harbour and anchorages

Chart NZ 614 (see 1.19)

Croisilles Harbour

3.152

1 **Description.** Croisilles Harbour, entered E of Cape Soucis (41°03′S, 173°36′E) (3.150) is a large open inlet containing numerous bays, which affords good shelter in all weathers particularly during NW gales. It is entered between Cape Soucis (41°03′S, 173°36′E) and Kakaho Point, 3½ miles ENE, from which an area of reefs, rocks and islands extends W and SW.

Caution. *Marine farms, not all of which are charted, may be encountered throughout Croisilles Harbour. They may be marked by lit or unlit buoys or beacons.*

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Directions
3.153

1 From a position about 1¼ miles N of Cape Soucis the track leads about 3 miles SE to the central part of the harbour, by night in the white sector (124°–139°) of Croisilles Harbour Light (white post on rock, 2 m in height) (41°04′·6S, 173°39′·9E), passing (with positions from the light):

NE of Cape Soucis (3½ miles NW), thence:

2 SW of Motuanauru Island (2½ miles NW), conical with an elevation of 112 m, thence:

SW of Otuhaereroa Island (2¼ miles N), elevation 99 m, and:

NE of Hippolite Point (1½ miles WNW), thence:

SW of Moukirikiri Island (1½ miles NNW).

Vessels proceeding farther E to Squally Cove should keep to the S side. The chart is sufficient guide.

Anchorage
3.154

1 In the main area of the harbour vessels can anchor as convenient, in general depths of 11 to 27 m, with the exception of Okiwi Bay, the S arm, 4½ miles SE of Cape Soucis, which is open and not recommended.

The most sheltered anchorage may be obtained in Squally Cove, the E arm of the harbour, in depths of about 13 m.

2 **Submarine cable.** A submarine telephone cable is laid across the entrance to Squally Cove from Red Clay Point, 2 miles NNE of Croisilles Harbour Light, to the mainland 1¼ miles S.

Small craft
3.155

1 **Berth.** Wharf at a settlement in Okiwi Bay and a ramp, both usable at HW.

NELSON

General information

Chart NZ 6142

Position
3.156

1 Nelson (41°16′S, 173°16′E) is situated at the head of Tasman Bay at the foot of the Barnicoat Range of mountains. The natural harbour lies in the N part of the town at the mouth of Maitai River.

Function
3.157

1 It is a major commercial and customs port, serving an extensive fruit growing and forest area, and an important fishing centre.

Principal exports include timber, dairy products, meat, fish, fruit and cement. Imports include oil products, gypsum fertilizer, general cargo and motor vehicles.

In 2001, the population was 41 568.

Port limits
3.158

1 The seaward limit is the arc of a circle, radius 5 miles, centred on the E extremity of Rabbit Island (41°17′S, 173°12′E), as shown on the chart.

Approach and entry
3.159

1 The port is approached through a dredged channel, and entered at Main Entrance, on the alignment of two sets of leading lights.

Lights
3.160

1 In small vessels Port Nelson lights may be obscured by Boulder Bank which has a height of approximately 3 m. In addition, trees on Haulashore Island (41°16′·0S, 173°15′·5E), on the S side of Main Entrance, may partially obscure the rear main leading light from NE.

Traffic
3.161

1 In 2003, 757 vessels entered the port, totalling 7 304 420 dwt.

Port Authority
3.162

1 Port Nelson Ltd, PO Box 844, Nelson, New Zealand. E-mail address: Rec@pnl.co.nz

Limiting conditions

Controlling depth
3.163

1 The dredged approach and entry channel has a maintained depth of 7·9 m. In the dredged area of the harbour there is a maintained depth of 7·3 m.

However, dredged areas may not be regularly maintained and mariners should consult the Harbour Master for the latest depths.

Deepest and longest berth
3.164

1 Deepest: Brunt Quay (3.182).

Longest: McGlashen Quay (3.182).

Tidal levels
3.165

1 Mean spring range about 3·5 m; mean neap range about 1·9 m. See information in Admiralty Tide Tables.

Abnormal water levels
3.166

1 Nelson may be affected by Tsunamis and initial warning is given by verbal message. See 1.50 and *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water
3.167

1 The density of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled
3.168

1 A vessel of 225 m LOA, breadth 32·5 m and draught 9·2 m can normally berth alongside. For tankers the maximum draught is 8·7 m.

These draughts may be exceeded at the Harbour Master's discretion depending on the tidal predictions for the day. Maximum draughts are determined by the height of tide and the minimum under keel clearance of 10% of draught in the channel and 5% in the berth.

Local weather
3.169

1 Prevailing winds are NNE and WSW, and N gales may send 3 to 4 m swells into Tasman Bay. During settled weather a N sea breeze generally develops in the afternoon.

2 **Climatic table.** See 1.155 and 1.160.

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Arrival information

Port operations

3.170

1 Vessels less than 130 m LOA may enter or depart at any state of the tide subject to draught and other shipping movements. Vessels over 130 m LOA, when the tidal range is 2·9 m or less, enter and depart only on flood tide between LW to 1 hour before HW. Also, vessels over 130 m LOA are only worked on the first or last two hours of flood tide, if the tidal range is over 2·9 m.

2 When berthing starboard side to Main Wharf, vessels must berth on the very first or last of the ebb tide.

A red flag by day, or a red light at night, at the berths indicates the position abreast which a vessel's bridge should be placed.

Port radio

3.171

1 **Nelson Harbour Radio** provides an information service. See *Admiralty List of Radio Signals Volume 6 (4)* for details.

Notice of ETA

3.172

1 ETA should be sent to Harbour Master 24 hours before arrival with confirmation by 1500 hours local time on the last working day before arrival. For full details see *Admiralty List of Radio Signals Volume 6 (4).*

Anchorages

3.173

1 Anchorage, both waiting and quarantine, may be obtained 2½ miles NNW of Landfall Light (41°15′·4S, 173°16′·8E), in depths of about 12 m, mud, as indicated on the chart.

Vessels are not permitted to anchor within the harbour without the authority of the Harbour Master.

Pilots

3.174

1 **Pilotage limits.** The seaward limit of pilotage is the arc of a circle, radius 3 miles, centred on Boulder Bank Old Lighthouse (41°15′·3S, 173°15′·9E), as shown on the chart.

Pilotage is compulsory for vessels of 100 grt and over unless exempt. The notice required for a pilot is the same as for ETA. See 3.172. Pilots board 3¼ miles NNW of Main Entrance, as shown on the chart.

Vessels under 100 grt should contact Nelson Harbour Radio for entry and berthing instructions. See *Admiralty List of Radio Signals Volume 6 (4)* for details.

Pilot boat is a high-speed launch, painted orange.

Tugs

3.175

1 Tugs are available.

Harbour

General layout

3.176

1 Port Nelson is a dredged harbour contained between Boulder Bank and the mainland SE, bounded SW by Haulashore Island (41°16′·1S, 173°15′·4E), and NE by the mud flats of Nelson Haven. Main Entrance, the only entrance in use, lies between Boulder Bank and Haulashore Island.

The wharves and port installations are situated in the SW part of the harbour and are reached directly off the main channel. At the NE end of the harbour there is a turning area about 2 cables wide. In the SE corner of a basin E of the turning area there are some slips. A channel leads from the turning area around the N end of the port area to a fishing vessel wharf and marina.

2 Dredging is undertaken in the approach and entrance channels and in the harbour in the areas shown on the chart.

Development. A land reclamation project N of McKellar Quay and in the boat harbour to the E was on-going (1999). For further information see the chart.

Natural conditions

3.177

1 **Tidal streams.** The normal duration of the in-going and out-going tidal streams is just over 6 hours but weather conditions may cause this to vary by more than an hour in either case.

In general the streams follow the dredged channels except at the entrance where they flow across the entrance setting to the S when flooding and to the N when ebbing. At the entrance they can attain a rate of 2 kn at spring tides. In the harbour they may attain a rate of 1 to 2 kn. The streams may be weak for a short period at slack water.

2 Eddies form continually off most berths, clockwise with an in-going tidal stream and anti-clockwise with an out-going stream; they are caused by solid infill reclamation under the quays. For further information see the chart.

Local magnetic anomaly. Local deflection of the magnetic compass is reported to occur at Port Nelson.

Principal marks

3.178

1 **Landmarks:**

Moutere Bluff (41°13′S, 173°05′E), the termination and highest point of prominent white cliffs.

Radio mast (41°12′·0S, 173°20′·2E).

Landfall Lighthouse (metal framework tower, 18 m in height) (41°15′·4S, 173°16′·8E), exhibited from the NE side of Port Nelson harbour.

Old Lighthouse (white octagonal metal structure) (41°15′·3S, 173°15′·9E) on Boulder Bank.

Silo (white, 33 m in height) (41°15′·8S, 173°16′·2E). From a distance, care must be taken not to confuse the silo and the old lighthouse.

Cathedral, 1 mile SE of silo, standing on a hill in the centre of the town, white and prominent.

2 **Major lights:**

Schnapper Light (concrete column, 11 m in height) (41°12′S, 173°19′E).

Landfall Light — as above.

Directions

(continued from 3.151)

Approaches

3.179

1 **Outer Leading Lights:**

Front light (white triangle, point up, on piles) (41°16′·1S, 173°15′·4E), exhibited close W of the SW point of Haulashore Island.

Rear light (white triangle, point down) (3¼ cables SSE of front light).

2 From the vicinity of the pilot boarding place, the alignment (164¾°) of these lights, and by night in the white sector (164°–165½°) of the front light, leads about 2¾ miles SSE through the centre of the dredged channel,

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180 m wide, passing between the E and W limits of the shoal areas, to a position 6 cables NNW of the front light.

Caution. Trees on Haulashore Island partially obscure the rear leading light from N.

Entrance channel

3.180

1 **Entrance Leading Lights:**

Front light (white triangle, point up) (41°16′·0S, 173°15′·7E), exhibited from a shoal E of Haulashore Island.

Rear light (white triangle, point down) (306 m SE of front light).

From a position 6 cables NW of the front light, the alignment (135½°) of these lights leads 4¼ cables through Main Entrance, passing (with positions from the front light):

2 NE of a light-beacon (starboard hand) (3¾ cables NW), marking the SW side of the channel, thence:

SW of No 1 Light-beacon (3¼ cables NW), marking the NE side of the channel, and:

NE of a detached mole extending NW from Haulashore Island.

Thence to a position 1½ cables NW of the front light.

3 **Haulashore Island N Leading Lights:**

Front light (white diamond on beacon) (41°15′·9S, 173°15′·5E).

Rear light (white triangle, point up, on pile) (103 m W of front light).

From a position in the entrance, ½ cable E of the front light, the alignment (270°), astern, of these lights mark a line through the centre of the turn into the SW part of the harbour. They are primarily for use in turning and of most use when outward bound.

4 Thence the track leads to the berths as required through the dredged area of the harbour, marked by numbered piles from which lights are exhibited.

Caution. Great care should be exercised when berthing owing to the uncertainity of the tidal streams, particularly off Main Wharf and off the N end of Brunt Quay. Vessels generally berth at Main Wharf stemming the tide.

Useful marks

3.181

1 Television tower (red lights) (41°18′S, 173°17′E) (Chart NZ 61).

Aero light (41°18′S, 173°14′E), exhibited at Nelson airport.

Radio mast (red lights, 7 m in height) (41°16′·8S, 173°14′·7E), on Tahunanui Beach.

Lights exhibited from quays within the harbour.

Berths

Alongside berths

3.182

1 **Main Wharf.** There is a total of 270 m of berthing space, with a maintained depth of 9·0 m alongside the NE part and 10·3 m alongside the SW part of the wharf. Used mainly by tankers. Close S there is approximately 140 m of further berthing space for general use, including a Ro-Ro terminal.

Brunt Quay. There is a total of 196 m of berthing space with a maintained depth of 10·0 m alongside. At its S end there is a Ro-Ro linkspan. Used mainly for containers and Ro-Ro cargoes.

2 **McGlashen Quay.** There is a total of 355 m of berthing space with a maintained depth of 9·2 m alongside. Used for woodchips, fish and fruit.

Kingsford Quay. There is a total of 174 m of berthing space with a maintained depth 9·5 m alongside and a further 85 m with a maintained depth of 6·5 m on the S side of Slipway Basin.

McKellar Quay. On the N side of Slipway Basin has a total of 233 m of berthing space with depths from 5 to 7 m.

Amaltal Wharf, on the E side of Dixon Basin is 130 m long with a depth of 7·0 m alongside, used by fishing boats.

Small craft harbour

3.183

1 **Description**. Dixon Basin and boat harbour lie at the mouth of Maitai River, on the NE side of the main harbour. The E side is formed by reclaimed land. They are entered through Maitai Channel, 60 m wide, dredged to a maintained depth of 4·0 m and marked by numbered light-beacons, leading NE and E from the N end of the main channel. The harbour is entered close N of Landfall Light (41°15′·4S, 173°16′·8E) and has general maintained depths of 1·8 to 3·0 m.

2 **Berths.** The harbour has a large number of berths for small craft at various jetties and pontoons which can best be seen on the chart.

Facilities. Marina facilities include a launching ramp, boat lifts, fuel berth and repair facilities.

Port services

Repairs

3.184

1 All kinds of repairs, including underwater welding, can be carried out. There are two slipways in Slipway Basin in the N part of the harbour.

W slipway — maximum size of vessel, 91 m in length, breadth 15 m, draught 6·2 m and 1900 dwt.

The E slip is for small craft only.

Other facilities

3.185

1 Compass adjustment; issue of deratting and exemption certificates; hospital; salvage equipment; oily waste reception; garbage disposal; fumigation.

Supplies

3.186

1 Fuel oil; fresh water; provisions.

Communications

3.187

1 Nelson airport, domestic air services, distance 7 km.

Small craft

Caution

3.188

1 The shoal (41°15′·5S, 173°15′·5E), known as Outer Shoal, is dangerous to small craft in bad weather owing to waves produced by the effect of wind over tide. The red sectors of Schnapper and Landfall Lights (3.178) cover the danger area.

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Anchorage

3.189

1 Small craft may anchor in the natural channel off Wakefield Quay (41°16′·0S, 173°15′·9E), but should remain clear of the dredged main channel channel and a power cable laid between Front and Rear Entrance Leading Lights (3.180).

Anchorage can also be obtained on the E side (41°16′·0S, 173°15′·5E) of Haulashore Island, and on the E side of Boulder Bank just S of the Old Lighthouse (41°15′·3S, 173°15′·9E) (3.178). These anchorages should be approached with care.

2 Bolton Hole (41°16′·3S, 173°15′·0E), approached from NNW for the deepest water over a bar in a least depth of 2·6 m, affords anchorage for small craft, in some measure sheltered by the bar, in depths from 5 to 9 m.

Landing places

3.190

1 There are small jetties situated as follows:

On the E side (41°16′·0S, 173°15′·5E) of Haulashore Island.

Adjacent to a ramp (41°15′·8S, 173°15′·6E) at the SW extremity of Boulder Bank.

Information service

3.191

1 On arrival in harbour, small craft under 20 m in length may contact Nelson Harbour Radio for berthing and customs information. They may berth and await customs clearance at the end of Marina jetty 'D' (41°15′·6S, 173°16′·8).

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NOTES

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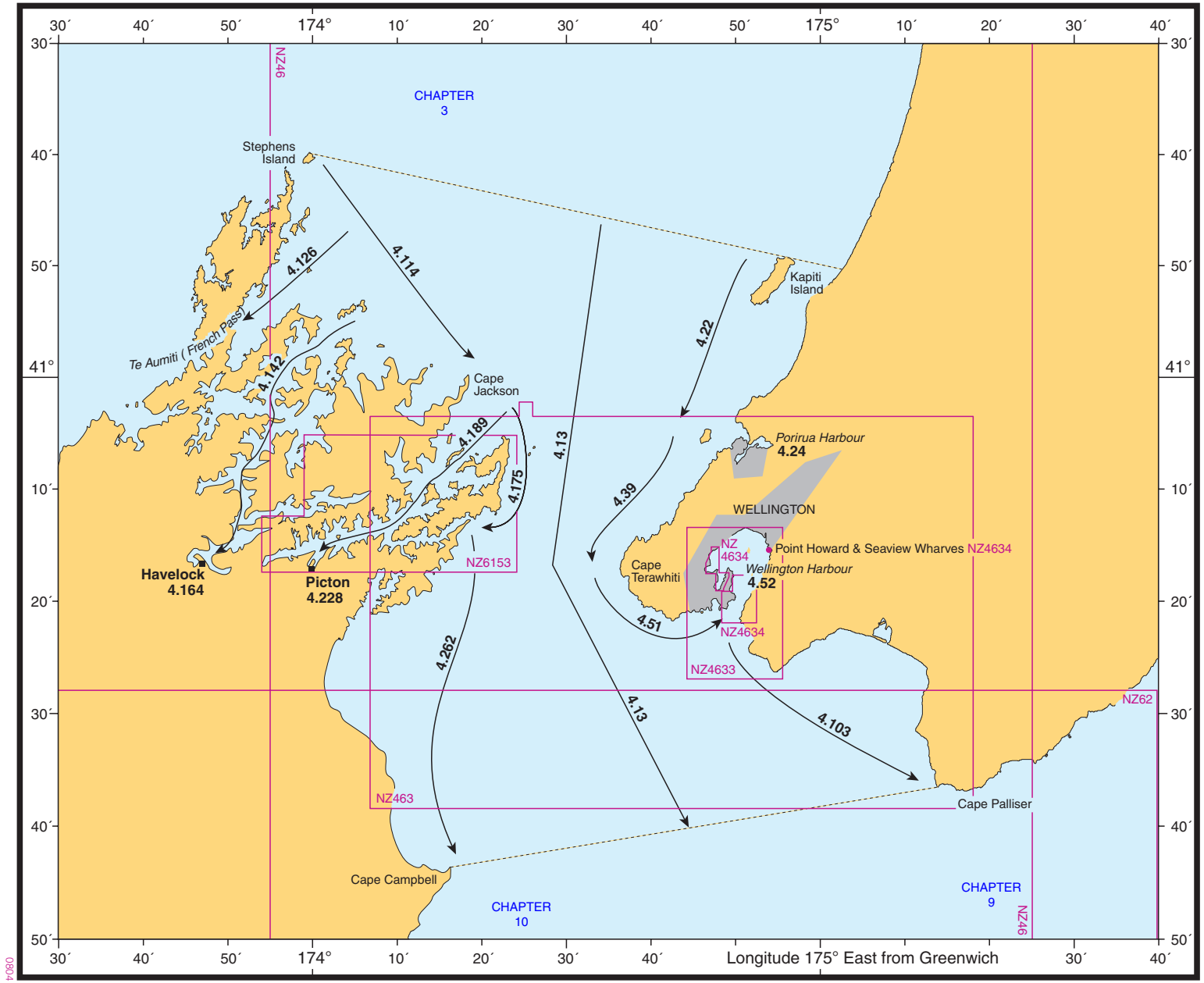

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CHAPTER 4

COOK STRAIT INCLUDING WELLINGTON HARBOUR AND MARLBOROUGH SOUNDS

GENERAL INFORMATION

Charts 4640, NZ 46

Scope of the chapter

4.1

1 In this chapter are described the waters of Cook Strait, the passage between North and South Island. On the E side it covers the coastline of North Island between a position on the mainland opposite the NE point of Kapiti Island (40°50′S, 174°57′E) and Cape Palliser, 50 miles SSE. On the W side it covers the coastline and offshore islands of South Island between Stephens Island (40°40′S, 174°00′E), and Cape Campbell, 65 miles SSE.

2 The description includes the offshore passage and coastal routes adjacent to the coast. Also included is a description of Marlborough Sounds together with their adjacent bays and channels, which lie on the W side of Cook Strait between Stephens Island and The Brothers (41°06′·2S, 174°26′·3E). In addition the principal harbour of Wellington (41°18′S, 174°48′E), the capital city, and the smaller harbour of Picton (41°17′S, 174°00′E), are also described.

3 This chapter is divided into the following sections:

Cook Strait — Through Route (4.9).
Kapiti Island to Cape Terawhiti (4.15).
Cape Terawhiti to Cape Palliser including Wellington (4.43).
Stephens Island to Tory Channel 4.106).
Queen Charlotte Sound, including Tory Channel and Picton (4.178).
Tory Channel Approaches to Cape Campbell (4.255).

Topography

4.2

1 Coasts on both sides of Cook Strait and around Marlborough Sounds are generally high, those on the W side of the strait being the higher of the two.

Hazards

4.3

1 **Exercise area.** Submarines exercise off the S entrance to Cook Strait in an area extending S and E from position 41°45′S, 175°00′E. See the *Annual Summary of NZ Notices to Mariners*.

Ferry traffic from Wellington to Tory Channel is regularly encountered crossing the strait.

Wind

4.4

1 Cook Strait is particularly affected by the frequency and strength of NW and S to SE winds due to the close proximity of high land on both sides producing a funnel effect; these are the only violent winds but they give rise to the worst storms experienced in New Zealand waters, averaging about 25 each year.

Strong to gale force NW winds are very localised, but S gales affect the whole strait. Gales from SE, which are experienced more often, are strongest in the W part of the strait around Cape Campbell, and over the N parts of Marlborough Sounds.

Sea

4.5

1 Broken water is experienced in Cook Strait; this may in part be due to the influence of a cold bottom current being forced to the surface. When the flow is strong, heavy tide rips occur in the vicinity of the deep submarine canyons in the strait.

During gales, very rough seas are a feature of Cook Strait. The heaviest seas are caused by S gales which can produce very high and dangerous swells, particularly across the strait S of Wellington Harbour and N and S of The Brothers islands.

Current and tidal streams

4.6

1 In Cook Strait the current is strongly influenced by the prevailing winds. The rate may vary from a N-going current of ½ kn in moderate S winds, to an ENE-going current at 0·4 kn with fresh N winds. In light variable winds the current sets E at 0·4 kn.

Weather conditions may affect considerably tidal streams in the strait. The influence of strong gales is felt when the disturbance is from 24 to 48 hours away and the effect of the current may prolong or retard the duration of the normal tidal stream by 1 to 3 hours.

2 HW occurs on the W side of Cook Strait about 5 hours later than on the E side so that when it is HW on one side it is nearly LW on the other. The tidal streams caused by these differences in level are strong and variable. When meteorological conditions raise the mean sea level on one side of the strait the flow from that side is considerably increased in strength and duration, while that from the other side is correspondingly reduced or, under extreme conditions, even reversed.

For further information see the charts and the relevant *Admiralty Tide Tables.*

Magnetic anomaly

4.7

1 Local deflection of the magnetic compass is reported to occur in Cook Strait, including in shallow water in the near vicinity of the Cook Strait submarine cables.

Reporting system

4.8

1 A Voluntary Code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

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COOK STRAIT — THROUGH ROUTE

GENERAL INFORMATION

Charts 4640, NZ 46

Area covered

4.9

1 This section describes the offshore route between the N and S approaches to Cook Strait for vessels in transit, between ports on the E seaboard of Australia and ports on the W side of the American continent, S of the Panama Canal and Cabo de Hornos, as described in *Ocean Passages for the World.*

OFFSHORE PASSAGE

Charts NZ 46, NZ 463, NZ 62

Route

4.10

1 From a position in the vicinity of 40°46′S, 174°35′E, WNW of Kapiti Island, at the N end of Cook Strait, the route leads about 55 miles S and SSE to the vicinity of 41°41′S, 174°44′E, between Cape Campbell and Cape Palliser.

Principal marks

4.11

1 **Landmarks:**

Stephens Island (40°40′S, 174°00′E) (3.85).
Radar tower (41°18′·7S, 174°38′·6E).
Wind generator (41°18′·7S, 174°44′·6E).
Cape Campbell Lighthouse (41°43′·8S, 174°16′·5E) (4.260).

2 **Major lights:**

Stephens Island Light (40°40′S, 174°00′E) (3.85).
The Brothers Light (white wooden tower, 12 m in height) (41°06′·2S, 174°26′·3E), exhibited from N Brothers Island.
Wellington Harbour Main Entrance Leading Lights (41°19′·1S, 174°51′·3E) (4.81).
Pencarrow Head Light (41°21′·6S, 174°50′·9E) (4.79).
Baring Head Light (41°24′·5S, 174°52′·3E) (4.49).
Cape Palliser Light (41°36′·7S, 175°17′·4E) (4.49).
Cape Campbell Light (41°43′·8S, 174°16′·5E) (4.260).

Other aids to navigation

4.12

1 **Racon:**

Wellington Harbour Front Leading Light (41°19′·1S, 174°51′·3E).

2 **Radiobeacon:**

Radiobeacon, 4 cables S of Cape Campbell Light. For details see *Admiralty List of Radio Signals Volume 2.*

Directions

(continued from 3.11, 3.76 and 3.86)

4.13

1 From a position WNW of Kapiti Island (40°51′S, 174°55′E) in the vicinity of 40°46′S, 174°35′E at the N end of Cook Strait, the route leads 34 miles S, passing (with positions from The Brothers Light (41°06′·2S, 174°26′·3E)):

E of Witts Rock (4.114) (15½ miles NNW), thence:
E of Walker Rock (8¾ miles NNW), thence:
Between Mana Island (15 miles E) (4.16) and Cook Rock (3½ miles N) (4.186), thence:
Either side of Fishermans Rock (7½ miles ENE), an isolated shoal where heavy tide-rips occur, thence:

2 E of The Brothers, a group of islets, thence:
E of Awash Rock (4.176) (3¼ miles S), into the narrow part of the strait, thence:
E of Perano Head (6¾ miles SSW) (4.174).

Thence to a position about 6 miles WSW of Cape Terawhiti (41°17′S, 174°37′E) (4.38), giving it a wide berth to avoid Karori Rip (4.48).

3 Thence the track continues about 23 miles SSE, passing (with positions from Cape Terawhiti):

WSW of Tongue Point (14 miles SSE), from which a light (4.51) is exhibited, thence:
WSW of Baring Head (14 miles SE).

Thence to a position in the S entrance to the strait, in the vicinity of 41°41′S, 174°44′E, about 21 miles ENE of Cape Campbell.

Useful marks

4.14

1 Paraparaumu Aero Light (40°54′S, 174°59′E) (4.21).
Wainui summit (41°01′S, 174°59′E).
Mount Stokes (41°06′S, 174°06′E).
Cape Jackson Light (40°59′·8S, 174°18′·8E) (4.115).
Cape Koamaru (41°05′S, 174°23′E).
Radio mast (red light) (41°09′·2S, 174°48′·2E) on Colonial Knob.
Ohau Point Light (41°14′·4S, 174°38′·7E) (4.40).
Prohibited anchorage light-beacons (41°17′·7S, 174°37′·1E) and (41°19′·1S, 174°38′·1E) (4.47).
Radio tower (41°17′·4S, 174°42′·4E) on Makara Hill.
Radar scanner (41°19′·7S, 174°43′·7E) on Hawkins Hill.

(Directions continue at 10.14)

KAPITI ISLAND TO CAPE TERAWHITI

GENERAL INFORMATION

Chart NZ 46

Area covered

4.15

1 This section describes the coastal route on the E side of Cook Strait, between Kapiti Island (40°51′S, 174°55′E) and Cape Terawhiti (41°17′S, 174°37′E). The description includes Porirua Harbour (41°06′S, 174°52′E), which is used by small craft only and other anchorages. The section is arranged as follows:

Kapiti Island to Mana Island (4.16).
Mana Island to Cape Terawhiti (4.33).

KAPITI ISLAND TO MANA ISLAND

General information

Charts NZ 46, NZ 4631 (see 1.19)

Route

4.16

1 From a position N of Kapiti Island (40°51′S, 174°55′E) the coastal route leads about 19 miles SSW to Mana Island (41°05′S, 174°47′E).

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Topography

4.17

1 Kapiti Island is wooded and mountainous. An observation tower (40°51′S, 174°55′E) stands at an elevation of 529 m on its summit. The island is a wildlife sanctuary and certain restrictions apply to landing, see 1.51. Marine reserves are established on the W and E side of Kapiti Island as shown on Chart NZ 4631. Fishing is prohibited within their limits

Coast opposite Kapiti Island, N of the entrance to Waikanae River (40°53′S, 175°00′E) (4.32), is a sandy beach backed by sandhills; thence level country extends to the Tararua Mountains which approach the coast to within 6 miles near Waikanae River.

2 Around Waikanae River and as far as Raumati (40°56′S, 174°59′E) there are several small towns. Behind them, and S of the river, the land rises steeply to scrub-covered mountains. Between Raumati and Paekakariki, 2 miles SSW, the coast is a sandy beach.

From Wairaka Point (41°02′S, 174°52′E) to Te Rewarewa, 2½ miles SW, the N entrance point of Porirua Harbour (4.24), the coast is high with cliffs.

Mana Island (41°05′S, 174°47′E) is flat-topped and covered with pasture.

Regulations

4.18

1 **Wildlife sanctuary.** Kapiti Island (40°51′S, 174°55′E); for regulations, see 1.51.

Diving

4.19

1 Recreational diving is frequent off the N end of Kapiti Island (40°49′S, 174°56′E) and in the approaches to Porirua Harbour (41°06′S, 174°52′E).

Tidal streams

4.20

1 In Rauoterangi Channel (40°52′S, 174°57′E), between Kapiti Island and the mainland, the tidal streams are affected by wind. A gale from S increases the rate of the N-going stream and a strong NW wind increases that of the S-going stream.

See the chart for further information.

Principal marks

4.21

1 **Landmarks:**

Statue (white, occasionally floodlit, elevation 73 m) (40°55′·0S, 175°00′·6E), in the town of Paraparaumu.

Paraparaumu Aero Light (beacon, elevation 24 m) (40°54′·1S, 174°59′·5E), exhibited until 2200 daily.

Wainui summit (41°01′S, 174°59′E).

Radio masts (41°06′S, 174°51′E).

Radio mast (red light) (41°09′·2S, 174°48′·2E) on Colonial Knob.

Major light:

The Brothers Light (41°06′·2S, 174°26′·3E) (4.11).

Directions

(continued from 3.76)

4.22

1 From a position about 2 miles NNE of Kapiti Island (40°51′S, 174°55′E), the track leads SSW, passing W of the island or, alternatively, E of the island through Rauoterangi Channel which lies close NW of the town of Paraparaumu Beach.

When clear of Kapiti Island the route continues SSW, passing (with positions from Tahiriimongo Point, the S extremity of Kapiti Island, off which steep seas may be experienced in W winds):

2 Clear of Tarapunga Shoal (about 1 mile SSW), a reef with a depth of 11 m over it, thence:

Clear of Hunter Bank (5½ miles SSW), thence:

WNW of Wairaka Point (8½ miles S) from which a reef extends about 4 cables N.

Thence the track continues to a position about 3 miles NW of Mana Island (12 miles SSW).

3 **Caution.** During heavy W weather a steep sea dangerous to small vessels, is experienced within 5 cables of Tahiriimongo Point, the S extremity of Kapiti Island. In these conditions the deep channel between the point and Tarapunga Shoal should not be used. Strong winds from NW, blowing down the valleys of Kapiti Island, produce whirlwinds dangerous to small craft, in Rauoterangi Channel.

Useful marks

4.23

1 Waikanae Light (40°51′·9S, 175°01′·1E).

Television tower (40°51′·1S, 175°03′·1E).

Water tower (1½ miles SW of television tower).

(Directions continue for the coastal route at 4.39)

(Directions for Porirua Harbour are given at 4.25)

Minor harbours and anchorages

Charts NZ 46, 4631, 4632 (see 1.19)

Porirua Harbour

4.24

1 **General information.** Porirua Harbour (41°06′S, 174°52′E), fronted by Mana Island, lies on the E side of Cook Strait, about 17 km by road from Wellington. It is mainly used by small craft and pleasure boats.

2 The harbour can be approached from either side of Mana Island, but see 4.25 regarding passage SE of the island, over a bar. It is entered between Te Rewarewa Point (41°03′·9S, 174°50′·3E) and a peninsula 1½ miles SSE. Access to the inner part of the harbour, E of the peninsula, is through a narrow channel entered over a bar, close NE of the peninsula, which has a controlling depth of 1·5 m. Vessels drawing 2·4 m can cross the bar on the last quarter of the in-going tidal stream, except in heavy weather.

3 **Port Authority** is Wellington Regional Council, represented by a Harbour Master (4.57).

Submarine cable. A submarine power cable is laid across the narrows (41°05′·9S, 174°51′·8E). Each end is marked by a white beacon with a cone topmark.

Landmarks:

Radio mast (41°05′·8S, 174°50′·6E).

Radio mast (41°05′·6S, 174°50′·6E).

Radio mast (41°05′·6S, 174°51′·0E).

Reservoir and mast (41°05′·4S, 174°52′·3E), on Walkers Hill 96 m in elevation.

Reservoir (41°06′·6S, 174°52′·3E), on a hill 121 m in elevation.

4.25

1 **Directions.** Approach to Porirua Harbour is from NW, passing between Mana Island (41°05′S, 174°47′E) and reefs fringing Te Rewarewa Point, 2¼ miles ENE.

Approach from SW is over The Bridge, a rocky bar which connects Mana Island with the coast about 1½ miles SE. In the fairway, 6 cables wide, over the middle of the bar, there is a least depth of 6·4 m; the NW side of the fairway is marked by kelp.

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Tidal streams attain rates from 1 to 3 kn and there is usually a heavy tide-rip on The Bridge.

2 **Leading marks:**

Goat Point Light (white triangle, vertical orange stripe on column) (41°05′·3S, 174°52′·0E), which is a direction light.

Beacon (white triangle, vertical orange stripe) (close E of Goat Point Light).

3 From a position about 1½ miles WNW of Goat Point the alignment (100°) of these marks or, at night, the white sector (099°–101°) of Goat Point Light, leads into the entrance, passing (with positions from Goat Point):

S of a 1·5 m shoal (1 mile WNW), which is covered by the red sector of the light, thence:

S of a group of rocks (9 cables NW), which dry 0·9 m, also covered by the red sector of the light, thence:

N of a 1·8 m shoal (7½ cables W), which is covered by the green sector of the light, thence:

To a position 2 cables W of Goat Point Light.

4 **Leading marks:**

Front beacon (white triangle, vertical orange stripe) (41°06′·3S, 174°51′·9E).

Rear beacon (similar structure) (1¼ cables S of front beacon).

5 Direction light (white with a vertical orange stripe on column) (close S of rear beacon), at Paremata.

6 The alignment (171½°) of these leading marks or, at night, the white sector (171¼°–171¾°) of the direction light leads through the inner part of the harbour.

7 **Caution.** It is reported that these beacons are not easy to distinguish, particularly at night. However the two light-beacons (starboard hand), which mark the channel W of Mana (41°5′·7S, 174°52′·2E) are more prominent and when in transit, can be a useful guide for turning onto the track through the inner part of the harbour.

The track through the SW arm of the harbour leads generally SSW following a channel marked by beacons.

4.26

1 **Useful mark:**

Group of three beacons (white triangles on a column) (41°06′·2S, 174°51′·7E).

4.27

1 **Anchorages.** In fine weather with offshore winds, temporary anchorage can be obtained in depths from 3 to 7 m in Hongoeka Bay (41°04′S, 174°51′E), close within Te Rewarewa Point. If the wind shifts NW, vessels should proceed immediately to anchorage S of Mana Island (4.41) or in Cook Strait. Anchorage can also be found in depths from 8 to 14 m off the entrance to Titahi Bay (41°06′·3S, 174°49′·8E), clear of a submarine cable laid NNW from position 41°06′·5S, 174°50′·0E across Titahi Bay and the approaches to Porirua Harbour, thence NE, landing W of the airfield WSW of Waikanae (4.32). A further submarine cable, laid S from Wanganui (3.56), lands NW of Waikanae. The anchorage is unsuitable for long stays.

4.28

1 **Berths.** There are anchoring and mooring areas on both sides of the fairway leading E towards the Mana-Paremata bridges, under which there is a vertical clearance of 3 m and the navigable channel is ½ cable wide.

A submarine pipeline is laid across the entrance to the SW arm of the harbour.

A large number of berths are available at Mana Cruising Club yacht marina (41°06′S, 174°52′E), Paremata Boating Club (41°06′·2S, 174°52′·3E) and also at Onepoto (41°06′·8S, 174°50′·8E) on the W side of the SW arm.

4.29

1 **Facilities:**

Hospital at Porirua.

Slip for small craft at Mana Cruising Club.

Waiorua Bay

4.30

1 Small vessels can find anchorage with shelter from NW winds, in depths of about 20 m, shingle and broken shell, in Waiorua Bay (40°50′·0S, 174°56′·8E), on the S side of Kurukohatu Point, the NE extremity of Kapiti Island.

The anchorage is unsafe in SE winds.

Facility. Small slipway on W entrance point of bay.

Entry Anchorage

4.31

1 Small vessels can obtain excellent anchorage, sheltered from NW and SW winds in Entry Anchorage (40°53′S, 174°55′E) on the SE side of Kapiti Island; the general depths are from 20 to 35 m, sand and broken shell.

The anchorage is sheltered on the E side by Tahoramaurea Island (Browns Island) (40°53′·4S, 174°54′·1E) and Motungarara Island (Fishermans Island), 1 cable N, both of which are surrounded by extensive rocky shoals. On the W side it is protected by Tokomapuna Island (Aeroplane Island) which has rocky shoal areas extending S and NW.

2 **Tidal streams** cause eddies in the anchorage and the S-going stream (4.20) is irregular in the time of change with regard to local HW.

3 **Directions.** Local knowledge is necessary.

The best approach and entry is from S, passing between the S ends of the reefs. Close inshore the depths decrease suddenly. Smaller vessels may also approach the anchorage from NE, through a narrow channel between the island and Passage Rocks, marked by a buoy (starboard hand). Kelp is visible N of the rocks. Tide-rips about 3 cables E of Kurukohatu Point, formed by wind against tide in Rauoterangi Channel, should be avoided.

4 **Useful mark:**

Monument (40°53′·1S, 174°54′·1E) at N end of Motungarara Island.

Small craft

Waikanae River

4.32

1 The entrance to Waikanae River (40°53′S, 175°00′E) is subject to change but the river is navigable by large boats at HW. Two overhead cables span the river about 1½ miles above the entrance. A road bridge and a railway bridge span the river about 2½ miles above the entrance in the town of Waikanae.

Communications. An airfield lies 5½ km WSW of Waikanae, near the town of Paraparaumu Beach (4.22).

MANA ISLAND TO CAPE TERAWHITI

General information

Charts NZ 46, NZ 463

Route

4.33

1 From a position between Mana Island (41°05′S, 174°47′E) and Fishermans Rock, 8 miles W, the coastal route leads 13½ miles SSW to a position W of Cape Terawhiti (41°17′·8S, 174°37′·1E).

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Topography
4.34

1 Between Green Point (41°06′·8S, 174°48′·3E), at the SE end of The Bridge (4.25), and Ohau Point, 10½ miles SW, the coast consists of cliffs fronted by scattered rocks.

Depths
4.35

1 The coastal route is deep except for a few charted dangers fringing the coast.

Diving
4.36

1 Recreational diving is frequent in coastal waters up to 5 miles NE from Cape Terawhiti.

Tidal streams
4.37

1 Tidal streams off Cape Terawhiti are strong, causing eddies. They attain rates of 5 kn and upwards at spring tides; within 1 mile of the cape, after strong NW gales, the S-going stream sometimes attains a rate of 6 kn.

See 4.6 regarding natural conditions in Cook Strait and note on charts.

Principal marks
4.38

1 **Landmark:**

Radio mast (red light) (41°09′·2S, 174°48′·2E) on Colonial Knob (4.14).

Cape Terawhiti (41°17′S, 174°37′E), which is a prominent, bold headland rising precipitously as an almost semi-circular hill, well defined and convex in outline from N and S.

Major light:

The Brothers Light (41°06′·2S, 174°26′·3E) (4.11).

Directions
(continued from 4.23)

4.39

1 From a position between Mana Island (41°05′S, 174°47′E) and Fishermans Rock, 8 miles W, the track leads SW into the narrows of Cook Strait, passing:

NW of Ohau Point (41°15′S, 174°39′E), from which a light is exhibited.

Thence the track continues to a position at least 3 miles W of Cape Terawhiti to keep clear of eddies, although tide-rips may be experienced.

Along the route, charted dangers extend up to ¾ mile from the coast.

Useful marks
4.40

1 Kapiti Island summit (40°51′S, 174°55′E) (4.15).

Television tower (red lights) (41°14′·0S, 174°46′·7E) on Kaukau.

Ohau Point Light (column on white square tower, 5 m in height) (41°14′·4S, 174°38′·7E).

Prohibited anchorage light-beacon (3½ miles SSW of Ohau Point) (4.47).

Cape Terawhiti Light (41°17′·8S, 174°37′·1E).

(Directions continue at 4.51)

Anchorage and landing places

Chart 4632 (see 1.19)

Anchorage
4.41

1 There is anchorage 3½ cables off the S side of Mana island, to the E of an 8·8 m patch (41°06′·3S, 174°46′·1E) lying off the S point of the island; the depths in the anchorage are about 18 m, coarse sand. Vessels have ridden out strong NW gales here.

Landing places
4.42

1 Boats can land in moderate weather;

On Makara Beach (41°13′S, 174°43′E).

At a concrete jetty (41°05′·7S, 174°47′·1E), about 2½ cables SW of Shingle Point, the E point of Mana Island. The jetty should be approached from SW as the other approaches are obstructed by kelp on The Bridge (4.25).

CAPE TERAWHITI TO CAPE PALLISER INCLUDING WELLINGTON

GENERAL INFORMATION

Charts NZ 46, NZ 463

Area covered
4.43

1 In this section are described the waters on the E side of Cook Strait between Cape Terawhiti (41°17′S, 174°37′E) and Cape Palliser (41°36′·7S, 175°17′·4E). The description includes the major harbour of Wellington (41°21′S, 174°50′E), and anchorages along the coast.

The section is arranged as follows:

Cape Terawhiti to Wellington approaches (4.44).

Wellington (4.52).

Wellington approaches to Cape Palliser (4.98).

CAPE TERAWHITI TO WELLINGTON APPROACHES

General information

Charts NZ 46, NZ 463, NZ 4633 (see 1.19)

Route
4.44

1 From a position W of Cape Terawhiti (41°17′S, 174°37′E) the coastal route leads SSE to a position S of Sinclair Head, 6 miles SE, thence E to the vicinity of the pilot boarding areas, 5 miles ESE of Sinclair Head.

On this passage the distance offshore depends mainly on the tidal streams; see 4.48.

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Topography

4.45

1 Between Cape Terawhiti and Sinclair Head (41°22′S, 174°43′E) the coast is bold and marked with cliffs, broken only by Oteranga Bay (41°18′S, 174°38′E), at the mouth of Oteranga Valley which nearly isolates the high land of Cape Terawhiti from that farther E. Tongue Point (41°20′·6S, 174°39′·6E), the only projecting point is low.

Diving

4.46

1 Recreational diving is frequent in coastal waters S of Cape Terawhiti, off Sinclair Head, and off Baring Head.

Restricted area

4.47

1 **Cook Strait Cable Protection Zone.** A number of high power submarine cables are laid across Cook Strait from Oteranga Bay (41°18′S, 174°38′E) to Fighting Bay (41°19′S, 174°12′E), 19 miles W. They are enclosed by a cable protection zone, shown on the charts, within which anchoring and fishing are prohibited.

2 On the E side the N and S limits are marked by pairs of light-beacons and beacons (white truncated triangles with orange stripe), located near the N and S entrances to Oteranga Bay. The limits of the zone are covered by the red sectors (017°–107° and 058°–148°, respectively) of the lights. Yellow warning signs stand close to the beacons.

3 On the W side a similar arrangement of light-beacons and beacons is established to mark the limits of the zone, located 8 cables N and 3 miles WSW respectively, of Rununder Point (41°19′S, 174°14′E).

Natural conditions

4.48

1 **Local magnetic anomaly.** Deviations of the magnetic compass may be experienced in shallow water in the vicinity of the power cables laid across the strait.

Tidal streams. Strong tidal streams are found between Cape Terawhiti and Sinclair Head causing the Karori Rip, an area of extreme overfalls and tide-rips which may be experienced up to 2¾ miles offshore. The area should normally be avoided, particularly with the NW-going stream.

2 Depending on meteorological conditions, the NW-going stream lasts from HW until 5 hours after HW Wellington; the stream is then SE-going until 1 hour before HW. The rate of the stream may exceed 5¼ kn at spring tides, under certain meteorological conditions.

Between Cape Terawhiti and Karori Rock, 3½ miles SSE, less broken water will be found 4 to 5 miles offshore, but conditions farther offshore may be dangerous for small craft. See notes on the charts.

3 **Current.** See note on the charts.

Local weather. When the wind funnels down valleys close E of Sinclair Head very strong winds blow offshore causing very heavy seas. See also 4.4.

Principal marks

4.49

1 **Landmarks:**

Radio tower (41°17′·4S, 174°42′·5E) on Makara Hill Cape Terawhiti (41°17′S, 174°37′E) (4.38).

Radar tower (cylindrical with a dome top, 14 m in height) (41°18′·7S, 174°38′·7E).

Lighthouse, disused (41°20′·6S, 174°39′·1E) on Karori Rock.

Wind generator (41°18′·6S, 174°44′·6E).

Lighthouse shaped structure (41°20′·8S, 174°46′·1E).

2 **Major lights:**

The Brothers Light (41°06′·2S, 174°26′·3E) (4.11).

Wellington Harbour Main Entrance Leading Lights (41°19′·1S, 174°51′·3E) (4.82).

Pencarrow Head Light (41°21′·6S, 174°50′·9E) (4.79).

Baring Head Light (white concrete tower, 12 m in height) (41°24′·5S, 174°52′·3E).

Cape Palliser Light (white metal tower, red bands, concrete base, 18 m in height) (41°36′·7S, 175°17′·4E), exhibited from Rocky Point.

Other aid to navigation

4.50

1 **Racon:**

Racon (41°19′·2S, 174°51′·3E), at Main Entrance Front Leading Light (4.82).

Baring Head Light from W (4.50)

(Original dated 2000)

(Photograph – F A Lawrence)

Directions

(continued from 4.40)

4.51

1 From a position W of Cape Terawhiti (41°17′S, 174°37′E) the track leads initially 6½ miles SSE, keeping to seaward of Karori Rip (4.48) and passing (with positions from Cape Terawhiti):

WSW of Oteranga Head (2 miles SSE), thence:

WSW of Luna Rock (3 miles SSE), thence:

WSW of Karori Rock (4 miles SSE), on which stands a disused light-tower (3 m in height), thence:

WSW of Tongue Point (4 miles SSE), from which a light is exhibited.

2 Thence the track continues about 9½ miles ESE, passing:

SSW of Thoms Rock (5 miles SSE), thence:

SSW of Sinclair Head (6½ miles SE), thence:

SSW of Taputeranga Island (4.94) (8¼ miles SE).

Thence the track leads to the vicinity of the pilot boarding areas, between 1½ and 3½ miles WNW of Baring Head (41°24′·5S, 174°52′·3E). A 29 m rocky patch lies about 3 miles W. A light-buoy (special) is moored 1 mile W of Baring Head.

3 **Caution.** Although Baring Head is reported to give good radar echoes, care must be taken not to confuse them with echoes received from higher terrain with similar configuration about 5 cables inland.

(Directions continue for coastal route at 4.103)

(Directions for Wellington are given at 4.81)

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WELLINGTON

General information

Charts NZ 4633, NZ 4634

Position

4.52

1 Wellington (41°17′S, 174°48′E), also known as Port Nicholson, lies at the S end of North Island, on the E side of Cook Strait.

The port and city of Wellington stands on the W shore of the harbour.

Function

4.53

1 Wellington is a major commercial and customs port and North Island terminus of the Cook Strait ferry service.

Principal exports include dairy products, fish, fruit, manufactured goods, meat, timber, vegetables and wool.

Principal imports include cement, manufactured goods, motor vehicles and parts, petroleum products, steel and wheat.

The city of Wellington, population 423 765 (2001) is the capital of New Zealand and the seat of government.

Port limits

4.54

1 The port of Wellington comprises all the tidal waters of Wellington Harbour bounded seaward by a line which is the arc of a circle, radius 3·85 miles, centred on Outer Rock (41°21′·0S, 174°50′·1E), as shown on the chart.

Approach and entry

4.55

1 The harbour is approached through the fairway from a position between Sinclair Head (41°22′S, 174°43′E) and Baring Head, 7½ miles ESE, on the alignment of leading lights (4.81) and entered at Point Gordon, about 6½ miles N.

Traffic

4.56

1 In 2003, 709 ship movements were recorded, totalling 11 297 091 dwt.

Port Authority

4.57

1 The Port Authority is Wellington Regional Council, represented by a Harbour Master.

Address: Harbours Department, Wellington Regional Council, PO Box 11–646, Wellington.

E-mail address: beaconhill@xtra.co.nz

The Port Company is CentrePort Wellington Ltd.

Address: PO Box 794, Wellington.

E-mail address: marine.manager@centreport.co.nz

Limiting conditions

Controlling depth

4.58

1 The controlling depth in the fairway of the Main Entrance channel is 11·3 m.

Under keel clearances required are as follows:

In the channel, 1·5 m.

At the berth, 0·9 m.

2 **Under keel clearance.** Under certain meteorological conditions (1.106), long period swell waves can significantly reduce under keel clearance in the approaches to Wellington harbour.

3 **Caution.** Mariners should proceed with caution when such swell conditions are experienced.

Deepest and longest berth

4.59

1 Thorndon Container Wharf (4.86).

Tidal levels

4.60

1 Mean spring range about 1·0 m; mean neap range about 0·9 m. See the relevant *Admiralty Tide Tables*.

Water levels are much influenced by wind; strong S winds raise levels and N winds lower them.

Abnormal water levels

4.61

1 **Tsunamis** may affect Wellington Harbour. See 1.50 and *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems. The initial warning is given by verbal message.

Density of water

4.62

1 The density of water in the harbour is 1·025 g/cm^3 and in the vicinity of the berths at Wellington is 1·032–1·036 g/cm^3.

Maximum size of vessel handled

4.63

1 *Star Princess*, 108 977 grt, and LOA 290 m, has berthed alongside.

Local weather and sea state

4.64

1 **Local weather.** The prevailing winds are N and S. They frequently blow hard with heavy gusts off high land around the harbour.

Sea and swell. Winds from S send a heavy sea and swell which sometimes break right across Main Entrance during gales. The harbour, being landlocked, is generally not much affected except for swell effect at Point Howard berths on the E side.

Heavy rain brings down logs and floating debris which may be encountered anywhere in the harbour.

Arrival information

Port operations

4.65

1 There are no restrictions on arrival or departure subject to weather and tidal conditions. Vessels entering and leaving harbour must keep to the starboard side of the channel.

2 Deep draught vessels, defined as having a draught greater then 10·2 m, may not be able to deviate from the channel centreline.

Port radio

4.66

1 Wellington Harbour Radio is located at Beacon Hill Signal Station (41°19′·8S, 174°49′·7E), on the W side of the harbour entrance. The station maintains a constant VHF

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and visual watch and all vessels are required to maintain a continuous listening watch while within port limits. It is also equipped with radar.

The station will provide navigational, vessel traffic movement and berthing information on request. In addition, it provides observations on weather and sea conditions at the entrance, together with tidal height predictions.

2 **Danger signal.** If a vessel is sighted standing into danger and is not responding to radio calls, the station will flash morse code letter "U" by signal lamp until the vessel responds.

For full details *Admiralty List of Radio Signals Volume 6 (4).*

Notice of ETA

4.67

1 ETA should be sent 24 and 4 hours prior to arrival, with updates if necessary.

See *Admiralty List of Radio Signals Volume 6 (4)* for details.

Anchorages

4.68

1 **General information.** Anchorage is generally good in Wellington Harbour, in general depths from 13 to 22 m, mud. However, winds frequently blow with heavy gusts off the high land around the harbour causing vessels to yaw. The Port Authority recommends that, especially in light-draught conditions, two anchors be used with 160 m (6 shackles) of cable on each anchor laid out in E/W directions.

4.69

1 **Anchorages.** There are four designated anchorage areas established in Wellington Harbour, as indicated on the chart:

Outer Anchorage lies E of a line drawn N from Point Jerningham (41°17′·2S, 174°48′·2E) to the opposite shore. Vessels should anchor near the centre of the area. A wreck with a depth of 14·6 m over it, lies nearly 2 miles ENE of Point Jerningham.

2 Inner Anchorage lies W of the above line to another line drawn NNW from Post Point (41°17′·3S, 174°47′·8E) to the shore at Kaiwharawhara.

Quarantine Anchorage is an area of radius 2 cables, centred on 41°16′·5S, 174°48′·0E, about 6½ cables N of Point Jerningham. An obstruction, with a depth of 18·5 m over it, lies in the SW part of the area.

3 Explosives Anchorage is an area of radius 3 cables, centred 1½ miles N of Point Halswell Light (41°17′·0S, 174°49′·6E).

Prohibited anchorage. Anchorage is prohibited in the following areas:

4 Within 500 m of submarine cables and power cables between Somes Island (4.74) and Petone Beach (1½ miles NNE) and between Mahanga Bay (4.84) and Web Point (3 miles E).

5 Close NW of the Overseas Passenger Terminal in Lambton Harbour (4.74) as shown on the chart.

6 Within 50 m of a sea-water intake close N of Greta Point (41°18′·2S, 174°48′·4E) in Evans Bay, the landward end of which is marked by a beacon (white triangle).

7 Within 100 m of any submarine cable or power cable.

Pilots

4.70

1 The seaward limit of pilotage is the arc of a circle, radius 3 miles, centred on Outer Rock (41°21′·0S, 174°50′·1E).

Pilotage, which is available 24 hours, is compulsory for merchant vessels over 500 grt, subject to exemption by law, N of Point Gordon (41°17′·9S, 174°50′·2E), as indicated on the chart. ETA should be confirmed one hour before arrival.

2 Vessels entering the harbour will be directed by radio to one of the following boarding areas:

Alpha (41°23′·9S, 174°49′·5E).
Bravo, 5 cables E of Alpha.
Charlie, 1 mile WNW of Alpha.
Delta, 4½ miles NNE of Alpha, in the harbour entrance channel; see chart.

Area Delta will only be used when safe transfer of the pilot is not possible in other areas. In this case vessels should remain outside the pilotage limit near area Alpha until entry plans are confirmed.

Tugs

4.71

1 Three Voith Schneider tugs equipped for fire-fighting and salvage are available.

Quarantine

4.72

1 Unless exempt from examination, vessels arriving from overseas ports must not proceed inwards beyond the limits of the quarantine anchorage until pratique has been granted. See 1.55.

Masthead height

4.73

1 Vessels entering or leaving Evans Bay must advise the signal station of their masthead height not less than 15 minutes before arrival or departure, owing to the close proximity of the airport flight path.

Harbour

General layout

4.74

1 From main entrance, Wellington Harbour extends 4 miles N and then opens out into a broad bay near the middle of which lie Somes Island (Matiu) (41°15′·5S, 174°51′·9E), a former quarantine station, and, close N, Mokopuna Island which is a wildlife sanctuary.

The main berthing area, handling general, bulk and container cargoes, together with passenger and ferry traffic, lies on the W side of the harbour, around and N of Lambton Harbour (41°17′·2S, 174°47′·1E).

Submarine cables

4.75

1 Submarine cables are laid in the harbour as follows:

From Steeple Rock Light (41°19′·5S, 174°50′·7E) W to the shore, power cable.
Between Somes Island and the coast NW and NE, power and telephone.
From Mahanga Bay (41°17′·6S, 174°50′·0E), N of Ward Island to Webb Point, about 2½ miles, telephone.
From Point Arthur (4.82) to each Main Entrance Leading Light, and between the Leading Lights, power.

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2 Between Somes Island and the coast NW and NE, power and telephone.
From Point Jerningham Light-beacon to the shore, power.
In each case the land ends are marked by white beacons.

Measured distance

4.76

1 **Position.** In middle of NW side of the harbour.
Marks. Two pairs of small beacons (white triangular); the beacons of each pair in line, bearing 321°, indicate the NE and SW limits of the measured distance.
Distance. 1853 m (1 nautical mile).
Running track: 051°/231°.

Temporary Buoyage

4.77

1 **Yacht races.** Buoys (special) are moored NW and SW of Somes Island Light (41°15′·6S, 174°51′·8E) between September and May, as racing marks.

Natural conditions

4.78

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur on Mount Victoria (41°17′·8S, 174°47′·8E), but there are no reports of the effect being felt in the harbour.
Tidal streams attain mean spring rates, modified by strong winds, as follows:
At the harbour entrance, close NNW of Pencarrow Head (41°21′·6S, 174°50′·9E):
3 hours before HW, direction 021°, rate 0·4 kn.
3 hours after HW, direction 201°, rate 0·4 kn.
2 In the entrance channel, close ENE of Steeple Rock Light (41°19′·6S, 174°50′·7E):
3 hours before HW, N-going at 0·5 kn.
3 hours after HW, S-going at 0·5 kn.
Within the harbour, the rates of the streams are 0·3 kn or less.
Flow in the entrance and in the entrance channel can attain maximum rates of 0·9 and 1·1 kn, respectively.
Freshets set strongly out of Hutt River (41°14′·5S, 174°54′·0E), after heavy rain.
Climatic table. See 1.155 and 1.161.

Principal marks

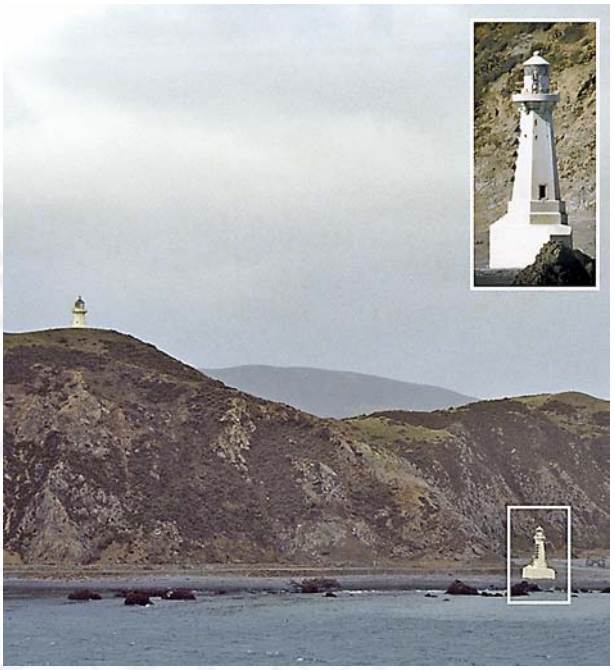
4.79

1 **Landmarks:**
Monument (white cylinder, 8 m high) (41°20′·5S, 174°49′·3E), at 62 m elevation on Palmer Head.
Pencarrow Head Old Light Tower, on summit above Pencarrow Head Lighthouse (41°21′·6S, 174°50′·9E).
Dish aerial (41°17′·6S, 174°49′·9E).
2 Monument (white) (41°17′·1S, 174°49′·6E), close S of Point Halswell.
3 **Major lights:**
Baring Head Light (41°24′·5S, 174°52′·3E) (4.49).
Pencarrow Head Light (white tower, concrete base, 17 m in height) (41°21′·6S, 174°50′·9E).
Somes Island Light (white tower) (41°15′·6S, 174°51′·8E).
Point Halswell Light (41°17′·1S, 174°49′·6E) (4.84).

Other aid to navigation

4.80

1 **Racon:**
Main Entrance Front Leading Light (41°19′·1S, 174°51′·3E).



Pencarrow Head Lights from NW (4.80)
(Original dated 2000)

(Photograph – P M Stacey & F A Lawrence)

Directions for entering harbour

General information

4.81

1 In order to avoid close quarter situations, vessels entering and leaving harbour should stay on the starboard side of the channel if other vessels are using the channel at the same time. In reduced visibility by day, the Port Authority will exhibit the Main Entrance Lead Lights on request by radio.

Approach

4.82

1 **Main Entrance Leading Lights:**
Front light (white tower on black metal structure, 4 m in height) (41°19′·1S, 174°51′·3E), exhibited on the E side of the channel.
Hope Shoal. Rear light (orange and yellow stripes on seaward side of steel cylinder) (about 1¼ miles NNE of front light).
2 From a position in the vicinity of pilot boarding area Alpha, 2 miles WNW of Baring Head (41°24′·5S, 174°52′·1E), the alignment (016½°) of these lights leads NNE through Main Entrance and the S part of the entrance channel, and by night in the intensified white sector (014°–019°), of Hope Shoal Rear Light, passing (with positions from Pencarrow Head Light (41°21′·6S, 174°50′·9E)):
WNW of Arabella Rock (2½ miles S), thence:
W of an 8 m shoal patch (3½ cables SW), thence:
WNW of Pencarrow Head Light, thence:
ESE of West Ledge (1½ miles WNW), thence:
ESE of Barrett Reef Light-buoy (port hand) (7 cables NW), moored close S of Outer Rock, thence:

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3 ESE of Barrett Reef (1 mile NW), and:
W of a drying rock (6 cables N), off Inconstant Point, thence:
W of above-water rocks (1¼ miles N) off Hinds Point on which stands a beacon (red and white), thence:
ESE of The Pinnacles (1½ miles WNW), thence:
ESE of Point Dorset (1¾ miles NNW), thence:
To a position about 3½ cables ESE of Steeple Rock (2 miles N) from which a light (white round tower, red band), is exhibited.

4.83

1 **Useful marks:**
Aero light (41°20′·3S, 174°49′·0E).
Aero light (41°20′·4S, 174°48′·7E).
Beacon Hill Signal Station (41°19′·8S, 174°49′·7E).

Barrett Reef Light (monument above) (4.83)

(Original dated 2000)

(Photograph – F A Lawrence)

Entry

4.84

1 From Steeple Rock the track leads about 2½ miles N, by night in the intensified white and green sectors (009°–011°) and (007°–009°) respectively, of Somes Island Light (41°15′·7S, 174°51′·8E), the green sector ensuring vessels keep to the E side of the channel, passing (with positions from Steeple Rock Light (41°19′·5S, 174°50′·7E)):

2 W of Main Entrance Front Leading Light (6 cables NE), thence:
E of Falcon Shoals (1 mile N), marked on the NE side by Falcon Shoals Light (isolated danger) (1¼ miles N), thence:
W of Hope Shoal Rear Leading Light (1¾ miles NNE, and:
E of Point Gordon (1¾ miles NNW), the S entrance point of Mahanga Bay which contains a marine farm marked by lights; thence:
W of Ward Island (Makaro) (2 miles NNE).

3 Thence the track leads to a position in the harbour entrance 1½ miles S of Somes Island Light, and with Point Halswell Light (black and white chequered concrete tower, 6 m in height) (41°17′·1S, 174°49′·6E) in line with Point Jerningham Light-beacon (white beacon, 4 m in height), 1 mile W, bearing 268½°.

Directions for berths

4.85

1 **Main area.** From the position in the entrance 1½ miles S of Somes Island Light, the track leads 1 mile NW and 2 miles WSW to the anchorages or berthing areas in Lambton Harbour or Evans Bay, as required. Vessels entering Evans Bay may be assisted by a directional light (grey pole, 5 m in height), exhibited from the head of the bay, bearing 184½°, which leads through the bay. A light-beacon, 4 cables N of the light, marks the edge of a bank.

2 **Point Howard.** From the position in the entrance 1½ miles S of Somes Island Light, the track leads about 2¼ miles NE to the berths in the vicinity of Point Howard, avoiding a reef extending 1¼ cables S from Somes Island and Somes Rock (41°15′·8S, 174°51′·5E).

Point Halswell Light from ENE (4.85)

(Original dated 2000)

(Photograph – P M Stacey)

Point Jerningham Light from ENE (4.85)

(Original dated 2000)

(Photograph – P M Stacey)

Berths

Chart NZ 4634 with plans

Lambton Harbour

4.86

1 The majority of berths are located in Lambton Harbour. Those available for use include:

Overseas Passenger Terminal. There is one berth with a total length of 259 m and a least depth of 10·1 m alongside.

Waterloo Quay Wharf. There are two berths. No 2 Berth is a Ro-Ro terminal for fast ferries.

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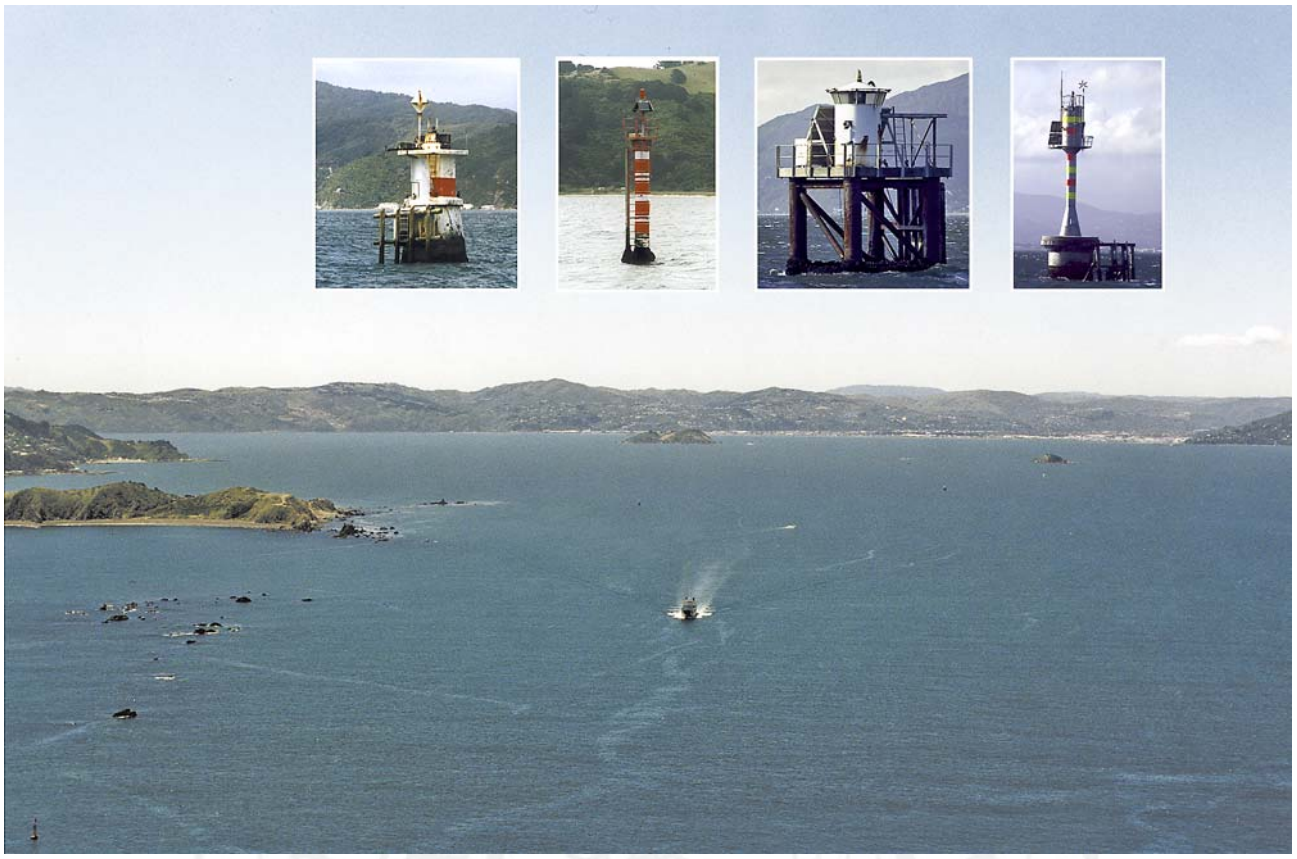
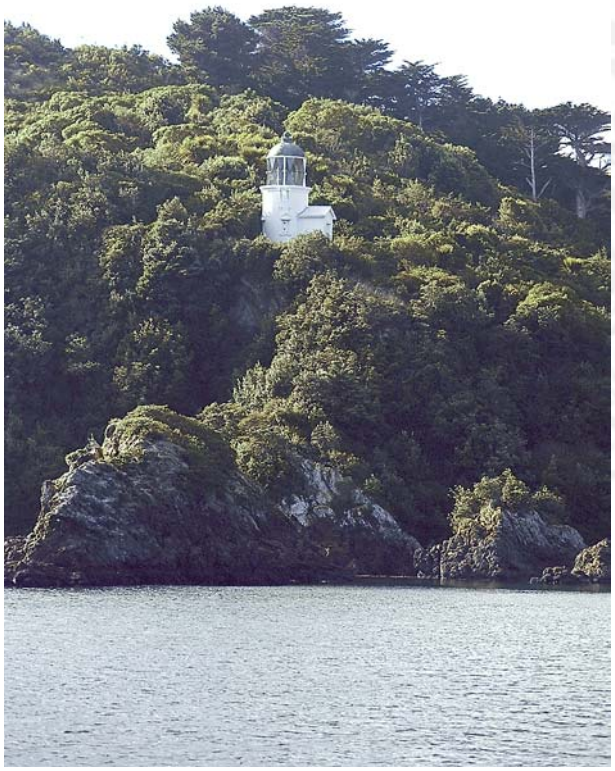


Wellington Harbour entrance from S (4.85)

(Original dated 2000)

(Photograph – F A Lawrence & P M Stacey)



Somes Island Light from SSW (4.86)

(Original dated 2000)

(Photograph – P M Stacey)

Inter-Island Terminal. There are two berths. No 2 Berth on W side, Ro-Ro 150 m in length with a least depth alongside of 7·8 m. No 3 Berth on E side, 213 m in length with alongside depth of between 5·2 and 9·3 m.

2 **Glasgow Wharf.** There are 3 berths. No 1 Berth at N end of the basin used by fishing vessels, 84 m in length with a least depth alongside of 4·7 m. No 2 Berth on W side, Ro-Ro 218 m in length and depth alongside of between 7·2 and 9·3 m. No 3 Berth on E side, Ro-Ro 240 m in length, with a depth alongside of between 7·4 and 9·3 m.

3 **Kings Wharf.** There are 2 berths. No 1 Berth at N end used by fishing vessels and Port Authority craft, 110 m in length. No 2 Berth, 240 m in length and depth alongside of between 7·4 and 9·4 m.

Thorndon Container Terminal. There are two berths with a total length of 586 m and a least depth of 11·6 m alongside.

Aotea Quay. There are six berths with a total berthing space of 1115 m with depths between 9·2 and 10·6 m alongside. Used for multi-purpose and general cargo.

4 **Road-Rail Ferry Terminal.** 2 berths. A least depth of 7·3 m over the remains of a dolphin (41°16′·0S, 174°47′·3E) lies in the vicinity of the terminal.

Note. The maximum draught permitted is generally 0·9 m less than the maximum depth. Increases may be authorised by the CentrePort Marine Manager.

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Lambton Harbour from SE (4.87)

(Original dated 2000)

(Photograph – F A Lawrence)

Evans Bay

4.87

1 **Tanker terminal** on SE side (41°18′·7S, 174°48′·7E) of Evans Bay. Burnham Wharf has a total length of 257 m with a least depth of 9·1 m alongside.

Local weather. Gales from N send a short sea into Evans Bay.

Wellington Volunteer Coast Guard Inc is located in Evans Bay Marina.

Burnham and Miramar Wharves from NNW (4.88)

(Original dated 2000)

(Photograph – P M Stacey)

Seaview Wharf

4.88

1 **Seaview Wharf** is a tanker terminal situated 3 cables SSW of Point Howard (41°15′·2S, 174°54′·2E). The berth has a total length of 250 m and a least depth of 11·1 m alongside.

Point Howard Wharf is now used for recreational purposes. See 4.96.

2 **Local weather.** The wharves are exposed to S gales.

Shelly Bay Wharf from W (4.88)

(Original dated 2000)

(Photograph – P M Stacey)

Port services

Repairs

4.89

1 Limited facilities are available.

There are slips for small craft at Evans Bay Yacht Club and Royal Port Nicholson Yacht Club at Clyde Quay Boat harbour.

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Evans Bay from NW (4.88)

(Original dated 2000)

(Photograph – F A Lawrence)

Seaview Wharf and Point Howard from SW (4.89)

(Original dated 2000)

(Photograph – CentrePort)

Other facilities
4.90

1 Compass adjustment; de-ratting and exemption certificates; automatic tide gauge at Queen's Wharf; limited facilities for the reception of oily waste; garbage disposal; hospitals.

Supplies
4.91

1 Fresh water; provisions; light fuel oil; diesel oil; lubricating oil.

Communications
4.92

1 Wellington International Airport at the head of Evans Bay.

Small craft

Buoys
4.93

1 **Caution.** Crayfish pot buoys, which may present a hazard, may be encountered within the 50 m depth contour between Sinclair Head and Turakirae Head.

Island Bay
4.94

1 **General information.** Island Bay (41°20′·8S, 174°46′·3E), 3 miles W of Wellington Harbour entrance affords limited shelter in NW weather.

Small boat moorings are laid in the bay N of Taputeranga Island. The bay is entered from SE or from SSW through a very narrow channel, affected by S swell, on alignment (012¼°) of leading lights exhibited occasionally from the W side of the head of the bay. A conspicuous lighthouse shaped structure stands on the W side of the bay.

Landing for boats on a beach on the E side of the bay, sheltered from S winds.

Chaffers Passage
4.95

1 Chaffers Passage (41°20′·3S, 174°50′·2E), between Palmer Head and Barrett Reef, is navigable by small vessels with local knowledge but should not be used in conditions of heavy swell when very rough seas surge on the reef.

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Marinas in Wellington Harbour

4.96

1 **Chaffers Marina** is located in a small harbour (41°17′·4S, 174°47′·0E) close W of Overseas Passenger Terminal. It contains a large number of pontoon berths for craft up to 18 m in length. Lights are exhibited at the entrance and beacons mark the W side of the basin.

Royal Port Nicholson Yacht Club is located in a boat harbour, protected by breakwaters, close E of Chaffers Marina.

2 **Evans Bay Marina** lies in the SW part of Evans Bay. It is protected by breakwaters, from which lights are exhibited, and contains a large number of pontoon berths and yacht moorings. All the usual facilities are available. A lifeboat station lies at its head.

Seaview Marina lies in the NE part of the harbour, close N of Point Howard. It is protected by breakwaters, from which lights are exhibited, and contains numerous pontoon berths. All the usual facilities are available.

Anchorage and landing places

4.97

1 Small craft may anchor as convenient in the harbour clear of designated and prohibited anchorages and berths.

Worser Bay (41°19′S, 174°50′E), on the W side of the entrance channel, affords excellent anchorage, stiff mud, good holding ground, but a S swell sets into it. Seatoun Wharf lies in its SW part.

Rona Bay, jetty (41°17′·3S, 174°53′·8E).

Days Bay, jetty (41°16′·8S, 174°54′·3E).

Lowry Bay, boat harbour (41°15′·6S, 174°54′·5E).

WELLINGTON APPROACHES TO CAPE PALLISER

General information

Charts NZ 463, NZ 46

Route

4.98

1 From a position on the approach leading line SW of Baring Head (41°24′·5S, 174°52′·3E), the coastal route leads through clear water to Cape Palliser (41°36′·7S, 175°17′·4E), about 27 miles SE.

Topography

4.99

1 The land is mountainous, except at the head of Palliser Bay (4.105), where there are low cliffs, fronted by a beach, which are the termination of Wairarapa Plain.

Explosives dumping ground

4.100

1 An explosives dumping ground, shown on the chart, is centred 14 miles SW of Cape Palliser (41°36′·7S, 175°17′·4E).

Natural conditions

4.101

1 General conditions in Cook Strait are described at 4.4; during NW gales, winds blow onshore within 2 miles of the coast in the vicinity of Cape Palliser.

Flow. See current and tidal stream information on the charts.

Off Turakirae Head there is often a strong set WNW which extends for 2 miles seaward and may, in part, be due to the bottom current described at 4.6. Overfalls form 2 miles S of the headland.

About 7 miles WSW of Cape Palliser a current sets E at a rate of about ¾ kn.

2 **Tidal levels at Cape Palliser.** Mean spring range about 1·2 m; mean neap range about 0·9 m. See the relevant *Admiralty Tide Tables* for the latest information.

Principal marks

4.102

1 **Major lights:**

Baring Head Light (41°24′·5S, 174°52′·3E) (4.49).

Cape Palliser Light (41°36′·7S, 175°17′·4E) (4.49).

Directions

(continued from 4.51)

4.103

1 From a position on the approach leading line about 2¾ miles SW of Baring Head (41°24′·5S, 174°52′·3E), the coastal route leads SE to the vicinity of Cape Palliser, passing (with positions from Baring Head):

SW of Hobart Rock (1¼ miles SE), thence:

SW of Turakirae Head (3 miles SE), which is bold and formed of shingle terraces, appearing from a distance to end abruptly, thence:

SW of Te Humenga Point (16 miles SE) thence:

To a position about 6 miles S of Cape Palliser (41°36′·7S, 175°17′·4E), off which a spit, with depths less than 20 m over it, extends 1¾ miles S. There are strong tide-rips in the vicinity of the spit.

Useful marks

4.104

1 Mount Matthews (41°21′S, 175°01′E), the highest peak at the S end of Rimutaka Range.

Mount Barton (41°33′S, 175°20′E), the highest of the S summits of Aorangi Range.

(Directions for the coastal route E of Cape Palliser are given at 9.263)

Anchorage and minor harbour

Palliser Bay

4.105

1 **Description.** Palliser Bay, entered between Turakirae Head (41°26′S, 174°55′E) and Te Humenga Point (14 miles ESE), is wide deep and generally featureless.

Anchorage can be obtained off the N shore of the bay in calm conditions. Small boats can anchor close offshore in the NW part of the bay, except during S winds.

2 **Small craft.** Local knowledge is essential.

Lake Onoke lies at the head of the bay and is accessible through a narrow entrance, subject to change, which is only navigable if there is a rise in the normal level of the lake. From the lake, Ruamahanga River is navigable by small boats for some distance to Lake Wairarapa and beyond.

The small holiday settlement of Lake Ferry lies close inside the entrance to Lake Onoke on the E side.

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STEPHENS ISLAND TO TORY CHANNEL

GENERAL INFORMATION

Charts NZ 46, NZ 61, NZ 615 (see 1.19)

Area covered

4.106

1 In this section are described the waters on the W side of Cook Strait from Stephens Island (40°40′S, 174°00′E) to the E entrance to Tory Channel (41°13′S, 174°19′E).

The routes in Marlborough Sounds as far as Cape Jackson (41°00′S, 174°19′E), which include Admiralty Bay and Pelorus Sound and their approaches. Queen Charlotte Sound and Tory Channel, are described at 4.178.

2 The section is arranged as follows:

Stephens Island to Cape Jackson (4.110).
Admiralty Bay and Approaches (4.123).
Pelorus Sound and Approaches (4.136).
Cape Jackson to Tory Channel (4.171).

Hazards

4.107

1 **Fishing.** See 1.9.

Diving for recreation is a frequent activity in coastal waters.

Marine farms, not all of which are charted, and which present a hazard to navigation in inshore waters, may be encountered in the waters covered by this section. They are generally marked by buoys, beacons and lights.

Wildlife sanctuaries

4.108

1 A number of areas within this section are designated wildlife sanctuaries, to which entry is restricted:

Stephens Island (40°40′S, 174°00′E).
Trio Islands (40°50′S, 174°00′E).
Chetwode Islands, including Sentinel Rock (40°53′S, 174°06′E).
Titi Island (40°57′S, 174°08′E).

2 Duffers Reef (40°57′S, 174°02′E)
Maud Island (41°02′S, 173°53′E).
The Brothers islands (41°06′·2S, 174°26′·3E).

For regulations see 1.51.

Small craft berths

4.109

1 There are many small wharves, piers and jetties throughout Marlborough Sounds; new construction frequently takes place and older structures are removed from time to time. In the subsequent text only those serving local industry and others available for public use are mentioned.

STEPHENS ISLAND TO CAPE JACKSON

General information

Chart NZ 46, NZ 615 (see 1.19)

Route

4.110

1 From a position NNE of Stephens Island (40°40′S, 174°00′E) the coastal route leads 25 miles SE to Cape Jackson (41°00′S, 174°19′E).

Topography

4.111

1 The coastline in this area is heavily indented and the land is high with numerous peaks.

Natural conditions

4.112

1 General conditions in Cook Strait are described at 4.4.

Tidal streams. See information on the charts.

Principal marks

4.113

1 Landmarks:

Stephens Island (40°40′S, 174°00′E).
Cape Stephens (40°42′S, 173°57′E) (3.85).
Two remarkable sharp peaks, 246 m and 234 m in elevation, on Nukuwaiti Island (40°54′S, 174°04′E), the SW Chetwode Island.

Major lights:

Stephens Island Light (40°40′S, 174°00′E) (3.85).
The Brothers Light (41°06′·2S, 174°26′·3E) (4.11).

Directions

(continued from 3.86)

4.114

1 From a position about 2 miles NNE of Stephens Island (40°40′S, 174°00′E) the track leads SE, passing (with positions from Sentinel Rock (40°52′·9S, 174°08′·5E)):

NE of Nga Kiore (Jag Rocks) (7½ miles NW). A 27 m shoal lies 1 mile NNE. Thence:
NE of Sentinel Rock.
SW of Witts Rock (7 miles ENE), thence:
NE of McManaway Rock (8 miles SE). A 25 m shoal lies 8 cables SW.

2 Thence to a position NE of Cape Jackson (10¼ miles SE). A rocky spit extends 1 mile NE of the point with Walkers Rock at its outer end.

Useful marks

4.115

1 Alligator Head (40°58′S, 174°09′E).
Cape Lambert, 3½ miles ESE of Alligator Head.
Cape Jackson Light (metal tower, 4 m in height) (40°59′·8S, 174°18′·8E).
Old Lighthouse (concrete beacon, 12 m in height), 5 cables NE of Cape Jackson Light.

(Directions continue for coastal route at 4.175 and for Queen Charlotte Sound at 4.189)
(Directions for Admiralty Bay are given at 4.126 and for Pelorus Sound at 4.142)

Small vessel channel

Chart NZ 6151 plan of Stephens Passage (see 1.19)

Stephens Island Passage

4.116

1 **General information.** Stephens Passage (40°41′S, 173°58′E) lies between Stephens Island and Cape Stephens, 1¾ miles SW. This area is extremely turbulent and liable to strong tide rips, overfalls and eddies. See note on the chart.

2 Vessels of 500 grt or more are prohibited from transiting this area without exemption under local bye-laws.

Tidal stream. During the ebb stream, E-going, turbulence occurs E of a line joining Cape Stephens and Stephens Island, while on the flood stream turbulence occurs W of the same line. A spring rate of 4 knots was measured in the S of the passage.

3 **Directions.** With local knowledge the passage affords an inshore route for small vessels. From NW the track leads:

SW of Saddle Rocks (40°41′S, 173°58′E) and a 4 m patch extending 1½ cables SW, thence:

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NE of a 6 m rock patch, ½ mile SSW of the 4 m patch, thence:
NE of Flat Rocks, 8 cables S of Saddle Rocks, which are not easily seen.

Stephens Island Light is obscured between 350° and 054°.

Landing place

4.117

1 A winch landing may be made in a small cove on the N side of the SE point of Stephens Island. An overhead transporter leads to the lighthouse.

Minor harbours and anchorages

Chart NZ 6151 plan of Forsyth and Guards Bay

Guards Bay

4.118

1 **General information.** Guards Bay, entered between Culdaff Point (40°57′S, 174°05′E) and Alligator Head, 4 miles ESE, affords shelter from all but NW winds. On its SW side Allen Strait (4.154), a narrow passage, connects Guards Bay with Forsyth Bay. On its S side the bay is divided by a peninsula of which Tawaroa Point is the N end. Anakoha Bay lies SSW of the point, and Titirangi Bay, the S extension of Guards Bay, lies SSE.

4.119

1 **Directions.** Guards Bay can be approached from E, passing between Titi Island (40°57′S, 174°08′E) and Alligator Head, or from N, passing W of Titi Island. Both routes are deep.

4.120

1 **Anchorages.** Anchorage can be obtained as follows, in depths as charted:
In a position 1½ miles SSW of Alligator Head, as indicated on the chart.
In Lord Ashley Bay (40°57′·5S, 174°05′·0E), and in Annie Bay, 1 mile S, S of Shag Rock, on the E side of Forsyth Island.
In Titirangi Bay, the S extension of Guards Bay, mud, good holding ground.
In Anakoha Bay, mud, good holding ground.

Waitui Bay and Port Gore

4.121

1 **General information.** Waitui Bay is entered between Alligator Head (40°58′S, 174°09′E) and Cape Lambert, 3½ miles ESE. Port Gore is a bay entered between Cape Lambert and Cape Jackson, 4 miles E. Together the bays form Port Gore Harbour.

Topography. The shores of Waitui Bay are steep with cliffs. Around Port Gore there is high land covered with scrub.

4.122

1 **Directions.** From seaward the track into Port Gore Harbour passes:
Clear of McManaway Rock (40°56′S, 174°18′E) and a 25 m shoal, 1 mile SW, thence:
W of the spit extending 1¼ miles NE from Cape Jackson (41°00′S, 174°19′E).

2 **Anchorages.** Anchorage can be obtained as follows:
About 3½ miles SW of Cape Jackson and 5 cables offshore, in a depth of 20 m, grey mud.
In Melville Cove (41°02′·8S, 174°10′·4E), in a depth of 22 m, with good shelter.
In the SE corner, about 2½ cables offshore, in a depth of 23 m, good holding ground.

Caution. The wreck of the *Mikhail Lermontov,* 20 352 tonnes, with a depth of 11·2 m over it, lies in the central part of Port Gore, 1½ miles E of Melville Cove.

ADMIRALTY BAY AND APPROACHES

General information

Charts NZ 46, NZ 61, NZ 615

Routes

4.123

1 **Main approach.** From a position in the vicinity of Nga Kiore (Jag Rocks) (40°46′S, 174°03′E) the route leads SW, passing either side of Trio Islands to enter Admiralty Bay (40°53′S, 173°56′E) between Bonne Point (40°52′S, 173°55′E) and Clay Point, 3½ miles ESE.

Thence it continues SW through the bay to Te Aumiti (French Pass) (40°55′S, 173°50′E) (3.143) which, with local knowledge, affords restricted passage for small vessels between Tasman Bay and Cook Strait.

2 **Alternative approach.** From E, through Te Kakaho Channel (40°55′S, 174°02′E), between Chetwode Islands and the coast W, this channel is convenient for vessels from the S part of Cook Strait.

Topography

4.124

1 Parts of the SE shore of Admiralty Bay and its approaches, from Te Kakaho Channel, around Hamilton Bay which forms the head of Admiralty Bay, to Clayface Point (40°55′8″S, 173°51′·4E), are steep and rocky.

Principal marks

4.125

1 **Landmarks:**
Mount Ears (40°48′S, 173°55′E), which has a remarkable double peak.
Remarkable bare cone at an elevation of 175 m (40°52′·0S, 173°54′·5E).
Two peaks on Nukuwaiti Island (40°54′S, 174°04′E).
Turner Peak (40°56′·2S, 173°56′·2E).

Directions

Approach and entry

4.126

1 From a position NE of Nga Kiore (Jag Rocks) (40°47′S, 174°03′E) the track leads SW, passing (with positions from Bonne Point (40°52′S, 173°55′E)):
Clear SE or NW of Nga Kiore, thence:
SE of Rangitoto Islands (6½ miles NE) (4.128), thence:
Clear NW or SE of Trio Islands (4 miles NE), a small group of islands surrounded by rocks and shoals, and:
NW of Hinemoa Rocks (7 miles ESE), thence:

2 Between a reef extending ENE from Bonne Point, and Clay Point (3½ miles ESE), which rises to Crightons Hill. A 20·5 m patch lies close N of the point. Thence:
SE of Tekuru Kuru (Stewart Island) (1¾ miles SSW), and adjacent rocks, thence:
SE of Anatakupu Island (3 miles SW), from which a light is exhibited (metal column, 2 m high), and:
NW of Whangapoto Point (4 miles S).

3 Thence the track leads to a position about 1 mile ENE of Channel Point (5 miles SW), at the entrance to Te Aumiti (French Pass).

(Directions for Te Aumiti are given at 3.143)

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Useful marks

4.127

1 Two summits of Te Kakaho Island (40°54′S, 174°07′E) at elevations of 178 m and 168 m.
Ninepin Rock Light (40°55′S, 174°03′E) (4.142).
Kapowai Bay Light (40°54′·2S, 173°50′·5E) (4.133).
Lights at entrance to Te Aumiti (French Pass) (40°55′·4S, 173°50′·0E) (3.143).

Anchorages

Rangitoto Roads

4.128

1 **Description.** Rangitoto Roads (40°47′S, 173°57′E) lies between the steep, bare coast of D'Urville Island and Rangitoto Islands, which are generally bare. Anchorage can be obtained in the roads, during winds from N through W to S, close offshore in depths as shown on the chart.

Tidal streams in the roads attain rates from 1 to 3 kn, setting N with a rising tide and S with a falling tide. At the anchorage a vessel is nearly out of the stream.

Overfalls form off the NW point of Tinui Island.

4.129

1 **Directions.** The roads may be entered from N, passing W of Wakaterepapanui Island, or from E, passing NE of Old Mans Head and SW of Tinui Island.

In the approach, Puangiangi Island, the middle Rangitoto island can be recognised as two bare hills joined by a low neck.

Whareatea Bay

4.130

1 Whareata Bay (40°49′·3S, 173°56′·0E), entered between Simpson Point and Half Way Point, affords excellent sheltered anchorage for small vessels in a depth of 18 m, but local knowledge is recommended.

There is a shingle beach at the head of the bay.

Catherine Cove

4.131

1 Catherine Cove (40°52′S, 173°54′E) affords good anchorage in depths from 20 to 37 m, mud and shingle.

Ngamuka Bay

4.132

1 Ngamuka Bay (40°54′·8S, 173°50′·1E) affords good temporary anchorage, out of the tidal streams, N of a 3·7 m bank lying E of Reef Point, 3 cables S of the bay. Care should be taken not to anchor near a submarine telephone cable laid across the approach to the bay, as shown on the chart.

Small craft

Kapowai

4.133

1 Kapowai (40°54′·2S, 173°50′·4E) a small settlement, in Kapowai Bay, affords the main transport link between D'Urville Island and the mainland. Kapowai Bay Light (white square tower) is exhibited from the SW entrance point of the harbour.

2 A rock with a depth of 0·7 m over it lies close E of the entrance to Kapowai Bay.

Berth. Jetty, suitable for small craft, on the W side of the bay.

Elmslie Bay

4.134

1 Elmslie Bay (40°55′·6S, 173°50′·7E) lies on the S side of Te Aumiti and is the mainland terminus of the regular boat service from Kapowai.

Berths. A jetty at the head of the bay, from which a light (cargo shed), is exhibited. Suitable for vessels 25 m in length and 2·5 m in draught.

Repairs. Minor engine repairs.

Supplies: fresh water; provisions; limited quantities of fuel.

Landing places

4.135

1 **Jetties** are situated at:
Deep Bay (40°57′·7S, 173°50′·1E).
Kokowai Bay (Turners Bay) (40°56′·5S, 173°55′·1E).
Position 40°57′·7S, 173°53′·0E, 3 cables S of Matatoko Point.
Pukatea Bay (40°55′·5S, 173°55′·9E).

There is a landing place on the SW side of Anatakupu Island (40°53′·8S, 173°52′·2E). Local knowledge is required.

PELORUS SOUND AND APPROACHES

General information

Chart NZ 6152 (see 1.19)

Description

4.136

1 Pelorus Sound, is fronted by Chetwode Islands and entered between Paparoa (40°55′S, 174°01′E) and Culdaff Point, 3¼ miles SE. From its entrance the sound extends about 25 miles, generally SSW, through several reaches with branching arms and bays, to the small port of Havelock (41°17′S, 173°46′E) at its head.

Depending on weather conditions the sound affords anchorage for all except the largest vessels. Fierce squalls from all directions occur in storm conditions and a suitable anchorage is not always apparent either from topography or the forecast wind speed and direction.

Topography

4.137

1 Except at the head of the sound the surrounding land is steep and mountainous, rising to elevations over 900 m, covered in many places with dense bush.

Depths

4.138

1 In the approaches to the sound, except for the charted rocks (4.142), there is a least depth of 17·2 m over a bank extending 1 mile SE from Chetwode islands.

In the sound, as far as Putanui Point (41°14′S, 173°52′E) at the S end, there are general depths over 18 m, decreasing at the heads of the arms.

From Putanui Point the depths decrease and the approaches to Havelock are shallow.

Pilotage

4.139

1 Pilotage is compulsory in Pelorus Sound but local knowledge is advisable for passage to Havelock. If required, a pilot can be made available on request to the Harbour Master at Picton (4.228).

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Natural conditions

4.140

1 **Tidal streams** in the entrance to the sound and in Waitata Reach (41°00′S, 173°57′E) are as indicated on the chart. Elsewhere, the streams attain a rate of 3 kn in the main reaches.

Local weather. Prevailing NW and SE winds blow throughout the reaches and anchorages. When the wind is strong in Cook Strait the sound is subject to heavy gusts off high land and from the mountain gullies; these squalls give little or no warning of their approach.

Winds from SE, accompanied by violent gusts and heavy rain, are also common and sometimes last for two days.

Principal marks

4.141

1 **Landmarks:**

Two peaks on Nukuwaiata Island (40°54′S, 174°04′E) (4.113).

Turner Peak (40°56′·2S, 173°56′·2E).

Directions

Sea to Oke Rock

4.142

1 **N approach.** From a position W of Hinemoa Rocks (40°54′S, 174°04′E) the track leads generally S through Te Kakaho Channel, passing (with positions from Hinemoa Rocks):

E of Paparoa (2¼ miles WSW), thence:

W of Ninepin Rock (1½ miles SSW), from which a light (white tower, 2 m in height) is exhibited.

Thence to a position in the entrance about 1½ miles E of Oke Rock, marked by a light-beacon (green triangle on green beacon, 7 m in height) (2¾ miles SW).

2 **E approach.** From a position about 1¼ miles N of Titi Island (40°57′S, 174°08′E), the track leads W, passing (with positions from Titi Island):

S of The Haystack (3¼ miles NW), thence:

N of Culdaff Point (2½ miles WNW).

Thence to a position in the entrance S of Ninepin Rock, and about 1½ miles E of Oke Rock.

Oke Rock to Havelock

4.143

1 From a position in the entrance about 1½ miles E of Oke Rock the track leads SW in mid-channel through Waitata Reach, passing (with positions from Oke Rock):

NW of Duffers Reef (1¾ miles SSE), thence:

SE of Keep Clear Rock marked by a buoy (starboard hand) (3 miles SW), thence:

SE of Boat Rock Point (4¾ miles SW), thence:

SE of Reef Point (Kaiaua) (5½ miles SW), backed by yellow cliffs, thence:

E of Maud Island (Te Hoiere) (7¾ miles SW), from the NE extremity of which a light (white post, 2 m in height) is exhibited.

4.144

1 Thence the track continues S and SE, passing (with positions from Maud Island Light):

Between Tapapa Point (1¾ miles SE) and Harter Point (1½ miles S), thence:

Between Whakamawahi Point (3¾ miles SE) and Tawero Point (3½ miles SSW), from which Orchard Light (white post, 2 m in height) is exhibited. Another light (white post, 2 m in height), 3 cables SW, is exhibited on the S side of Tawero Point.

4.145

1 Thence the track continues generally SW through Popoure Reach, passing (with positions from Tawero Point):

SE of Stafford Point (2½ miles SW), thence:

NW of Turn Point (6 miles SW), on the E side of Lytton Water. Lights (white posts, 2 m in height) are exhibited on the NW and W sides of Turn Point.

2 Thence the track leads generally S, through Hikapu Reach, passing (with positions from Turn Point S Light):

E of One Tree Point (3¼ miles S), from which a light (white post, 2 m in height) is exhibited. A light with a similar structure is exhibited 3½ cables N. Thence:

W of Putanui Point (5 miles S), thence:

E of Black Point (6 miles S), from which a light (white post) is exhibited.

4.146

1 Thence the track leads WSW to Havelock entrance channel outer end, marked by No 1 Light-beacon (starboard hand), 1 mile SW of Black Point.

The shallow entrance channel, marked by light-beacons (lateral) and lights, for which local knowledge is required, leads W and S to the harbour, passing S of Shag Point and W of Cullen Point.

From Cullen Point, leading lights, in line bearing 190½°, and in the white sector (189½°–190°) of a directional light, lead to the harbour.

2 **Caution.** The channel from Cullen Point is liable to change and markings are moved to indicate the safe channel.

Side channels and anchorages

Tawhitinui Reach

4.147

1 **General information.** Tawhitinui Reach is entered through Apuau Channel, NW of Maud Island (41°01′S, 173°53′E), or direct off the main channel S of the island. It extends W with numerous bays and inlets branching off, the longest of which is Tennyson Inlet, leading to Worlds End (41°06′·0S, 173°46′·5E), on its SSW side.

There are numerous marine farms within the area and general depths are best seen from the chart.

4.148

1 **Directions.** From the central part of Tawhitinui Reach the track leads either NW to Fitzroy Bay, or SSW to Tennyson Inlet, passing SE of Dart Rock (41°02′·7S, 173°49′·0E), marked by a light-beacon (2 black discs on a black post with red bands), 7 cables ENE of Tawhitinui Island.

Useful mark:

Flax Point Light (white post, 2 m in height) (41°05′·6S, 173°47′·0E).

4.149

1 **Anchorage** can be obtained in the following areas; the chart should be consulted for any dangers:

Tawhitinui Bay (41°03′S, 173°57′E) and Kauauroa Bay, close E, mud and clay.

Godsiff Bay, (41°05′·5S, 173°48′·2E).

Ngawhakawhiti Bay (41°06′·5S, 173°47′·1E).

Elaine Bay (41°03′·3S, 173°46′·6E).

Garnes Bay (41°00′·7S, 173°47′·2E).

Picnic Bay (41°01′·3S, 173°50′·0E).

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2 Fitzroy Bay (41°01′S, 173°48′E) in a depth of 26 m, mud and clay. HMS *Dunedin*, 4650 tonnes, anchored here when a strong W wind outside the bay caused fierce squalls from all directions.
Hallam Cove (41°00′S, 173°49′E).
Worlds End (41°06′·0S, 173°46′·7E) provides good anchorage clear of marine farms.

4.150

1 **Small craft berths** are located in:
Elaine Bay (41°03′S, 173°47′E), which serves local marine, farming, fishing and tourist industries. Fuel is available.
Penzance Bay (41°05′·5S, 173°46′·0E).
Duncan Bay (41°06′·9S, 173°45′·9E).
Savill Bay (41°01′·3S, 173°46′·4E).
Te Towaka (Burnside Bay) (41°59′·7S, 173°50′·0E).
Tuna Bay (41°06′·0S, 173°45′·4E).

Kenepuru Sound

4.151

1 **General information.** Kenepuru Sound (41°13′S, 173°52′E) extends 12 miles ENE from Hikapu Reach, at the S end of Pelorus Sound.

Depths are more than 10 m in mid-channel as far as about 6 miles from the entrance. Submarine cables are laid in the sound, as indicated on the chart.

2 **Anchorage.** Bays in Kenepuru Sound afford sheltered anchorage depending on wind direction; much of the sound E of Schnapper Point (41°12′S, 173°57′E) is open to funnelling in N or S winds.

A sewer outfall pipe, marked by a light-buoy (special), extends into the centre of Portage Bay.

4.152

1 **Small craft berths** are located in:
Te Mahia Bay (41°13′S, 173°58′E). Privately owned.
Double Bay (41°11′S, 173°56′E). Privately owned.
Portage Bay (41°12′S, 174°02′E). Fresh water, provisions, fuel and a slipway are available.
Waitaria Bay (41°10′S, 174°02′E). May dry at LW.

Services available to small craft are marked by symbols on the chart.

Other bays and anchorages

Port Ligar

4.153

1 Port Ligar (40°56′S, 173°59′E) lies on the W side of the sound. It affords anchorage but heavy squalls may occur there.

Forsyth Bay

4.154

1 Forsyth Bay lying about 3 miles SSW of the entrance to Pelorus Sound is entered from Waitata Reach between Kaitira (East Entry Point) (40°58′S, 174°01′E) and Duffers Reef, 1 mile ENE. Its E side is formed by Forsyth Island (Te Paruparu), at the S end of which is Allen Strait (41°00′S, 174°04′E), which connects with Guards Bay (4.118).

2 Bird Island, with its associated islets, stands in the centre of bay, and Sugar Loaf, an islet, lies 7 cables SSE. A submarine telephone cable is laid across the entrance to Allen Strait, and the strait is spanned by an overhead power cable with a least vertical clearance of 54 m.

Berth. There is a jetty for small craft at Whakatahuri, a settlement in the SE corner of the bay.

Waihinau Bay

4.155

1 Waihinau Bay (40°57′S, 173°58′E), is entered W of Keep Clear Rock (4.143), marked by a buoy (starboard hand), and of foul ground which extends to Danger Point, 5 cables N. It is considered to be the best anchorage in Waitata Reach during NW storms and gales, the squalls being not so heavy as those experienced in the bays on both sides.

Small craft moorings, and supplies of fuel and provisions, are available at Bulwer, a small settlement at the NW corner.

Waitata Bay

4.156

1 Waitata Bay (40°58′S, 173°55′E) affords anchorage but heavy squalls may be experienced there.

Berth. There is a small craft jetty where fresh water is available.

Ketu Bay

4.157

1 Ketu Bay (40°59′S, 173°59′E) contains berths for small craft at private moorings.

Richmond Bay

4.158

1 Richmond Bay (41°01′S, 173°58′E) affords good anchorage in a depth of 25 m near its head but is exposed to weather from W to N.

There are moorings for small craft and a jetty at its head where fresh water is available.

Horseshoe Bay

4.159

1 Horseshoe Bay (41°02′S, 173°56′E) affords anchorage in depths of about 16 to 18 m.

Beatrix Bay

4.160

1 Beatrix Bay (41°02′S, 174°01′E) affords anchorage in various depths in the central part of the bay.

Clova Bay

4.161

1 Clova Bay (41°05′S, 174°01′E) affords anchorage in various depths clear of numerous marine farms shown on the chart.

Berth. Jetty for small craft close NW of Manaroa, a small settlement at the head of Clova Bay.

Crail Bay

4.162

1 Crail Bay (41°07′S, 173°58′E) affords anchorage in various depths, clear of a mooring buoy at the seaward end of a submarine pipeline, 3½ miles SSW of Opani-aputa Point (41°04′·6S, 173°58′·5E). A submarine cable is laid close W of the buoy.

Popoure Reach and Hikapu Reach

4.163

1 **Anchorage** can be obtained in the bays on both sides of Popoure Reach (41°04′S, 173°58′E) and Hikapu Reach, into which it leads. In Popoure Reach the bays on the W side afford better anchorage.

Berths:
Jetty in Wilson Bay (41°04′·5S, 173°54′·5E), where fuel and provisions can be obtained.
Jetty in Jacobs Bay (41°06′·6S, 173°53′·1E), where fresh water is available.

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Havelock

General information

4.164

1 **Position.** Havelock (41°17′S, 173°46′E), a small port, stands at the head of Pelorus Sound, on the W bank of Kaituna River, near its confluence with Pelorus River.

Function. Havelock serves the marine farming, fishing, forestry and tourist industries of Pelorus Sound.

Port Authority is Marlborough District Council. The commercial functions of the port are administered by Port Marlborough NZ Limited through a wharf and marina supervisor, located at Port Marlborough office.

Limiting conditions

4.165

1 **Controlling depth** is 2 m in the vicinity of No 7 light-beacon in the approach to Havelock Marina. The approach channel, from Cullen Point to the marina entrance, is very narrow and liable to change.

Tidal levels.

Mean spring range about 2·4 m. Mean neap range about 1·1 m. See also the relevant *Admiralty List of Tide Tables*.

2 **Tidal streams** are strong and attain rates up to 4 kn in some parts of the approach channel during spring tides.

Floating debris including large trees may enter the channel, particularly after prolonged heavy rain at spring tides. Much of the timber debris is caught on the drying banks to the N of Cullen Point and the banks either side of the main channel in the vicinity of No 5 Light beacon, 5 cables WSW of Shag Point. Many of these logs are not visible at HW and are a danger to navigation.

Harbour layout

4.166

1 The harbour entrance lies between the head of North Mole, which extends about 100 m ENE from the W side of the mouth of Kaituna River, and the head of East Mole, about 100 m farther ENE, from which Johnson Light (post, 3 m in height) is exhibited.

From the entrance the harbour extends about 780 m S, with an average width of 200 m, between the W bank of Kaituna River and East Mole, to the root of the mole which is joined to the river bank at the S end.

2 The port of Havelock stands on the W side of the harbour and consists of:

Commercial basin, close inside the harbour entrance and protected by North Mole.

Marina basin, which forms the S part of the harbour.

Commercial wharf which, with associated land, is used for general barge discharge and storage, (including logs). A slipway and repair facilities are located in the SW corner of Marina Basin.

Berths

4.167

1 There are 340 floating berths for vessels up to 30 m, with depths of 0·5 to 2 m.

The N basin wharf is 120 m in length with depths of 1·2 m to 2·0 m. The S basin wharf is 95 m in length with depths of 1·8 m to 2·3 m.

Services

4.168

1 **Repairs.** Repair facilities available; slipway for vessels up to 20 m in length.

Facilities. Minor medical facilities locally, hospital at Blenheim (4.268), 40 km distant; fuel; provisions; fresh water; sewage disposal.

Communications. Airport at Blenheim.

Small craft

Mahakipawa Arm

4.169

1 Mahakipawa Arm (41°16′S, 173°48′E) on the S side of the approach to Havelock, is very shallow but is navigable by small craft with local knowledge and the small settlement of Moenui on the W side of the Arm can be reached at HW.

Kaiuma Bay

4.170

1 Kaiuma Bay (41°15′·0S, 173°48′·5E) on the N side of the approach is also shallow but with local knowledge is navigable by small craft at HW.

CAPE JACKSON TO TORY CHANNEL

General information

Charts NZ 46, NZ 615 (see 1.19)

Route

4.171

1 From a position NE of Cape Jackson (41°00′S, 174°19′E) the coastal route leads 10 miles SE, then 7 miles S and 7 miles WSW to the E entrance of Tory Channel (41°13′S, 174°19′E) (4.199).

Topography

4.172

1 Arapawa Island (41°11′S, 174°20′E), to the S and W of the route, is high, the E side faced with cliffs.

Tidal streams

4.173

1 See information on the charts. In the vicinity of The Brothers the streams are strong. Slack water occurs about –0300 and +0534 HW Wellington, but this is influenced by strong winds.

Principal marks

4.174

1 **Landmarks:**

The Brothers Lighthouse (41°06′·2S, 174°26′·3E) (4.11).

Perano Head (41°12′S, 174°22′E), which is a prominent, bold, rugged cliff, rising to Narawhia the highest point of Arapawa Island, from which a red light is exhibited.

Major light:

The Brothers Light (41°06′·2S, 174°26′·3E) (4.11).

Directions

(continued from 4.115)

Charts NZ 46, NZ 463, NZ 6153 (see 1.19)

4.175

1 From a position NE of Walker Rock (40°59′S, 174°20′E), off Cape Jackson, the track leads initially SE, passing (with positions from Walker Rock):

NE of Cook Rock (5½ miles SE), on and around which there are usually tide-rips and which

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resembles a whale's back when it dries. The rock is covered by the red sector (164½°–169½°) of The Brothers Light, but obscured within 0·8 miles. Thence:

2 NE of Cape Koamaru (6½ miles SSE), thence:

To a position clear E of The Brothers Light (8¾ miles SSE) in the vicinity of which are heavy tide-rips.

Cautions. Vessels of more than 500 grt are prohibited from using the passage between Cape Jackson and Walker Rock.

The passage W of The Brothers should not be attempted without local knowledge. Overfalls and eddies exist, as marked on the charts, from NW through E to SW of The Brothers.

4.176

1 The track continues S for 6 miles and W for 7 miles passing (with positions from The Brothers Light (41°06′·2S, 174°26′·3E)):

E of Awash Rock (3¼ miles S), a low, square islet which may cover in moderate seas and from which tide-rips extend about 6 cables N and S. The rock is covered by the red sector (008°–014°) of The Brothers Light. Thence:

SSE of Perano Head (6¼ miles SSW), thence:

SSE of Raukawa Rock (6¾ miles SSW).

2 Thence the track leads to a position about 1 mile SE of Tory Channel E entrance, on the approach leading line.

Caution. Tide-rips and overfalls occur close to Perano Head and up to 1½ miles offshore when the tidal stream setting S along the coast meets the out-going stream from Tory Channel.

Useful marks

4.177

1 Cape Jackson Light (40°59′·8S, 174°18′·8E) (4.115).

West Head Light (41°12′·8S, 174°18′·9E) (white tower, 4 m in height).

(Directions continue for coastal route at 4.262, and for Tory Channel at 4.204)

QUEEN CHARLOTTE SOUND, INCLUDING TORY CHANNEL AND PICTON

GENERAL INFORMATION

Charts NZ 46, NZ 615, NZ 6153 (see 1.19)

Area covered

4.178

1 This section describes the waters of Queen Charlotte Sound, a long, heavily-indented, deep inlet, entered between Cape Koamaru (41°05′·4S, 174°22′·9E) and Cape Jackson, 6½ miles NNW. From its entrance (41°03′S, 174°21′E) it extends about 25 miles SW to the head. Also described is Tory Channel, which enters Queen Charlotte Sound on its E side, from Cook Strait, mainly used by inter-island ferries from Wellington, and Picton Harbour (41°17′S, 174°00′E), the South Island terminus of the inter-island ferry service. In addition, various bays and anchorages within the sound are described together with small craft berths and facilities.

2 It is arranged as follows:

Queen Charlotte Sound — Approach and Outer Part (4.186).

Tory Channel (4.199).

Queen Charlotte Sound — Inner Part (4.213).

Picton (4.228).

Topography

4.179

1 In the area described the land is high, rising to over 600 m, with greater elevations near Picton and on mountains to the NW of Queen Charlotte Sound. The higher parts, and the islands in the sound, are generally covered with scattered scrub. Pine forest planting is increasing.

Along the shores of many of the bays in the sound there is residential development.

Depths

4.180

1 **Least charted depths:**

Main channel, W of Long Island (41°07′S, 174°17′E): 13·4 m.

Channel E of Long Island is deeper with a 19·2 m depth in approach (41°05′·4S, 174°19′·9E);

Channel W of Motuara Island (41°05′·5S, 174°16′·5E): 13·1 m.

2 **Largest vessel** that can enter Queen Charlotte Sound:

Maximum draught: 18·3 m.

Maximum length: no limit.

Hazards

4.181

1 **Marine farms,** presenting a hazard to navigation in inshore waters, have been established in a number of places within Queen Charlotte Sound.

Diving for recreation frequently takes place in the outer part of Queen Charlotte Sound.

Submarine cables are laid close inshore in many of the bays in Queen Charlotte Sound; their positions are shown on the chart and their landing places are marked by beacons.

Pilotage

4.182

1 **Pilotage district.** The seaward limit of pilotage for Queen Charlotte Sound is a line drawn 303° from Paparoa Point (41°07′·0S, 174°20′·9E), on Arapawa Island, to the mainland coast, 4½ miles WNW.

2 **Pilotage** is compulsory for all vessels of more than 500 grt within the entire Queen Charlotte Sound, subject to exemption by law. Pilot boards 6 cables E of Motuara Island Light (41°06′·0S, 174°16′·6E), as indicated on the chart.

Requests for pilots should be sent to the Port Operator at Picton (4.232) at least 4 hours in advance of arrival at the boarding place, and by 1530 on the working day before that of arrival. See *Admiralty List of Radio Signals Volume 6 (4)* for details.

Natural conditions

4.183

1 **Local weather.** Queen Charlotte Sound is subject to heavy gusts off high land and from mountain gullies during strong winds in Cook Strait; the squalls give little or no warning of their approach.

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2 **Tidal streams.** The flood tidal stream sets W through Tory Channel. At the junction with Queen Charlotte Sound the stream divides, one part setting N through the outer part of the sound and the other W through the inner part. The N-going stream affects the tidal streams in the vicinity of Long Island (41°07′S, 174°17′E). The flood stream to the W of Long Island sets in a NE direction, whilst the flood stream to the E of Long Island sets in a NW direction, attaining rates of ¼ to ½ kn. The ebb streams either side of Long Island and through Queen Charlotte Sound set in the reverse directions.

Restricted areas

4.184

1 **Wildlife sanctuary.** White Rocks (41°05′S, 174°22′E). See 1.51.

Marine reserve. A marine reserve, in which fishing is prohibited, has been established around the shores of Long Island (4.186) and Kokomohua Islands (4.189). The reserve extends approximately 2½ cables offshore from these islands.

Small craft berths

4.185

1 In the area described there are many small wharves, piers and jetties, most of them privately owned. New construction frequently takes place, particularly in conjunction with housing development, and old structures are removed from time to time. In the following text only those berths available for public use, or which have a distinctive appearance, are described.

QUEEN CHARLOTTE SOUND — APPROACH AND OUTER PART

General information

Charts NZ 46, NZ 6153

Route

4.186

1 From a position in the entrance to Queen Charlotte Sound, between Cape Jackson (41°00′S, 174°19′E) and Cape Koamaru, 6½ miles SSE, the route leads 14 miles SW to a position SE of Luke Rock (41°13′·2S, 174°08′·3E), in the vicinity of the W entrance to Tory Channel (41°13′·9S, 174°09′·3E).

The sound can be approached from N or E, either side of Cook Rock (41°03′S, 174°25′E), and dangers extending SSW.

2 From the entrance, several channels lead through the outer part of the sound. The main channel passes W of Long Island (41°07′S, 174°17′E) and W of Blumine Island, 2 miles SSW. Other channels, which require local knowledge, pass either E of Long Island or W of Motuara Island, 7½ cables NNW.

Tidal streams

4.187

1 The tidal streams set strongly across the entrance to the sound. For information on the streams in the outer part of the sound, see the information given on the charts.

Principal mark

4.188

1 **Landmark:**

Cook's Cairn (41°05′·7S, 174°16′·4E), on Motuara Island. May be obscured by bush.

Major light:

The Brothers Light (41°06′·2S, 174°26′·3E) (4.11).

Directions for approaches

(continued from 4.115)

North-east approach

4.189

1 **Main channel.** From a position to seaward, about 4 miles E of Cape Jackson (41°00′S, 174°19′E), the track leads 7½ miles SW, passing (with positions from Cape Jackson):

NW of Cook Rock (5¾ miles SE) (4.175), thence:
SE of Kempe Point (2½ miles SSW), thence:
NW of White Rocks (5¼ miles SSE), a ridge of peaked rocks, thence:
NW of Kokomohua Islands (6½ miles S).

2 Thence to a position in the main channel, 6 cables E of Motuara Island Light (white metal framework tower, 5 m in height) (41°06′·0S, 174°16′·6E), in the vicinity of the pilot boarding position, as indicated on the chart.

East approach

4.190

1 **Alternative channel.** From a position NE of The Brothers Light (41°06′·2S, 174°26′·3E) the track leads WNW, passing (with positions from the light):

SSW of a 9·3 m patch (3 miles NNW), surrounded by tide-rips and eddies, thence:
NNE of Cape Koamaru (2¾ miles NW), off which there are tide-rips and eddies. Stella Rock lies close W. Thence:
NNE of White Rocks (4 miles NW), thence:
NNE of The Twins (5 miles W).

2 Thence the track continues SW to the pilot boarding position, as shown on the chart.

Side channel. Local knowledge is required. Small craft can use the channel between White Rocks and Cape Koamaru.

Useful marks

4.191

1 Cape Jackson Light (40°59′·8S, 174°18′·8E) (4.115).

Directions for entry

Main channel

4.192

1 From the vicinity of the pilot boarding position, 6 cables E of Motuara Island Light (41°06′·0S, 174°16′·6E), the track leads generally SW for about 10 miles, passing (with positions from Edgecombe Point (41°09′·3S, 174°12′·0E)):

NW of Long Island (4 miles NE), thence:
SE of Scott Point (1 mile NE), thence:
SE of Edgecombe Point from which a light (white post, 3 m in height) is exhibited, thence:
W of Blumine Island (Oruawairua) (2 miles SE), thence:

2 SE of Kurakura Point (1¾ miles S), from which a light (white metal column, red top, 3 m in height) is exhibited, and:
NW of Hawes Rock (2½ miles SSE), thence:

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SE of Snake Point (3¼ miles SSW), and a reef extending 2 cables S, marked by a beacon (S cardinal).

Thence the track leads to a position about 8 cables NE of Dieffenbach Point (41°14′·0S, 174°08′·8E), at the W entrance to Tory Channel.

4.193

1 **Useful marks:**

Captain Cook's Monument (white obelisk, 2½ m in height) (41°05′·6S, 174°14′·0E).

Dieffenbach Point Light (41°13′·9S, 174°08′·8E) (4.206).

(Directions for inner part of sound continue at 4.217)

Anchorages

Chart NZ 6153 (see 1.19)

Entrance to the sound

4.194

1 During SE gales good anchorage can be obtained 7 cables ESE of Motuara Island Light (41°06′·0S, 174°16′·6E) as indicated on the chart, in a depth of about 14 m, mud. Smaller vessels can anchor closer to Long Island.

Ship Cove

4.195

1 Ship Cove (Meretoto) (41°05′·8S, 174°14′·8E), the original landing place of Captain Cook, lies W of Motuara Island. Anchorage can be obtained, about 4 cables E of Captain Cook's Monument at the head of the cove, in depths of about 17 m, mud, but the bay is open to heavy squalls and variable gusts during strong winds off surrounding high land.

Endeavour Inlet

4.196

1 Endeavour Inlet is entered between Edgecombe Point (41°09′·3S, 174°12′·0E) (4.192) and Scott Point, 1 mile NE. Rocky patches extend about 1 cable from each point.

Anchorage has been obtained by a vessel 50 m long at the head of Big Bay (41°07′S, 174°09′E) in a depth of 22 m, but the stern swung into depths of 5·2 m.

Vessels anchoring in the inlet should take care to avoid the charted submarine cables, the landing places of which are marked by beacons.

East Bay

4.197

1 East Bay (41°09′S, 174°18′E), on the NW side of Arapawa Island, is entered between Clark Point (41°08′·5S, 174°17′·2E) and a buoy (port hand), 1 mile SW, which marks a reef extending NW from Pickersgill Island.

Small craft can approach East Bay from SW through Patten Passage, 1¾ miles SSW of the above buoy.

Local knowledge is advisable.

Small craft

Berths and moorings

4.198

1 Berths, facilities and supplies are available for small craft as follows:

Anakakata Bay. At the head of Anakakata Bay (41°02′·5S, 174°16′·6E) there is a jetty.

Camp Bay. In Camp Bay (41°07′·6S, 174°09′·1E) at a holiday resort there are moorings and provisions are available.

Cooper Point. In a bay S of Cooper Point (41°07′·1S, 174°18′·9E) there are moorings. A rock with a depth of 1·8 m or less over it lies about ½ cable NW of Cooper Point.

2 **Dryden Bay.** At the head of Dryden Bay (41°10′·5S, 174°11′·1E) there are private jetties, easily seen from seaward.

Furneaux Lodge. At Furneaux Lodge (41°05′·7S, 174°11′·2E) there is an hotel; fuel and provisions are available.

Resolution Bay. In the N part of Resolution Bay there is a jetty (41°07′·1S, 174°12′·6E).

3 **Ship Cove.** In Ship Cove there are moorings and a jetty (41°05′·7S, 174°14′·1E) SE of Captain Cook's Monument at the head of the cove.

Tawa Bay. In Tawa Bay (41°07′·8S, 174°11′·4E) there are moorings.

TORY CHANNEL

General information

Charts NZ 6153, NZ 6154 (see 1.19)

Description

4.199

1 Tory Channel, separated from Queen Charlotte Sound by Arapawa Island (4.172), is entered from Cook Strait between East Head (41°12′·7S, 174°19′·4E) and West Head, 3½ cables WSW, whence the route leads generally W for about 9 miles into Queen Charlotte Sound.

Hazards

4.200

1 **Ferries.** Ferries ply frequently between Wellington and Picton through Tory Channel and may be encountered at any time, particularly in Tory Channel and its E entrance.

High speed ferries may also be encountered in Cook Strait; see 1.7.

2 **Tidal streams** are strong in Tory Channel and very strong in the entrance, as indicated on the charts. Tide-rips form in the approaches, also indicated on the charts. For the latest information see the daily timetable in *New Zealand Nautical Almanac.*

Craypot buoys are encountered in the E entrance to the channel and may present a hazard to small craft.

Pilotage

4.201

1 **Pilotage district.** The seaward limit of pilotage is the arc of a circle, radius 1 mile, centred on West Head Light (41°12′·8S, 174°18′·9E) (4.177).

Pilotage is compulsory for all vessels over 500 grt within the pilotage limits of all of Tory Channel, subject to exemption by law. Requests for pilots should be made to the Port Operator at Picton; see 4.182 and 4.232.

2 **Pilot boarding place.** By special arrangement with the Harbour Authority pilots may board in position 135° distant 1 mile from West Head. In view of the heavy ferry traffic in Tory Channel, however, all foreign vessels bound for places in Queen Charlotte Sound should use the pilot boarding place at the N entrance to the sound (4.182). See *Admiralty List of Radio Signals Volume 6 (4)* for details.

Traffic regulations

4.202

1 **General information.** The prior permission of the Harbour Master is required for vessels over 500 grt to use the E entrance to Tory Channel. Permission will depend on

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the prevailing conditions. Pilots will request transit. The following instructions are given to ensure safe navigation of the E entrance to the channel, on account of its narrow width, the strength of the tidal streams and frequent use by ferries restricted in their ability to manoeuvre in the channel. They are additional to the *International Regulations for Preventing Collisions at Sea (1972)* and apply to all vessels over 500 grt. Mariners should note that minimum and maximum clearing distances from certain points within Tory Channel are specified in Harbour Bye-laws.

2 **Reporting system.** Ten minutes before passing East Head Light at the entrance to Tory Channel, all vessels, whether inward or outward bound, are required to transmit a message on VHF Ch 19, addressed to "All Ships" advising of the vessel's approaching transit through the entrance. Radio Reporting Points are indicated on the charts. See note on the charts and *Admiralty List of Radio Signals Volume 5* for details.

3 **Navigation.** All vessels entering or leaving Tory Channel, whether in sight of one another or not, are required to establish radio contact with any other vessel which is likely to be approaching the E entrance at approximately the same time.

Where it is established that two vessels are likely to pass each other in the vicinity of Tory Channel E entrance, the outward bound vessel shall have priority and the inward bound vessel shall wait clear of the entrance until the outward bound vessel is clear.

4 This requirement shall not apply where the Master of the outward bound vessel has advised the inward bound vessel to proceed inward. Under such conditions the outward bound vessel shall not proceed seaward of a line drawn in a 320° direction from Scraggy Point Light, 5 cables W of West Head, until the inward vessel has cleared the entrance.

5 **Caution.** Failure to receive any radio communication should not be construed by any vessel as confirmation that the E entrance to Tory Channel is clear. The entrance should be approached with due caution at all times. Vessels W-bound through Tory Channel should keep to the N side of the channel. Vessels E-bound should keep to the S side of the channel.

Principal marks

4.203

1 **Landmarks:**

Arapawa (41°11′·6S, 174°16′·8E), which can be identified in good visibility from a distance of 26 miles.

Perano Head (41°12′S, 174°22′E) (4.174).

Major light:

The Brothers Light (41°06′·2S, 174°26′·3E) (4.11).

Directions from East

(continued from 4.177)

Sea to entrance

4.204

1 From the approach the entrance may be identified by the appearance of the land on each side; to the S it appears as a chalky cliff gradually sloping down to West Head, while the land N of the entrance is higher but less steep.

2 **Cautions.** Great care is necessary when entering the channel from Cook Strait with a SE gale astern. Vessels may sheer without warning and there are dangers close to the track on both sides of the entrance.

A vessel entering the channel from Cook Strait against an E-going tidal stream will find that the stream at the entrance normally sets SSE onto the starboard bow. When abreast West Head Light the stream sets onto the port bow.

3 **Arapawa Island Leading Lights:**

Front light (white triangle with orange stripe, 6 m in height) (41°12′·2S, 174°18′·3E).

Rear light (similar structure) (130 m NW of front light).

From a position about 3 miles SE of West Head Light (41°12′·8S, 174°18′·9E) (4.177) the alignment (311¾°) of these lights leads through the entrance, passing (with positions from West Head Light):

4 SW of Raukawa Rock (2¼ miles ENE), thence:

SW of a 4·9 m rocky shoal (5 cables E), lying at the outer end of a reef extending SE from East Head, thence:

NE of a rock which dries 1·8 m (1½ cables ESE), thence:

SW of East Head Light (wooden post, 2 m in height) (4½ cables ENE), thence:

NE of West Head Light. A 9·8 m patch lies 1¼ cables ENE. Thence:

NE of Taranaki Rock (¾ cable N).

5 Thence the track turns W around West Head to a position about 4½ cables S of the front leading light and by night in the fixed white sector (090¾°–094¾°) of East Head Light.

West Head to Dieffenbach Point

4.205

1 From a position about 4½ cables NW of West Head Light the track through Tory Channel leads 3 miles SW, 4½ miles generally W and 1½ miles NNW, keeping to the N side of the channel and passing, (with positions from Scraggy Point (41°12′·9S, 174°18′·3E)):

NW of Scraggy Point from which a light (white post, 2 m in height) is exhibited, and:

2 SE of White Rocks (8 cables WNW) at the E entrance to Jacksons Bay, thence:

SE of Te Uira-Karapa Point (2½ miles SW) from which a light (white post, 2 m in height) is exhibited. Another light (white metal mast, 3 m in height) is exhibited on the E side of the point. And:

N of Motukina Point (2½ miles SW) from which a light (white post, 2 m in height) is exhibited.

4.206

1 The track continues W, passing (with positions from Motukina Point Light (41°14′·6S, 174°15′·3E)):

N of Papatea Point (1 mile W), thence:

N of Moioio Island (1¾ miles W), thence:

N of Arrowsmith Point (2½ miles W), from which a light (white post) is exhibited, and under an overhead power cable which spans the channel with a vertical clearance of 90 m. The cable may give radar echoes similar to those of a vessel crossing the channel, as described in *The Mariner's Handbook.* Thence:

2 N of Otamango Point (4½ miles W) from which a light (white post, 2 m in height) is exhibited. A light (white post, 2 m in height) is also exhibited from a point 6 cables NE.

The track continues NNW to the junction with Queen Charlotte Sound main channel, passing WSW of Ruaomoko Point (4¼ miles W), from which a light (white post, 2 m in height) is exhibited, and ENE of Dieffenbach Point

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(41°13′·9S, 174°08′·8E), from which a light (white tower, 3 m in height) is exhibited.

Vessels E-bound through Tory Channel should follow these directions in reverse, keeping to the S side of the channel.

(Directions continue at 4.217)

Anchorages

Charts NZ 6153, NZ 6154 (see 1.19)

Okukari Bay

4.207

1 In Okukari Bay (41°12′·3S, 174°18′·5E), opposite the E entrance to the channel, the depths are convenient for anchorage but the bay is open to the SE.

Te Awaiti Bay

4.208

1 Te Awaiti Bay (41°12′·6S, 174°17′·4E), affords anchorage in depths of 7 to 13 m, E of White Rocks.

Oyster Bay

4.209

1 Oyster Bay (41°15′·0S, 174°15′·5E), which has a least charted depth of 7·9 m in the entrance. The recommended berth is in a depth of 10 m well inside the bay, where there is shelter out of the tidal streams although the space is restricted by marine farms.

Onepua Bay

4.210

1 Onepua Bay (41°15′·6S, 174°10′·9E), affords anchorage in depths of 11 to 20 m, mud, except over a 9·4 m shoal in the entrance.

Hitaua Bay

4.211

1 Hitaua Bay (41°15′·3S, 174°09′·6E) affords anchorage in depths of 11 to 22 m, mud.

Maraetai Bay

4.212

1 Maraetai Bay (41°15′·0S, 174°08′·5E) affords anchorage in depths of 11 to 17 m, mud, noting a 31 m depth close SW of the entrance.

QUEEN CHARLOTTE SOUND — INNER PART

General information

Chart NZ 6153 (see 1.19)

Route

4.213

1 From the junction of Queen Charlotte Sound with Tory Channel (41°14′·5S, 174°09′·5E), the route leads 6 miles WSW to Picton Harbour entrance, thence a farther 5 miles WSW to the head of the sound in Okiwa Bay (41°16′·3S, 173°55′·0E).

Depths

4.214

1 The inner part of the sound is generally over 20 m in depth, reducing to about 13 m near its head.

Traffic regulations

4.215

1 To ensure safe navigation of the inner part of Queen Charlotte Sound, through which ferry traffic passes to and from Picton harbour, WSW-bound vessels are required to keep to the middle or the N side of the sound, and ENE-bound vessels are required to keep to the S side of the sound.

Landmark

4.216

1 The Snout (41°15′·0S, 174°02′·9E), on the E side of the entrance to Picton harbour, a remarkable sharp point with four round hills, similar in appearance, rising from it.

Directions

(continued from 4.193 or 4.206)

4.217

1 From a position NNE of Dieffenbach Point (41°13′·9S, 174°08′·8E) at the junction with Tory Channel, the track leads WSW, passing (with positions from The Snout Light (white post, 2 m in height) (41°15′·0S, 174°02′·9E)):

NNW of Dieffenbach Point (4½ miles ENE), and:

SSE of Luke Rock (4½ miles ENE), marked by a light-beacon (green triangle on a green column), thence:

SSE of Perano Shoal (2¾ miles NE), thence:

SSE of Allports Island (7½ cables NNE), from which a light (white post, 2 m in height) is exhibited, thence:

2 NNW of The Snout, thence:

NNW of Picton Point (5½ cables WSW) from which a light (white post, 3m in height) is exhibited. Vessels outward bound from Picton Harbour should follow these directions in reverse.

3 Thence the track leads either SW into Picton Harbour, or WSW to the head of Queen Charlotte Sound, passing:

NNW of Wedge Point (1¾ miles WSW), the W entrance to Picton Harbour, from which a light (white post, 2 m in height) is exhibited, thence:

To a position between Torapapa Point (3 miles W) and Iwirua Point (2½ miles WSW).

(Directions for Picton Harbour are given at 4.247)

Anchorages

General information

4.218

1 Secure anchorage can be obtained in most of the numerous bays which indent this part of Queen Charlotte Sound. Large vessels can obtain anchorage almost anywhere in the sound. A recommended anchorage lies about 5 cables NE of Allports Island (41°14′·2S, 174°03′·4E). No 1 Anchorage has been established close N of the entrance to Picton harbour, about 1·8 miles SW of Allports Island.

Small craft

Isolated dangers

4.219

1 **Channel marks.** Isolated below-water rocks, close inshore but considered dangerous to small craft, are marked

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by beacons (lateral), as shown on the chart, located as follows:

Kumutoto Bay (41°12′·8S, 174°04′·3E).
Off Double Cove (41°14′·4S, 174°01′·2E).
Lochmara Bay (41°13′·6S, 173°59′·9E).
Ruakaka Bay (41°12′·1S, 174°07′·2E).

Waikawa Marina

4.220

1 **General information.** There is a large marina in the SW part of Waikawa Bay (41°15′·5S, 174°03′·0E), close E of Picton Harbour. Waikawa, part of the borough of Picton, stands at the head of the bay.

Berths. There are numerous berths available at pontoon jetties. The marina is entered between breakwaters from the heads of which lights are exhibited. There is a public jetty in the marina.

Facility. Boat yard in the marina.

Supplies. Fuel; water; provisions.

Momorangi Bay

4.221

1 **Berths.** One public jetty close inside the E entrance point of Momorangi Bay (41°16′·2S, 173°56′·3E).

Supplies: water; provisions.

Bay of Many Coves

4.222

1 Bay of Many Coves (Miritu Bay) (41°11′S, 174°10′E). There are moorings on the E side, in Milton Bay.

Berths are available at jetties in Arthurs Bay on the W side. Fuel, water and provisions are available.

Kumutoto Bay

4.223

1 Kumutoto Bay (41°13′S, 174°04′E). There are private and public jetties on the E side of the bay.

Kaipakirikiri Bay

4.224

1 Kaipakirikiri Bay (41°13′S, 174°03′E). Moorings are available.

Torea Bay

4.225

1 Torea Bay (41°14′S, 174°02′E). There is a public jetty at the head of the bay, with road access to Portage in Kenepuru Sound (4.151) and Linkwater in Pelorus Sound. Moorings are also available.

Onahau Bay

4.226

1 Onahau Bay (41°14′·5S, 173°58′·5E). Berths are available at a public jetty at the head of the W arm of the bay, with road access to Kenepuru Sound and Linkwater. Moorings are also available.

Ngakuta Bay

4.227

1 Ngakuta Bay (41°16′·2S, 173°57′·7E). Moorings are available, and a jetty in the bay.

PICTON

General information

Charts NZ 6153, NZ 6154 plan of Picton (see 1.19)

Position

4.228

1 Picton Harbour lies on the S side of Queen Charlotte Sound, 5 miles from its head. The port and town of Picton (41°17′·4S, 174°00′·5E) stands at the head of the harbour.

Function

4.229

1 Picton, the chief port of the Marlborough District of South Island, also known as Port Marlborough, is a commercial and customs port and a major link in the internal transport system of New Zealand. All rail and road traffic passes through the port by ferry to and from Wellington. It is the centre of a growing tourist industry with many visits by cruise vessels. Marlborough has a population of 39 558 (2001).

2 Principal exports include timber, frozen meat, fish, grain, coal and tallow. Imports include cement, livestock and general cargo. In addition a large quantity of inter-island freight passes through the port.

Approach and entry

4.230

1 From Cook Strait, the harbour can be approached either direct through Queen Charlotte Sound, a distance of 20 miles, or through Tory Channel, which leads into the sound from the E, a distance of 15 miles, but see 4.201 regarding the use of Tory Channel.

2 The approach to Picton is included in the Voluntary Code (4.8) to reduce the potential for pollution from vessels carrying oil or other harmful liquid substances in bulk. The recommended track for these vessels is to pass midway between Cook Rock (41°03′S, 174°25′E) (4.186) and Walker Rock (40°59′S, 174°20′E) (4.13) at the entrance to Queen Charlotte Sound and thence to the pilot station.

The harbour is entered from N, between The Snout (41°15′·0S, 174°02′·9E) (4.216), 3 miles NE of Picton, and Wedge Point, 2 miles N of Picton.

Traffic

4.231

1 In 2003, 50 ship movements were recorded totalling 710 413 dwt.

Port Authority

4.232

1 The Port Operator is Port Marlborough New Zealand Ltd. Postal address: PO Box 111, Picton, New Zealand. E–mail address: shipping@pmnz.co.nz

Limiting conditions

Controlling depth

4.233

1 Least chartered depth at the inner end of the fairway is 10·7 m, off Ferry Berth No 2. The fairway has a least width of about 1¾ cables.

Deepest and longest berth

4.234

1 Shakespeare Bay Waimahara Wharf (4.248) is the deepest.

Abnormal water levels

4.235

1 Picton may be affected by Tsunamis. See 1.50 and *Admiralty List of Radio Signals Volume 3 (2)* for details of

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warning systems. The initial warning is given by verbal message.

Density of water

4.236

1 Density of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled

4.237

1 A vessel of 214 m LOA and 32 m beam has been berthed at Waitohi Wharf. Maximum draught: 11·0 m aft and 8·0 to 10·0 m forward depending on length. The new bulk handling wharf in Shakespeare Bay can accommodate vessels up to 14·4 m draught.

Local weather

4.238

1 The prevailing wind is from the N.

Arrival information

Port operations

4.239

1 Vessels may arrive and sail at any time.
Deep-draught vessels berth bows SW.

Port radio

4.240

1 See *Admiralty List of Radio Signals Volume 6 (4)* for details of Picton Harbour Radio.

2 All vessels entering the harbour security areas, as shown on the chart, should contact Picton Harbour Radio for identification purposes.

Anchorages

4.241

1 Anchorage, including quarantine anchorage, can be obtained in an area, indicated on the plan, W of Mabel Island and including Shakespeare Bay, in depths of 16 to 19 m, mud.

Prohibited anchorage. Anchorage is prohibited elsewhere within the harbour.

Pilots

4.242

1 **Pilotage.** See 4.182 and *Admiralty List of Radio Signals Volume 6 (4).*

Tugs

4.243

1 Tugs are available through independent operators.

Regulations concerning entry

4.244

1 These instructions apply to all vessels of more than 500 grt.

Vessels entering or leaving Picton Harbour are to navigate at a speed not exceeding 12 kn whilst the vessel is S of Mabel Island Light (41°16′·2S, 174°00′·9E) (white concrete post).

Vessels must not pass each other in the hours of darkness or in restricted visibility, as defined in the *International Regulations for Preventing Collisions at Sea (1972),* within the area of Picton Harbour S of latitude 41°16′S.

2 Vessels may not berth or unberth at Waitohi Wharf in Picton Harbour with wind speeds in excess of 30 kn, without the permission of the Harbour Master.

See 1.49 for general harbour regulations.

3 **Quarantine.** See 1.55.

Harbour

Chart NZ 6154 plan of Picton Harbour (see 1.19)

General layout

4.245

1 The natural harbour is formed by a bay which is divided near its head by a short strip of land with Kaipupu Point at its NE extremity. Mabel Island (41°16′·1S, 174°00′·9E) lies 3 cables NE of the point in the centre of the bay.

The ferry terminals and commercial wharves front the town at the head of the inlet on the E side of the bay. All the wharves project NNE from the shore.

2 Shakespeare Bay, adjacent to Picton on the W side of the bay, contains a large deep-water complex which includes a 200 m long wharf constructed on pre-stressed concrete piles with a depth alongside of 15·7 m at MLWS, and with facilities for handling bulk products and logs.

Seaplanes

4.246

1 Seaplanes have operated in the harbour.

Directions

(continued from 4.217)

4.247

1 From a position clear NW of Picton Point (41°15′·3S, 174°02′·2E) the track into harbour leads SSW, passing W of a 10 m gravel patch (41°15′·8S, 174°01′·4E).

Leading mark. When clear of the 10 m patch, the line of bearing 213° of a light (metal framework floodlit tower) (41°16′·9S, 174°00′·4E), on the head of Waitohi Wharf leads through the fairway to the wharves, passing E of Mabel Island from which a light (white concrete post) is exhibited.

2 **Useful marks:**

Light (41°16′·6S, 174°00′·5E), exhibited from the W side of the harbour.

Lights (masts) at Ferry Terminal Wharves.

Monument (white castellated structure with a small flagstaff) (41°17′·3S, 174°00′·4E).

Shakespeare Bay Inner light (white post, 2 m in height) (41°16′·3S, 174°00′·2E).

Shakespeare Bay Outer light (white post, 2 m in height) (41°16′·0S, 174°00′·3E).

Caution. At night, due to background lighting, it is difficult to distinguish vessels moving in the port area.

Berths

Alongside berths

4.248

1 **Waitohi Wharf** has the longest berths:

NW side: length 213 m; depth 7·2 to 11·3 m.

SE side: length 213 m; depth 9·8 to 11·6 m.

Shakespeare Bay has the deepest berth:

Length 200 m; depth 15·7 m at MLWS.

Road/Rail Ferry terminal lies close S of Waitohi Wharf and consists of:

No 1 Ro-Ro Berth–150 m in length, maximum draught 7 m; equipped with linkspan.

No 2 Ro-Ro Berth–160 m in length, maximum draught 7·5 m; equipped with double tier linkspan.

Port services

Repairs

4.249

1 Minor repairs can be undertaken. A diver is available for underwater inspections.

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Picton Harbour –Shakespeare Bay (4.253)

(Original dated 2001)

(Photograph – Paul Palmer)

There is a slipway, capacity 100 tonnes, at Carey's Boat yard in the SE part of the harbour.

Other facilities

4.250

1 Compass adjustment; issue of de-ratting exemption certificates; garbage collection daily; no facilities for the reception of oily waste; hospital at Blenheim, about 30 km distant.

Supplies

4.251

1 Limited quantities of marine diesel by road tanker; lubricating oil; fresh water; provisions.

Communications

4.252

1 Passenger, car and rail ferry service with Wellington.

Internal air services from airport at Blenheim, 30 km distant.

Small craft

Picton Marina

4.253

1 **General information.** Picton Marina lies in a small lagoon at the S end of the harbour. It is entered through a narrow channel, spanned by a footbridge, which connects the marina with the town.

Berths. There are 178 berths at a number of pontoon jetties within the complex.

Facilities. All the usual facilities, including a launching ramp, are available.

Other berths

4.254

1 **Moorings** for yachts available NW of Waitohi Wharf.

Jetties for launches close SE of the ferry terminal.

Jetties for commercial fishing boats and other craft close N of the marina entrance.

Boat yard with ramp and slipways SE of the ferry terminal.

TORY CHANNEL APPROACHES TO CAPE CAMPBELL

GENERAL INFORMATION

Charts NZ 46, NZ 615 (see 1.19)

Route

4.255

1 From a position in the approaches to the E entrance to Tory Channel (41°13′S, 174°19′E), the coastal route, leads about 31 miles SSE to a position E of Cape Campbell (41°43′·8S, 174°16′·5E).

Topography

4.256

1 From the entrance to Tory Channel to Rununder Point, 7 miles SW, the coast is bare and rugged with cliffs. From

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the W entrance to Port Underwood to the N end of a shingle beach, 2½ miles SSW, there are cliffs.

Between the N end of the shingle beach and the entrance to Wairau River (41°30′S, 174°04′E) (4.268) the coast is low and broken by the entrance to a canal.

From Wairau River entrance to White Bluffs, 5¼ miles SE, a low boulder bank fronts Big Lagoon; from seaward the bank appears as a steep grey shingle beach topped by scattered bushes. The town of Blenheim (4.268) lies W of this part of the coast.

2 From the entrance to Awatere River (41°36′S, 174°10′E) the coast of the N part of Clifford Bay is faced with cliffs which give way to sand dunes fronting Lake Grassmere, 7 miles S. The buildings of a saltworks stand on the W shore of the lake and there is an airfield within the dunes near the SE corner of the lake.

From Lake Grassmere to Cape Campbell there are remarkable white cliffs.

Except along the river courses the land behind the coast is generally high.

Restricted area

4.257

1 **Cook Strait Cable Protection Zone.** Anchoring and fishing are prohibited in the area, shown on the charts, from Fighting Bay (Oraumoa) (41°19′S, 174°12′E) across Cook Strait, due to the presence of submarine power cables.

Two pairs of beacons (white truncated triangles with orange stripes) stand about 1½ miles ENE and 1½ miles SW of Fighting Bay. In line bearing, respectively, 263° and 301°, they indicate the N and S limits of the area.

2 The area is covered by the red sector (263°–301°) of a light exhibited from the front beacon of the N pair and by the red sector (271°–301°) of a light exhibited from the front beacon of the S pair.

Caution. Magnetic anomalies may occur in the vicinity of the submarine cables.

Diving

4.258

1 Recreational diving frequently takes place in the waters covered in this section.

Natural conditions

4.259

1 See 4.6 regarding conditions generally in Cook Strait.

Flow. See current and tidal stream information on charts NZ 615 and NZ 6153.

Local weather. The weather W of a line joining the E entrance to Tory Channel and Cape Campbell is generally better than that farther offshore in Cook Strait. Mountain ranges which back Cloudy Bay give such protection that light winds, smooth water and clear weather are usual in the bay when heavy gales from S to NW are blowing in the middle of Cook Strait and on to its E shores.

Principal marks

4.260

1 **Landmarks:**

Arapawa summit (41°11′·6S, 174°16′·8E) (4.203).

Cape Campbell Lighthouse (white metal tower, black bands, 22 m in height) (41°43′·8S, 174°16′·5E).

Major lights:

The Brothers Light (41°06′·2S, 174°26′·3E) (4.11).

Cape Campbell Light — as above.

Other aid to navigation

4.261

1 **Radiobeacon:**

Radiobeacon, 4 cables S of Cape Campbell Light.

See *Admiralty List of Radio Signals Volume 2* for details.

Directions

(continued from 4.177)

4.262

1 From a position in the approaches to the entrance to Tory Channel, the coastal route leads S to the vicinity of Cape Campbell, passing (with positions from West Head Light (41°12′·8S, 174°18′·9E) (4.177)):

E of Jordy Rocks (2¼ miles SW), thence:

E of Lucky Point (3½ miles SW), thence:

E of Rununder Point (7 miles SSW), thence:

E of Craggy Point (9¼ miles SW), thence:

E of Coombe Rocks, 47 m in elevation, (11 miles SW), thence:

Clear of a light-buoy (special) (12¾ miles SSW), thence:

E of White Bluffs (41°33′·8S, 174°09′·0E), which are prominent, bold and white-faced.

Thence to a position E of Cape Campbell. Bowler Reef lies at the NE extremity of foul ground extending up to 1¾ miles around the cape.

2 **Useful marks:**

Mount McCormick, 964 m in elevation (41°18′S, 174°04′E).

Piripiri, summit, 969 m in elevation, 1 mile SSW of Mount McCormick.

Mount Robertson, 1035 m in elevation, with a radio mast on its summit, 3½ miles SSW of Mount McCormick.

Radio mast (red light, 41 m in height) (41°31′S, 173°57′E).

Two yellow peaked cliffs which, seen from the N, rise steeply to the rounded summit of Mount Tako, 194 m in elevation (41°44′S, 174°15′E), about 1¼ miles WSW of Cape Campbell.

(Directions continue at 10.20)

Anchorages

Charts NZ 46, NZ 6212 plan Port Underwood (see 1.19)

Port Underwood

4.263

1 **Description.** Port Underwood (41°20′S, 174°07′E) is a large inlet, divided at its head by a peninsula forming two arms, and containing numerous bays. It is entered between Robertson Point (41°21′·2S, 174°07′·1E) and the coast, 1½ miles W, is well-sheltered and generally accessible in any weather.

Marine farms are established in many areas, not all of which are charted.

4.264

1 **Directions.** From a position to seaward, about 7 cables SW of Robertson Point, from which a light (white concrete column, 2 m in height) (41°21′·2S, 174°07′·1E) is exhibited, the track leads NE into and through a fairway, passing (with positions from Robertson Point):

SW of Tomokoko Rock (7 cables ESE). A dangerous wreck lies 9 cables SSW. Thence:

NW of Robertson Point, thence:

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Port Underwood (4.263)

(Original dated 2004)

(Photograph – Copyright Granted)

Robertson Point from Underwood (4.263)

(Original dated 2004)

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2 NW of Horahora Kakahu Island (1¼ miles NNE) which is connected to the coast E by a reef, thence:

SE or NW, as required, of Separation Point (2½ miles NNE), the S end of the peninsula which separates the arms of the harbour. A buoy (starboard hand), 9 cables ESE, marks a rock. Thence:

W of The Knobbys (3¼ miles NE), an above-water reef, if proceeding to the head of the E arm.

4.265

1 **Anchorage.** Anchorage can be obtained, as shown on the plan, in the following bays, depths as indicated:

Pipi Bay (41°20′·1S, 174°08′·3E), in depths of about 12 m.

Tumbledown Bay (41°18′·8S, 174°10′·2E), in depths of about 15 to 17 m, mud.

Hakana Bay (41°17′·6S, 174°10′·7E), in depths of about 13 m, mud.

Oyster Bay (41°18′·1S, 174°07′·0E), in depths of about 8 m to 10 m, mud. A jetty, with a depth alongside of 2 m at HW, lies on the NW side, serves the local fishing craft.

Cloudy Bay

4.266

1 **Description.** Cloudy Bay (41°27′S, 174°05′), a broad open bay S of Port Underwood, has depths from 13 to 17 m about 2 miles offshore. It provides good shelter in winds from S through W to N.

Anchorage can be obtained in depths of 13 to 17 m about 2 miles ENE of Wairau River entrance (41°30′S, 174°04′E), or in other parts of the bay.

Shelter is good in Cloudy Bay with winds from S through W to N. Should the wind draw E there is excellent anchorage in Port Underwood (4.263).

Clifford Bay

4.267

1 **Description.** Clifford Bay (41°40′S, 174°12′E) lies S of Cloudy Bay and has kelp in several areas close offshore.

Anchorage can be obtained in its S part, about 1½ miles WNW of Cape Campbell (41°43′·8S, 174°16′·5E), in depths of about 7 m.

Small craft

Wairau River

4.268

1 **General information.** Wairau River flows into Cook Strait at the N end of Big Lagoon (41°30′S, 174°04′E), over a bar with depths of 2 m at HW, on which surf breaks with any swell. The river is only accessible to small power-driven craft.

Tidal streams in the entrance attain rates from 3 to 5 kn. The in-going stream continues to run for 1 hour after local HW.

Blenheim, with a population of about 18 500, stands about 4 miles W of the entrance to Wairau River on Opawa River, a tortuous tributary.

2 **Directions.** Local knowledge is essential for entry to Wairau River as it is not easy to identify the channel which lies between a stone training wall on which there is a beacon (white triangle) and a house set amongst trees on the N side, and a low sandy spit on the S side.

Awatere River

4.269

1 **General information.** Awatere River (41°36′S, 174°10′E) flows into Cook Strait 3 miles S of White Bluffs (4.262), over a bar. The town of Seddon stands on the river banks, about 6 miles SW of the entrance.

Directions. Local knowledge is essential.

The channel dries and is only navigable by boat in favourable conditions. Within the entrance there are numerous islands which flood and are liable to change.

A road bridge and a railway bridge span the river about 1 mile N of Seddon.

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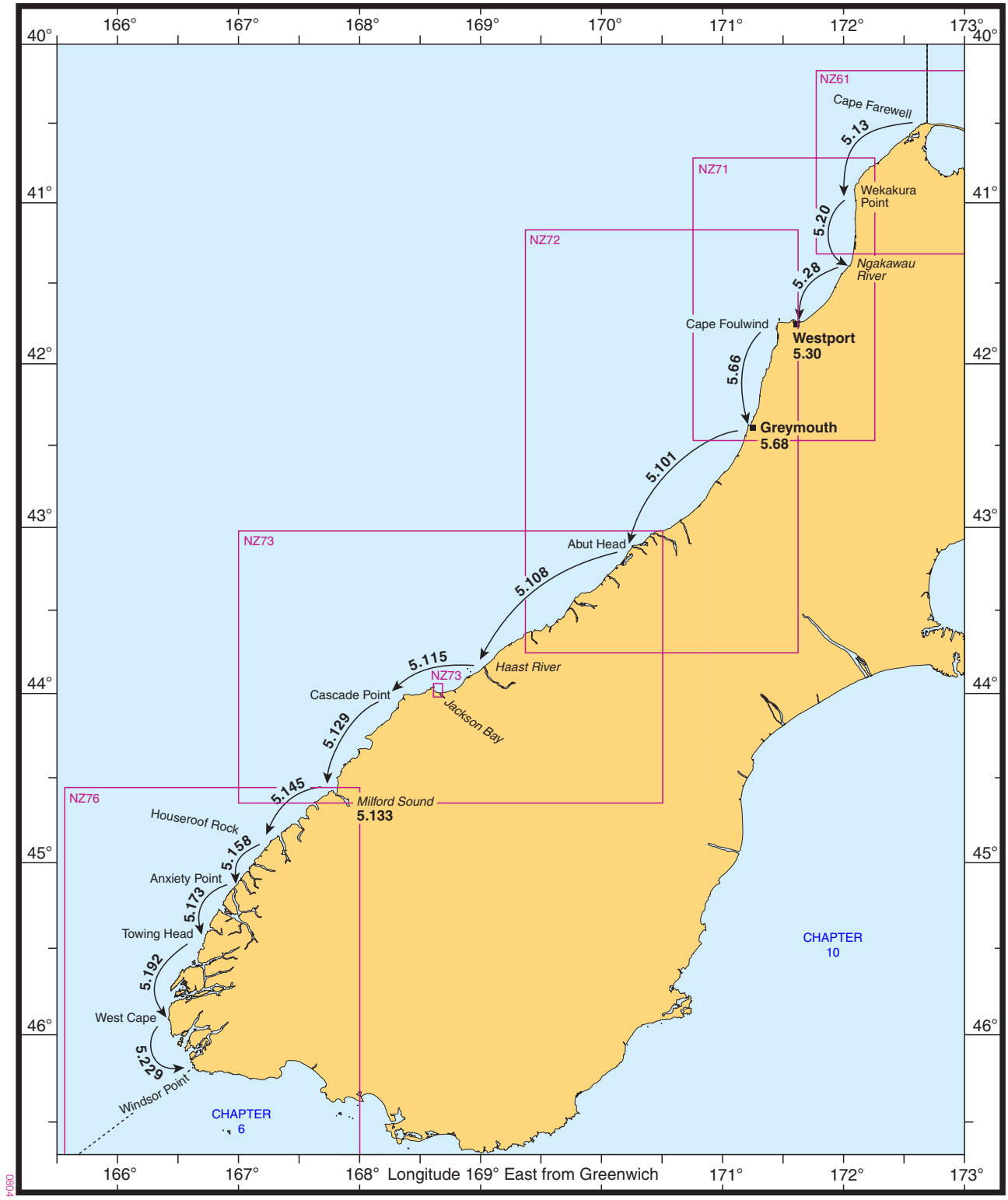
Chapter 5 - West coast of South Island



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CHAPTER 5

WEST COAST OF SOUTH ISLAND

GENERAL INFORMATION

Chart 4648

Scope of the chapter

5.1

1 In this chapter are described the waters on the W side of South Island, including the coastal route between Cape Farewell (40°30′S, 172°41′E) and Windsor Point (46°12′S, 166°39′E), a distance of about 450 miles. The description also includes Westport (41°45′S, 171°36′E) (5.30) and Greymouth (42°27′S, 171°12′E) (5.68) which are the only ports on this long coast. The Sounds (5.121), also known as fiords, which indent the coast between Yates Point (44°30′S, 167°49′E) and Windsor Point, are the only natural harbours.

2 This chapter is divided into the following sections:

Cape Farewell to Cape Foulwind (5.7).
Cape Foulwind to Cascade Point including Greymouth (5.59).
Cascade Point to Windsor Point (5.121).

Topography

5.2

1 The coast generally lacks natural features significant for navigation, especially between Cape Foulwind (41°45′S, 171°28′E) and Cascade Point (44°01′S, 168°22′E), nearly 200 miles SW. Over this long distance only Rapahoe Range (The Twelve Apostles) (42°25′S, 171°13′E) (Chart NZ 7142) and Mount Cook (43°36′S, 170°09′E) (5.60), standing about 16 miles inland, are distinctive.

Almost the entire coast is backed by heavily wooded or bush-covered land, behind which are snowy mountains that closely approach the sea in the vicinity of The Sounds.

Shelter

5.3

1 The entire coast is inhospitable. Between Cape Farewell and The Sounds the only shelter, for a small vessel from W weather, when Westport Harbour and Greymouth Harbour are impossible to enter, is in Jackson Bay (43°58′S, 168°40′E) (5.118), which is also suitable for large vessels. During S weather the only shelter for large vessels is in Buller Bay (41°43′S, 171°32′E) (5.46) and Jackson Bay.

Anchorages are available in some of The Sounds, but not all are easy of access.

Natural conditions

5.4

1 **Current.** Between Cape Farewell and Jackson Head (43°58′S, 168°37′E) the predominant currents set mainly between SE and NE at an average rate of about ¾ kt, but S of Cape Foulwind (41°45′S, 171°28′E) they are much affected by the prevailing wind.

From the vicinity of Jackson Head to the SW point of South Island a current sets generally SW throughout the year, in opposition to a predominantly NE set farther seaward. It appears to be very weak off Jackson Bay and to be not much felt N of Milford Sound entrance (44°34′S, 167°48′E). Between September and November, however, it has been observed to attain a rate of about 1 kn S of Cape Point (44°01′S, 168°22′E). See also 1.107.

2 **Sea conditions** are generally rough throughout the year.

Sea level. Between Cape Foulwind and Jackson Bay, N and NW winds raise the general level of the sea by about 0·5 m; S and SW winds have the opposite effect.

Reporting system

5.5

1 A voluntary code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

General directions

5.6

1 Except for the approaches to Westport and Greymouth, charts of the coast from Karamea River (41°15′S, 172°06′E) (5.22) to Milford Sound, a distance of 280 miles, are based on old and imperfect surveys. Mariners without local knowledge should therefore exercise caution when navigating in sparsely sounded areas, particularly when approaching the coast in depths less than 50 m between Karamea River and Abut Head (43°06′S, 170°16′E) and 100 m between Abut Head and Milford Sound.

See notes on coastal navigation on Charts NZ 71, NZ 72, and NZ 73.

CAPE FAREWELL TO CAPE FOULWIND

GENERAL INFORMATION

Charts NZ 61, NZ 71

Area covered

5.7

1 This section describes the coastal route, harbours and anchorages between Cape Farewell (40°30′S, 172°41′E) and Cape Foulwind (41°45′S, 171°28′E), about 95 miles SSW. The area includes Westport (41°45′S, 171°36′E), Whanganui Inlet (40°35′S, 172°32′E), Big Bay (40°52′S, 172°08′E) and some small rivers which flow into Karamea Bight.

2 The section is arranged as follows:

Cape Farewell to Wekakura Point (5.8).
Wekakura Point to Ngakawau River (5.17).
Ngakawau River to Cape Foulwind (5.25).
Westport (5.30).

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CAPE FAREWELL TO WEKAKURA POINT

General information

Chart NZ 61

Route

5.8

1 From a position N of Cape Farewell (40°30′S, 172°41′E), the coastal route leads SW for about 42 miles to a position W of Wekakura Point (40°55′S, 172°06′E), passing seaward of Paturau Shoal (40°38′S, 172°24′E), about 1¼ miles offshore, and either side of Kahurangi Shoals, 10 miles WSW.

Topography

5.9

1 From Cape Farewell to Paturau River, 15 miles SW, the coast is rocky with sandy beaches in places, backed by high land. From the entrance of Paturau River (40°39′S, 172°26′E) to Kahurangi Point, 12¾ miles SW, the coast is rocky with sandy beaches, in places, and backed by moderately high, rough, broken ground covered with bush. Between Kahurangi Point and Wekakura Point the coast is fringed with reefs, with shingle beaches in places, and backed by steep ground with numerous gorges covered in vegetation.

Diving

5.10

1 Recreational diving is frequent in coastal waters about 1 mile W of Cape Farewell.

Natural conditions

5.11

1 **Current.** See information on the chart and 5.4.

Tidal streams off Cape Farewell are as follows:

Interval	*Remarks*
–0130 HW by the shore	SW-going stream begins; the stream follows the coast as far as Whanganui Inlet (7½ miles SW of Cape Farewell) at a rate from ½ to 2 kn.
–0300 LW by the shore	E–going stream begins.

See information on the charts and in the relevant *Admiralty Tide Tables.*

Sea conditions. See 5.4.

Principal marks

5.12

1 **Landmarks:**

Cape Farewell (elevation 115 m) (40°30′S, 172°41′E) rises to a bush-covered summit 317 m high, 2¾ miles SSW. On SW bearings it appears like an isolated cliff which descends in steps to the W, with the E extremity falling in broken cliffs. From this direction and from W the land about the cape has the appearance of hummocks.

2 Bar Point (40°34′S, 172°33′E), the N entrance point of Whanganui Inlet, which is high and prominent, sloping gradually to the coast.

S entrance point of Whanganui Inlet, 1 mile SW of Bar Point, which is similar and appears as a yellowish cliff with a conical summit (203 m in elevation).

Directions

5.13

1 From a position about 5 miles N of Cape Farewell (40°30′S, 172°41′E), the coastal route leads SW, passing (with positions from Cape Farewell):

NW of Archway Islands (close W), a chain of small islands up to 62 m in elevation, thence:

NW of a remarkable bare ridge (3½ miles SW), 238 m in elevation, thence:

NW of Sharks Head (11 miles SW), 41 m in elevation, thence:

2 NW of Paturau Shoal (15 miles SW), which lies off the entrance to Paturau River which can be seen as a gorge with a settlement on the S side, thence:

Either side of Kahurangi Shoals (25 miles WSW), in the middle of which the sea breaks heavily, during rough weather, on Stewart Rock, thence:

NW of shoals and rocks extending up to 1 mile from Kahurangi Point (27 miles SW), a scrub-covered point which has a prominent white patch on its N face and from which a light (white metal tower, 18 m in height) is exhibited, thence to a position W of Wekakura Point (37 miles SW).

Useful marks

5.14

1 Cape Farewell Light exhibited from Pillar Point, 1½ miles E of Cape Farewell (3.86).

Mount Burnett, 8½ miles SSW of Cape Farewell.

Hill, flat summit (elevation 747 m) (40°54′S, 172°07′E).

(Directions continue at 5.20)

Anchorages

Whanganui Inlet

5.15

1 **Description.** Whanganui Inlet lies 8 miles SW of Cape Farewell. The inlet is entered from W over a bar between Bar Point (40°34′S, 172°33′E) and an unnamed point, 1 mile SW. Within the entrance it divides into NE and SW arms. Depths in the harbour entrance are subject to unpredictable change.

Tidal levels. Mean spring range about 2·9 m; mean neap range about 1·5 m. See the relevant *Admiralty Tide Tables* for the latest information.

2 **Local weather.** The inlet cannot be entered in bad weather. A SW wind blows down the SW arm and then generally out of the inlet.

Directions. Local knowledge is required for Whanganui Inlet. The track through the deepest channel over the bar closely follows the SW side of the entrance to the inlet, whence other channels lead through the arms.

Anchorage can be obtained close off the peninsula forming the SW side of the inlet about 1 mile within the entrance, in a depth of 7 m.

Big Bay

5.16

1 Big Bay (40°52′S, 172°08′E) affords anchorage in fine weather for small vessels; a recommended berth, shown on the chart, is 1 mile SSW of Rocks Point, elevation 105 m, the N entrance point.

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WEKAKURA POINT TO NGAKAWAU RIVER

General information

Charts NZ 61, NZ 71

Route

5.17

1 From a position W of Wekakura Point (40°55′S, 172°06′E), the coastal route leads S for about 28 miles to a position NW of Little Wanganui Head and thence SSW, a farther 15 miles, to a position WNW of Ngakawau River entrance (41°37′S 171°53′E).

Topography

5.18

1 From Wekakura Point, the N entrance point of Karamea Bight, to the entrance of Kohaihai River, 11½ miles S, the coast is fringed with reefs, with sandy beaches in places, backed by steep, heavily wooded mountainous country.

Between the entrances of Kohaihai River and Karamea River, 9 miles S, the coast is sandy beach backed by a strip of low ground.

2 Between the entrances of Karamea River (41°15′S, 172°06′E) and Little Wanganui River, 8½ miles S, the coast is sandy beach backed by a strip of low land lying at the foot of broken, bush-covered country. Thence a remarkable line of cliffs extends to Mokihinui River, 9½ miles farther SSW. The cliffs rise to 457 m and are fronted by a sandy beach on which are many rocks from landslips.

Between the entrances to Mokihinui River and Ngakawau River (41°37′S, 171°53′E), a road and a railway follow the coast at the foot of steep, bush-covered slopes.

Principal mark

5.19

1 **Landmark:**

Conspicuous clearing (41°13′S, 172°09′E), about 3 miles NE of Karamea River entrance.

Directions

(continued from 5.14)

5.20

1 From a position W of Wekakura Point (40°55′S, 172°06′E) the coastal route leads initially S, passing (with positions from Wekakura Point):

W of Heaphy Bluff (4 miles S), 185 m in elevation, forming the N side of Heaphy River entrance, which is easy to identify. A low, sandy point, lies on the S side of the river entrance. Thence:

W of Kohaihai Bluff (11 miles S), a cliff which is the N entrance point to Kohaihai River. A hill, 318 m in elevation, backs the low, sandy S entrance point to the river. Thence:

W of Karamea River entrance (41°15′S, 172°06′E) (5.22).

2 The track then continues SSW, passing (with positions from Karamea River entrance):

WNW of Little Wanganui Head (8 miles S). White cliffs, terminating at the N end of Little Wanganui Head, are clearly visible at a distance in fine weather. Thence:

WNW of Old Man Rock (12½ miles SSW), which lies close off Kongahu Point.

3 Thence the track leads to a position NW of Ngakawau River entrance (41°37′S, 171°53′E) (5.24). Between Karamea River and Ngakawau River it is advisable to keep in depths of more than 50 m and to follow the general directions given at 5.6.

Useful marks

5.21

1 Hill (40°54′S, 172°07′E) (5.14).

Radio tower (41°16′S, 172°07′E) on Maori Point (47 m high).

Mount Stormy (41°17′S, 172°14′E).

(Directions continue at 5.28)

Small craft

Karamea River

5.22

1 **Description.** Karamea River (41°15′S, 172°06′E) flows into the sea N of Maori Point (41°16′S, 172°07′E). In the mouth there are some low, bush-covered islands lying on a drying sandspit which extends NW from Maori Point. The spit and islands are liable to change as are the depths, which may change unpredictably. The river is not used commercially and can only be entered by small craft.

The town of Karamea stands on the N side of the mouth of the river. An overhead cable with a vertical clearance of 4 m spans the river, 7½ cables within the entrance.

2 **Directions.** Recent local knowledge and favourable conditions are required for entry, through a shifting channel over a bar, passing N of the spit which extends from Maori Point; there are no aids to navigation. The bearing 090° of Mount Stormy, which has a flat summit, 6 miles ESE of Maori Point, leads towards the coast S of the river until the mouth can be discerned.

3 **Useful marks:**

Conspicuous clearing, 3 miles NE of Maori Point.

Radio tower standing on Maori Point.

Anchorage. Heavy seas from W break a considerable distance offshore but in fine weather, anchorage is afforded in depths of 11 m about 1 mile off the mouth of the river.

Services. Hospital in Karamea; airfield about 1½ km NW.

Mokihinui River

5.23

1 **Description.** Mokihinui River (41°31′S, 171°56′E) is approached from NW and entered over a bar.

The town of Waimarie stands on the S entrance point, and Seddonville on the S bank of the river, about 3 miles from the entrance, but there is little traffic.

2 **Limiting conditions.** Depths in the entrance are subject to unpredictable change; entry should not be attempted without recent local knowledge.

The river has depths from 1·8 to 2·1 m for 1¾ miles, above which it is only navigable by boat.

Abnormal water levels. After freshets, depths over the bar increase by 0·6 to 0·9 m.

Ngakawau River

5.24

1 **Description.** Ngakawau River (41°37′S, 171°53′E) is approached from NW and entered over a bar. The river runs through a coal-mining district but carries little traffic.

The towns of Hector and Ngakawau stand on the N and S sides, respectively, of the river entrance; powerful lights of coal mines are exhibited in the vicinity of Ngakawau.

During dry weather the river becomes unnavigable.

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2 **Limiting conditions.** Depths in the entrance are subject to unpredictable change; entry should not be attempted without recent local knowledge.

Abnormal water levels. After freshets, depths over the bar increase by up to 0·9 m.

Limit of navigation. The river is navigable by small craft for about 7 cables, as far as a narrow gorge, but local knowledge is required.

NGAKAWAU RIVER TO CAPE FOULWIND

General information

Chart NZ 71

Route

5.25

1 From a position NW of Ngakawau River entrance (41°37′S, 171°53′E) the coastal route leads about 16 miles WSW to the vicinity of Westport Harbour pilot boarding position and thence 7 miles E to a position NNW of Cape Foulwind (41°45′S, 171°28′E).

Topography

5.26

1 From the town of Granity (41°38′S, 171°51′E), in the vicinity of which powerful lights of coal mines are visible, to within 2 miles of Cape Foulwind, 19 miles WSW, the coast is sandy beach. Thence to the cape there are sandy cliffs, 15 to 25 m high. A strip of low ground backs the coast as far as Westport. The port is situated within the entrance to Buller River which flows into the S part of Karamea Bight, 5½ miles E of Cape Foulwind; the land around the cape rises to mountains about 7 miles inland.

Principal marks

5.27

1 **Landmarks:**

Television tower (red lights) (41°47′S, 171°44′E) on the summit of Mount Rochfort.

Entrance to Buller River valley (41°48′S, 171°37′E) which is an extensive gap, remarkable from seaward, between high mountains on both sides.

Three white chimneys, each 61 m in height, and four white silos of a cement works (41°45′S, 171°30′E), where powerful lights are exhibited.

Cape Foulwind Lighthouse (white round concrete tower, 9 m in height) (41°45′S, 171°28′E) which stands 2½ cables SW of the cape.

Directions

(continued from 5.21)

5.28

1 From a position NW of the entrance to Ngakawau River (41°37′S, 171°53′E) the coastal route leads WSW. It is advisable to keep in depths more than 50 m and to follow the general directions given at 5.6, passing:

Across the approach to the entrance (41°44′S, 171°35′E) to Westport Harbour, thence:

2 NNW of rocks, awash, lying in an area of foul ground, including Three Steeples which extends 1¾ miles N of Cape Foulwind (41°45′S, 171°28′E). Three Steeples consists of three conical rocks, the highest having an elevation of 31 m. Close S of Three Steeples there are several other above-water rocks, standing on Black Reef, the highest having an elevation of 35 m. The sea only breaks on below-water rocks in a heavy swell.

The track then leads to a position NNW of Cape Foulwind, which is faced with cliffs up to 52 m in elevation and is easily recognised by the lighthouse, by an abrupt change in direction of the coast in this vicinity, and by rocks and reefs extending from the cape.

Useful marks

5.29

1 Westport W Breakwater Light (41°43′·8S, 171°35′·2E), standing on the old signal station (5.53).

Two radio masts (elevation 25 m; one with red lights) (41°44′·6S, 171°34′·8E) and an airport control tower on the W side of the entrance of Westport Harbour.

(Directions continue for coastal route at 5.66)
(Directions for Westport are given at 5.53).

WESTPORT

General information

Charts NZ 71, NZ 7132 including plan of Westport Harbour (see 1.19)

Position

5.30

1 Westport Harbour (41°45′S, 171°36′E) lies at the mouth of Buller River.

Westport, the port of the Buller District, stands on the E side of the harbour, 1½ miles within the entrance. In 1997 the population was 10 515.

Function

5.31

1 Westport is a commercial port and a customs sub-port of Christchurch (1.59) engaged mainly in the shipment of cement and coal to other New Zealand ports and overseas. Principal imports include gypsum and furnace slag. It is also used by fishing vessels.

Port limits

5.32

1 The seaward limit is a line drawn in a direction of 310° for 3 miles from a position 3 miles NE of Ngakawau River entrance (41°37′S, 171°53′E), thence direct to Cape Foulwind (41°45′S, 171°28′E).

Approach and entry

5.33

1 The harbour is approached from N and entered over a bar, where the depths are subject to frequent change, between breakwaters, with a width between them of 179 m, on the line of leading lights.

Traffic

5.34

1 In 2003, a total of 71 port calls were recorded totalling 439 766 dwt.

Port Authority

5.35

1 **Port Authority** is Buller Port Services Limited, represented by a Harbour Master:

Postal address: PO Box 335, Westport.

E-mail address:
westportharbour–nz@xtra.co.nz.

Harbour Office is located at Fishermans Wharf.

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Limiting conditions

Controlling depth

5.36

1 The depth over the sand bar, which extends up to 6 cables from the harbour entrance, varies from 4 m, after heavy freshets, to 2·6 m. Depths are maintained by dredging but after heavy W weather, the bar may silt up. See note on the chart.

The bar is sounded at least twice weekly. The latest bar plan is available from the Harbour Office, or any of the local fishing companies. The bar plan shows depths at chart datum, shoaling areas, the working depth of the bar and a recommended route for crossing the bar. The height of tide is also obtainable from the Harbour Office.

Deepest and longest berth

5.37

1 Crane wharf (5.54).

Tidal levels

5.38

1 Mean spring range about 2·9 m; mean neap range about 1·7 m.

See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels

5.39

1 Tsunamis (see 1.50) may affect Westport Harbour; warning is given verbally. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water

5.40

1 Density of water depends on the state of the river.

Maximum size of vessel handled

5.41

1 As from 1997 a vessel of 131 m in length and 24 m beam regularly uses the port. The average draught of ships leaving port was 5·3 m. The maximum was 6·0 m.

Local weather and bar conditions

5.42

1 The prevailing wind is SW. The bar conditions are determined by the run in the river, the set or cross current at the entrance, the swell size and direction, wind and sea conditions and the available depth of water. Any one, or a combination of conditions, could make crossing the bar dangerous.

Caution. All vessels must contact the Harbour Master's office before crossing the bar.

2 The run in the river peaks 12 to 18 hours after heavy rain in the mountains and can reach 8 to 10 kn. The danger is in being unable to make headway against the run, especially at the entrance. Very steep and short breaking waves can develop as the run holds up the incoming swell.

3 After a heavy SW swell or strong SW to W winds, the set or current across the bar can reach 5 kn, with the danger of a vessel being pushed into breaking shallows very quickly. To counteract a strong set may require a vessel to present its beam or quarter to the swell with subsequent danger of broaching. If the set is very strong, 4 to 6 kn, the crossing is not to be attempted.

4 A northerly swell affects the bar the most, though a heavy swell from SW can also break on the bar. A swell of 4 m is not uncommon in these conditions. The available depth of water is an important factor as set and breaking swells are considerably reduced at the top of the tide.

Arrival information

Port operations

5.43

1 Depending on weather and bar conditions, vessels can enter and leave harbour by day or night, berthing and unberthing around HW. They berth bows upstream and are swung on departure, but not if the flow in the river exceeds 3 kn.

Port radio

5.44

1 **Westport Harbour Radio.** See *Admiralty List of Radio Signals Volume 6 (4).*

Signal station (41°44′·8S, 171°35′·7E), situated at the Harbour Master's office (5.35); visual watch is kept when a vessel is expected and while entering or leaving harbour. Vessels can communicate with the station by VHF or cellphone. All information regarding bar conditions, tides, traffic and berths is passed to vessels by the Harbour Master.

Masters of vessels should inform the Harbour Master's Office when they are about to enter harbour.

Notice of ETA

5.45

1 Notice of ETA required is 12 hours and before 1600 on the last working day before arrival at the weekend or on a public holiday.

Anchorages

5.46

1 **Outer anchorage.** In Buller Bay, 2 miles N of the harbour entrance, affords anchorage in depths of 18 to 24 m. The holding ground is poor E of the harbour entrance and in the SW part of Buller Bay.

Anchorage in Buller Bay becomes unsafe with gales from W to N when a very heavy sea rolls in; vessels should be prepared to leave directly there are signs of wind from this quarter.

2 **Quarantine anchorage** is in Buller Bay within a radius of 2 miles from the harbour entrance, or as directed by the Harbour Master, depending on weather conditions.

Pilots

5.47

1 **Pilotage district** is bounded seaward by the arc of a circle radius 1½ miles centred on the old signal station (41°43′·8S, 171°35′·2E).

Pilotage is compulsory for vessels of 100 grt and above; before entering it is essential to obtain advice from the Harbour Master. The notice required for a pilot is the same as for ETA.

Pilot boarding position is 2¼ miles NW of the harbour entrance, as indicated on the chart. If the pilot is unable to board, a vessel is led into harbour, guided by information passed by VHF from the Harbour Master.

Tug

5.48

1 A modern twin screw Kort Nozzle tug, equipped with VHF, is available. The tug also acts as a pilot vessel.

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Local knowledge

5.49

1 Owing to the frequent change of depths on the bar it is dangerous for mariners without recent local knowledge to attempt to cross it. See note on the chart.

Regulations concerning entry

5.50

1 On arrival off the port, masters of vessels drawing more than 2·4 m must inform the Harbour Master of their draught. See also 1.49 for general regulations.

The master of any vessel which touches the bar outward bound is required to inform the Harbour Master through the signal station as soon as clear of the harbour.

Harbour

General layout

5.51

1 The harbour entrance is formed between breakwaters and is 179 m wide. About 6 cables within the entrance there are two full-tide training walls, both about 5 cables long, which create a scour in the river channel. A half-tide wall extends along the W side of the river, 5 cables farther S, opposite which are the main wharves.

At the N end of the main wharves Floating Basin forms a small craft harbour used by fishing vessels.

Natural conditions

5.52

1 **Tidal streams,** outside the bar, set W with a rising tide and E with a falling tide. The rate is least around the time of HW and during the periods 1 to 2 hours before and after HW. See information on the charts.

2 **Flow** over the bar depends on the wind. Strong W and SW winds cause an E set across the harbour entrance at rates up to 6 kn. Strong E and NE winds cause a W set at lesser rates. Meteorological effects may cause the rates to be increased by as much as 2 kn.

There is a constant outflow from Buller River of ½ to 1 kn. During freshets which may occur at any time of year, generally after NW weather, this attains a rate up to 12 kn and occasionally higher.

Directions for approach and entry

5.53

1 **Caution.** When bound for Westport Harbour, at night, care must be taken not to mistake the powerful lights near Ngakawau (41°37′S, 171°53′E) (5.24) and Granity (5.26), and those of the cement works (41°45′S, 171°30′E) (5.27) near Cape Foulwind, for the lights of the port.

2 **Outer leading lights:**

Front leading light (red cross on metal column, yellow fluorescent reflective panels, 6 m in height) (41°44′·2S, 171°35′·5E), standing at the N end of the E full-tide wall.

Rear leading light (red diamond on white square framework, orange fluorescent reflective square

Eastern Breakwater Light *Western Breakwater Light*

Westport Harbour Entrance from N (5.51)

(Original dated 1999)

(Photograph – Tony Ferguson, Buller Port Services Ltd)

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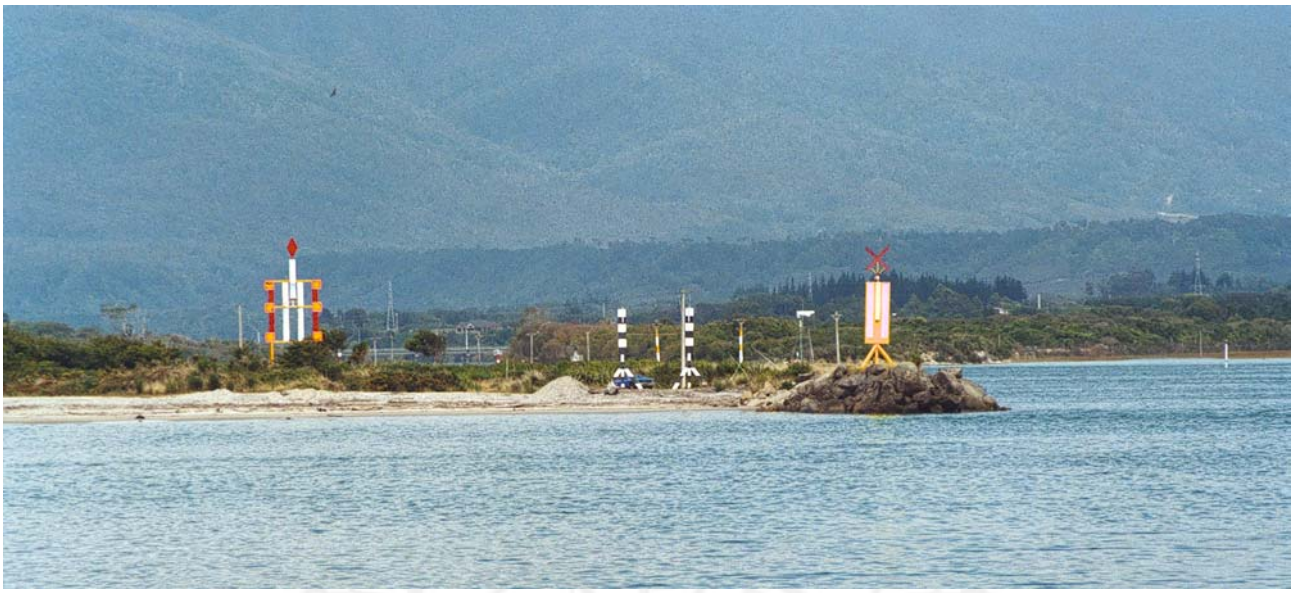

Westport Outer Leading Lights (5.53)

(Original dated 1999)

(Photographed – Buller Port Services Ltd)

panels, 11 m in height) (1¾ cables SSE of front light).

3 From a position about 2 miles NNW of the harbour entrance (41°43′·8S, 171°35′·3E), or as advised by the Harbour Master, the alignment (165½°) of these lights, and of the N silo (brilliant white, black vertical stripe) of three silos situated at the N end of Merchandise Wharf (5.54), leads to the bar, thence:

4 Through the channel over the bar and between the breakwater heads from which lights (white concrete towers) are exhibited, thence:

E of the old signal station on W Breakwater (white square concrete tower with red band) from which the main harbour light is exhibited.

5 **Clearing marks.** Two poles (black and white bands), used mainly for dredging operations, stand close E of the Front Outer leading light. When viewed in transit with the Rear Outer leading light one pole marks an "East Limit" (transit 166¾°), the other pole marks a "Broad East Limit" (transit 167¾°). The poles exhibit respectively a red and a blue neon light.

6 **Inner leading lights.**

Front leading light (beacon, red and white bands, height 2 m) (41°44′·8S, 171°35′·6), standing on the W half-tide wall.

Rear leading light (beacon, red and white bands, height 2 m) (1 cable SSE of Front light).

7 From abreast the harbour entrance, the alignment (169¾°) of the leading lights leads through the fairway of the river channel, passing:

Between the E full-tide wall, and the W full-tide wall, from the head of which Horse Box Light (tripod on black and white metal tower, 6 m in height) is exhibited, thence:

8 W of a light (red metal framework tower) (41°44′·5S, 171°35′·5E) exhibited near the S end of the full-tide wall.

From off the S end of the E full-tide wall, the track leads direct to the wharves, passing W of a light exhibited from the N end of Crane Wharf.

Berths

Wharves

5.54

1 The main berths are at Crane Wharf, 1¼ miles within the harbour entrance, and Merchandise Wharf, 2½ cables S. The bottom at both berths is sand and shingle.

2 **Crane wharf.** Maximum usable berthing space is 244 m, with depths between 5·4 and 6·7 m alongside, and a coal terminal at the N end.

3 **Merchandise wharf/silo.** Maximum berthing space is 152 m with depths between 4·3 and 8·0 m alongside.

Floating Basin wharf on the SW side of the entrance to a lagoon at the N end of Crane Wharf is used by Port Authority craft and for discharge of general cargo.

Large numbers of fishing vessels, working out of Westport from February to September, berth in Floating Basin.

Port services

Repairs

5.55

1 Repairs in steelwork and machinery can be undertaken.

Other facilities

5.56

1 Automatic tide gauge; compass adjustment; salvage equipment; hospital in Westport.

Refuse containers placed onboard for disposal ashore.

Supplies

5.57

1 Fresh provisions; fresh water; diesel and lubricating oil.

Communications

5.58

1 Air service from airport on W side of the mouth of Buller River.

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CAPE FOULWIND TO CASCADE POINT INCLUDING GREYMOUTH

GENERAL INFORMATION

Charts NZ 71, NZ 72, NZ 73

Area covered

5.59

1 In this section are described the waters between Cape Foulwind (41°45′S, 171°28′E) and Cascade Point (44°00′S, 168°22′E), about 194 miles SW. The description includes Greymouth (42°27′S, 171°12′E), Bruce Bay anchorage (43°35′S, 169°35′E) (5.109), some anchorages for small vessels off Open Bay Islands (43°52′S, 168°53′E) (5.117) and for all sizes of vessel in Jackson Bay (12 miles SW) (5.118).

The section is arranged as follows:

Cape Foulwind to Greymouth (5.61).
Greymouth (5.68).
Greymouth to Abut Head (5.97).
Abut Head to Haast River (5.105).
Haast River to Cascade Point (5.112).

Principal mark

5.60

1 **Landmark:**

Mount Cook (elevation 3752 m) (43°36′S, 170°09′E), the highest mountain in New Zealand, is visible in all directions for at least 60 miles in clear weather. From W, this rugged snow-clad summit of the Southern Alps appears as the S of two peaks rising from bases generally enveloped in clouds; the other peak is Mount Tasman (elevation 3497 m) (1¾ miles NNE).

CAPE FOULWIND TO GREYMOUTH

General information

Charts NZ 71, NZ 7142 (see 1.19)

Route

5.61

1 From a position NNW of Cape Foulwind (41°45′S, 171°28′E) the coastal route leads about 45 miles SSW to a position NW of Greymouth Harbour. Mariners should note the coastal navigation warning on the chart and should exercise caution when approaching the coast in depths of less than 50 m.

Topography

5.62

1 From the S entrance point of Tauranga Bay (41°46′S, 171°27′E), about 1½ miles SSW of Cape Foulwind, nearly as far as the town of Charleston, 7¾ miles S of Tauranga Bay, the coast is formed by Nine Mile Beach and backed by dunes covered with vegetation.

Between Charleston and Fox River entrance, 17½ miles SSW of Cape Foulwind, the coast is fronted by boulders and backed by steep, broken, bush-covered ground.

2 Between Seal Island (42°02′S, 171°22′E), W of the entrance to Fox River, and Perpendicular Point, 3½ miles SSW, the N part of the coast is a sandy beach backed by steep, tree-covered ground; the S part is formed by cliffs up to about 120 m in elevation. Inland, there is a range of mountains with jagged outlines, which are very distinctive.

3 From the entrance to Punakaiki River (42°06′S, 171°20′E) to that of Grey River, on which Greymouth stands, the coast is formed by beach. The beach is backed by steep, bush-covered hills as far as Twelve Mile Bluff (42°19′·5S, 171°16′·1E), 53 m high and thence by cliffs up to about 50 m in elevation, to Point Elizabeth (42°23′S, 171°13′E). Between this point and Grey River the coast is backed by Rapahoe Range (The Twelve Apostles), which is forest-covered.

Diving

5.63

1 Recreational diving is frequent off the coast near Seal Island and Point Elizabeth.

Natural conditions

5.64

1 **Current.** See information on the chart and 5.4.
Sea conditions. See 5.4.
Sea level. See 5.4.

Principal marks

5.65

1 **Landmarks:**

Cement works (41°45′S, 171°30′E).
Cape Foulwind Lighthouse (1½ miles W of cement works) (5.27).
Perpendicular Point (42°05′S, 171°21′E), a bold projection attaining an elevation of 367 m.
Coal bins (green building) (42°22′·3S, 171°14′·8E).
TV tower (42°24′S, 171°21′E).

Directions

(continued from 5.29)

5.66

1 From a position NNW of Cape Foulwind (41°45′S, 171°28′E) the coastal route leads SSW to the approaches to Greymouth Harbour (42°27′S, 171°12′E). It is advisable to keep in depths of more than 50 m until W of Twelve Mile Bluff, noting the caution on Chart NZ 71, and to follow the general directions given at 5.6, passing (with positions from Cape Foulwind):

2 WNW of foul ground (extending 1½ miles SW), thence:
WNW of surf which breaks about 1¼ miles offshore for about 7 miles S from Tauranga Bay, along Nine Mile Beach, thence:
WNW of islets (elevation 14 m) (10 and 12 miles SSW respectively), close offshore, thence:
WNW of an islet (5 m high) (15 miles SSW), about 3 cables offshore, thence:

3 WNW of Seal Island (17½ miles SSW), distinguished by a blow hole at the S end, standing 9 cables W of Fox River entrance, which is a deep gorge, thence:
WNW of Perpendicular Point (42°05′S, 171°21′E), which is bold, thence:
WNW of Dolomite Point (2 miles SSW of Perpendicular Point), thence:

4 WNW of a drying rock (3 m) (42°18′·6S, 171°16′·4E), the N-most of a line of rocks, including a drying and a dangerous underwater rock (3 cables SW), a rock which covers and uncovers (6 cables SW), extending 1 mile SW to Motukiekie Rocks, off Twelve Mile Bluff, thence:
WNW of a rock (elevation 0·6 m) (42°21′·4S, 171°13′·6E), thence:

5 WNW of a rock awash at chart datum (42°21′·8S, 171°13′·5E), the N-most of a line of rocks,

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including Shag Rock (4 cables SSW), Big Rock (8 cables SSW) and The Needle (9 cables SSW), extending to Point Elizabeth (1 mile SSW), thence to a position NW of Greymouth Harbour entrance.

6 **Caution.** Note that submarine springs, which can give rise to false echo soundings are charted 6 miles W of Twelve Mile Bluff; for further information see *The Mariner's Handbook*.

Useful marks

5.67

1 TV mast (42°21′·1S, 171°15′·3E).

Greymouth main harbour light and signal station (42°26′·4S, 171°11′·5E) (5.91).

Grey River gorge (42°26′·8S, 171°13′·2E).

A stone crusher, 8 cables S, and TV towers, 11 cables S, of the harbour entrance.

(Directions continue for coastal passage at 5.101 and for Greymouth at 5.91)

GREYMOUTH

General information

Chart NZ 7142 including plan of Greymouth Harbour and Approaches (see 1.19)

Position

5.68

1 Greymouth Harbour (42°27′S, 171°12′E) lies at the mouth of Grey River.

The port of Greymouth stands on the S side of the harbour, about 1 mile within the entrance. Cobden, a suburb, stands on the N side.

Function

5.69

1 Greymouth is a commercial and fishing port and customs sub-port of Christchurch (1.59). Principal imports and exports are coal, timber, tuna and ilmenite.

The population of Greymouth is about 8000.

Port limits

5.70

1 Port limit is the seaward arc of a circle, radius 2 miles, centred on the main harbour light (42°26′·4S, 171°11′·5E) (5.91).

Approach and entry

5.71

1 The harbour is approached from NW and entered over a bar, which is subject to frequent change, between breakwaters on the line of leading lights.

Port Authority

5.72

1 Port Authority is Grey District Council, represented by a Harbour Supervisor.

Postal address: PO Box 382, 105 Tainui Street, Greymouth.

Limiting conditions

Controlling depth

5.73

1 The controlling depth varies between 4·9 m and 2·0 m over the sand bar, the depth being reduced during dry weather, especially after SW winds, when the bar is liable to silt up until a freshet washes it away.

Deepest and longest berth

5.74

1 Richmond wharf (5.92).

Tidal levels

5.75

1 Mean spring range about 1·9 m; mean neap range about 0·9 m.

See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal levels

5.76

1 Tsunamis (see 1.50) may affect Greymouth Harbour; warning is given by sound signal. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warnings.

Density of water

5.77

1 **Density** of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled

5.78

1 Dimensions acceptable under favourable conditions at MHWS tides are:

Length: 109 m.

Draught: 5·5 m.

Beam: 15·2 m.

A vessel 100 m in length, drawing 5·3 m forward, can turn in the harbour at MHWN tides.

Local weather

5.79

1 The prevailing winds are SW and E.

During W weather it is impossible to enter the harbour. If there is much swell, the bar is dangerous. If the bar has silted up, any swell quickly makes it unworkable.

Thick fog and strong winds can occur between Grey River Gorge and the harbour entrance after a cool night. Generally the leading lights and beacons will be obscured by fog.

Climatic table. For Hokitika airport climatic table see 1.155 and 1.162**.**

Arrival information

Port operations

5.80

1 It is preferable to enter harbour just after HW but, depending on draught, weather and bar conditions, vessels can enter and leave harbour at any time, day or night. Mariners must obtain the latest information regarding depths on the bar and in the harbour, and the state of aids to navigation and berths, from Grey District Council by radio or telephone before attempting to enter.

Vessels always berth bows up river and swing in the harbour to depart.

Port radio

5.81

1 *Admiralty List of Radio Signals Volume 6 (4)* should be consulted for details of Greymouth Harbour Radio.

Signal station

5.82

1 A disused signal station and flagstaff stand near the head of the S breakwater.

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Notice of ETA
5.83

1 Vessels requiring a pilot should send ETA at the port roadstead 48 hours in advance.

Anchorages
5.84

1 **Outer anchorage** is in depths from 18 to 27 m, good holding ground in sand, with the harbour entrance bearing 090°.

Quarantine anchorage is anywhere in the roadstead within port limits, or as directed by the Port Authority.

Pilots
5.85

1 **Pilotage district** is bounded seaward by the arc of a circle radius 2 miles centred on the flag staff on the S breakwater, between lines drawn 250° and 360° from the harbour entrance.

Pilotage is not compulsory.

Pilot boarding position is within 3 miles of the harbour entrance. A pilot is available on request to Grey District Council. There is a suitable pilot vessel available.

Tugs
5.86

1 Tugs are not available.

Local knowledge
5.87

1 Mariners are warned that to attempt to cross the bar without recent local knowledge is dangerous. A quick flashing blue light is exhibited from the flagstaff on the S breakwater when the bar is considered dangerous. Mariners should contact Grey District Council for the latest information.

Harbour

General layout
5.88

1 The harbour entrance is formed between breakwaters and has a navigable width of 115 m.

The harbour is contained between the S bank of Grey River and a training wall which forms the N side from about 3 cables within the entrance. The main berths are on the S side of the harbour, 6 cables within the entrance.

2 Erua Moana, a tidal lagoon, in which sheltered berths are available for 80 fishing vessels, is entered about 5 cables within the entrance. The maximum draught for vessels in the lagoon is 3 m.

At the head of the harbour, 1¼ miles within the entrance, road and rail bridges span Grey River, where it flows through a gorge between forest-covered mountains.

Dredging is frequently in progress in the river.

Flow
5.89

1 **Current.** There is a general N set off the harbour entrance. Vessels can experience a S set close to the harbour entrance. The strength of the set depends on the overflow.

Tidal streams in the harbour attain rates of 2 kn at springs and 1½ kn at neaps; at certain states of the tide there is a considerable inset into the lagoons.

Freshets attaining a rate more than 10 kn occur in Grey River, but there is usually 12 to 24 hours warning of them.

Principal marks
5.90

1 **Landmarks:**

Grey River gorge (42°26′·8S, 171°13′·2E) is a good mark, especially from S.

TV towers, 1 mile S of the harbour entrance.

Directions
(continued from 5.67)

Chart NZ 7142 (see 1.19)

Approach and entry
5.91

1 **Main Leading Lights:**

Front light (orange triangle on tower, height 14 m) (42°26′·8S, 171°12′·1E), situated on Richmond Wharf (5.92).

Rear light (white triangle on beacon, height 19 m) (160 m SE of front light).

Red neon lights (black diamonds, height 14 m) are exhibited from each side of Main Front Leading Light, in line with the rear leading light to indicate the channel limits which are liable to change. See the diagram on the chart.

2 From a position about 2¼ miles NW of the harbour entrance (42°26′·4S, 171°11′·4E) the alignment (128¼°) of these lights leads in mid-channel over the bar and in the deepest part of the fairway of the river channel, passing (with positions from Main Front Leading Light):

Between the breakwaters (6½ cables NW) near the head of each of which a light (white concrete column) is exhibited, thence:

3 NE of the signal station (6 cables NW) from which the main harbour light (mast) is exhibited, thence:

SW of the training wall, near the seaward end of which a light (metal pile) (4 cables NW) is exhibited, thence:

NE of the entrance to Erua Moana, on the E side of which a light (green wooden pile, red band, 2 m in height) (1 cable NW) is exhibited.

Caution. The tidal stream sets on to Richmond Wharf where the wharf curves; when proceeding alongside care must be taken not to be swept on to the wharf.

Berths

Wharves
5.92

1 **Grey River.** Vessels berth at Richmond Wharf (berth Nos 1 and 2) which has a maximum berthing space of 573 m and depths alongside from 5·2 to 6·1 m at MLWS. The wharf height is 5·3 m above MLWS and the bottom is shingle. Berths are numbered from seaward.

Masters of vessels at Richmond Wharf must provide adequate berthing hawsers for use during freshets (see 5.89). It is common practice, during freshets, to lay out a cable forward and to go ahead on main engines with power for about 7 knots. Facilities capable of securing a 5 000 tonne barge in a 12 kn stream are provided at this wharf.

2 **Erua Moana.** A wharf which extends S from the W end of Richmond Wharf, along the E side of the entrance to Erua Moana lagoon, is used by fishing vessels. Farther S is berthing for small craft.

On the W side of the entrance there is a wharf for fishing vessels, up to 18 m in length.

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Port services

Repairs

5.93

1 Major repairs, which do not require docking, can be undertaken; divers are available.

Slipway in Erua Moana, S of the berthing for small craft, with a lifting capacity of 130 tonnes for vessels up to 24 m in length, 7·6 m beam and 3 m draught.

Other facilities

5.94

1 Two cranes, each 10 tonnes at 15 m radius.
No refuse disposal; retain onboard.
Compass adjustment.
No facilities for reception of oily waste.
Hospital in Greymouth.

Supplies

5.95

1 Small quantities of fuel oil, marine diesel and lubricating oil can be supplied by road vehicles.
Fresh water; fresh provisions.

Communications

5.96

1 Internal air service from Hokitika, 20 miles SW.

GREYMOUTH TO ABUT HEAD

General information

Chart NZ 72

Route

5.97

1 From a position NW of Greymouth Harbour (42°27′S, 171°12′E), the coastal route leads SW for about 58 miles to a position NW of Abut Head (43°07′S, 170°16′E), passing NW of Hokitika River entrance.

Topography

5.98

1 Between the entrances to Grey River (42°27′S, 171°12′E) and Hokitika River, 20 miles SSW, the coast is low and sandy with no distinctive natural features.

From Grey River to the entrance to Taramakau River, 8 miles SSW, which has several channels subject to frequent change caused by freshets, the coast is fronted by a shingle beach and backed by the suburbs of Greymouth. Bush and forest-covered mountain ranges, of moderate elevation and intersected by valleys, follow the coast as far as Taramakau River, whence they recede inland.

2 A road and a railway follow the coast, by bridges over the entrances to Taramakau River and Arahura River (42°40′S, 171°01′E), which are obstructed by islands and sandbanks.

The coast between the entrance to Hokitika River (42°43′S, 170°57′E) and Abut Head (43°07′S, 170°16′E), about 38 miles SW, is low and sandy, with lakes and lagoons in places, but few distinctive natural features. It is backed by ranges of moderate elevation, cut by valleys and covered with bush and forest; the ranges recede gradually inland to a distance of 10 miles from Abut Head, which is bold and bush-covered.

Diving

5.99

1 Recreational diving is frequent off Abut Head.

Principal mark

5.100

1 **Landmark:**
Mount Cook (43°36′S, 170°09′E) (5.60).

Directions

(continued from 5.67)

5.101

1 From a position NW of the entrance to Greymouth Harbour the coastal route leads 20 miles SSW to the vicinity of Hokitika River (42°43′S, 170°57′E), thence SW to Abut Head. The general directions given at 5.6 should be followed, passing (with positions from Hokitika River):
NW of Mikonui River entrance (14 miles SW), which may be recognised by a road bridge 5 cables within the entrance, thence:

2 NW of Bold Head (17 miles SW), which is a bush-covered bluff, prominent from NE and SW, thence:
NW of Pukutuaro Cliff (25 miles SW), thence:
NW of Wanganui Bluff (30 miles SW), on the N side of the entrance of Wanganui River. An ODAS super light-buoy is moored 24 miles NW of Wanganui Bluff.

Thence to a position NW of Abut Head (43°07′S, 170°16′E).

Useful marks

5.102

1 Greymouth main harbour light (42°27′S, 171°12′E) (5.91) and others (with positions from the light) are:
Grey River gorge (1 mile E) which, especially from S, is a well-defined cut.
Radio mast (height 152 m) (8½ miles SSW).

(Directions continue at 5.108)

Small craft

Hokitika River

5.103

1 **Description**. Hokitika River entrance (42°43′S, 170°57′E) is approached from W and entered over a shifting bar. The town of Hokitika (population about 3 340) stands on the N side of the mouth of the river. The river is not used commercially. The river channel passes beneath a rail bridge, 5 cables within the entrance.

Depths of 1 to 2 m are reported to exist about 7½ cables off the entrance. Depths over the bar change frequently. The river is navigable to shallow-draught vessels for about 7 cables within the bar.

2 **Tidal levels.** Mean spring range about 2·1 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

Tidal streams within the bar frequently set in different directions from those outside.

Sea and swell. During W gales a heavy sea rolls in on the adjacent coast which is sometimes affected, even in fine weather, by heavy W swell caused by distant storms.

3 **Climatic table.** See 1.155 and 1.162.

Local knowledge is essential for Hokitika River. When entering, the set of the tidal streams should be watched carefully. There are no aids to navigation.

Facility. Hospital in Hokitika.

Communications. Internal air service from local airport.

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Wanganui River

5.104

1 **Description**. Wanganui River entrance (43°02′S, 170°26′E) is approached from N and entered over a bar through a channel which shifts with frequent freshets. The entrance is narrow between sandy spits extending from Wanganui Bluff on the N and Mount Oneone, elevation 58 m, on the S. At times the S spit overlaps the mouth of the river and extends a considerable distance N. A dangerous rock lies off the spit; local knowledge is essential.

2 **Depths** over the bar vary from 1·5 to 3·0 m.

ABUT HEAD TO HAAST RIVER

General information

Chart NZ 73

Route

5.105

1 From Abut Head (43°07′S, 170°16′E) the coastal route leads SW about 68 miles to the entrance to Haast River (43°50′S, 169°02′E). Some inshore areas marked on the chart are generally unsurveyed.

Topography

5.106

1 Between Abut Head and Waitahi Bluff, 2½ miles SW, which is white in colour, the coast is formed by sandy spits; thence to the entrance to Okarito Lagoon, 8 miles SW, there is sandy beach backed by low, flat, bare ground around the lagoon. Kohuamarua Bluff, 10 miles SW, which is a well-defined, bush-covered termination of the Great Southern Alps, and rises to an elevation of 173 m stands on the S side of the approach to Okarito Lagoon.

2 From Waiho Bluff (43°17′S, 170°03′E) to Galway Point, 9½ miles SW, the coast is sandy beach backed by forest. Thence there are high cliffs for 2¼ miles, nearly as far as Gillespies Point, followed by low, bush-covered ground to Otorokua Point (43°25′S, 169°48′E).

3 Cook Bluff, 1½ miles SSW of Otorokua Point, is prominent, rising steeply from the inland side towards its extremity and terminating in Malcolms Knob, a cliff, elevation 129 m. Between Cook Bluff and Karangarua Bluff, 2½ miles farther SW, which is a yellow cliff, 51 m high, there are sandy beaches backed by steep, forest-covered land. Between Cook Bluff and Tititira Head (43°38′S, 169°26′E) there are three bays with long sandy beaches, between which the projecting points appear as islands lying close offshore. Near Hunt Beach, which extends for about 6 miles from Karangarua Bluff to Makawhio Point, there is a remarkable range of turreted land.

4 From Tititira Head to Arnott Point, 11 miles WSW, the coast is steep and covered with forest.

Principal marks

5.107

1 **Landmarks:**

Mount Cook (43°36′S, 170°09′E) (5.60).

Makawhio Point (43°33′S, 169°39′E), a prominent headland.

Heretaniwha Point (4½ miles WSW of Makawhio Point), a prominent, bold and rocky headland, from which a light is exhibited (white round tower, 4 m in height).

Directions

(continued from 5.102)

5.108

1 From a position NW of Abut Head (43°07′S, 170°16′E) the coastal route leads initially 29 miles SW to the vicinity of Cook Bluff, passing (with positions from Abut Head):

NW of Waitahi Bluff (2½ miles SW), thence:

NW of Kohuamarua Bluff (10 miles SW), thence:

NW of reefs fringing Gillespies Point (elevation 21 m) (25 miles SW) and Otorokua Point (elevation 24 m), 2½ miles SW of Gillespies Point, thence:

NW of Cook Bluff (43°27′S, 169°47′E).

2 The track then leads WSW to Haast River, passing (with positions from Cook Bluff):

NNW of Post Rock (5 miles SW), awash, thence:

NNW of Tutanekai Rock (9 miles SW), in the NE approaches to Bruce Bay, thence:

NNW of a reef fringing Heretaniwha Point (13 miles SW) (5.107), thence:

NNW of a dangerous rock (15½ miles SW), over which the sea breaks in bad weather, thence:

NNW of Hanata Island (17 miles SW), thence:

3 NNW of Tititira Head (elevation 317 m) (19 miles SW) which stands on the W side of the entrance to Paringa River, thence:

NNW of Piakatu Point (21½ miles SW), thence:

NNW of Arnott Point (30 miles SW), close within which is a steep, conical hill (elevation 347 m).

4 Thence to a position NW of the entrance to Haast River (43°50′S, 169°02′E), 3½ miles NNW of which lies a rocky shoal, with a depth of 6·6 m over it, and 1¼ miles W of which stands Alhambra Rock. The rock is always visible in ordinary weather and in bad weather the sea breaks heavily over it. The general directions at 5.6 should be followed throughout.

(Directions continue at 5.115)

Anchorage

Charts NZ 72, NZ 73

Bruce Bay

5.109

1 **Description.** Bruce Bay (43°35′S, 169°35′E) affords shelter from moderate S winds, but S or SW gales raise a heavy sea, making anchorage untenable.

Tidal levels. Mean spring range about 2·0 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

Anchorage. With local knowledge, anchorage can be obtained in depths of 5 m close to Heretaniwha Point (5.107), in good holding ground of hard sand.

Small craft

Okarito Lagoon

5.110

1 **Description.** Okarito Lagoon (43°13′S, 170°10′E), lies at the mouth of Okarito River. It is approached from W and entered S of a long, sandy peninsula. The entrance is, however, subject to frequent change and sometimes closed.

The small settlement of Okarito, where there is a monument, stands on the S side of the entrance at the foot of a forest-covered hill, elevation 158 m.

Anchorage off the lagoon is not recommended, as the holding ground is bad.

2 **Tidal streams** in the entrance are strong; the in-going stream continues for 1½ hours after HW off the lagoon.

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Tidal levels. Mean spring range about 2·1 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

Directions. Recent local knowledge is essential for entering Okarito Lagoon.

Useful mark:

Kohuamarua Bluff (43°14′S, 170°08′E) (5.106).

Berths. Jetty in the lagoon.

Haast River

5.111

1 **Description.** Haast River entrance (43°50′S, 169°02′E) is approached from NW and entered over a bar, over which the sea breaks heavily. Depths over the bar are 1·8 to 4·3 m at HW and subject to unpredictable change. Freshets which are sudden and heavy in spring when the snow is melting, cause the channel over the bar to shift. The settlement of Haast stands on the W bank, 3 miles within the entrance.

2 **Tidal levels.** Mean spring range about 2·0 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

Directions. From NW the track passes either side of a 6·6 m deep rocky shoal (43°47′S, 169°01′E) and NW of Alhambra Rock, 3½ miles SSW (5.108). Local knowledge is required to enter the river.

HAAST RIVER TO CASCADE POINT

General information

Chart NZ 73

Route

5.112

1 From a position NW of Haast River entrance (43°50′S, 169°02′E), the coastal route to Cascade Point, 31 miles WSW, passes seaward of a number of charted dangers lying up to 6½ miles from the coast.

Topography

5.113

1 From Haast River entrance to Jackson Head, 19½ miles WSW, the coast is mostly sandy beach with low land extending a few miles inland.

Around the bight between Jackson Head and Cascade Point, 11½ miles WSW, the coast is sandy and backed by moderately high land.

Principal marks

5.114

1 **Landmarks:**

Jackson Head (43°58′S, 168°37′E), a bold, prominent headland, easily identified by a low, narrow neck, which connects it to the mainland, and by a light (white metal column, 3 m in height) exhibited from a summit (close W).

Cascade Point (44°01′S, 168°22′E) which is a steep bluff, standing at the W end of moderately high cliffs. The point can be identified by a remarkable dome-shaped mountain (close S) and, after rain, by waterfalls which mark the bare face of the point and are visible from a considerable distance.

Directions

(continued from 5.108)

5.115

1 From a position NW of Haast River entrance (43°50′S, 169°02′E), the track to the vicinity of Cascade Point leads WSW passing (with positions from Haast River entrance):

NNW of Alhambra Rock (1¼ miles W), thence:

Clear NNW of Open Bay Islands (5.117), the outer dangers of which are an islet (5¼ miles WSW), 0·4 m high, and a rock (8¾ miles WSW), with a depth of 6·6 m over it, which breaks in a heavy swell, thence:

NNW of a rocky shoal (13 miles WSW), with a depth of 10 m over it, thence:

NNW of a drying rock (1·3 m) (43°57′·4S, 168°37′·7E) off Jackson Head.

2 Thence to a position NNW of Cascade Point (11½ miles WSW of Jackson Head). The general directions at 5.6 should be followed.

With local knowledge, a vessel can proceed S of Open Bay Islands, in depths from 12·6 to 20 m, passing:

N of Mussel Point (43°55′S, 168°52′E), which is a bush-topped cliff, elevation 15 m, and shoals with a least depth of 2·7 m over them, extending 2 miles NNW, thence:

S of an extensive reef (2¾ miles NNW of Mussel Point); the N part of the reef dries 1·4 m.

Useful mark

5.116

1 Mount McLean (44°01′S, 168°45′E) (elevation 689 m), also known locally as Mount Roper, which is a wooded conical hill that rises prominently from low land.

(Directions continue at 5.129)

Anchorages

Open Bay Islands

5.117

1 **Description.** Open Bay Islands comprise Taumaka Island (43°52′S, 168°53′E) and Popotai Island, close W, both of which are rocky and are joined at LW by a rocky ridge, and some scattered islets.

Current. With N winds, a current sets S between Open Bay Islands and the mainland, attaining a rate of 3 kn.

Anchorage may be obtained E of Taumaka Island and the recommended approach is from NE between Alhambra Rock (43°50′S, 169°00′E) and a rock 0·4 m high, 3½ miles WSW, but the bottom is reported to be rock. Local knowledge is required.

Jackson Bay

5.118

1 **Description.** Jackson Bay (43°58′S, 168°40′E) affords good protection from S and W winds with some shelter as far round as NNW. The bay is also reported to be safe with gales from N to NE, although open in these directions, as the sea breaks in depths of about 13 m and only swell is felt in the bay.

The settlement of Jackson Bay and a wharf are situated on the W side of the bay. An islet, known locally as The Flower Pot, stands in the bay, 5 cables S of Jackson Head.

2 **Tidal levels.** Mean spring range about 1·8 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

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Local weather. In summer, the prevailing winds are SW and WSW. When gales occur they generally blow from N and the swell setting into the bay is often an indication that a gale is impending from this direction.

3 **Directions.** The bearing, about 180°, of the entrance to Arawata River (44°00′S, 168°40′E) leads into Jackson Bay, passing about 2 miles E of Jackson Head (3 miles NW). Thence the anchorage and wharf should be approached from E.

Anchorage. Small vessels can anchor E of Jackson Bay wharf, 1 mile SSW of Jackson Head, in depths of about 8 m, blue clay. Large vessels can anchor farther out in the bay.

4 **Wharf.** Jackson Bay wharf, used by fishing vessels, has a length of 61 m and a depth alongside of 3·7 m. It was reported to be in need of repair.

Moorings, used by fishing vessels, lie off the outer face of the wharf.

Facilities: small fixed crane on the inner side of the wharf; a small mobile crane is available.

Supplies: fresh water and marine diesel in limited quantities.

Landing place. At the root of the wharf, on the NW side.

Small craft

Waiatoto River and Arawata River

5.119

1 **Description.** Waiatoto River (43°59′S, 168°47′E) and Arawata River, entrance 4½ miles WSW, flow into the sea over bars.

Depths in the entrances are subject to change after freshets, particularly in spring and summer.

Landmark:

Mount McLean, between the rivers (5.116).

Landing places. In moderate weather, landing can be made in the vicinity of these rivers, except E of the mouth of Arawata River where there is always a surf.

Stafford Bay

5.120

1 Stafford Bay (43°59′S, 168°33′E), affords a landing place, in fine weather, in the lee of Seal Rocks on the W side.

CASCADE POINT TO WINDSOR POINT

GENERAL INFORMATION

Charts NZ 73, NZ 76

Area covered

5.121

1 This section describes the coastal route between Cascade Point (44°01′S, 168°22′E), and Windsor Point (46°12′S, 166°39′E), about 150 miles SSW. Also described are the passages inside fourteen remarkable inlets, called collectively The Sounds, which, with their arms, penetrate the coast for distances up to 22 miles, forming natural harbours from 2 cables to over 1 mile wide.

2 There are no anchorages on the outer coasts and there are no ports, nor even alongside facilities, except for small craft in a few places.

The section is arranged as follows:

Cascade Point to Milford Sound (5.126).
Milford Sound (5.133).
Milford Sound to Houseroof Rock (5.142).
Houseroof Rock to Anxiety Point (5.155).
Anxiety Point to Towing Head (5.170).
3 Towing Head to West Cape (5.189).
Breaksea Sound and Acheron Passage (5.194).
Dusky Sound (5.206).
West Cape to Windsor Point (5.227).
Chalky Inlet (5.230).
Preservation Inlet (5.241).

Topography

5.122

1 The entire coast is precipitous and so uniform that, unless seen from a known position, it is not easy to distinguish the entrance of any particular sound. From about 5 miles offshore the small inlets appear more as ravines between high, rugged mountains than as harbours.

The shores of The Sounds rise almost vertically to form mountains which are covered with foliage to the snow-line.

Depths

5.123

1 Except in a few places, mentioned later in the text, the coast is steep-to and coastal waters are deep. Farther to seaward, however, off the S end of the coast, there is an isolated rocky outcrop with peaks of 42 m in the vicinity of 46°06′S, 166°05′E and outcrops rising to 40 m in the vicinity of 46°09′S, 165°56′E. This area has not been thoroughly surveyed and should be avoided by deep draught vessels.

2 A notable feature of the sounds, common to all, is their great depth. In most of the entrances there are banks or bars, too narrow for anchorage, over which the depths are usually considerable, even close to the shore.

Anchorage is usually found at the heads or arms of the sounds. The nature of the bottom in depths of less than 50 m will generally be a mixture of mud, sand and shingle if close to a river mouth, and organic matter including logs.

Local weather

5.124

1 The prevailing winds off the coast are from SW to NW. As the coast is approached, winds generally veer N, but SW winds may be expected to generate a heavy swell affecting the coast as far N as Milford Sound.

Winds from the NW quarter frequently bring thick weather and rain, the latter often lasting for several days. Off the S end of the coast these winds blow violently and raise heavy seas.

2 Fine clear weather is associated with winds from the SW quarter but these are usually accompanied by a drop in temperature and velocities are rarely less than 15 kn.

As The Sounds are surrounded by high mountains, the sun is rarely visible in them except for about 2 hours before and after noon.

3 Weather conditions within the sounds are likely to be very different from those outside. In The Sounds local katabatic winds may be experienced in strong wind conditions. Strong local gusts are common especially when the wind is from the N.

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Weather forecasts for the area should be treated with caution and mariners are warned that barometric anomalies may be experienced along the coast.

General directions

5.125

1 In moderately clear weather the coast can be made with confidence but, due to the imperfect nature of some of the surveys, mariners without local knowledge should exercise caution when navigating in depths less than 100 m. Crayfish pots may be a hazard within the 100 m line and after heavy rains logs of considerable size may be encountered within 2 miles of the shore

2 In The Sounds uncharted detached rocks may exist; it is therefore advisable to navigate with caution in mid-channel, except as directed later in the text.

Pilots. Entry to all the inlets in The Sounds (Fiordland) now requires a pilot.

CASCADE POINT TO MILFORD SOUND

General information

Charts NZ 73, NZ 7622 (see 1.19)

Route

5.126

1 From a position NNW of Cascade Point (44°01′S, 168°22′E) the coastal route leads to the approaches to Milford Sound (44°34′S, 167°47′E), about 42 miles SW. Some inshore areas marked on the chart are unsurveyed.

Topography

5.127

1 Around the bay E of Barn Islands, 5 miles SSW of Cascade Point, the land is steep and of moderate elevation, but is backed by rugged mountain ranges; a well-defined sharp peak rises over the S entrance point of the bay.

Numerous islets and rocky outcrops lie close inshore between the S entrance point of Martins Bay (44°23′S, 167°57′E) and Yates Point.

Principal mark

5.128

1 **Landmark:**

Cascade Point (44°01′S, 168°22′E) (5.114).

Directions

(continued from 5.116)

5.129

1 From a position NNW of Cascade Point the coastal route leads SW to the approaches to Milford Sound. The general directions at 5.6 should be followed, passing (with positions from Cascade Point):

2 NW of Halfway Bluff (3 miles SW), thence:
NW of Barn Islands (5 miles SW), thence:
NW of Sandrock Bluff (8¼ miles SSW), thence:
NW of Browne Island (9½ miles SSW), thence:
NW of Bonar Knob, an islet (10½ miles SW), thence:
NW Gorge Islands (13 miles SW), thence:
NW of dangerous rocks (14½ miles SW), lying up to 1 mile from Longridge Point, thence:

3 NW of a dangerous rock (21 miles SW), on the outer end of foul ground extending 1¼ miles W from Awarua Point, thence:
NW of Long Reef (25 miles SW), on the N side of the entrance of Hollyford River, thence:
NW of Yates Point (44°30′S, 167°49′E), thence:
NW of a drying rock (0·2 m) (1 mile SSW of Yates Point), over which the sea breaks, lying on a large area of foul ground that extends up to 2 miles from the coast between Yates Point and Stripe Point (2¾ miles S), thence:

4 NW of Brig Rock (2 miles SW of Yates Point) and a drying rock (0·2 m), 5 cables farther SW, over which the sea breaks occasionally, lying on the outer end of foul ground, thence to a position:
NW of Saint Anne Point Light (44°35′S, 167°47′E) (5.136) in the approaches to Milford Sound (44°34′S, 167°47′E) (5.133).

Useful marks

5.130

Mountains in the vicinity of Milford Sound (5.134).

(Directions for Milford Sound continue at 5.136 and for the coastal route at 5.145)

Small craft

Big Bay

5.131

1 Big Bay, at the N end of Three Mile Beach (44°18′S, 168°07′E) affords landing. The bay should be entered on the N side so as to avoid Long Reef, which extends 5 cables WNW from the S entrance point, and breakers 1½ miles N of the point.

Martins Bay

5.132

1 Martins Bay (44°23′S, 167°58′E) affords landing in fine weather at a boat harbour in its SE corner. Hollyford River flows into the N end of the bay.

MILFORD SOUND

General information

Charts NZ 73, NZ 76, NZ 7622 (see 1.19)

Description

5.133

1 Milford Sound is entered between Yates Point (44°30′S, 167°49′E) and Saint Anne Point, 5 miles SSW, whence it extends SE, through a narrows, 2½ miles within the entrance, to its head, a distance of 9 miles.

Topography

5.134

1 Although comparatively small, Milford Sound is the most remarkable of The Sounds, the mountains which surround it being higher than any in the vicinity of the other sounds.

From seaward, the wide entrance resembles a bay the E shore of which, from Yates Point to Dale Point, 6 miles S, consists of high, wooded slopes indented by smaller sand or shingle bays. At Dale Point the sound narrows to a least width of 2½ cables between towering perpendicular cliffs, and then continues SE between immense cliff walls and high mountains which include, with positions from Saint Anne Point:

2 Cascade Peak (7¼ miles SE).
Llawrenny Peaks (4¾ miles SSE) which are very remarkable saddle-shaped, snow-capped mountains.
Mitre Peak (4¾ miles SE).
Mount Pembroke (4½ miles E) which is snow-capped.
Mount Phillips (7 miles SSE).
Sheerdown Peak (10 miles SE).
The Lion (4¾ miles ESE).

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Tidal levels

5.135

1 Mean spring range about 1·8 m; mean neap range about 1·2 m.

See the relevant *Admiralty Tide Tables* for the latest information.

Directions

(continued from 5.130)

5.136

1 Good visibility or an effective radar are essential for navigation of Milford Sound; a vessel waiting for suitable conditions can obtain safe anchorage in Bligh Sound (17 miles SW) or George Sound (24 miles SW).

From a position NW of Saint Anne Point (44°34′·3S, 167°47′·0E) the track through the approaches to Milford Sound leads initially ESE passing (with positions from Saint Anne Point):

2 Clear of a patch with a depth of 26 m over it (2½ miles NW), thence:

SSW Brig Rock (2½ miles N), and a drying rock (0·2 m) close S, thence:

NNE of a bank with a least depth of 17·7 m (extending 2½ miles W), thence:

NNE of Saint Anne Point, low and rocky, from which a light (white tower, 6 m in height) is exhibited, and:

SSW of a bank with a least charted depth of 12·8 m (1 mile ENE).

3 When about 7½ cables ENE of Saint Anne Point, the track into the sound leads SSE until Dale Point (2¼ miles SE) is 2½ cables to port before altering course ESE to remain in the middle of the channel, passing:

NE of Copper Point (3¾ miles SE), thence:

SW of Williamston Point (6¼ miles SE), the W entrance point of Harrison Cove (5.139). A light is exhibited from the E side of the point. Thence:

WSW of Bridget Point (44°38′·6S, 167°54′·9E), thence:

4 To the head of the sound which is obstructed by a steep-to boulder bank, covered at HW, extending WSW from Cemetery Point (44°40′·0S, 167°55′·3E) on the S side of Bowen Falls.

A suitable area for a large ship to reverse course lies between Bridget Point and Pater Point, on the W coast.

5 **Local traffic**. Mariners should note that the route for local tourist vessels entering and leaving Milford Sound is marked on the National large scale Chart NZ 7622 and that tourist vessels operating in the sound keep the coast close to port.

Useful mark

5.137

1 Stirling Waterfall (4½ miles ESE of Saint Anne's Point), on the N side of the sound; the fall has a sheer drop of about 155 m.

Anchorages

Anita Bay

5.138

1 Anita Bay (44°35′S, 167°48′E) affords anchorage in depths from 22 to 33 m; a recommended berth for a suitable vessel is about 1 cable SW of Fox Point, the N entrance point of the bay, and ½ cable offshore. With N winds a swell rolls round the point but considerable shelter for small vessels can be obtained by hauling close in with hawsers to trees, however there are many small boat moorings in the bay and caution is required on entering at night.

Harrison Cove

5.139

1 **Description.** Harrison Cove (44°37′·7S, 167°54′·7E), lies in the Milford Sound marine reserve and is entered between Williamston Point and Bridget Point. At the head of the cove are two small deep bights separated by a point through which runs a stream from a steep valley leading to Mount Pembroke, 3¾ miles NNW. An underwater observatory has been permanently moored on the W shore, inside the cove, close N of Williamston Point.

2 **Local weather.** The E and larger bight is subject to heavy squalls during NW gales.

Anchorage can be obtained in the E bight in a depth of 56 m, but the holding ground, shingle, stone and mud is poor. In the summer months a large tourist vessel moors in this position every night. Permanent mooring buoys are maintained by tourist vessel operators and fishermen in each of the small bights. Cruise ships anchor farther out in the cove.

Small craft

Fresh Water Basin

5.140

1 **Description.** Fresh Water Basin (44°40′·2S, 167°55′·5E) lies at the SE extremity of Milford Sound. The channel leading into it was dredged during the construction of the new ferry terminal in 1992. A survey in 1996 indicated general depths of 3 m.

Local weather. During every afternoon in summer, a strong NW wind blows off Fresh Water Basin, raising an uncomfortable sea for boats.

2 **Directions.** From a position at the head of Milford Sound, about 2 cables W of Cemetery Point the channel to the ferry terminal to the N of Fresh Water Basin leads ESE, 2½ cables, passing SW of Cemetery Point (44°40′·0S, 167°55′·3E), thence between two starboard and two port hand beacons, thence N of a breakwater from the head of which a light is exhibited (white metal post).

Control of vessels entering and leaving the terminal is conducted on VHF Ch 14.

3 **Berths.** Jetties at the ferry terminal and on the S side of Fresh Water Basin. Berthing facilities are for the use of tourist vessels based in Milford Sound.

Facility. Hotel on S side of the basin.

Communications. Airfield on S side of the basin.

Deep Water Basin

5.141

1 **Description.** Deep Water Basin (44°40′·7S, 167°55′·0E) entrance lies at the S extremity of Milford Sound. Depths as shallow as 2 m may exist in the approach channel, since large volumes of water pass through it in periods of heavy rain, causing sand banks to move and deposit logs. Depending on draught, vessels with local knowledge should enter near HW, using extreme caution.

2 **Directions.** From a position at the head of Milford Sound, about 5 cables W of Cemetery Point, the channel to Deep Water Basin leads initially SSE, passing WSW of two port hand beacons and a pole carrying crossed white boards. At the junction of the main channel and Arthur River, about 6 cables within the channel, the track turns SE, passing NNE of an unnamed point from which a light (grey metal pile) is exhibited, thence SE between two port

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and two starboard hand beacons into Deep Water Basin, where there is a general depth of 50 m.

3 At the junction mentioned, both the outflow from Arthur River to starboard and from Deep Water Basin on the port bow affect the steering depending on the strength of the flow, but the latter is usually more severe and may cause a sheer to starboard.

Arthur River, which flows into the W side of Deep Water Basin, is navigable for about 7 cables by boats drawing not more than 0·9 m, but should not be attempted without local knowledge.

4 **Berths.** Jetties on the N side including a fuelling wharf protected by a moored derelict vessel from the outflow from Cleddau River entrance (44°40′·7S, 167°55′·4E). Small boat anchorage may be obtained in the entrance to Cleddau River, though this is not recommended after periods of heavy rain.

MILFORD SOUND TO HOUSEROOF ROCK

General information

Charts NZ 73, NZ 76

Route

5.142

1 From a position NW of Milford Sound (44°34′S, 167°47′E), the coastal route leads to the vicinity of Houseroof Rock (44°53′S, 167°15′E), about 29 miles SW, in deep water, clear of charted dangers to a distance of about 5 cables from the coast. The track crosses the entrances to Poison Bay (44°39′S, 167°38′E), Sutherland Sound (44°43′S, 167°33′E), Bligh Sound (44°46′S, 167°28′E) and George Sound, (44°50′S, 167°21′E).

Topography

5.143

1 See 5.122. From Seabreeze Point (44°39′S, 167°38′E) to Bligh Sound the coast is high, steep and wooded. From Bligh Sound to George Sound the coast is steep and ironbound. Close SW of the entrance of George Sound there is a white sandy beach which extends for 1½ miles. At the NE end of the beach there is a large triangular sandy patch; from the SW end shingle beaches extend for about 2½ miles, to Houseroof Rock (44°53′S, 167°15′E).

Principal marks

5.144

1 **Landmarks:**

Mount Longsight (44°46′S, 167°34′E).
Table Mountain (6 cables WSW of Mount Longsight).
Mount Elder (44°53′S, 167°20′E).

Directions

(continued from 5.130)

5.145

1 When navigating the coastal route the general directions at 5.125 should be followed. From a position NW of the entrance to Milford Sound (44°34′S, 167°47′E) (5.133) the track leads SW, passing:

NW of Saint Anne Point (44°35′S, 167°47′E), thence:
NW of a depth of 19·7 m, where the sea breaks in heavy weather, on the outer edge of a coastal bank extending about 2½ miles W from Saint Anne Point, thence:

2 NW of Seabreeze Point (44°39′S, 167°38′E), at the NE entrance to Poison Bay (5.147), thence passing (with positions from Seabreeze Point):

NW of rocks (8 cables SW), which extend about 3 cables N of the SW entrance point of Poison Bay, thence:
NW of Bell Point (4 miles SW), thence:
NW of the entrance to Sutherland Sound (6 miles SW) (5.148), thence:

3 NW of foul ground which extends up to 3 cables from the coast between Jagged Rocks (7¼ miles SW) and Tommy Point (9 miles SW), the NE entrance point to Bligh Sound, thence:

NW of the entrance to Bligh Sound (10 miles SW) (5.149) which can be identified from a long distance seaward by Mount Longsight and Table Mountain, thence:
NW of Flat Point (11½ miles SW), thence:

4 NW of the entrance to George Sound (17 miles SW) (5.152).

Thence the coastal route continues SW to a position NW of an extensive area of shoal water in which lies Houseroof Rock (44°53′S, 167°15′E).

Useful marks

5.146

1 Saint Anne Point Light (5 miles SSW of Yates Point) (5.136).

Mountains in the vicinity of Milford Sound (see 5.134 for details).

(Directions continue for coastal passage at 5.158)

(Directions for Milford Sound are given at 5.136, for Bligh Sound at 5.150 and for George Sound at 5.153)

Minor fiords

Poison Bay

5.147

1 Poison Bay (44°39′S, 167°38′E). MV *Clipper Odyssey* (5218 grt) reported anchoring in 40 m, at the head of the bay, with 3½ cables clear swinging room, sheltered from W and SW swells.

Sutherland Sound

5.148

1 Sutherland Sound (44°43′S, 167°33′E) is entered NE of Jagged Rocks, which lie close off the SW entrance point. The sound narrows to about 2 cables, 2 miles within the entrance, and may be shallow. It is considered to be of limited use as an anchorage.

Chart NZ 7623 (1.19)

Bligh Sound

5.149

1 **Description.** Bligh Sound (44°46′S, 167°28′E) is entered between Tommy Point and Chasland Head, 1¾ miles SW. The sound consists of three reaches and has a least width of 2 cables in Cloudy Pass, 3½ miles within the entrance, at the inner end of the first reach. It extends about 9½ miles to its head.

Tidal levels. Mean spring range about 1·9 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

5.150

1 **Directions.** The general directions given at 5.125 should be followed through Bligh Sound. From a position NW of the entrance to Bligh Sound the track leads generally SE in mid-channel and passes (with positions from Tommy Point):

NE of Turnround Point (3½ miles SE), on the SW side of Cloudy Pass, thence:

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NW of a rock (3¾ miles SE), 1 cable W of Escape Cove, thence:

2 NW of Clio Rock, steep-to with a depth of 1·4 m over it (4¾ miles SSE) which lies about 2 cables off the E shore of the second reach and is the outermost of several dangerous rocks in this vicinity, thence:

W of Evening Point (6 miles S), thence:

Through Bounty Haven, the third reach, to a steep-to stony flat which extends about 5 cables from the head of the sound.

5.151

1 **Anchorage** can be found in depths of 48 m about 8½ cables NW of Latitude Point (44°52′·5S, 167°31′·7E). Shallower waters may be found closer in to the flats but the abrupt edge to the shoal gives little warning of its extent and should be approached with caution.

Small craft can anchor in Amazon Cove, 5¾ miles S of Tommy Point, on the E side of the sound. Local knowledge is necessary.

George Sound

5.152

1 **Description.** George Sound (44°50′S, 167°21′E) has a general width of about 7 cables as far as the junction of two arms near its head, and affords good anchorage; see the chart. It is easier to enter and leave than most sounds, on account of its width and because winds generally blow more steadily along it. The bay containing the entrance to Whitewater River, 6¾ miles SSE, is not recommended for anchorage owing to the presence of a large number of crayfish pots and a mud bank which extends off the coast and shoals abruptly to about 1·5 m.

2 **Flow.** Current in the SE arm of the sound is appreciable, caused by a considerable outflow from a small basin fed by a waterfall from Lake Alice, which lies at an elevation of about 60 m, close E of the head of the arm. Tidal stream in the SW arm appears negligible.

5.153

1 **Directions.** From a position NW of the entrance, George Sound can be entered in mid-channel, or either side of a 19·8 m patch (44°50′·0S, 167°20′·8E), whence the general directions at 5.125 should be followed. The track leads generally SSE passing:

WSW of two rocky islets, 2 miles within the entrance, on the E side, thence:

2 ENE of a dangerous rock (44°58′·4S, 167°25′·6E) in a shoal extending about 2 cables from the W entrance point of the SE arm, if proceeding into this arm. The SW arm is clear except for an islet about 7½ cables from its head.

5.154

1 **Anchorage** can be obtained in:

Anchorage Cove (44°56′S, 167°24′E) which is not recommended but affords anchorage in depths of about 27 m, sand. With NW gales a swell sets in, but by hauling over to the NE shore and securing to trees, a vessel will lie in smooth water.

The SW arm (44°59′S, 167°23′E) affords the best anchorage in depths of 44 m, about 5 cables NE of the islet near the head of the arm. However, although providing good holding ground, this anchorage is exposed to NW winds and can be uncomfortable for small craft.

2 **The head of the SE arm** (44°59′S, 167°26′E) in a depth of 27 m. The anchor should be let go as soon as the waterfall (44°58′·5S, 167°26′·5E) from Lake Alice is seen. Larger vessels can anchor about 2½ cables SSE of the islet (7 cables W of the waterfall) in the entrance to this arm. Although slightly exposed, the holding ground is good.

HOUSEROOF ROCK TO ANXIETY POINT

General information

Charts NZ 76, NZ 7623, NZ 7624 (see 1.19)

Route

5.155

1 From a position NW of Houseroof Rock (44°53′S, 167°15′E) the coastal route leads SW about 17 miles across the entrances to Caswell Sound (45°00′S, 167°08′E), and Charles Sound (45°03′S, 167°05′E), to a position NW of Anxiety Point (45°06′·4S, 167°00′·8E) in the entrance to Nancy Sound. The water is deep, clear of charted dangers and seaward of rocks which border the coast to a distance of 5 cables, in places.

Topography

5.156

1 Between McKerr Point (45°00′S, 167°07′E) and the entrance to Charles Sound, 2 miles SW, the coast is particularly rugged.

Between the entrances to Charles Sound and Nancy Sound, there are two boulder beaches.

Principal marks

5.157

1 **Landmarks:**

Mount Elder (44°53′S, 167°20′E).

Turn Peak (45°05′S, 167°04′E), a sharp-peaked mountain which can be seen from a long distance seaward and has the same appearance from all directions.

Summits of Secretary Island (45°15′S, 166°55′E) (5.172).

Directions

(continued from 5.146)

5.158

1 The general directions at 5.125 should be followed.

From a position NW of Houseroof Rock (44°53′S, 167°15′E) the coastal route leads SW, passing (with positions from Houseroof Rock):

NW of a dangerous rock (3¼ miles SW), 2 cables W of the SW entrance point to Looking Glass Bay, thence:

NW of two drying rocks and an islet (5½ miles SW), in the entrance to Two Thumb Bay, thence:

2 NW of the entrance to Caswell Sound (8½ miles SW), thence:

NW of McKerr Point (9¼ miles SW), which should be given a wide berth, thence:

NW of a ridge of high rocks which extends 2 cables WNW from Nugget Point (45°00′·9S, 167°06′·5E), thence passing (with positions from Nugget Point):

NW of three drying rocks (7 cables SW, 1¼ miles SW and 1¼ miles SSW) in the vicinity of Islet Point (1 mile SW), thence:

3 NW of the entrance to Charles Sound (2 miles SW), thence:

NW of a drying rock (1·5 m) (4¾ miles SW), thence:

NW of dangerous rocks (6 miles SW) which lie on the NE side of the approach to Nancy Sound; the entrance can be distinguished from a distance of

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about 6 miles by a remarkable reddish landslip on high land close N, and by white landslips on the lower parts of cliffs N and S of the entrance.

4 Thence to a position NW of Anxiety Point (45°06′·4S, 167°00′·8E), keeping clear of a dangerous rock, approximately 6½ cables WSW of Anxiety Point, on the SW side of the approach to Nancy Sound.

(Directions continue for coastal passage at 5.173)

(Directions are given for Caswell Sound at 5.160, for Charles Sound at 5.164 and for Nancy Sound at 5.167)

Minor fiords

Caswell Sound

5.159

1 **Description.** Caswell Sound (45°00′S, 167°08′E) is entered between McKerr Point and the coast about 1 mile NNE. The sound extends about 8 miles ESE to its head, which is relatively shallow and contains several anchorages.

In a moderate to strong SW wind, considerable compounding of sea and swell is experienced at the entrance to the sound. The height and period of these swells make entry or departure to the sound extremely dangerous and virtually impassable.

5.160

1 **Directions.** From a position NW of the entrance to Caswell Sound the track leads ESE midway between:

Two rocks which dry 1·8 m, lying ½ cable N of Styles Island (45°00′·3S, 167°08′·0E) and;

A dangerous shoal, 4 cables NE of Styles Island, 1¼ cables offshore, over which the sea only breaks in heavy weather.

2 From the entrance the general directions at 5.125 should be followed, the track leading ESE and passing (with positions from McKerr Point (45°00′S, 167°07′E)):

SSW of Hansard Point (1 mile ESE), thence:

SSW of Walker Point (5 miles ESE) in the vicinity of which lie a drying rock, 3 cables SE and Boat rock, 5½ cables ESE. Boat Rock lies on a steep-to sandbank close off the N shore of the sound and is awash at HW, thence:

SSW of Green Point (6¾ miles ESE), on the W side of which there is a wooded islet.

Thence the track leads to the head of the sound passing NNW of The Rock (elevation 1 m) (7¼ miles ESE).

5.161

1 **Anchorage** can be found:

In a depth of 7 m, E of Boat Rock, on a steep-to sandbank which extends round the rock and close to the shore.

On a bank in a small cove E of Green Point; this is considered to be the best anchorage although the depths are 22 m and the bank is so steep-to that it is necessary to secure to trees on the E point of the cove to prevent being blown off by a gust of wind from high land.

About 1½ cables from the head of the sound, on the S side, in depths of about 22 m.

5.162

1 **Small craft channel.** Boats can use a channel S of Styles Island (45°00′·3S, 167°08′·0E), although there are dangerous rocks at both ends. The route is not recommended and should only be attempted in fair weather and with due caution. Crayfish pot buoys may obstruct this channel.

Charles Sound

5.163

1 **Description.** Charles Sound (45°03′S, 167°05′E) is entered between Islet Point and Hawes Head, 1½ miles SSW and divides about 4¼ miles within the entrance into Emelius Arm, which extends E, and Gold Arm, which extends S. Good anchorage can be obtained in Emelius and Gold Arms but the latter is not easily accessible.

Landmark:

Turn Peak (3½ miles SSW of Islet Point) (5.157) which is a good guide to the entrance.

5.164

1 **Directions.** From a position NW of the entrance to Charles Sound the track leads SE in mid-channel between Hawes Head (45°03′S, 167°05′E) and an unnamed point, 1 mile NE. The general directions at 5.125 should be followed. The track passes NE of Old Point (45°06′S, 167°08′E), where the sound divides into the two arms.

Emelius Arm can be entered either side of Eleanor Island, 4 cables ENE of Old Point, but noting that a depth of 13·6 m exists in the S channel; thence the track leads E to a steep-to flat which extends nearly 7½ cables from the head of the arm.

2 Gold Arm is entered between Old Point and Friendship Head, 4 cables ESE, whence the track leads S, passing:

E of Fanny Island, 1¾ miles SSE of Old Point, and W of a group of dangerous rocks, 1 cable E of Fanny Island, thence:

E of Catherine Island, close S of Fanny Island.

Thence the track leads either side of Lloyd Island, 1 mile SE of Fanny Island to a steep-to flat which extends about 6 cables from the head of the arm to Windward River.

5.165

1 **Anchorage** can be found:

In Emelius Arm on a flat shelf, average depth 50 m on the SE side, approximately 1½ miles E of Eleanor Island. The holding ground is good and the shelter, although not ideal, is better than elsewhere. Further penetration of the arm is possible but caution is required when anchoring because the seabed is littered with logs.

In Gold Arm S of Fanny Island in depths of 37 m above Catherine Island.

2 **Small craft.** Boats can anchor in a cove, 7 cables N of Old Point, entered W of an islet which lies close off the NE shore of the sound.

Landing is good on the N side of the islet.

Nancy Sound

5.166

1 **Description.** Nancy Sound (45°06′S, 167°01′E) is entered between Anxiety Point and Burnett Point, about 6 cables ENE, and extends about 8 miles to its head.

Anchorage can be obtained in the sound but is not recommended. There is little shelter from strong winds and there is little room for swinging where the depth is less than 50 m and the holding ground, especially in Toe Cove is unreliable. Caution is required when anchoring because the seabed is littered with logs.

2 **Landmarks.** The entrance is indicated by:

Turn Peak (3 miles NE of Anxiety Point) (5.157), and;

Landslips (5.158) near the entrance.

5.167

1 **Directions.** The recommended approach to Nancy Sound is from a position to the NW, which avoids the dangers

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charted N and W of the entrance (see 5.158 for details) passing about 5 cables N of Anxiety Point, whence the track leads initially SSE passing (with positions from Anxiety Point (45°06′·4S, 167°00′·8E)):

NE of Anxiety Point and SW of Entrance Island (3½ cables ENE), 23 m in elevation and flat-topped, noting that a shoal, depth 9·7 m, extends 1½ cables NE of Anxiety Point, thence:

2 SE of Entrance Island whence the track is E in mid-channel and the general directions at 5.125 should be followed, thence:

S of Burnett Point (6 cables E), thence:

NNE of Sweep Point (1 miles ESE), whence the track is SE, thence:

SW of an islet lying close off Bend Point (6 miles SE) on the N side of the sound.

3 Thence the track leads ENE passing SE of a drying rock, 1 cable SE of Bend Point, through Foot Arm to the head of the sound which terminates in a steep-to stony beach in Toe Cove (45°11′S, 167°09′E).

5.168

1 **Anchorage** may be found:

In depths of 28 m about 5 cables S of the islet off Bend Point, and ½ cable from a stony beach in Heel Cove.

Close to the beach in Toe Cove; depths are from 16·7 to 31 m about 1 cable from the head of the cove.

5.169

1 **Small craft channel.** Boats can use a channel E of Entrance Island.

ANXIETY POINT TO TOWING HEAD

General information

Charts NZ 76, NZ 7624 (see 1.19)

Route

5.170

1 From a position NW of Anxiety Point (45°06′·4S, 167°00′·8E), the coastal route leads SW, deep and clear of charted dangers at a distance of more than 1 mile from the coast, to Towing Head, 20½ miles SW, the S entrance point of Dagg Sound. The route passes across the approaches to Thompson Sound, 2¾ miles SW, Doubtful Sound, 11 miles SW, and Dagg Sound, 20 miles SW. Thompson Sound leads SSE into Bradshaw Sound and joins with Doubtful Sound off the SE end of Secretary Island.

Local magnetic anomaly

5.171

1 Local deflection of the magnetic compass is reported to occur in coastal waters between the entrances to Doubtful Sound (45°16′S, 166°51′E) and Breaksea Sound (20 miles SSW).

Principal marks

5.172

1 **Landmarks.** The summits of Secretary Island are striking features; they include:

All Round Peak (45°14′S, 166°55′E), and;

Mount Grono (2¼ miles SSE).

Directions

(continued from 5.158)

5.173

1 From a position NW of Anxiety Point (45°06′·4S, 167°00′·8E), the coastal route leads SW to the vicinity of Towing Head (45°24′S, 166°45′E). The general directions at 5.125 should be followed, passing (with positions from Anxiety Point):

NW of a dangerous rock (6 cables W) (position approximate), thence:

NW of Brown Point (1¾ miles SW), thence:

2 NW of the entrance to Thompson Sound (3 miles SW), thence:

NW of Noon Extreme (5 miles SW), a point, thence:

NW of a drying rock (1·5 m), 5 cables SW of Rocky Point (6½ miles SW), thence:

NW a shoal, with a depth of 34 m extending up to 1 mile from the coast (7½ miles SW), thence:

NW of South West Point (45°13′·5S, 166°52′·4E) close SW of which is a drying rock (1 m) thence (with positions from South West Point):

3 NW of the two outermost rocks (1 m and 3 m high) (1½ miles SSW), off Nee Islets which are visible from the near approach to the entrance of Doubtful Sound (5.181), being clearly distinguished between high mountains from a long distance, thence:

NW of Hares Ears (3 miles SW) (5.182), which are the outermost of several dangers lying in the SW part of the entrance to Doubtful Sound, thence:

4 NW of detached rocks extending 1¼ miles NE along the coast from Black Point (6 miles SSW).

Thence the track passes NW of Peninsula Point (9 miles SW), which is rocky and remarkable, to a position NW of Towing Head (11½ miles SW), close W of which lie Towing Head Islands and a drying rock in the SW approaches to Dagg Sound.

Useful mark

5.174

1 South West Point Light, Secretary Island (metal pedestal, 2 m in height) (45°13′·5S, 166°52′·4E).

(Directions continue for coastal passage at 5.192)

(Directions for Thompson Sound are given at 5.176, for Doubtful Sound at 5.182 and for Dagg Sound at 5.188)

Thompson Sound

Chart NZ 7624

Description

5.175

1 Thompson Sound (45°09′S, 166°58′E) is entered between Colonial Head and Shanks Head, 6½ cables NE and extends about 10 miles SSE, along the E side of Secretary Island to join with Bradshaw Sound (5.178) and Doubtful Sound (5.181). Anchorage can be obtained in all these sounds.

2 **Caution.** Crayfish pots marked by small buoys are often found at the entrance to Thompson Sound generally positioned in depths up to 120 m on the S side of the channel. They may be hard to see and mariners entering the sound should proceed with caution and favour the N side of the channel. Inside the sound crayfish pots may be encountered close to the sound walls.

Flow. There is a variable surface flow of fresh water generally to seaward in Thompson Sound.

Directions

5.176

1 From a position NW of the entrance, the general directions at 5.125 should be followed through Thompson Sound. The track leads generally SE in mid-channel passing (with positions from Colonial Head (45°08′·8S, 166°57′·6E)):

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Clear NE of a rocky patch surrounding Colonial Head up to 2 cables, thence:

WSW of Bristow Rock (5¼ miles S), with a depth of 0·6 m over it, close off the E shore of the sound, thence:

2 WSW of a light-buoy (spherical, yellow), 3 cables SSE of Bristow Rock, thence:

WSW of the entrance to Bradshaw Sound (9 miles SSE), thence:

ENE of Common Head (10 miles SSE), the SE point of Secretary Island.

3 From off Common Head the track leads generally SW through Pendulo Reach into Malaspina Reach of Doubtful Sound, passing (positions given from Common Head):

SE of a beacon (S cardinal mark on a metal post) (4 cables SSW), marking Omapere Rock, which dries 0·9 m and is steep-to, thence:

W of Seymour Island (5½ cables SSE).

4 Thence the track leads to a position W of Espinosa Point (1 mile SSE), off which a shoal (depth 9·6 m) extends WNW 2½ cables.

(Directions for Bradshaw Sound are given at 5.179 and for Malaspina Reach at 5.183)

Anchorages and landing places

5.177

1 **Anchorage** for medium sized vessels can be obtained in Deas Cove (45°12′S, 166°58′E), 3 miles SSE of Colonial Head, which is secure and sheltered in all but strong N or NW winds. The recommended berth for a small vessel is in a depth of 18 m about 1 cable off a sandy beach at the head of the cove, or moored with a sternline to trees off the point on the E side of the cove about 300 m S of the beach. Larger vessels should secure with hawsers to trees on the shore. There are small vessel moorings in the cove.

2 **Landing places** (positions given from Colonial Head):

On the W side of Deas Cove.

In a small cove at Crayfish Creek (5½ miles SSE).

On stony beaches at the head of Lyall Bay (6½ miles SSE).

Near Surgeon Bay (8 miles SSE), on the E side of Thompson Sound.

Bradshaw Sound

Description

5.178

1 Bradshaw Sound (45°17′·5S, 166°02′·0E) is entered from Thompson Sound between Richards Point (45°17′·3S, 167°01′·5E) and an unnamed point (6 cables SSE). It extends 5 miles ENE to Gardener Head (45°16′·5S, 167°08′·6E) and then divides into two arms, Precipice Cove which continues NE and Gaer Arm which continues SE.

Directions

5.179

1 From a position WSW of the entrance, the general directions at 5.125 should be followed through Bradshaw Sound. The track leads in mid-channel ENE to the junction of the arms, passing S of a depth of 16·1 m, 5 cables WNW of Gardener Head (from which other positions are given):

2 Precipice Cove should be entered between Gardener Head and a shoal, with a drying rock (0·1 m), which extends 1 cable SE from Macdonell Island (3 cables NW), thence the track leads NE to the head of the arm.

3 Gaer Arm is entered between Gardener Head and Glynn Point (9 cables SW). From the entrance the track leads generally SE, round Cavellia Head (1½ miles SSE), from which a patch (10·2 m) extends 2 cables NW, to Shoal Cove at the head of the arm. The cove is almost filled by a steep-to bank parts of which dry; these parts are difficult to detect by radar and vessels should not proceed closer than 5 cables W of the islets in Shoal Cove (3 miles SE).

Anchorages

5.180

1 Anchorage can be found:

In a cove NW of Macdonell Island or in Precipice Cove, noting the large rock close NE of Macdonell Island. A small vessel should lie with the stern secured to trees on the shore. In 1997 HMNZS *Monowai* (3500 tonnes) anchored about 2 cables W of Macdonell Island in depths of 55 to 60 m, sand and mud over rock, and reported that the unnamed bay was sheltered and calm in N quadrant weather, although the holding was not tested in strong winds.

2 In Gaer Arm HMS *Achilles* (7030 tonnes) anchored, in a depth of 38 m, about 1 mile W of the islets in Shoal Cove, with swinging room of about 2 cables.

Good anchorage can also be found in depths from 11 to 27 m, about 5 cables W of the islets.

Doubtful Sound

General information

5.181

1 **Description.** Doubtful Sound (45°16′S, 166°51′E) is entered between the SW extremity of Secretary Island and Febrero Point, 2½ miles SSW. The recommended route through the sound into Malaspina Reach is by Patea Passage (Gaol Passage) S of Bauza Island, 2 miles within the entrance. An alternative route, which can be used by small vessels and for which local knowledge is necessary, passes N of Bauza Island.

2 **Side channels.** From Malaspina Reach, routes lead NE into Thompson Sound (5.175) and SW to the heads of three arms which, from seaward, are First Arm, Crooked Arm and Hall Arm.

Flow. There is a variable surface flow of fresh water generally to seaward in the sound.

Tidal levels. Mean spring range about 2·0 m; mean neap range about 1·0 m. See the relevant *Admiralty Tide Tables* for the latest information.

Directions to Malaspina Reach

5.182

1 From a position NW of Hares Ears (45°16′·2S, 166°50′·7E), two remarkable peaked rocks which are the outer dangers in the entrance to Doubtful Sound, about 3 cables N of Febrero Point (45°17′S, 166°51′E), the main route into Malaspina Reach leads initially SE to Patea (Gaol) Passage, passing (with positions from Febrero Point):

SW of two rocks (1 m and 3 m high) (1¾ miles NNE), adjoining Nee Islets which extend 1 mile SE, thence:

2 SW of 11·5 m depth (1½ miles ENE), thence

NE of Tarapunga Rock (depth 7·1 m) (about 1¼ mile ESE), whence the track leads S and then ESE around Jamieson Head (1¾ miles ESE), the W extremity of Bauza Island.

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3 From off Jamieson Head the route leads ESE in mid-channel through Patea Passage, passing (with positions from Jamieson Head):

SSW of a dangerous rock on a 7·1 m bank (about 1 mile ESE) which joins Utah Island, thence to a position in Malaspina Reach SE of Marcaciones Point (3 miles ESE), upon which stands a beacon (white).

Directions in Malaspina Reach

5.183

1 The general directions at 5.125 should be followed when navigating Malaspina Reach and its arms. From a position SE of Marcaciones Point (45°18′·2S, 166°56′·9E), the track through Malaspina Reach leads generally SE, passing (with positions from Marcaciones Point):

SW of Renown Rock (1 mile E), thence:

SW of Quintano Point (1¼ miles E), the W entrance point of Blanket Bay, thence:

2 N of Joseph Point (1¼ miles SSE) on the NE side of the entrance to First Arm, which is entered between Joseph Point and Rogers Point, 5 cables WNW, thence:

SW of Pendulo Reach (2 miles E), the channel leading to Thompson Sound (see 5.176), thence:

NW of Kellard Point (4¾ miles ESE) on the NE side of the entrance to Crooked Arm which is entered between Kellard Point and Ranson Head, 4 cables WNW, thence:

W of Fergusson Island (8½ miles SE), thence:

W of Elizabeth Island (9½ miles SE).

3 **Deep Cove.** The track into Deep Cove (13 miles SE) then leads NE of Rolla Island (45°26′·5S, 167°08′·0E) passing (with positions from Rolla Island):

NE of Tarawera Rock, depth 2·2 m, (1 cable SE) and Prindham Point (2 cables SE), thence:

SW of a light-buoy (spherical, yellow) (1 mile SE).

Hall Arm. From W of Elizabeth Island, the track leads into Hall Arm passing:

W of Rolla Island, thence:

W of a rock awash (5 cables SW), thence in mid-channel to Hall Arm head (5 miles SW).

Small craft channel

5.184

1 An alternative route for small craft, from the entrance to Doubtful Sound to Malaspina Reach, can be made, passing (with positions from Febrero Point (45°17′S, 166°51′E)):

Either N or S of Shelter Islands (1¾ miles ENE), thence:

SE between the N coast of Bauza Island and the S coast of Secretary Island, thence:

Through Te Awaatu Channel (The Gut) (4½ miles ESE), which is about 1 cable wide and, in which, squalls may be experienced.

Local knowledge is required, see National large scale Chart NZ 7624.

Anchorages

5.185

1 **Blanket Bay.** Blanket Bay (45°18′S, 166°59′E), at the SE end of Secretary Island, affords anchorage to small vessels with shelter from all except SE winds. Vessels usually moor in the small bays around Blanket Bay with their sterns secured to trees. Local knowledge is advisable.

Larger vessels can anchor in depths from 30 to 35 m about 1 cable E of an island in the bay.

A wharf**,** privately owned, is used by local fishing craft.

First Arm affords anchorage about 2 cables from a beach at its head, in Snug Cove (45°20′·5S, 166°54′·0E), in a depth of about 23 m, sand and mud.

2 **Crooked Arm.** Anchorage can be obtained at the head of the arm, in Haulashore Cove (45°25′S, 166°55′E) in depths from about 14 to 30 m, between 3 cables and 1 mile from a beach through which large streams flow and in the bay about 1½ miles SW of Ranson Head at the mouth of Lucky Burn.

In 1997 HMNZS *Monowai* (3500 tonnes) anchored in fine weather 1·8 cables SW of Turn Point in 75 m, and about 2 miles ENE of Haulashore Cove in 65 m of water. In both anchorages the bottom was sticky, malodorous mud.

3 **Small craft.** In fair weather, small craft can moor in a depth of 18 m between the islets at the SE end of the E chain of Shelter Islands (45°16′·6S, 166°53′·7E).

Berths and services at Deep Cove

5.186

1 **Berth.** A wharf stands on the W side of the cove (45°27′·5S, 167°09′·0E), length 41 m and depth alongside 12·8 to 15·4 m, with a bollard on the shore off the N end.

In ordinary weather the wharf should be approached from NNE. There is sometimes a set off the wharf, in part caused by an outflow of up to 2 kn from Manapouri hydro-electric power station spillway, at the head of the cove. The flow is variable and is generally experienced in the centre and E sides of the entrance and the E side of the cove. To the S of the wharf there are fishing boat moorings and a fuel jetty for small craft.

2 **Repairs** of a minor nature can be arranged with firms in the towns of Manapouri, 20 miles ESE of Deep Cove, or Te Anau 24 miles E of Deep Cove.

Other facilities. First aid facilities and slips at a hostel near the wharf.

Supplies: fresh water at wharf; limited quantities of fuel and lubricating oil.

Communications: airport at Manapouri and airfield at Te Anau; seaplane service to Deep Cove by arrangement.

Minor fiord

Dagg Sound

5.187

1 **Description.** Dagg Sound is entered between Castoff Point (45°22′·7S, 166°46′·3E) and Towing Head, 1½ miles SSW. About 4½ miles within the entrance, E of Otago Point, the sound divides into Anchorage Arm, which extends N for 2 miles, and an unnamed arm, which extends SE for about 1½ miles.

2 During a visit by HMS *Acheron* in 1851, a NW gale accompanied by heavy rain in Anchorage Arm caused numerous cascades to pour off the steep mountains around the arm, bringing down with them large trees and other obstructions. The effect was as if a heavy surf was breaking round the vessel and lasted for two days.

5.188

1 **Directions.** From a position NW of Towing Head, the track leads to a position midway between Castoff Point (45°22′·7S, 166°46′·3E) and Towing Head Islands, the general directions at 5.125 should be followed through the sound and arms, passing (with positions from Castoff Point):

S of a rock (2¼ miles ESE), with a depth of 5·3 m over it which breaks in moderate swell, thence in mid-channel:

S and E of Otago Point (4 miles SE), thence:

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2 NW of a dangerous rock (depth 3·6 m) (4¾ miles SE) and thence N to Anchorage Arm, or:

Into the unnamed arm through a passage leading SE between Seventy Fathoms Point (5 miles SE), on the NE side and Schooner Point (about 1 cable SW of Seventy Fathoms Point), on the SW side.

3 **Anchorage.** Anchorage Arm affords good anchorage in depths from 22 to 34 m, about 2 cables off a stony beach at its head, or farther S in about 48 m. The arm offers good holding ground and relative shelter in all winds.

A vessel has anchored 1 cable from the beach in a depth of 22 m.

TOWING HEAD TO WEST CAPE

General information

Charts NZ 76, NZ 7653, NZ 7654 (see 1.19)

Route

5.189

1 From a position NW of Towing Head (45°24′S, 166°45′E), the coastal route is initially SW, deep and clear of charted dangers at a distance of more than 5 cables from the coast, passing NW of the entrance to Breaksea Sound, 10 miles SW and W of South Point, the S entrance point to Dusky Sound, 28 miles SW. The coastal route is then S, passing outside unsurveyed waters, reported to be shoal ground, extending about 1 mile from the shore, to a position W of West Cape, 33 miles SW.

Topography

5.190

1 See 5.122 for a general description of the coast. Between Towing head and Oliver Point, the N entrance point of Breaksea Sound, 11 miles SSW, the coast is steep and overlooked by high mountain ranges. Breaksea Island, off the entrance to Breaksea Sound is considerably lower than the mainland. Five Fingers Peninsula which is a narrow level strip of wooded land of moderate height, noticeably lower than the neighbouring land, extends S to Five Fingers Point (45°45′S, 166°27′E), which contrasts strongly with the neighbouring land.

Local magnetic anomaly.

5.191

1 Local deflection of the magnetic compass is reported to occur in coastal waters between the entrances to Doubtful Sound (45°16′S, 166°51′E) and Breaksea Sound, 20 miles SSW.

Directions

(continued from 5.174)

5.192

1 From a position NW of Towing Head (45°24′S, 166°45′E) the coastal route leads SW about 25 miles to the vicinity of Five Fingers Point Light (45°44′S, 166°28′E), which stands about 1 mile NE of Five Fingers Point, thence S for about 10 miles to a position W of West Cape (45°54′S, 166°26′E). The general directions at 5.125 should be followed, passing (with positions from Five Fingers Point Light):

2 NW of Breaksea Island (elevation 349 m) (12 miles NE), which is considerably lower than the mainland in the vicinity of the entrance to Breaksea Sound (5.194) off which it lies, thence:

Clear NW of twin drying rocks (2 m), close W of an islet (elevation 5 m) (1 mile W), over which the sea breaks and which are the most westerly of several dangers off the SW end of Five Fingers Peninsula, thence:

3 WNW of Five Fingers Point (1 mile SW), the N entry point to Dusky Sound, easily identified by several high pointed rocks which lie off it and have, from some directions, the appearance of the fingers of a hand, thence:

W of South Point (5 miles S) which is surrounded by rocks to a distance of 5 cables.

4 Thence the track leads clear W of the coast, so as to avoid shoal ground with heavy overfalls which extend 1 mile offshore S of South Point, to a position W of West Cape, 11 miles S.

Caution. The inshore area between South Point and Cape Providence has not been fully surveyed. Deep draught vessels should keep to seaward of the 100 m contour and avoid areas which shoal to less than 100 m.

Useful marks

5.193

1 Five Fingers Point Light (framework metal tower, 9 m in height) (45°44′S, 166°28′E), near Five Fingers Point.

Cape Providence Light (46°00′S, 166°27′E) (5.229).

(Directions continue for coastal passage at 5.229)

(Directions for Breaksea Sound are given at 5.197 and for Dusky Sound at 5.207)

Breaksea Sound and Acheron Passage

Charts NZ 76, NZ 7653 (see 1.19)

General information

5.194

1 **Description.** Breaksea Sound (45°35′S, 166°40′E) is entered between Oliver Point and the NE point of Resolution Island, 1½ miles S. Breaksea Island lies 1 mile W of the entrance. The sound is approached from the N through the channel between the E coast of Breaksea Island and the mainland. A line of four islets lie about 5 cables S of Breaksea Island with an unsurveyed reef lying in between. The channel between these islets and Resolution Island, to the S, is not a recommended approach. The Gilbert Islands, which lie close off the NE point of Resolution Island encumber the entrance to the S and SW.

2 Entry Island lies 1¼ miles inside the entrance at the junction with Acheron Passage to the S. Breaksea Sound continues ENE and divides, 9 miles within the entrance, into Vancouver Arm, which continues ENE, and Broughton Arm, which extends generally E.

Acheron Passage connects Breaksea Sound with Dusky Sound, about 8 miles to the S, passing E of Resolution Island. Wet Jacket Arm extends ENE from the middle of Acheron Passage.

3 **Wildlife sanctuary** is established on Breaksea Island and landing is prohibited without permission from the NZ Department of Conservation.

5.195

1 **Topography.** The entrance to Breaksea Sound, being rather narrow between high land on both sides, is not easily identified until within a few miles, when Breaksea Island and the Gilbert Islands to the S of the entrance should be seen.

5.196

1 **Hazards.** It has been observed that shoals are indicated by a dirty greenish tint to the water; the occasional red-brown colour is not a sign of a shoal.

Buoys marking crayfish pots are often encountered in the approaches to Breaksea Sound and Dusky Sound.

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Directions for Breaksea Sound

5.197

1 **Main part of the sound.** From a position midway between Oliver Point (45°34′·5S, 166°40′·3E) and a rocky shoal, about 1 mile WNW, lying off the NE point of Breaksea Island, the general directions at 5.125 should be followed through Breaksea Sound, the track leading SE and then ENE to the junction of its arms, passing (with positions from Oliver Point):

2 NE of an islet (1¼ miles SW), thence:
SW of a rock (3 cables S) with a depth of 6·4 m over it, thence:
N of Gilbert Islands (1¼ miles S), thence:
N of Entry Island (1½ miles SE), at the entrance to Acheron Passage (5.200), thence:
In mid-channel NW of Harbour Islands (4¼ miles E) and John Islands which extend ENE from Harbour Islands.

3 Thence the track leads to the junction with Vancouver and Broughton Arms passing NNW of a drying rock (1·8 m) (7¼ miles ENE), lying 1½ cables off the S shore of the sound.

(Directions for Acheron Passage continue at 5.200)

5.198

1 **Vancouver Arm** should be entered mid-channel between Chatham Point (45°32′·7S, 166°53′·0E) and the small islet and 8 m sounding (5 cables NW). Vessels should remain in mid-channel until nearing the small peninsula (45°30′·2S, 166°58′·5E) and drying bank formed by the outflow of a river on the N coast of the arm about 5 miles from the entrance. The river outflow has resulted (1996) in the narrowing of the navigable channel and shoaling across the arm. Navigation beyond this area is not recommended for larger vessels.

5.199

1 **Broughton Arm** should be navigated keeping closer to the N side until the awash rock (45°33′·7S, 166°54′·0E) and a drying rock (45°33′·8S, 166°54′·6E), 0·8 m, are passed. Thence vessels should proceed in mid channel to the head of the arm. Large vessels should turn in approximate position, 45°33′·2S, 166°58′·3E, prior to leaving the arm. Shoaling and a drying bank, caused by river outflow, occurs at the head of the arm.

Directions for Acheron Passage

(continued from 5.197)

5.200

1 Acheron Passage is entered from Breaksea Sound through the channel E of Entry Island (45°36′S, 166°42′E). The chart shows a 3 cable wide channel free of dangers to the SW of Entry Island.

From the N entrance, the general directions at 5.125 should be followed. The track leads S in mid channel into Dusky Sound, passing (with positions from Entry Island):

2 NE of a dangerous underwater rock (13·2 m) (5 cables S), thence:
W of a 15·4 m deep rocky bank (5 miles SSE), on the S side of the entrance to Wet Jacket Arm.

Thence to a position W of a depth of 9 m (7½ miles S), off Passage Point.

5.201

1 **Wet Jacket Arm** should be navigated in mid channel, passing S of Oke Island, 5 miles within the entrance. Small craft can navigate safely N of Oke island.

(Directions for Dusky Sound are given at 5.207)

Anchorages in Breaksea Sound

5.202

1 **Beach Harbour** (45°35′·2S, 166°46′·5E) affords anchorage in a depth of 22 m off a sandy beach on the coast E of the S and larger Harbour Island; this is the best anchorage in Breaksea Sound, with excellent but confined shelter. The recommended approach is from N, between Harbour Islands and John Islands, but the channel S of Harbour Islands can also be used; in this approach the least known depth is 10·6 m.

2 **Second Cove** (45°33′·1S, 166°48′·4E), on the N coast of Breaksea Sound, affords anchorage for numerous small craft in NW storms. To reduce swinging room a stern line should be secured to the NW coast. The head of the coast dries with an extensive mud bank.

3 **Third Cove** (45°31′·7S, 166°52′·5E), about 1 mile within the entrance to Vancouver Arm, on the NE side, affords anchorage in a depth of about 33 m, 3¼ cables from its head, with 1 cable swinging room; small craft can anchor closer in although the head of the cove is foul for about 2 cables from the shore. The cove is reported to be unsuitable for anchorage during NW winds.

4 **Broughton Arm.** In 1938, HMS *Wellington* (990 tonnes) obtained good, sheltered anchorage in a depth of 31 m, mud, with 1½ cables swinging room, near the head of Broughton Arm (45°33′·5S, 166°59′·5E).

A small cove formed by a river with an island on the SW coast close to the entrance to Broughton Arm (45°33′·5S, 166°52′·9E) appears suitable for anchorage at HW; however, drying banks and dangerous underwater rocks make this cove an unsuitable anchorage for all vessels.

Small craft

5.203

1 **Stevens Cove** (45°36′·0S, 166°40′·5E), on the N coast of Resolution Island, S of the largest of Gilbert Islands, affords anchorage for small craft in a depth of 7 m, with the stern secured to trees. The anchorage should be approached from NE through the channel on the SE side of the largest Gilbert Island.

Anchorages in Acheron Passage and Wet Jacket Arm

5.204

1 **Acheron Passage** affords anchorage in:
Occasional Cove (45°37′·0S, 166°42′·4E), where Commander James Cook anchored HMS *Resolution* (462 tonnes) in a depth of 29 m, with the channel SW of Entry Island just shut in, and the vessel secured with a hawser to the shore, in 1773.

2 A small bight (45°41′·2S, 166°43′·0E) on the E side of Resolution Island, about 1 mile SW of the entrance to Wet Jacket Arm, in depths from 16 to 22 m, where a vessel may secure to trees.
A small sandy bight close N of Passage Point (45°43′·6S, 166°43′·8E), in a depth of 24 m, except during SW winds.

5.205

1 **Wet Jacket Arm** affords anchorage:
Off the entrance to a bay (45°38′S, 166°51′E), N of Oke Island, where HMNZS *Hawea*, length 87 m, anchored in 1975 in depths of 38 m, sand and mud, good holding ground. The recommended approach is from W, in mid-channel between Oke Island and the coast, in a least depth of 15 m.

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2 At the head of the arm, in depths from 18 to 33 m. In 1996 HMNZS *Tarapunga* (110 tonnes) found good anchorage here close to the N coast with her stern secured to the shore.

In Stick Cove, on the N coast at the entrance to Wet Jacket Arm, small vessels can anchor between Stick Cove Island and the N coast and will need to secure by the stern to the NW coast.

Dusky Sound

Charts NZ 76, NZ 7653 (see 1.19)

General information

5.206

1 **Description.** Dusky Sound (45°47′S, 166°26′E) is entered between Five Fingers Point (45°44′·7S, 166°27′·0E) and South Point, 4¼ miles S. The direct route (5.208) to the head of the sound leads S of Anchor Island (45°46′S, 166°30′E) thence to the vicinity of Indian Island, 5 miles within the entrance, where it divides into two generally deep N and S channels, in which few below-water dangers are charted. The N channel is the most direct route, passing N of Indian Island, Long Island and Cooper Island.

2 The S channel (5.209) is marked by a pecked line on the National large scale chart. It passes S of Long Island rejoining the direct route through Paget Passage (45°45′S, 166°47′E).

The passage leading N of Anchor Island (5.211), passes between it and Five Fingers Peninsula to anchorages off the W side of Resolution Island. It rejoins the N channel direct route to the N of Indian Island passing E of Anchor Island through a narrow channel constricted by a 14·4 m depth.

3 Acheron Passage S entrance (45°43′·5S, 166°43′·5E) affords a route (5.200) between Dusky Sound and Breaksea Sound, to the N.

Tidal levels. Mean spring range about 1·8 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

Local weather. Winds from SW send a heavy sea into the entrance of Dusky Sound but this is broken by the islands lying close within and does not affect the main part of the sound.

Directions

5.207

1 When navigating Dusky Sound and its approaches the general directions at 5.125 should be followed.

From a position W of the entrance to Dusky Sound, between Five Fingers Point (45°44′·7S, 166°27′·0E) and South Point, 4¼ miles S, the track leads E, to enter the sound midway between rocks extending SW from Seal Islands (45°47′·2S, 166°28′·5E) and others which lie close off South Point, 2 miles SSW. Thence the track leads generally E, passing (with positions from South Point):

2 N of a reef of islets and underwater rocks (2¾ miles NE), extending 5 cables offshore, thence:

S of Nomans Island (45°46′·6S, 166°32′·6E) and Thrum Cap, 2½ cables E.

Thence the track for the direct route to the head of the sound leads NW to a position N of Indian Island.

Useful marks:

Five Fingers Point Light (45°44′S, 166°28′E) (5.193).

West Cape (45°54′S, 166°26′E) (5.228) which is a good guide to the entrance to Dusky Sound for a vessel approaching from SW or S.

5.208

1 **Direct route.** From a position N of Indian Island, the direct route to the head of the sound leads generally ENE, passing:

NNW of a 11·3 m patch surrounding Station Island (45°46′S, 166°37′E), thence:

SSE of a drying rock and a 6·9 m depth extending about 2 cables SW of Porpoise Point (45°45′·2S, 166°39′·8E), which is the SE entrance point to Duck Cove (5.220), thence:

2 Through Bowen Channel, between Resolution Island and Long Island, 5 cables S, thence:

NNW of Front Islands (45°44′·5S, 166°43′·6E), which lie S of the S entrance to Acheron Passage (5.200), thence:

NNW of drying rocks close N and W of Shag Islands, 1¾ miles ENE of Front Islands.

3 Thence the track leads in mid channel around Cooper Island (45°44′S, 166°50′E), to Shark Cove (45°43′·3S, 166°58′·0E) (5.222) and Supper Cove (45°43′S, 166°57′E) (5.221) at the head of the sound.

5.209

1 **South route.** From a position S of Thrum Cap (45°46′·6S, 166°33′·2E) the track leads initially E thence ENE, passing:

S of a dangerous rock, which is the outermost of some islands and rocks off the SW end of Indian Island (45°46′·7S, 166°35′·2E), thence:

SSE Curlew Island (45°47′·2S, 166°36′·8E), thence:

SSE of a rocky patch, 5 cables E of Curlew Island, thence:

2 Through Cook Channel between Long Island (45°46′S, 166°41′E) and the mainland, which narrows to about 2½ cables, thence:

Either return to the direct route, via the recommended cross passage, through Paget Passage (45°45′S, 166°47′E), which leads N between East Point, the E extremity of an island off the E end of Long Island. Attention is drawn to a 4·9 m patch extending about 2 cables SE from the E end of Long Island, and a drying rock (0·3 m), 3 cables E, off the SW point of Cooper Island.

3 Or continue ENE and pass through Nine Fathoms Passage (5.212).

5.210

1 **Passage north-west of Indian Island.** From a position on the S route in mid channel S of Thrum Cap island (45°46′·6S, 166°33′·2E), the track leads NE through a deep channel, passing (with positions from Thrum Cap):

Between Thrum Cap and some small islands close SW of Indian Island (6 cables ESE), thence:

Between a 10 m patch (9 cables E) off the NW point of Indian Island and Passage Islands (9 cables NE), to join the direct route (5.208).

Side channels

5.211

1 **North of Anchor Island.** From a position midway between rocks lying off Five Fingers Point (45°44′·7S, 166°27′·0E) (5.193) and Anchor Island, 1¾ miles ESE, this route leads initially NE and then generally SE, around Anchor Island, passing:

N of the most N of the Petrel Islands (45°44′·0S, 166°31′·2E) (see 5.215 for directions to Facile Harbour and 5.218 Cormorant Cove), thence:

Between a reef, which extends 2½ cables SW from a detached islet, 1¼ miles ENE of Petrel Islands, and

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islets and rocks fringing the N coast of Anchor Island, thence:

2 Between islets and rocks off the NE side of Anchor Island and rocks fringing the coast of Resolution Island, thence:

Between Anchor Point (45°45′·3S, 166°34′·0E), the E extremity of Anchor Island, and Useless Islands, 5 cables WNW, taking care to avoid a 14·4 m shoal, 3 cables E, thence passing (with positions from Anchor Point):

NE of Seal Rock (2 cables SE), thence:

3 Between the most NE of the Passage Islands (7 cables SE) and the W extremity (45°45′·5S, 166°35′·4E) of an unnamed island (1 mile ESE).

Thence the track leads into the direct route to the head of the sound.

5.212

1 **Nine Fathoms Passage** (45°44′·2S, 166°52′·8E) between Cooper Island and the mainland S, affords an alternative route to Paget Passage to the head of the sound. The fairway is only ½ cable wide between rocks on both sides of the passage and has a least known depth of 2·7 m close to its entrance. Local knowledge is recommended.

5.213

1 **Passage between Indian Island and Long Island.** Indian Island and Long Island are almost connected by chains of islets and rocks extending 2 cables E from Indian Island and 1 cable W from West Point, between which is a channel about 1 cable wide. In the N entrance of the channel are the Two Sisters (45°46′·4S, 166°36′·5E), two islets further reducing the channel width, which has a least depth of 12·4 m.

Anchor Island Harbour

5.214

1 **Description.** Anchor Island Harbour (45°45′·0S, 166°31′·5E) lies in the middle of the N side of Anchor Island and is fronted by the large Petrel Island, 5 cables NW. The harbour can be approached from W or NE and affords secure, sheltered anchorage.

Directions. From a position W of Entry Island (45°44′·7S, 166°30′·5E), the track passes S of Entry Island and the harbour can be entered either side of an above-water rock, 4½ cables ESE of Entry Island.

2 From a position NE of the large Petrel Island (45°44′·4S, 166°31′·3E), the track to the harbour leads SW passing SE of the large Petrel Island, avoiding an obstruction, depth 8·9 m, 1 cable SSE, thence passing NW of the E entrance point to the harbour, 2 cables SE.

Anchorage in the harbour can be obtained in depths of 29 m about 1 cable offshore.

Chart NZ 7653 plan of Facile Harbour

Facile Harbour

5.215

1 **Description.** Facile Harbour is formed between Parrot Island (45°42′·5S, 166°32′·0E) and Pigeon Island, 3½ cables E, on the S, and the coast of Resolution Island to the E and N. Safe anchorage can be obtained in the harbour.

In the NE corner of the harbour there is a well-sheltered inner harbour, which is accessible to small craft but requires local knowledge.

2 **Directions.** From a position SW of Parrot Island, the track passes around the N of the island, lying close N of Parrot Island (see 5.218 for directions to Cormorant Cove), to enter Facile Harbour from W, between an islet close off the NE point of Parrot Island and an islet, 3½ cables NNE, whence the track leads E to the anchorage.

3 **Small craft channels.** The inner harbour to the NE is entered through a passage, only 25 m wide, W of a ledge of rocks with a depth of 4·8 m over it, in the middle of the entrance. A dangerous rock with a depth of 1·9 m over it lies 1 cable NE of the entrance.

Safe Passage (45°42′·5S, 166°32′·5E) between Pigeon Island and rocks, 1 cable WSW of Parrot Island, affords passage for small craft, with least charted depth of 5·9 m in the middle of the passage.

4 **Anchorage** can be obtained in the harbour in depths from 27 to 69 m, and in the inner harbour in depths from 9 to 18 m.

Boat passage only exists between Pigeon Island and Resolution Island.

Chart NZ 7653 plan of Pickersgill Harbour

Pickersgill Harbour

5.216

1 **Description.** Pickersgill Harbour, one of Captain James Cook's historic anchorages, is formed between Crayfish Island (45°47′·5S, 166°34′·6E), on the N, and the mainland to the W and S. The harbour affords good but limited anchorage, not very easy of access.

Directions. The best approach to the anchorage is from E, through a channel only about ½ cable wide, between foul ground extending S from Crayfish Island and N from the opposite shore.

2 **Anchorage** can be obtained in the channel in depths of 27 m about 1 cable offshore. Cook secured HMS *Resolution* in a small creek with hawsers to trees at head and stern, and a brow to the shore, in 1773.

Chart NZ 7653 plan of Cascade Cove

Cascade Cove

5.217

1 Cascade Cove (45°48′S, 166°36′E) affords good anchorage in depths from 15 to 27 m about 1 mile from the head of the cove, where there is a landing place on a sandy beach. There are several dangers in the approach and local knowledge is recommended. It is best entered between Wales Point (45°47′·7S, 166°35′·8E) and Heron Island, 1 cable E, noting a 12·5 m depth in mid channel. Entry from E of Heron Island is deep but is impeded by a 9·3 m deep bank on which is a drying rock (1·5 m) and shallow patches extend ½ cable, both NE and SSE, from Heron island.

Cormorant Cove

5.218

1 Cormorant Cove (45°41′·1S, 166°33′·3E), which is well sheltered, affords anchorage in a depth of about 18 m. From a position N of the island lying close N of Parrot Island, the track leads NE, passing NW of a dangerous rock (45°41′·8S, 166°32′·5E), on a 8·5 m bank, and NW of the W end of an islet (45°41′·2S, 166°33′·1E), which is the S entrance point to Cormorant Cove anchorage.

Detention Cove

5.219

1 Detention Cove (45°45′·7S, 166°40′·6E) on the N side of Long Island affords temporary anchorage in a depth of 20·5 m.

Duck Cove

5.220

1 Duck Cove (45°43·8S, 166°39′·0E), is entered W of Porpoise Point (45°45′·2S, 166°39′·8E) avoiding a 6·9 m shoal, on which there is a dangerous rock, extending 6 cables NW. Anchorage is available in depths from about

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18 to 55 m. A recommended berth for a small vessel is 1 mile from the head of the cove, about 1 cable off the E shore, in depths of about 30 m.

Supper Cove

5.221

1 Supper Cove (45°43′S, 166°57′E), in the N arm at the head of Dusky Sound, affords anchorage in a depth of 22 m about 1 cable off some steep-to drying flats at its head; the bottom of the cove is reported to be irregular.

In 1921, HMS *Veronica* (1200 tonnes) anchored in a depth of 35 m on the E side of the cove, about 1½ cables from the flats, with the stern secured to a tree.

Shark Cove

5.222

1 Shark Cove (45°43′·3S, 166°58′·0E), in the E arm of the head of Dusky Sound, was reported by HMNZS *Olphert* (50 tonnes), which anchored there in 1955, to be a better and more sheltered anchorage than Supper Cove.

Small craft

5.223

1 **Luncheon Cove** (45°46′·0S, 166°31′·3E), situated on the S side of Anchor Island and fronted by Many Islands, affords good shelter in all weathers for small craft; fishing vessels occasionally anchor in the cove.

5.224

1 **Shelter Cove** (45°47′·8S, 166°32′·6E), on the S side of Dusky Sound, opposite Many Islands, is suitable for boats.

5.225

1 **Sportsmans Cove** (45°44′·5S, 166°48′·0E), on the W side of Cooper Island, is reported to afford excellent, sheltered anchorage for small craft.

Small craft

Chart NZ 7653

Woodhen Cove

5.226

1 Woodhen Cove (45°38′·0S, 166°33′·5E), at the NE end of Five Fingers Peninsula, affords shelter to boats, although it is exposed to the NW.

WEST CAPE TO WINDSOR POINT

General information

Chart NZ 76

Route

5.227

1 From a position W of West Cape (45°54′S, 166°26′E) to Windsor Point (46°12′S, 166°39′E), 19½ miles SSE, the coastal route is clear of charted dangers at a distance of more than 1 mile from the coast or coastal islands, although vessels should generally keep more than 2 miles offshore to avoid the effect of swell in the vicinity of the coast. See 5.192 for caution regarding deep-draught vessels and 5.123 regarding depths farther offshore.

Principal marks

5.228

1 **Landmarks:**

West Cape (45°54′S, 166°26′E), the most W point of mainland New Zealand, appears from S as a well-defined point of moderate elevation, descending a short distance within its extremity and then gradually rising towards high land. It is, however, not easily distinguishable from the W.

Treble Mount (46°00′S, 166°42′E), which is remarkable when approaching Preservation Inlet from the SW and appears, from W, as two peaks.

2 Chalky Island (elevation 151 m) (46°03′S, 166°31′E), the white cliffs of which are distinctive.

Major light:

Puysegur Point Light (white tower, 5 m in height) (46°09′·4S, 166°36′·6E).

Directions

(continued from 5.193)

5.229

1 From a position not less than 2 miles off West Cape the coastal route leads S to a position SW of Cape Providence, 1¼ miles NW of which stands Cape Providence Light (white tower, 4 m in height) (46°00′S, 166°27′E), whence the track is SE across the entrances to Chalky and Preservation Sounds. The general directions given at 5.125 should be followed, passing (with positions from Cape Providence Light):

2 SW of a dangerous rock (1½ miles S), which lies to the W of Providence Rocks, in an unsurveyed area, extending 2 miles S from Cape Providence, a promontory, elevation 94 m, which gives good radar echoes, thence:

SW of a 19·9 m depth (2¾ miles SSW), thence:

SW of Chalky Island (3½ miles SE), which lies in the entrance to Chalky Inlet (5.230), thence:

SW of Table Rock (elevation 5 m) (6½ miles SSE), which is like a brown box and is conspicuous from all directions, thence:

3 SW of Balleny Reef (7½ miles SSE), lying on the NW side of the entrance to Preservation Inlet (5.241); the sea breaks heavily over the reef which is partly awash and evident even in calm weather, thence:

SW of Puysegur Point (11½ miles SE), long and sloping, on which stands a lighthouse (5.228), thence:

SW of Marshall Rocks (12¼ miles SSE), the above-water part of which is flat-topped and easily distinguished.

4 Thence the track leads SE to a position SW of Windsor Point (14 miles SE).

(Directions continue for the coastal route at 6.24)

(Directions for Chalky Inlet are given at 5.232 and for Preservation Inlet at 5.242)

Chalky Inlet

Charts NZ 76, NZ 7654 (see 1.19)

General information

5.230

1 **Description.** Chalky Inlet (46°05′S, 166°30′E) is entered either through Western Passage, between Cape Providence (46°01′S, 166°28′E) and Chalky Island, 2½ miles SE, or through Eastern Passage, between Chalky Island and Red Head, 1½ miles ESE. They pass W and E respectively, of Passage Islands, 5 cables N of Chalky Island, and join together SE of Great Island, 9 cables NE of Passage Island. From Great Island the track leads NE through the main part of the inlet, and divides into Edwardson Sound and Cunaris Sound, the N and E arms of the inlet.

2 **Fishing stations** are established in the inlet. The main activity is in North Port, 5 miles ENE of Cape Providence, where a moored barge and hulk are used for storage.

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Caution. Floats marking the position of crayfish pots are found throughout this area with particular concentrations in the bays of the sounds which are used as holding areas prior to shipment. Craypot floats can often be encountered over rocky features well offshore.

5.231

1 **Tidal streams.** The in-going stream sets SE at a rate of about 0·9 kn across the entrance of Eastern Passage (46°05′S, 166°32′E), reaching its maximum rate 1 hour before HW and increasing to about 1 kn through Broke-adrift Passage (46°06′S, 166°34′E), in the SE approaches to Chalky Inlet. This effect is reversed with the out-going stream but the rates reduce to about 0·8 kn across the entrance to Eastern Passage.

Directions for entry

5.232

1 When navigating Chalky Inlet and its arms the general directions given at 5.125 should be followed.

Western passage. The NW side of Western Passage contains several isolated shoals and the bottom is irregular and rocky. From a position SW of Cape Providence, the track lead NE between the extremity of Providence Rocks, 1¼ miles SSW of Cape Providence (46°01′S, 166°28′E) and clear (with positions from Cape Providence) of the unsurveyed area around the W extremity of Chalky Island (1½ miles SSE), passing:

2 Either side of a 12·9 m patch (2½ miles SE), over which the sea breaks in bad weather, thence:
NW of Zero Nugget (2¼ miles SE), thence:
NW of Cleft Point (2½ miles ESE), the W point of Passage Islands, thence:
SSE of a reef (2¼ miles ENE), over which the sea breaks, extending about 6 cables off Breaker Point, thence into the W entrance of Return Channel where the route leads E through the channel, passing:

3 N of an unnamed island, off the N side of the large Passage Island (46°01′·5S, 166°32′·5E), and S of Great Island, 6 cables NNE.

Thence the track is E to a position SSE of Return Rock, a pinnacle with a depth of 1·2 m over it, 1½ cables off the SE point of Great Island, in the main part of the inlet, whence the directions at 5.234 should be followed.

5.233

1 **Eastern passage.** From a position SW, the track through Eastern Passage leads NE passing NW of Table Rock (46°06′S, 166°31′E) (5.229) and, if deep-draught, clear of a depth of 27 m, about 1 mile NNW. Thence the track passes (with positions from Table Rock):
NW of a rocky bank with a least depth of 10·8 m (7 cables ENE), thence:
SE of Chalky Point (2 miles NNE), the SE extremity of Chalky Island, thence:
NW of Red Head (2½ miles NE).

2 Thence the track leads NNE to a position in Chalky Inlet. Mariners should avoid a rocky bank with 22 m over it, 1¼ miles NE of Table Rock, when a heavy swell is running.

Directions inside Chalky Inlet

5.234

1 From a position in Chalky Inlet, between Red Head (46°04′·3S, 166°33′·9E) and Chalky Point, 1¼ miles WNW, the track leads NNE to the junction of the arms of the inlet, passing (with positions from Red Head):
ESE of Drop Point (1¾ miles NNW) and Pinnacle Rock, 2½ cables N with an outlying depth of 3·2 m, close SE, thence:

2 ESE of Straggle Head (2½ miles NNW), thence:
WNW of Garden Islands (2¾ miles NNE), thence:
ESE of Return Rock (3¾ miles N), thence:
W of Surf Head (5½ miles NNE), thence:
E of Little Island (5¾ miles N), at the entrance to North Port (5.238).

3 Thence the track continues NNE to the head of Edwardson Sound, passing between Small Craft Harbour Islands (45°58′S, 166°39′E) and Station Island, an islet, 1¼ miles WNW. The track to the head of Cunaris Sound leads E passing N of Small Craft Harbour Islands.

Useful mark:
Stripe Head (46°01′S, 166°36′E) (5.237).

Side channels

5.235

1 **Broke-adrift Passage** affords access to Eastern Passage from SE, from a position in the entrance to Preservation Inlet (5.241), passing between Balleny Reef (46°07′S, 166°33′E) (5.229) and a drying rock (0·5 m), about 3 cables S of Gulches Head. The passage is shallow on the E side and prone to overfalls, tidal eddies and a confused sea. In rough weather small vessels will experience a violent and confused motion.

2 **Caution.** Approach to the inlet through the channel between Balleny Reef and Table Rock, 1 mile NW, is not recommended.

5.236

1 **Bad Passage** (46°02′S, 166°32′E), between Chalky Island and Passage Islands, is clear of dangers if vessels keep to the middle, but the sides are encumbered with fishing gear and the seabed is irregular and rocky. Its use is not recommended.

Chart NZ 7654 plan of South Port (see 1.19)

South Port

5.237

1 **Description.** South Port (46°03′S, 166°36′E), is entered from N, between Stripe Head (46°01′S, 166°36′E), on which there is a white jib-shaped patch, and Outer Rock, which dries, 7 cables SSW. It affords good anchorage but is difficult of access, having an entrance channel less than 1 cable wide between rocks and reefs.

Directions. From a position in Chalky Inlet, E of Outer Rock the track leads S, passing (with positions from Outer Rock):

2 Within ¾ cable of the shore on the E side of the approach, so as to avoid foul ground extending from Garden Islands (2½ cables SW) on the W side, thence:
Around Reef Point (4 cables SSE) avoiding a spit extending 1½ cables S.

Thence the track leads E into Anchorage Cove, SE of the point.

3 **Anchorage,** with excellent security, can be obtained in Anchorage Cove in depths from 15 to 20 m, mud, about 1½ cables offshore.

Safe anchorage for small craft can be found at the S end of Lee Bay (46°03·2S, 166°36′·2E) in depths of 12 m, mud and stones, about 1 cable from the S shore.

Boat passage, leading into South Port, exists between Garden Islands and the mainland.

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Chart NZ 7654 plan of North Port (see 1.19)

North Port

5.238

1 **Description.** North Port (45°58′·7S, 166°34′·5E), is entered from E, through Ship Entrance (45°58′·8S, 166°35′·3E), which separates Little Island from Great Island, and is steep-to on both sides, with a least depth of 6·2 m in a fairway only ¾ cable wide. It affords landlocked anchorage between Great Island and the mainland, with Little Island lying across its E entrance, but it is not protected from NE. Close N of Little Island there is a 20 m barge moored between the N end of Little Island and a scuttled hulk (GSS *Stella*). The barge is used for equipment storage by local fishermen.

2 **Small craft channel.** Boat Entrance (45°58′·2S, 166°35′·8E) leading into North Port, from the NE of Little Island is navigable by small craft but is shallow and encumbered with rocks and is not recommended. Boats can continue W from North Port passing close S of the coastline, around Mosquito Point, into Fisherman Bay. See the chart.

3 **Anchorage** can be obtained about 1½ cables W of Little Island, in a depth of 26 m, mud. There is a drying rock (1 m), about 1 cable E of the anchorage. Numerous small coves provide suitable anchorage for small vessels.

Watering Cove, 2 cables WSW of Little Island, provides safe anchorage for small craft in 10 m. Vessels using this anchorage moor to a tree astern.

4 The NNW corner of North Port, 5 cables W of Little Island, provides an anchorage for small vessels in 12 m.

Caution. An extensive sandbar between the NW side of Great Island and the mainland precludes safe entry to North Port from W except to shallow draught vessels with local knowledge.

Other anchorages

5.239

1 **Landing Bay.** Anchorage can be obtained temporarily at the entrance to Landing Bay (46°00′S, 166°29′E), immediately within Cape Providence in depths of about 16 m, decreasing suddenly within the bay. Mariners should note the unsurveyed area S of Cape Providence; see 5.229.

In NW winds, there is good landing on a sandy beach at the head of the bay; the approach is through a narrow channel near the centre of a reef which lies parallel with and about 2 cables off the beach.

5.240

1 **Edwardson Sound** is deep (maximum depth 369 m) and generally free from dangers. Rocks and shoals exist at the side of the sound near the head and at the junction of Edwardson Sound and Return Channel. Anchorage can be obtained in moderate depths in Lake Cove (45°52′·0S, 166°42′·3E) at the head of Edwardson Sound.

2 **Cunaris Sound.** Anchorage can be obtained in coves in moderate depths at the head of Cunaris Sound, to the N and S respectively of Two Cove Head (45°57′·2S, 166°45′·3E):

Islet Cove (45°57′S, 166°46′E), to the N is entered S of two islets joined by a reef.

Cliff Cove, to the S, is entered N of a reef extending nearly 2 cables from its S entrance point.

3 **Small craft** can obtain anchorage in depths of 15 m in a cove (45°58′·2S, 166°38′·5E) on the SW side of Small Craft Harbour Islands. These islets have a natural harbour to the S of the two main islets and are protected from all weather except SW. When entering this harbour vessels should avoid rocks which extend from each side of the entrance. Except for these areas the harbour has general depths of 7 m.

Preservation Inlet

Charts NZ 76, NZ 7654 (see 1.19)

General information

5.241

1 **Description.** Preservation Inlet (46°07′S, 166°35′E) is entered between Puysegur Point (46°09′·4S, 166°36′·6E) and Gulches Head, 4¼ miles NNW, with Coal Island obstructing the S part of the entrance.

Within the entrance, the inlet consists of two parts; a SW part, the shores of which are indented by a number of bays and arms, and Long Sound, the NE part, which is connected to the SW part by a narrow channel, Narrow Bend (46°03′·5S, 166°45′·5E).

2 **Tidal streams.** The in-going stream, coming from Broke-adrift Passage (46°06′S, 166°34′E) (5.235), sets SE across the entrance to Preservation Inlet at a rate of about 0·4 kn and the out-going stream sets WNW at a rate of about 0·3 kn. Both streams are little felt in the inlet itself.

Tidal levels. Mean spring range about 2·1 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

3 **Local weather** in Preservation Inlet is usually quite different from that outside (see 5.124). Squalls may be experienced with weather from the N. With S winds there is always a swell in the outer part of the inlet.

Climatic table. For Puysegur Point climatic table see 1.155 and 1.165.

Directions for entry

5.242

1 The general directions at 5.125 should be followed when navigating the inlet and its bays and arms.

From a position seaward between Balleny Reef (46°07′S, 166°33′E) (5.229) and Puysegur Point, 4 miles SE, the route into and through Preservation Inlet leads generally NE. Shoals extend off the S and E sides of Balleny Reef consisting of isolated rock outcrops rising from a sandy bottom. The track passes (with positions from Spit Islands (46°04′·3S, 166°37′·8E)):

2 Midway between a rock, with a depth of 9·1 m over it, (3¾ miles SW) and a rocky shoal, with a depth of 18·6 m over it, (4 miles SSW), thence:

W of Lee Point (2¾ miles SSW) and a drying rock (0·6 m) which breaks, 2 cables W, thence:

SE of Gulches Head (2½ miles WSW), 4 cables S of Welcome Bay, whence the track leads ENE towards Round Island (2¼ miles ESE), which is easily identified and may provide a useful leading mark, thence:

3 SSE of Tarawai Rock (depth 1·8 m) (7 cables SW) which sometimes breaks and can be difficult to identify, thence:

SSE of Cavern Head (9 cables SE), a rugged point on which swell always breaks, and which rises to an elevation of 137 m, and a dangerous rock, 1 cable SW, thence:

NNW Whale Rock (46°05′·2S, 166°40′·2E), which dries 1·3 m and is generally easily seen, and Cording Islands, 5 cables N, thence:

4 NNW of Round Island (46°05′·3S, 166°41′·0E), thence, (with positions from Round Island):

NNW of Weka (Long) Island (3 cables E) and S of an islet (8 cables NNE), noting a 10 m deep rocky patch (5 cables NE).

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Thence the track leads to a position SSW of Colt Head (1¼ miles ENE).

5 From the vicinity of Colt Head the inlet is navigable for about 14 miles to Cascade Basin (45°55′·8S, 166°54′·8) at the head of Long Sound. The track passes SE of Colt Head into Useless Bay and thence S of Adam Head (46°03′·5S, 166°44′·3E), through Narrow Bend, to the W of Sandy Point (46°03′·0S, 166°46′·3E), the S entrance to Long Sound. The track through Long Sound is deep.

Anchorages and landing places

5.243

1 **Welcome Bay.** Anchorage can be obtained off Welcome Bay (46°05′S, 166°36′E) on the NW side of the entrance to Preservation Inlet. The anchorage suitable for small vessels is 3 cables E of the beach in 15 m, sand. It is well protected from N and NW but exposed to S and E. A swell from S is generally present. HMNZ Ships *Tarapunga* and *Takapu* (112 tonnes) anchored here in 1994. Larger vessels may anchor 5 cables E of the beach in 23 m. HMNZS *Monowai* (3500 tonnes) sheltered here from strong N winds in 1994.

2 Landing places may be found on Price's Beach in Welcome Bay, and on a beach in Seek Cove, 1¼ miles NE of Welcome Bay Both beaches are sandy.

5.244

1 **Cuttle Cove** (46°04′S, 166°40′E) is well-sheltered but limited. Anchorage may be obtained in depths from 10 to 16 m, mud and stones, between Single Tree Island and the shore NW. Depending on vessel length it may be necessary to secure, stern in, to trees. The cove can be identified as being the third indentation NE of Cavern Head (46°05′S, 166°39′E), with Single Tree Island lying off it. The best approach to Cuttle Cove is from SSW, passing:

Around Cavern Head and W of the SW of the Cording Islands, 7 cables ENE, thence:

2 E and then N of Single Tree Island, although shallow-draught vessels can proceed SW of the island, through a passage in the middle of which is a 5·6 m patch.

Whilst surveying this area in 1994, HMNZS *Monowai* (3600 tonnes) anchored on many occasions 3 cables E of Single Tree Island and 5 cables W of the largest of the Cording Islands in 45 to 47 m, mud. The anchorage was safe at all times although strong squalls were often experienced with the N wind.

3 With local knowledge, the cove can also be approached by small vessels from SE or E, through the channels between Cording Islands, avoiding a dangerous rock 9 cables NE of Round Island between the innermost Cording Islands. Small vessels can anchor in depths of 10 to 25 m in Brokenshore Bay (46°03′·2S, 166°40′·4E).

5.245

1 **Fishing Bay.** With local knowledge, anchorage for a small vessel can be obtained in Fishing Bay (46°06′S, 166°39′E), between Coal Island and Steep-to Island, 3 cables NE. Depths are from 11 to 18 m but they decrease suddenly to a causeway, which is completely covered at HW, joining Coal Island and Steep-to Island. Care must be taken when approaching this anchorage which is only recommended in an emergency.

5.246

1 **Revolver Bay.** Anchorage may be obtained in a depth of 22 m, more than 2 cables from the head of Revolver Bay (46°05′S, 166°44′E), on the W side.

5.247

1 **Kisbee Bay** (46°06′·6S, 166°42′·5E) affords anchorage to small vessels, up to 2 cables offshore in the SE corner of the bay, in depths of 20 to 25 m, sand and stones. There is a disused jetty and a lodge with limited support facilities. The beach is of coarse sand and slopes gently providing a suitable landing for small boats.

Small craft

5.248

1 **Long Sound.** Anchorage may be obtained in Harries Bay (46°02′·8S, 166°46′·6E), close E of Sandy Point in deep water, 1¼ cables from a beach at its head, and in Last Cove (45°58′·8S, 166°46′·8E), in a depth of 7 m with the stern secured to the shore, but care must be taken to avoid a rock, awash, on the SW side of the cove.

5.249

1 **Otago's Retreat.** Refuge can be obtained in emergency, and with local knowledge, on the SE side of the entrance to Preservation Inlet, just within Coal Island. The anchorage is in depths from 15 to 17 m in the entrance to Otago's Retreat (46°08′·7S, 166°36′·8E), which is less than 2 cables wide between rocks; a hawser should be secured to rocks on the Coal Island shore.

2 Good anchorage can be obtained, in calm water, in a depth of 7 m, about 5 cables within the entrance to Otagos Retreat. Small vessels of shallow draught can, with local knowledge, pass through the boat channel at Otago's Retreat from seaward except when a large swell is running. However mariners should note the area NE of Puysegur Point contains numerous rocks and has not been fully surveyed.

Small craft

Coastal passage

5.250

1 In fine weather, passage is available to boats inside Marshall Rocks (46°11′S, 166°37′E).

Small boats can keep closer inshore than recommended in 5.227 but without local knowledge should not approach the coast to less than 1 mile between South Point (45°48′S, 166°27′E) and Cape Providence. Small vessels should be aware of the effect of swell along this part of the coast.

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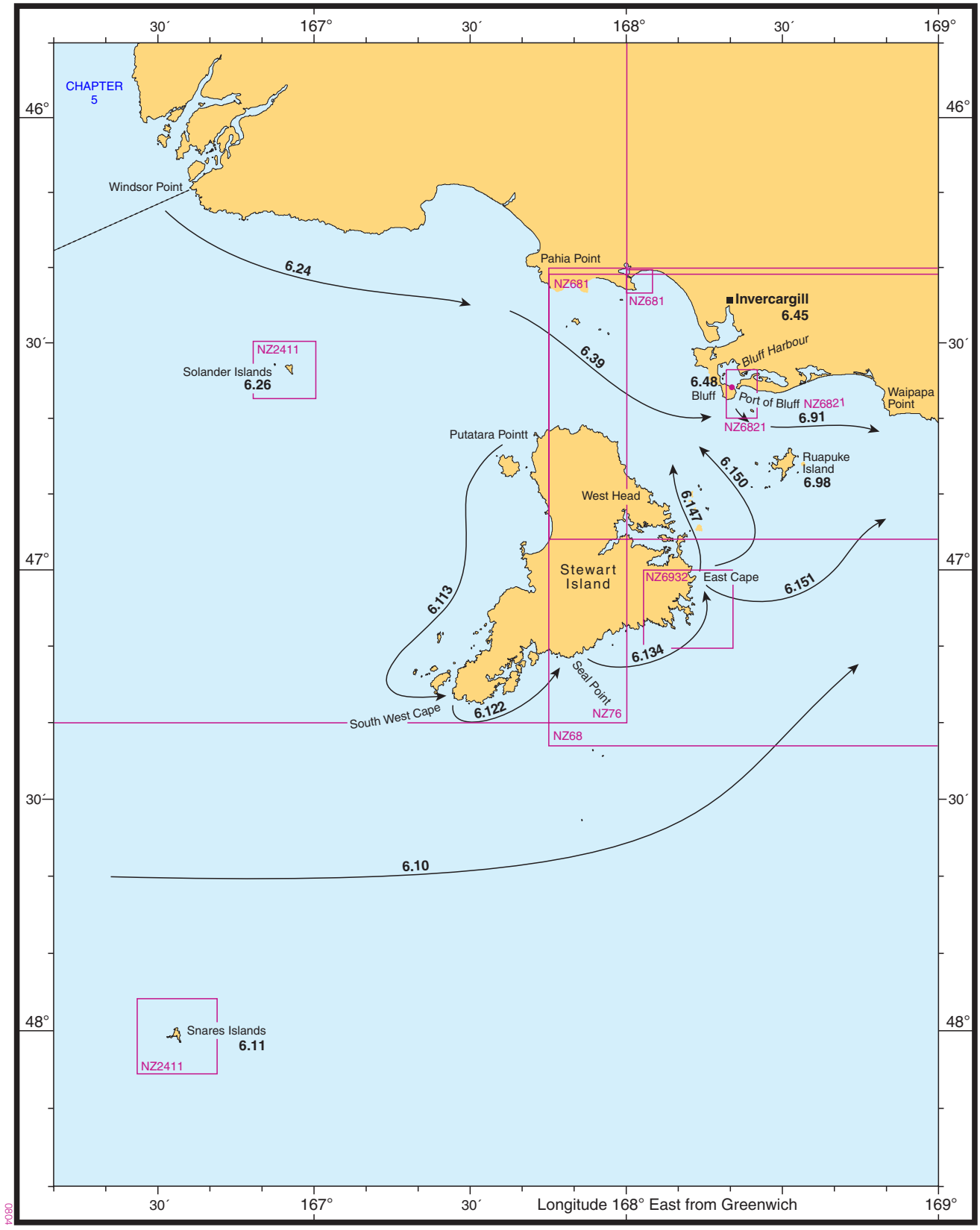
Chapter 6 - South coast of South Island including Stewart Island



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CHAPTER 6

SOUTH COAST OF SOUTH ISLAND INCLUDING STEWART ISLAND

GENERAL INFORMATION

Chart 4648

Scope of the chapter

6.1

1 In this chapter are described the waters off the S coast of South Island between Windsor Point (46°12′S, 166°39′E) and Waipapa Point (46°39′·6S, 168°50′·8E), which includes the port of Bluff (46°36′S, 168°21′E) (6.48), the only major port in the area.

2 Also described are the waters surrounding the coast of Stewart Island (47°S, 168°E), including Half Moon Bay (46°53′·5S, 168°09′·0E) (6.162), a minor port, and the following adjacent islands:

Ruapuke Island (46°46′S, 168°32′E).
Snares Islands (Tini Heke) (48°02′S, 166°33′E).
Solander Island (Hautere) (46°34′S, 166°54′E).

3 The chapter is divided into three sections:

Ocean route and adjacent islands south of South Island (6.6).
Windsor Point to Waipapa Point including Foveaux Strait and Bluff (6.15).
Stewart Island (Rakiura) (6.105).

Topography

6.2

1 **Mainland.** The coast is generally low, but between Windsor Point and Te Waewae Bay (46°10′S, 167°30′E) it is closely backed by mountains.

Stewart Island. The coasts are generally high and wooded, fringed in many places with islets and rocks, worn by the seas constantly breaking over them.

2 **Landmarks:**

Summit of Solander Island (Hautere) (46°34′·4S, 166°53′·7E) (6.26) which can be seen from about 40 miles, over almost the entire W approaches to Foveaux Strait.
Mount Anglem (46°44′S, 167°55′E), the highest mountain on Stewart Island, which is visible for a considerable distance.
Mount Rakeahua (46°57′S, 167°53′E), which is dome-shaped and can be seen from nearly all directions.

Natural conditions

6.3

1 **Local magnetic anomalies.** The normal magnetic variation may be decreased by up to 3° in the W approaches to, and in the open waters of the W part of Foveaux Strait; examples of recorded values are shown on Chart NZ 76, but the anomaly may extend farther W than indicated.

In the open waters of the E part of the strait, the normal variation may be increased or decreased by up to 1°; in an area about 7 miles S of Ruapuke Island (46°46′S, 168°32′E) it is increased by up to 2°.

2 Other anomalies exist in the coastal waters of the strait; see 6.37 and 6.145.

See 6.107 regarding an anomaly off the S coast of Stewart Island.

Winds. See 1.145 regarding gale force winds.

Sea and swell. See 1.120 for sea and swell caused by frequent W and S winds which roll around the N and SE ends of Stewart Island.

Reporting system

6.4

1 A voluntary code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

Charts NZ 76, NZ 68

General directions – survey reliability

6.5

1 Owing to the imperfect nature of surveys of some of the waters covered by Chart NZ 76 and to the exceptional pinnacle formation of below-water features in Foveaux Strait and its approaches, it is not certain that all dangers have been discovered. Mariners should pay close attention to the source diagram of the chart(s) in use.

2 Mariners without local knowledge navigating W of longitude 167°48′E should exercise caution in depths less than 100 m.

Deep-draught vessels off recommended or recognised routes E of longitude 167°48′E should keep in depths over 55 m. In less-frequented waters of lesser depth, mariners should maintain a good lookout for indications of danger such as surface disturbances or unusual soundings.

OCEAN ROUTE AND ADJACENT ISLANDS SOUTH OF SOUTH ISLAND

GENERAL INFORMATION

Chart 4648

Area covered

6.6

1 This section describes the ocean route through the sea area S of Stewart Island, including Snares Islands (48°00′S, 166°33′E) group of islands.

THROUGH ROUTE SOUTH OF STEWART ISLAND INCLUDING SNARES ISLANDS

General information

Charts 4648, NZ 76

Route

6.7

1 The waters S of Stewart Island, between South Trap (47°32′S, 167°51′E) and Snares Islands, about 60 miles

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WSW, afford a route in deep water clear of charted dangers for vessels on passage between Indian Ocean and S Australian ports, and ports on the E coast of South Island of New Zealand, or for vessels bound across the Pacific Ocean to Central and S America.

Natural conditions

6.8

1 **Current.** The route lies within the Southern Ocean Current; sets in any direction may be experienced but the majority do not exceed a rate of 1 kn. See 1.107 for further details.

Winds. See 6.3.

Sea and swell. See 6.3.

Principal mark

6.9

1 **Landmark.** Snares Islands (48°02′S, 166°33′E) form an excellent landmark when approaching from W and it is recommended that the group be made the point of departure on passage S of Stewart Island.

Directions

6.10

1 From W, the route leads generally E, passing:

N of Daption Rocks (48°00′·5S, 166°36′·1E), which is the N danger of Snares Islands, and lies at the N end of a chain of dangerous rocks extending N from North East Island, thence:

2 S of South Trap (47°32′S, 167°51′E), a reef on which there are rocks up to 1·0 m high. The sea breaks heavily on this reef and more breakers have been reported E of it in bad weather. South Trap should be given a wide berth as the tidal streams in its vicinity are strong and the locality has not been surveyed.

Snares Islands (Tini Heke)

Chart NZ 2411 plan of Snares Islands (see 1.19)

General information

6.11

1 **Topography.** Snares Islands are a bold island group of which the largest is North East Island (48°01′S, 166°36′E) composed of granite almost white in colour, but pink or reddish where weathered. The highest part of the group is a long narrow peninsula, elevation 129 m, which projects WSW from this island, rising perpendicularly on the S side. Alert Stack, close off the extremity of the peninsula, is high and conical. Heavy scrub, up to 6 m in height, and grass cover the deep peaty soil of North East Island, and of Broughton Island, close S.

2 **Wildlife sanctuary** is established on Snares Islands. Landings are prohibited without a permit; see note on the chart and 1.51 for regulations.

Tidal streams are weak in the vicinity of Snares Islands.

Directions

6.12

1 The following charted dangers lie in the vicinity of Snares Islands (with positions from Alert Stack (48°02′·2S, 166°34′·5E)):

A group of above-water rocks (1¾ miles ESE), extending 2½ cables SW of Broughton Island.

Vancouver Rock (1½ miles WSW), awash in medium to heavy swells and over which the sea breaks. There is a 14·9 m depth 1 cable WSW.

2 Western Chain of islets extending 1¼ miles WSW from Tahi (2¼ miles WSW), to Rima the outermost. All the islets are rugged, barren and difficult of access. A shoal with a rock which dries 0·5 m extends 3 cables WSW from Rima.

Daption Rocks (2 miles NE) extend 3½ cables N of North East Island.

Chart NZ 2411 plan of Ho Ho Bay (see 1.19)

Anchorages

6.13

1 During moderate weather, a vessel may anchor, in a depth of 73 m, close E of North East Island; the use of a second anchor, astern, may be necessary to prevent a vessel swinging inshore.

The New Zealand Government vessel *Hinemoa* anchored at intervals between 1883 and 1891 in a depth of 113 m, E of Boat Harbour (48°01′·4S, 166°36′·7E), and rode out a heavy SW gale, with smooth water, and good holding ground.

Small craft

6.14

1 **Boat channel.** A channel between North East Island and Broughton Island is navigable by boat.

2 **Boat harbour** (48°01′·4S, 166°36′·7E) lies on the E coast of North East Island. Its entrance is about 25 m wide with a depth of 17·4 m in the middle. Great care is needed when approaching Boat Harbour to avoid dangerous underwater rocks (48°01′·3S, 166°36′·9E) off Seal Point. Boat Harbour is accessible by small craft only, subject to good sea conditions prevailing. Once inside the entrance to Boat Harbour, safe water and good landing areas can be found. The harbour is exposed to the sea and wind from NE to SE.

3 **Landing place.** On N side of Boat Harbour. The harbour is the only safe landing area on Snares Islands. Other possibilities exist elsewhere but are very dependent on sea conditions and most parts of the coast are steep-to.

WINDSOR POINT TO WAIPAPA POINT INCLUDING FOVEAUX STRAIT AND BLUFF

GENERAL INFORMATION

Charts NZ 76, NZ 681

Area covered

6.15

1 In this section are described the coastal route and harbours and anchorages between Windsor Point (46°12′S, 166°39′E) and Waipapa Point (46°39′·6S, 168°50′·8E). The section is arranged as follows:

Windsor Point to Pahia Point (6.20).
Pahia Point to Bluff approaches (6.35).
Bluff (6.48).
Bluff Approaches to Waipapa Point (6.86).

Description of Foveaux Strait

6.16

1 Foveaux Strait is about 15 miles wide at its narrowest point between South Island and Stewart Island.

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The N side of the W entrance to the strait is encumbered with rocks and reefs; Centre Island (46°28′S, 167°51′E) is situated near the seaward edge of these dangers.

Ruapuke Island (46°46′S, 168°32′E) lies in the middle of a chain of islands, rocks and shoals which, with many tide-rips, extends across the E end of the strait. The main navigable channel passes between the chain and the coast N, and here the width is reduced to about 5 miles.

2 **Ports and harbours.** The only deep-water port is at Bluff (46°36′S, 168°21′E) (6.48) on the N side of the strait. It is not always accessible but, on the SW side of the strait, there are several excellent anchorages (6.41) and harbours which can always be entered, where vessels detained by bad weather can await opportunity to enter Bluff Harbour or pass through the strait; the more important of these harbours are:

3 Half Moon Bay (46°53′·5S, 168°09′·0E) (6.162), the Stewart Island terminus of a ferry service with Bluff, and;
Paterson Inlet (6.154).

Depths

6.17

1 Depths in the navigable parts of the strait are generally in excess of 18 m.

2 **Under keel clearance.** Under certain meteorological conditions (see 1.106 and *The Mariner's Handbook*), long period swell waves can significantly reduce under keel clearance in the Foveaux Strait.

Caution. Mariners should proceed with caution when such swell conditions are experienced.

Hazards

6.18

1 **Fishing.** See 1.9.

Marine farms, which present a hazard to navigation and not all of which are charted, have been established in the inshore waters of Foveaux Strait; see 1.29.

Natural conditions

6.19

1 **Current.** See information on Chart NZ 681.

Tidal streams, with a rising tide set generally E or, along the NE coast of Stewart Island and between that island and Ruapuke Island, generally SE; they are strongest between Bluff Harbour and Ruapuke Island. With a falling tide the directions are reversed. For details of the streams in Foveaux Strait, see information on the charts; weather conditions may considerably affect the streams in the strait. In narrow passages the streams are generally stronger.

2 **Local magnetic anomalies.** See 6.3.

Gales from between SW and NW, but mostly from NW, are frequent in all seasons. They often last many days with lulls of only a few hours.

Sea and swell. The strait is very rough during gales.

Climatic table for Invercargill (46°25′S, 168°22′E) see 1.155 and 1.166.

WINDSOR POINT TO PAHIA POINT

General information

Chart NZ 76

Route

6.20

1 From Windsor Point (46°12′S, 166°39′E) to Pahia Point (46°19′S, 167°41′E), about 44 miles ESE, the route is clear of charted dangers and apparently deep at a distance of more than 1 mile from the outer coast, but these waters have not been fully surveyed.

Topography

6.21

1 The coast is low and rocky but backed by mountains, the spurs of which almost reach the sea, as far as Sand Hill Point (46°15′S, 167°19′E); thence it is indented by Te Waewae Bay (6.29).

Natural conditions

6.22

1 **Tidal streams** (6.19) setting through Foveaux Strait are felt as far as Long Point (46°16′S, 167°06′E).

Local magnetic anomaly. See 6.3.

Winds. See 6.3.

Sea and swell. See 6.3; surf breaks constantly on the coast, as far as Sand Hill Point.

Principal marks

6.23

1 **Landmarks:**
Summit of Solander Island (46°35′S, 166°54′E) (6.26).
Mount Anglem (46°45′S, 167°55′E) (6.2).

Major lights:
Puysegur Point Light (46°09′·4S, 166°37′·6E) (5.228).
Centre Island Light (46°27′·7S, 167°50′·7E) (6.38).

Directions

(continued from 5.229)

6.24

1 Attention is drawn to the general directions at 6.5. A useful guide to a vessel's longitude when approaching the strait from W is the tongue with depths of 200 m or less over it, which extends as far as 46°42′S in about longitude 166°E.

From a position SW of Windsor Point (46°12′S, 166°39′E) the coastal route leads ESE, keeping a safe distance from the coast to avoid reefs known or reported to be extending up to 1 mile from it, whilst passing (with positions from Windsor Point):

2 SSW of a reef (2¾ miles SE), extending from Long Reef Point, about 1 mile ESE of Gates Harbour, thence:
SSW of Green Islets (7 miles ESE), which lie E of a promontory, elevation 88 m, and are so named because of their colour, thence:
SSW of the entrance to Big River (12 miles E), which may be distinguished by a break in the mountains caused by its large valley, thence:

3 SSW of a reef extending SW from Price Point, 5 cables SE of Big River entrance, thence:
SSW of Long Point (46°16′S, 167°06′E), 23 m in elevation, thence (with positions from Long Point):
SSW of rocks (4½ miles E), awash, off Wairaurahiri River, thence:

4 SSW of a reef (9½ miles E), awash, extending 1 mile SE of Sand Hill Point, 17 m high and formed of sand dunes backed by bush. The point is the S extremity of Hump Ridge, which rises to The Hump (13 miles NE). Thence:
SSW of Mid Bay Reef (14½ miles E), awash, in the entrance to Te Waewae Bay.

Thence the track leads to a position SSW of a reef extending up to 1½ miles SW from Pahia Point (46°19′S, 167°41′E), which rises to bush-covered Pahia Hill.

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Useful marks

6.25

1 Long Point Light (aluminium tower, 5 m in height) (46°16′S, 167°06′E).
Mount Aitken (46°08′S, 167°00′E), the highest summit behind the coasts.
Red Head Peak (46°45′S, 167°43′E) (6.112).
Ruahine Hill (46°22′S, 167°44′E) (6.40).
(Directions continue for Foveaux Strait at 6.39 and for Stewart Island at 6.113)

Solander Islands

Chart NZ 2411 plan of Solander Island (Hautere) (see 1.19)

General information

6.26

1 **Topography.** Solander Islands comprise Solander Island (Hautere) (46°34′·4S, 166°53′·7E), 329 m in elevation, and Little Solander Island, 147 m in elevation, 1 mile W.

Solander Island is wooded, except for its NE extremity which is a bare white rocky face. Sealers Cave on the E side of the island is deep with a large arch at its S extremity. Rocks and shoals, some of which break, lie within 5 cables of the coast on the N, W and S sides. Charted dangers on the E side extend to about 2 cables.

Little Solander Island is barren and marked with guano.

2 **Wildlife sanctuary** is established on Solander Islands. Landings are prohibited without a permit; see note on the chart and 1.51 for regulations.

Directions

6.27

1 Attention is drawn to the general directions at 6.5.

Landing place

6.28

1 During winds between SW and NW, and with care, landing could be effected on the rocky coast in the middle of the E side of Solander Island.

Te Waewae Bay

General information

6.29

1 Te Waewae Bay indents the coast between Sand Hill Point (46°15′S, 167°19′E) and Pahia Point, 15¾ miles ESE. The land on the W side of the bay is steep and cut by gorges. The head of the bay is formed by a sand and shingle beach backed by cliffs. Between the entrance to Waiau River, 13 miles ENE, in the middle of the head of the bay, and Orepuki village, 7½ miles SE of Waiau River, the cliffs are backed by bush-covered slopes cut by gullies.

2 **Natural conditions:**
Sea breaks all over the bay during S or heavy SW gales.
Swell, which is heavy, rolls in from S, even with E or W winds.

Directions

6.30

1 Te Waewae Bay has not been thoroughly surveyed and local knowledge is advisable.

The bay can be entered either side of Mid Bay Reef (46°16′S, 167°27′E), care being taken to avoid the reefs off Sand Hill Point and Pahia Point (see 6.24).

Anchorage

6.31

1 Vessels can anchor on the W side of the bay; a recommended berth, during W winds only, is in a depth of about 8 m about 1 mile NNE of Port Craig (46°13′S, 167°22′E).

Orepuki

6.32

1 Orepuki village (46°17′S, 167°45′E), in which there is a church and road and rail connections, stands on the SE corner of Te Waewae Bay.

Landing can be made in the lee of Monkey Island, 1 mile SSW of Orepuki, on a beach backed by dunes.

Waiau River

6.33

1 Waiau River entrance (46°12′S, 167°37′E) is fronted by a drying shingle bank, but a narrow channel with a depth of 0·6 m leads into the river, passing close to the NW entrance point. Numerous islands obstruct the river.

Small craft

Harbours

6.34

1 Boats can shelter:
In a good harbour on the E side of the promontory inside Green Islets (46°14′S, 166°48′E).
In a small refuge inside the reef extending SW from Price Point (46°13′S, 166°56′E).

PAHIA POINT TO BLUFF APPROACHES

General information

Charts NZ 76, NZ 68, NZ 681

Route

6.35

1 From Pahia Point (46°19′S, 167°41′E) to a position SSW of Bluff Harbour Entrance Light (46°37′·5S, 168°20′·5E), the coastal route leads ESE passing to seaward of numerous dangers lying up to 6½ miles offshore to the N. Between Pahia Point and Escape Reefs, 14 miles SE, these dangers lie scattered in depths more than 10 m but there is no recognised inshore route and no attempt should be made to navigate amongst them without local knowledge.

2 The coastal route also passes to seaward of dangers lying up to 2½ miles offshore from the N coast of Stewart Island between Putatara Point (46°43′S, 167°43′E) and West Head (46°50′·3S, 168°05′·6E), about 19½ miles ESE. Small coasting vessels running between the N point of Stewart Island and Port William (46°50′·9S, 168°05′·5E), can pass inside Newton Rock (46°48′·1S, 168°03′·6E) and other dangers SE.

Topography

6.36

1 On the N shore from Pahia Point to Wakaputa Point, 6 miles SE, the land is hilly; thence to the entrance to New River Estuary (Harbour) (46°30′S, 168°15′E) the coast is indented by several bays separated by moderately high points. The shores of the bays are sandy beaches backed by sand dunes or low sand hills. Behind the sand hills between Riverton (46°22′S, 168°01′E), at the entrance to Jacobs River Estuary, and New River Estuary the land is low with scattered trees and areas of swamp. About 5 miles E of Riverton extensive shifting sands front the coast.

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2 Between New River Estuary entrance and Lookout Point (46°38′S, 168°20′E), on the W side of the approach to Bluff Harbour, the coast is backed by rocky outcrops with scattered scrub and rises to hills, of which the most S is The Bluff (6.38).

To the S, an irregular mountain ridge, of which Mount Anglem (46°45′S, 167°55′E) (6.2) is the highest summit, extends along the NE coast of Stewart Island.

3 From Black Rock Point (46°41′S, 167°52′E) to Saddle Point, 5 miles ESE, the coast has a generally rugged rocky outline with some shingle beaches; steep spurs run down to it from Mount Anglem and from a lofty ridge W of the mountain.

A sandy beach backed by a narrow strip of level land forms the coast between Garden Point, 7¾ miles SE of Black Rock Point, and a point off which lies Gull Rock, 2 miles farther SE.

Natural conditions

6.37

1 **Local magnetic anomalies.** The normal magnetic variation is:

Decreased by 4° about 3 miles NE of Saddle Point (46°43′S, 167°59′E).

Increased or decreased by up to 7°, NW of Centre Island (46°28′S, 167°51′E).

Increased by 4° in the vicinity of position 46°35′S, 168°14′E.

2 **Current.** See information on Charts NZ 681 and NZ 6821.

Tidal streams. See 6.19 and information on Charts NZ 681 and NZ 6821.

Gales. See 6.19.

Sea and swell. See 6.19.

Principal marks

6.38

1 **Landmarks:**

Mount Anglem (46°44′S, 167°55′E) (6.2).

Steel chimney (46°35′·5S, 168°18′·4E), elevation 46 m, which is conspicuous particularly when seen from seaward, bearing between 349° and 100°.

Prominent chimney (46°35′·3S, 168°23′·0E) of an aluminium smelting plant on the E side of Bluff Harbour; the plant and a line of electricity pylons extending NNE from it are reported to give good radar echoes.

2 The Bluff (46°36′·8S, 168°20′·3E) (Chart NZ 6821) the summit of a rocky headland covered with low vegetation, which forms, from W, a prominent feature in contrast to level land in its vicinity; from a distance E it appears as an islet.

Dog Island Lighthouse (white round stone tower, black bands, 36 m in height) (46°39′·1S, 168°24′·6E).

3 **Major lights:**

Centre Island Light (white wooden tower 12 m in height) (46°28′S, 167°51′E).

Dog Island Light.

Directions

(continued from 6.25)

Charts NZ 68, NZ 681, NZ 6821

6.39

1 Attention is drawn to the general directions at 6.5.

From a position SSW of Pahia Point (46°19′S, 167°41′E) the coastal route leads generally ESE into the W entrance to Foveaux Strait. The offshore dangers on the N side of the entrance, as far as and including Escape Reefs (46°29′S, 167°57′E), are steep-to on their seaward sides and this part of the route should be navigated with particular care. Good marks for avoiding these dangers are Centre Island (46°28′S, 167°51′E) and its light, standing near the S edge of the area in which the dangers lie. In poor visibility the area should be avoided by keeping in depths of 44 m or more.

2 The route through the W entrance to the strait passes (with positions from Centre Island Light):

Clear to seaward SSW of Fish Reef (6 miles WNW), over which the sea breaks, thence:

SSW of Hapuka Rock (1¼ miles WSW) and the 13·9 m patch lying 5 cables SW, thence:

NNE of a rock, which dries 0·8 m, which is the outer danger of Bishop and Clerk Islands group (12½ miles SSW) where there are strong tide-rips in the vicinity, thence:

3 SSW of Escape Reefs (3¼ miles ESE), lying on the E side of a bank on which there are rocks up to 4 m high, thence:

NNE of foul ground extending from Black Rock Point (13½ miles S), close W of which is a prominent white patch, thence:

SSW of a 13 m deep rocky shoal (10½ miles ESE), lying in the approaches to Riverton (6.42) and New River Estuary (6.45), thence:

4 NNE of Saddle Point (16½ miles SSE), a low rounded point, thence:

NNE of Newton Rock (depth 3·8 m) and an 8·1 m patch, 2 miles NW and 1 mile N respectively from West Head (46°50′·0S, 168°05′·4E) and:

SSW of Lookout Point (46°37′·5S, 168°19′·6E), near the S point of The Bluff (6.38), avoiding a bank with a least charted depth of 12·2 m over it, which extends 1 mile SE, if deep-draught, or proceed direct to the Bluff Harbour pilot boarding place (46°39′S, 168°20′E).

5 The recommended route for vessels carrying oil and other potentially harmful bulk liquid cargoes to Bluff Harbour is to remain at least 5 miles S of Centre Island, thence proceed to the pilot boarding position. See 6.4

Useful marks

6.40

1 Pahia Hill (46°19′S, 167°42′E) (6.24).

Red Head Peak (46°45′S, 167°43′E) (6.112).

Ruahine Hill (46°22′S, 167°44′E), which is bush-covered on the SE side.

Oraka Point (46°24′S, 167°53′E), which is a bare cliff.

Bluff Harbour Entrance Light (46°37′·5S, 168°20′·5E) (6.69).

North Head (46°44′S, 168°32′E) (6.91).

Ackers Point Light (46°53′·7S, 168°09′·8E) (6.149).

(Directions continue for the coastal route at 6.91 and for Bluff Harbour at 6.69 (S approach). Directions for the N approach to Bluff Harbour are given at 6.73)

(Directions for Riverton are given at 6.43, for New River Estuary at 6.46, for Port William at 6.170 and for the coastal route NE of Stewart Island at 6.147)

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Anchorages

Charts NZ 68, NZ 6823 (see 1.19)

Saddle Point to Port William

6.41

1 Vessels can anchor as convenient off the coast between Saddle Point (46°43′S, 167°59′E) and West Head, 8 miles SE, clear of the dangers lying offshore.

2 The quietest anchorage is off the sandy beach between Garden Point (46°47′S, 168°00′E) and Gull Rock, 2 miles SE. In severe weather, the best berth is off Garden Point in a depth of 26 m with the highest point of Saddle Point, 3½ miles N of Garden Point bearing 324°. These anchorages are not much affected by W winds in Foveaux Strait or by ocean swell (see 6.3) but do experience the strong tidal flows along the coast, and in storms may be buffeted by offshore winds.

Small craft

Chart NZ 681

Riverton

6.42

1 **General information.** Riverton (population about 1450) (46°22′S, 168°01′E) is a small fishing port at the entrance to Jacobs River Estuary, on the N side of Foveaux Strait.

The port is entered from S on the alignment of leading lights over a bar at the entrance, and over drying banks within the entrance, thence through a narrow channel.

Road and rail bridges span the estuary 5 cables within the entrance.

Small craft drawing not more than 1·0 m can enter the port at HW.

2 **Tidal streams** have a rate of about 3 kn.

Local magnetic anomaly. The normal magnetic variation is increased by 2° in the approach to Riverton.

6.43

1 **Directions for approach.** From a position on the the coastal route the track through the approaches to Riverton leads generally N, between Escape Reefs (46°29′S, 167°57′E) and Halfway Rocks, 8 miles E, passing (positions given from Howells Point (46°23′S, 168°02′E)):

2 Either side of a rock (9 miles SSE) with a depth of 13 m over it, thence:

Clear of a rock (5¾ miles SSE) with a depth of 15 m over it, thence:

E of an 8 m shoal (4½ miles SSW), thence:

E of a rock (1¼ miles SSW), 3 m high, thence to a position E of Howells Point, a cliff with sand hills 35 m high on its S side, near which Howells Point Light (white column, 4 m in height) is exhibited.

3 **Directions for entry.** Recent local knowledge is essential for entry to Riverton as the channel shifts.

Leading lights:

Front light (white triangle, point up, on beacon 3 m in height) (46°21′·3S, 168°01′·5E).

Rear light (white triangle, point down, on beacon 3 m in height) (¼ cable NW of front light).

The alignment (307¼°) of No 1 Reach Leading Lights, situated close NE of the harbour entrance, indicates the channel over the bar.

4 Front light (white triangle, point up, on beacon 3 m in height) (46°21′·6S, 168°01′·3E).

Rear light (red triangle, point down, on beacon 3 m in height) (close WSW of front light).

The alignment (249½°) of No 2 Reach Leading Lights on the S entrance point leads into the entrance channel over a drying bank.

6.44

1 **Anchorage.** Craft waiting for the tide in order to enter harbour can anchor about 1 mile off the entrance, but should not lie here during S or E winds.

Berths at Riverton:

Wharf on S side of estuary; craft take the ground at some berths.

Jetty serving a fish processing plant, on N side.

Other facilities. Hospital in Riverton.

New River Estuary

6.45

1 **General information.** New River Estuary (Harbour) entrance (46°30′S, 168°15′E) lies on the N side of Foveaux Strait. The harbour is approached from W and entered over a shifting bar for which there are no aids to navigation. It is used by small pleasure craft only.

Invercargill , the capital of the Southland Region of New Zealand, (population 91 005 (2001)) stands on the E side of the harbour, 7 miles within the entrance. A road bridge spans the harbour at Invercargill.

2 **Tidal levels.** Mean spring range about 2·4 m; mean neap range about 1·8 m.

See the relevant *Admiralty Tide Tables* for the latest information.

Tidal streams in the harbour attain rates from 2 to 3 kn.

Gales from W raise the normal tidal levels by 0·6 m to 0·9 m.

Climatic table for Invercargill see 1.155 and 1.166

6.46

1 **Directions**. Recent local knowledge is essential for entry to New River Estuary, owing to the shifting nature of the bar and channel, and the strength of the tidal streams. Entry should only be attempted at HW, in moderate weather.

From the coastal route, the estuary is entered through a position about 5 cables N of Omaui Island (46°31′S, 168°13′E), whence the track leads E, passing over the bar between:

2 Steep Head, close E of Omaui Island, which rises to Three Sisters hill, and;

A sandspit, 9 cables ENE of Omaui Island, on which there are heavy breakers; the spit extends over 1 mile seaward of the N entrance point which is formed of low sand dunes covered with coarse vegetation.

3 **Useful mark:**

Water tower (red light) (46°25′S, 168°22′E), in Invercargill.

Berth. Disused wharf at Invercargill, on the E side of the harbour, immediately above the road bridge.

Other facilities. Hospital at Invercargill.

Communications. Internal air service from local airport.

Harbour

6.47

1 The entrance to Murray River (46°46′·9S, 168°00′·0E), where there is a derelict wharf, makes a good boat harbour.

BLUFF

General information

Chart NZ 6821

Position

6.48

1 Bluff (46°36′S, 168°21′E) is a natural harbour, parts of which are dredged, lying in the middle of the N side of Foveaux Strait. The port of Bluff lies on the S shore of the harbour.

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Function
6.49

1 Bluff is the port for Southland and the farthest S deep-water port of New Zealand. It is a commercial and customs port, the South Island terminus of the Foveaux Strait ferry service and base for the Foveaux Strait crayfish and oyster fishing fleet, of which there are about 300 registered craft. Main commodities handled by the port are:

2 Exports: aluminium, animal by-products, fertilizers, fish, frozen meat, wool, grain, wood chips, logs and lumber; total 667 755 tonnes in 1998.

Imports: bulk materials for the aluminium smelter, petroleum products, raw fertilizer; total 1 236 313 tonnes in 1998.

Bluff has a population of about 2630.

Port limits
6.50

1 The seaward limit is the arc of a circle, radius 3 miles, centred on Stirling Point (46°36′·7S, 168°21′·6E).

Approach and entry
6.51

1 The harbour is best approached from S and entered by South Channel (46°37′·7S, 168°21′·2E), which leads through the entrance, between Stirling Point and Tiwai Point, 6½ cables N, into harbour. The entrance can also be approached by vessels of moderate draught from E, through North Channel, between Davey Shoal (46°36′·5S, 168°21′·9E) and the coast N.

Traffic
6.52

1 In 2003, 173 port calls were recorded totalling 4 949 259 dwt.

Port Authority
6.53

1 **Port Authority** is South Port New Zealand Ltd, represented by a Harbour Master.

Postal address: PO Box 1, Bluff, Southland, NZ.

E-mail address: info@southport.co.nz

Office is at N end of Island Harbour Bridge (6.66).

Limiting conditions

Depths
6.54

1 **Controlling depths:**

South Channel: 8·5 m in No 3 Reach (6.74) on the leading lines.

North Channel: 6·4 m in the fairway.

Dredged areas may not be regularly maintained; the latest depths should be obtained from the Harbour Master.

Deepest and longest berth
6.55

1 Tiwai Wharf (6.79).

Tidal levels
6.56

1 Mean spring range about 2·1 m; mean neap range about 1·4 m.

See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels
6.57

1 Tsunamis (see 1.50) may affect Bluff Harbour. Warning is given verbally. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water
6.58

1 Density of water in the harbour is 1·025g/cm^3.

Maximum size of vessel handled
6.59

1 **South Channel:**

Length:	198 m.
Breadth:	29 m.
Draught:	9·7 m at HW. 7·0 m at LW.

Draught may be increased to 10·0 m, depending on the height of HW, and up to 8·0 m depending on the height of LW. For vessels entering and leaving harbour at HW in daylight, length may be increased to 225 m and breadth to 34 m on a reduced draught as determined by the Harbour Master.

2 **North Channel:**

Length:	75 m.
Draught:	7·0 m at HW. 5·5 m at LW.

Local weather
6.60

1 **Fog** is not frequent but may be expected in spring and autumn.

Winds from W prevail; the harbour is well sheltered from them, but winds with speeds up to 60 kn are experienced, closing the harbour for three days a year, on average.

Arrival information

Port operations
6.61

1 Vessels of maximum size can enter and leave harbour by day or night, subject to the following restrictions:

Automotive gasoline and low flash point cargo tankers, laden or empty, and vessels carrying explosives may be handled at all hours depending on prevailing conditions.

Vessels are not handled in darkness in severe weather conditions.

Before entering, port radio should be called to ascertain whether an outward bound vessel is in the entrance channel.

2 Vessels generally enter from 30 minutes before HW until the time of HW, or from 45 minutes before LW, so as to berth at slack water (see 6.67 for times). Entry should not be attempted during the full strength of the tidal stream.

Vessels usually berth bows W, except at No 1 Ro-Ro berth (6.79).

Port radio.
6.62

1 Bluff Harbour Radio, see *Admiralty List of Radio Signals Volume 6 (4)*.

Tidal stream information is passed to vessels from this station, on request. Masters exempted from pilotage, in vessels entering harbour at LW, can obtain the height of the tide on request.

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Charts NZ 68, NZ 6821

Anchorages

6.63

1 **Waiting anchorage.** In fine weather, a recommended anchorage for an inward bound vessel waiting for the tide is in depths of about 22 m with Entrance Light (46°37′·5S, 168°20′·5E) (6.69) bearing about 320° distance 1¼ miles.

Good anchorage for a vessel delayed longer than 6 hours is from 5 to 6 miles E of Dog Island in depths from 14 to 18 m; plenty of cable and both anchors may be needed. In the event of the anchors not holding a vessel is recommended to heave-to on a line joining Dog Island Light and Waipapa Point Light, 18 miles E. Both lights are usually visible in the driving rain of a gale, day or night, for a distance over 6 miles. In Toetoes Bay, N of the line a vessel will be out of the ocean swell.

2 Other good anchorages, with shelter from the most severe W weather, are available under the lee of Stewart Island, less than 20 miles from Bluff Harbour; for details, see 6.41.

Quarantine anchorage is in the open roadstead within 3 miles of Stirling Point, or as directed by the Port Authority.

Explosives anchorage for a vessel carrying more than 5 tonnes of explosives will be designated by the Port Authority.

3 **Harbour anchorage.** Vessels may only anchor in the harbour in emergency. The area available for ocean-going vessels extends about 5 cables NW of the harbour entrance and is generally narrow and confined.

Caution. An abandoned submarine telegraph cable exists between Dog Island and the coast N.

Pilots

6.64

1 **Pilotage district.** The seaward limit of pilotage is the arc of a circle, radius 2 miles, centred on Stirling Point (46°36′·7S, 168°21′·6E).

Pilotage is compulsory for all vessels over 100 grt unless exempted by law. Pilots are available at any time that weather and tidal conditions are suitable for entry.

2 **Pilot boarding places.** Pilots for South Channel normally board 1½ miles SSW of Entrance Light (46°37′·5S, 168°20′·5E) (6.69). Arrangements are communicated by the port radio station or pilot-boat but, in any event, only exempted vessels may proceed inward of Entrance Light without a pilot.

Pilots for North Channel normally board 2 miles ESE of Tiwai Rocks (46°36′·2S, 168°22′·4E).

3 **Pilot vessel** *Awarua* is 14 m LOA, painted green with a white wheelhouse.

Caution. Vessels stopping off the harbour to embark a pilot for South Channel are warned not to approach the 10·0 m depth contour too closely, nor to enter the red sector (247½°–342°) of Entrance Light when within 1 mile of the light at night as the in-going tidal stream sets strongly on to Entrance Shoal for up to 2 hours after HW at Bluff.

Tugs

6.65

1 Two Voith propelled tugs equipped with VHF, fire-fighting and deep-sea salvage are available. A tug is usually required for berthing. For normal towage tugs use their own lines.

Harbour

General layout

6.66

1 Bluff Harbour consists of two large arms which, from the narrows of the entrance (46°36′·2S, 168°21′·5E), extend 3½ miles N and 6½ miles E, the latter into Awarua Bay. The harbour is bounded, on the SW, by the hilly peninsula which terminates in The Bluff, and on the N by low flat land, covered with scrub, peat swamp and numerous ponds. The greater part of the harbour dries and the navigable area, including channels through the arms, is small.

2 The principal berths and port services are at Island Harbour, an artificial island on the SW side of the harbour, about 1 mile within the entrance. The island is connected to Bluff, on the mainland, by a road and rail bridge with a vertical clearance of 3·6 m. There are other, specialised berths and facilities, at Town Wharf and Ferry Wharf (SE of Island Harbour) and at Tiwai Wharf (E of Island Harbour); the latter serves an aluminium smelting plant on the mainland close E.

3 **Dredging** is undertaken in an area E of Island Harbour, and in a swinging basin NW of the dredged area, as shown on the chart.

Development. Depths are maintained (2004) in the approaches to the wharves and berths of Island Harbour and Town Wharf, as shown on the chart.

Tidal streams

6.67

1 See information on the chart. Off the entrance to South Channel (6.69), and in the channel, the tidal streams are strong; both the in-going and out-going streams can attain rates up to 7 kn in the narrows of the entrance, at spring tides with extreme ranges of about 3 m. Both streams set fair through the channel, causing heavy tide-rips in the channel N of Stirling Point (43°36′·7S, 168°21′·6E) and off Channel Rocks, 6 cables N.

2 At the inner end of the entrance channel slack water occurs about +0030 HW and +0030 LW Bluff.

In shallow water N and E of No 4 Light-beacon, 1·1 miles NNW of Stirling Point, the streams are weaker than in the main channel, the out-going stream setting S and the in-going stream setting N.

3 In the harbour NW of Town Wharf (46°35′·9S, 168°20′·6E), between Island Harbour and Front No 3 Light-beacon, the out-going stream attains a maximum rate of 1¼ kn and sets S. To N of the wharf both streams are weak, the out-going stream attaining a rate of about 1 kn, but about ½ cable off the wharf this stream has a maximum rate of 2½ kn, setting 120° along the wharf; the in-going stream sets in the opposite direction at a maximum rate of ½ kn. The strength of the out-going stream is largely due to a current which sets SE through the channel between Island Harbour and the mainland S as shown on the chart.

4 Off Tiwai Wharf eddies can alter the direction of the in-going stream by up to 90°.

In the vicinity of No 3 Reach front leading light, at –0420 HW Bluff, the rate of the in-going stream suddenly increases to 3¾ kn for about 40 minutes.

In the vicinity of the basin entrances there are unpredictable eddies with rates up to ½ kn.

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Local magnetic anomalies

6.68

1 Local magnetic anomalies causing fluctuations to the normal magnetic variation exist in areas noted on Charts NZ 68 and NZ 681.

A local magnetic anomaly which increases the normal magnetic variation by up to 140° exists at No 2 Berth, Island Harbour; see Chart NZ 6821.

Directions for South Channel

(continued from 6.40)

Approach

6.69

1 From the Bluff Harbour pilot boarding place (46°39′S, 168°20′E) the track for vessels proceeding into Bluff leads NE passing:

NW of a 14·8 m depth, 2 miles SE of Bluff Harbour Entrance Light (white truncated pyramid, red stripe, on wooden tower, 6 m in height) (46°37′·5S, 168°20′·5E), in the S approach to Bluff Harbour and clear of a 14·2 m depth, 9 cables farther SE, if deep-draught. Thence:

2 SE of a bank, which extends 5 cables SSE of Entrance Light, with a least charted depth of 12·2 m over it, thence to a position in the approaches to S Channel.

South Channel is entered between Entrance Light and Entrance Shoal, about 7 cables E.

South Channel consists of three reaches, marked by leading light-beacons, which should be kept in transit owing to the proximity of shoals to the channel.

3 **No 1 Reach leading light-beacons:**

Front No 1 Light-beacon (white metal framework pyramid tower, 4 m in height) (46°36′·2S, 168°22′·4E), on Tiwai Rocks.

Rear No 1 Light-beacon (white metal framework pyramid tower, 12 m in height) (6 cables NE of front light).

Both lights are exhibited by day and night.

4 From a position about 1 mile S of Bluff Harbour Entrance Light (white truncated pyramid, red stripe, on wooden tower, 6 m in height) (46°37′·5S, 168°20′·5E) the alignment (031°) of these light-beacons leads NE into South Channel along the middle of No 1 Reach, passing (with positions from Entrance Light):

WNW of a 4·2 m depth (8 cables ENE) at the W end of Entrance Shoal; there may sometimes be lesser depths than charted in the vicinity of this shoal which, with a heavy sea running, is a mass of broken water with heavy breakers. Thence:

5 ESE of a light-buoy (port hand) (1 mile NE) which marks foul ground extending about 1 cable SE from Stirling Point, but the position of which is liable to change, thence to a position:

ESE of Stirling Point on which a light (7 m in height) is exhibited from the roof of a disused signal station.

Bluff – Stirling Point Light (6.70)

(Original dated 1998)

(Photograph – Port of Bluff)

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Bluff – No 2 Reach Leading Light–beacons from SSE and No 1 Light–beacon (6.70)

(Original dated 1998)

(Photograph – Port of Bluff)

Bluff – South Davey Buoy (6.70)

(Original dated 1998)

(Photograph – Port of Bluff)

6.70

1 **No 2 Reach Leading Light-beacons:**

Front No 2 Light-beacon (white triangular structure) (46°36′·0S, 168°21′·7E), on the W end of Tiwai Point peninsula.

Rear No 2 Light-beacon (white triangular structure) (1 cable NNW).

2 From a position ESE of Stirling Point (46°36′·7S, 168°21′·6E) and W of South Davey Light-buoy (starboard hand), moored about 3 cables ESE of Stirling Point, the alignment 351° of these light-beacons leads through No 2 Reach into No 3 Reach, passing W of Davey Shoal, thence to a position about 1½ cables SSW of Tiwai Point.

No 1 Light-beacon (starboard hand), 1½ cables SSE of Front No 2 Light-beacon, stands close E of this alignment.

Entry

6.71

1 **No 3 Reach Leading Light-beacons:**

Front No 3 Reach Light-beacon (white tower on pile) (46°35′·5S, 168°20′·6E), standing on the NE side of the dredged area off Island Harbour.

Rear No 3 Reach Light-beacon (white tower on metal structure) (2 cables NW of front light).

From a position NW of Davey Shoal, the alignment (313¼°) of these light-beacons leads through No 3 Reach to the port area passing between:

2 On the NE side, Nos 1, 2 and 3 Light-beacons (starboard hand), which mark the edge of foul ground bordering Tiwai Point peninsula, and:

On the SW side, Channel Rocks Light-beacon (port hand) (46°36′·2S, 168°21′·5E), Argyle

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Bluff – No 3 Leading Light–beacons (6.71)

(Original dated 1998)

(Photograph – Port of Bluff)

Light-beacon (port hand), 1¾ cables NW and Tidal Beacon (port hand), 3 cables NW. The latter two light-beacons mark the extremities of shoal water extending NE and N from Burial Point (46°36′·2S, 168°21′·1E).

3 **Caution.** If entering with a strong in-going tidal stream great care must be exercised, especially when rounding Tidal Beacon; if the bow gets into slack water with the stern in the full strength of the tide, a vessel may be turned right round.

6.72

1 **Useful mark:**

War Memorial (46°36′·1S, 168°21′·1E), NW of Burial Point.

Directions for North Channel

Approach

6.73

1 From the coastal route E of the spit extending 3¼ miles E of Dog Island (46°39′E, 168°25′E) (6.96), North Channel should be approached through a position about 2¼ miles S of Bushy Point (45°36′·4S, 168°31′·1E) upon which a light is exhibited (6.90).

2 **Leading line.** The bearing, about 293° of No 1 Reach Front Light-beacon (46°36′·2S, 168°22′·4E) on Tiwai Rocks, leads through the approach to North Channel, passing (with positions from No 1 Reach Front Light-beacon):

In a depth of about 8·2 m (4 miles ESE) across Dogs Tongue, a rocky ridge which extends between Dog Island and the coast, 3½ miles NE, thence:

SSW of an outfall pipeline (1½ miles ENE) marked by a buoy (special) about 1 cable S of the coast, thence:

NNE of a 4·4 m patch (1 mile SE) on Anchor Ridge, thence to a position about 3 cables SE of Tiwai Rocks.

3 Vessels requiring a pilot remain at the pilot boarding place (2 miles ESE).

Entry

6.74

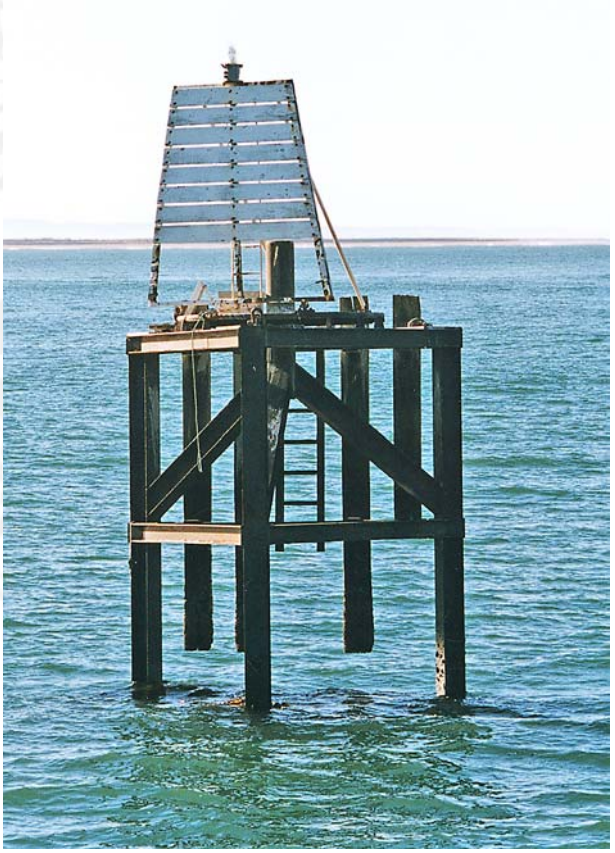
1 Local knowledge is required for North Channel (46°36′·5S, 168°22′·5E).

From a position about 3 cables SE of Tiwai Rocks the track leads WNW through North Channel into No 3 Reach of South Channel, passing (with positions from Tiwai Rocks):

About 1 cable SSW of the rocks, thence:

Midway between Inner Davey Light-beacon (3¾ cables WSW) and No 1 Light-beacon (starboard hand), 4¾ cables W, whence the directions at 6.73 should be followed.

2 **Caution.** Outer Davey Light-beacon (46°36′·4S, 168°22′·0E), and Inner Davey Light-beacon (1¼ cables NW) and the light-beacons marking No 3 Reach may be difficult to see at night due to shore lighting, especially when using North Channel.



Bluff – Inner Davey Light–beacon (6.74)

(Original dated 1998)

(Photograph – Port of Bluff)

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Bluff – Outer Davey Light–beacon (6.74)

(Original dated 1998)

(Photograph – Port of Bluff)

Harbour directions

Ferry Wharf and Town Wharf

6.75

1 **Caution.** The in-going and out-going tidal streams set strongly across the line of approach (about 265°) to Ferry Wharf (46°35′·9S, 168°20′·8E) and also the approach to Town Wharf, close NW; care must be taken not to be set S. Ferry Light-buoy (N cardinal) is moored 1½ cables E of the E end of Town Wharf. It marks the N limit of shoal water extending N from the shore.

Tiwai Wharf

6.76

1 From a position in No 3 Reach W of No 3 Light-beacon (starboard hand) the track to Tiwai Wharf (46°35′·5S, 168°20′·9E) leads NNW, passing W of No 4 Light-beacon (starboard hand), 2 cables SE of the wharf, which marks the edge of shoal water.

Island Harbour

6.77

1 **Leading lights.** From SE of Front No 3 Reach Leading Light-beacon (46°35′·5S, 168°20′·6E), at the inner end of the reach the alignment (279°) of leading lights (white triangles, point, down), situated 21 m apart close W of No 6 berth (46°35′·5S, 168°19′·9E), leads into the N basin of Island Harbour; the lights are exhibited when required.

Departure

6.78

1 **Leading light-beacons:**

Inner Davey Light-beacon (white triangle on black dolphin) (46°36′·3 S, 168°21′·9E), situated at the N end of the shoal.

Outer Davey Light-beacon (white hut on black dolphin) (1¼ cables SE of front light).

The alignment (133¼°) of the leading light-beacons on Davey Shoal leads outwards through No 3 Reach.

Berths

Chart NZ 6821

Wharves

6.79

1 The maximum length and draught of vessels which can be accommodated at Bluff wharves are as follows:

Ferry Wharf No 17 (46°35′·9S, 168°20′·8E); maximum length 150 m; draught 6·5 m.

Town Wharf No 11 (46°35′·8S, 168°20′·7E); maximum length 192 m; draught 9·7 m.

Island Harbour No 8 (46°35′·4S, 168°20′·1E); maximum length 198 m; draught 10·5 m. No 4 and No 2 Cross Berth are Ro Ro.

Tiwai Wharf (46°35′·5S, 168°20′·9E); maximum length 225 m; draught 11 m.

2 Height of berths above MLWS is about 4·4 m except for Ferry Wharf, 5·0 m, No 8 berth, 3·8 m and Tiwai Wharf, 5·7 m.

Road access and rail track at berths except Nos 6, 7, 8 and Tiwai Wharf.

Fishing vessel berths

6.80

1 There are berths for fishing vessels:

On S side of W part of Town Wharf.

E of Island Harbour Bridge, on the S side of Island Harbour and on the mainland shore.

Port services

Repairs

6.81

1 Major repairs can be effected; diver available for inspections only.

Ship lift at the NE corner of Island Harbour; particulars are:

Length of platform	40·26 m
Breadth of platform	13·4 m
Lifting capacity	1050 tonnes
Max draught of vessel	6·0 m

Other facilities

6.82

1 Tide gauge S face of Town Wharf.

Compass adjustment.

Issue of de-ratting and exemption certificates.

Hospital at Invercargill.

Limited facilities for reception of oily waste.

Refuse disposal for foodstuff only.

Comprehensive salvage equipment.

Supplies

6.83

1 Fuel and lubricating oil; fresh provisions; fresh water at all berths.

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Communications

6.84

1 Regular ferry service with Stewart Island.
Regular internal air service from Invercargill airport, distant 32 km.

Small craft

Chart NZ 681

Channel to Awarua Bay

6.85

1 **Controlling depth** is 3·0 m.

Tidal streams attain a rate of 1½ to 2 kn in the direction of the channel.

Directions. The channel is unmarked and local knowledge is required. The track leads N from Island Harbour, passing SE of an islet lying 3 cables SE of Tikore Island (46°34′S, 168°19′E) and then E into Awarua Bay beneath a bridge with a vertical clearance of 1·5 m. There are overhead power cables on both sides of the bridge.

Moorings are laid between Tikore Island and the mainland W.

BLUFF APPROACHES TO WAIPAPA POINT

General information

Charts NZ 68, NZ 681

Routes

6.86

1 From a position SSW of Bluff Harbour Entrance Light (46°37′·5S, 168°20′·5E) the route leads E passing S of Dog Island, 3 miles SE, and between Bushy Point (46°36′·4S, 168°31′·1E) and Ruapuke Island, 8 miles S, to Waipapa Point (46°39′·6S, 168°50′·8E), a distance of about 20 miles. Both the main coastal route and the route from Bluff North Channel pass between the mainland and Ruapuke Island group.

Topography

6.87

1 **Mainland.** From the entrance to Bluff Harbour (46°36′S, 168°22′E) to Bushy Point Light (6.90), 6½ miles E, the coast is a steep shingle beach, backed by low sand dunes with sparse vegetation. The shore of Toetoes Bay, which indents the mainland between Bushy Point and Waipapa Point, is generally low. Waituna Lagoon, 4 miles NE of Bushy Point, is fronted by low land covered with sparse scrub and swamp; the entrance to the lagoon is subject to frequent change. Toetoes Harbour, 11½ miles E of Bushy Point, is fronted, W of its entrance, by sand hills 9 to 18 m high. For about 3 miles NNW of Waipapa Point the coast is formed by low, grass-covered hills.

2 **Ruapuke Island** (46°46′S, 168°31′E) is flat in the centre with a general elevation of about 40 m, but there are hummocks of somewhat greater elevation on the N, S and W extremities. Stunted trees cover the island.

Depths

6.88

1 There is a least known depth of 17·0 m (46°41′S, 168°38′E) along the recommended track (6.91).

Natural conditions

6.89

1 **Tidal streams.** See 6.19 and information on the chart.

Local magnetic anomalies. See 6.3. The normal magnetic variation is decreased by 2° ESE of Dog Island (46°39′S, 168°25′E).

Gales. See 6.19.

Sea and swell. See 6.19.

Principal marks

6.90

1 **Landmarks:**
Mount Anglem (46°44′S, 167°55′E) (6.2).
The Bluff (46°36′·9S, 168°20′·3E) (6.38).
Prominent chimney (46°35′S, 168°23′E) (6.38).
Bushy Point Light-structure (grey metal framework tower, 12 m in height) (46°36′·4S, 168°31′·1E).
Dog Island Lighthouse (46°39′·1S, 168°24′·6E) (6.38).

Major lights:
Dog Island Light.

Directions

(continued from 6.40)

Main coastal route

6.91

1 From a position SSW of Bluff Harbour Entrance Light (46°37′·5S, 168°20′·5E) (6.69), the route leads E, passing a 14·8 m depth (with positions from Dog Island Light (46°39′·1S, 168°24′·6E)):
S of a 14·8 m depth (2 miles W), thence:
S of a 14·2 m depth (1½ miles SW), thence:
S of Dog Island at a safe distance to avoid a spit with a least charted depth of 4·8 m which extends 6 cables S from the island, thence:
N of Bird Island (7 miles S), which is the W island of Ruapuke Island group, thence:

2 **Leading line.** Thence from a position about 2¾ miles S of Dog Island Light, the bearing, about 083°, of Waipapa Point Light (white wooden tower, 13 m in height) (46°39′·6S, 168°50′·8E) ahead, or about 263°, of Mount Anglem (46°44′S, 167°55′E) (6.2), astern, leads between a spit with depths between 2·3 and 8·4 m over it, extending 2¾ miles E from Dog Island, and Ruapuke Island (7 miles SE), to a position in the E approach to Bluff Harbour about 5 miles S of Bushy Point Light (46°36′·4S, 168°31′·1E). The point is low but, in addition to the light, there is a prominent patch of scrub on it. The track passes:

3 N of a bank with a least depth of 13·2 m over it (5½ miles SSE) lying off White Island, which are the NW dangers of Ruapuke Island group, thence:
N of North Head (46°44′S, 168°32′E), a cliff which rises to a hummock, and around which there is a heavy tide race, thence (with positions from North Head):
N of a 10·9 m shoal (3¼ miles ENE), thence:

4 N of Topi Rock (46°44′S, 168°37′E), which is not marked by kelp and is the most dangerous rock on the E side of Ruapuke Island, thence:
N of Fairchild Rock (5 miles ENE) and a 6·2 m patch (6¼ miles ENE), which are the outer dangers of Ruapuke Island group, thence:

5 **Leading line.** Thence from a position between Ruapuke Island and the coast NE, about 6 miles from Waipapa Point, the bearing, about 298°, of Bushy Point Light, astern, leads through the E entrance to the strait, passing:
Midway between the 6·2 m patch (see above) and foul ground bordering Waipapa Point (46°39′·6S, 168°50′·8E), which is a sandy point, about 14 m high, backed by bush-covered dunes, and may be identified from a distance of about 5 miles.

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6 Thence the track leads to a position clear S of Waipapa Point, off which the sea is reported to break heavily in depths from 12 to 18 m, noting the 19·4 m rocky patch, 4¼ miles SW of the point.

7 **Westbound vessels.** The recommended route for vessels carrying oil and other potentially harmful bulk liquid cargoes to Bluff Harbour is:

From E remain at least 3 miles off Slope Point (46°40′·5S, 169°00′·0E), thence (with positions from Slope Point):

3 miles off Waipapa Point (6 miles W), thence:

1½ miles S of Dog Island (24 miles W), thence to the pilot station.

8 In bad weather, the dangers extending from Ruapuke Island may make the approach to Foveaux Strait from E, between Waipapa Point (46°39′·6S, 168°50′·8E) and Shelter Point, 37 miles SW, rather formidable to a stranger. The channels on both sides are, however, wide and clear and, if Ruapuke Island can be passed in daylight, passage W should present no difficulty (see 6.4).

(Directions for the coastal route E of Foveaux Strait are given in the reverse direction at 10.241)

Route from North Channel of Bluff Harbour

6.92

1 A vessel leaving Bluff Harbour by North Channel should proceed in the reverse order of the directions at 6.73 to a position about 2¼ miles S of Bushy Point (46°36′·4S, 168°31′·1E), and clear E of a spit with depths between 2·3 and 8·4 m over it, extending 2¾ miles E from Dog Island (46°39′S, 168°25′E), to join the main coastal route W of Waipapa Point.

Useful mark

6.93

1 Bluff Harbour Entrance Light (46°37′·5′S, 168°20′·5E) (6.69).

Cautions

6.94

1 When navigating the channel between Waipapa Point and the dangers extending from Ruapuke Island, care should be taken to allow for the tidal stream; see information on chart.

See also 6.99 regarding navigation in the vicinity of Ruapuke Island group.

Anchorages

6.95

1 See 6.63 for anchorages off Dog Island.

Dog Island

Chart NZ 6821

General information

6.96

1 Dog Island (46°39′·1S, 168°24′·6E), elevation 15 m, is situated about 3 miles SE of the entrance to Bluff Harbour. The island is fringed by a reef of rocks outside which there are very thick beds of kelp. The sea often breaks heavily around the island especially on the E side and on a rock with a depth of 1·1 m over it, 3½ cables N of the W extremity of the island.

Berths and facilities

6.97

1 **Anchorages.** See 6.63.

Landing places. The main landing place is a ramp on a stony beach in a small bight on the N side of the island. The landing should only be approached with local knowledge owing to the large number of rocks and thick kelp in the vicinity.

2 In favourable weather landing can also be made by small boat on a beach in a small bay E of Dog Island Light; care must be taken, especially at HW, as the sea often falls heavily on the beach.

Facilities: ramp and boat shed near the main landing place; airstrip.

Ruapuke Island

Description

6.98

1 The only recommended anchorage on the E side of Ruapuke Island (46°46′S, 168°31′E) is between foul ground bordering this side of the island and Green Island, 1 mile E. This anchorage is safe and comfortable with W or SW winds. With strong S winds a swell rolls in and may break over some islets that lie on or near a shallow spit between the S end of Green Island and Ruapuke Island. There is some protection from E winds but vessels should not remain here in these conditions; better anchorage is afforded by the bays on the W side of the island and the safe harbours of Stewart Island (see 6.105).

Caution

6.99

1 Most of the numerous dangers in the vicinity of Ruapuke Island (46°46′S, 168°31′E) (6.87) are above-water and, unless intending to anchor off the island (see 6.98), it should be given a wide berth. Local knowledge is required for the channels inside the dangers; these channels are suitable for small vessels only.

See also general directions at 6.5.

Directions

6.100

1 Approaching the anchorage, described at 6.98, from a position to the E on the main coastal route S of Waipapa Point (46°39′·6S, 168°50′·8E), Green Island (46°46′S, 168°34′E) (6.151), with Seal Rocks, 1 mile NE, can usually be identified at a distance of about 7 miles. The track passes (with positions from Green Island):

Clear S of a 10·2 m shoal (3 miles ENE), thence:

Clear S of Seal Rocks (1 mile NE) (6.151) whence the track to the anchorage leads NW, passing,

Round the N end of Green Island, thence to a position:

Between Green Island and a 2·8 m patch (7 cables WNW).

Small craft channels

6.101

1 There is a boat passage between Topi Island (46°46′S, 168°28′E) and the W extremity of Ruapuke Island.

Between White Island (46°45′S, 168°28′E) and Ruapuke Island there is a narrow passage with a depth of 7·3 m.

Anchorage

6.102

1 The recommended berth is in a depth of about 11 m, sand, 4 cables W of the N extremity of Green Island.

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Vessels should not attempt to anchor closer to Ruapuke Island on account of the foul ground, over which the sea breaks in bad weather, extending from that island.

Small craft

Harbours

6.103

1 **Toetoes Harbour.** In the entrance to Toetoes Harbour (46°35′S, 168°48′E), at the head of Toetoes Bay, there is a shifting bar with a depth of 0·6 m over it. Recent local knowledge is required for entry.

2 **Waipapa Point.** There is a boat harbour inside a reef on the W side of the Waipapa Point.

Ruapuke Island

6.104

1 Boats can land on the S side of Parangiaio Point (46°46′·3S, 168°32′·7E), the SE extremity of Ruapuke Island.

A sandy beach in Henrietta Bay (46°47′S, 168°30′E), on the SW side of Ruapuke Island, provides a well-sheltered landing place for boats. The S approach to the bay, between South Islets (46°48′S, 168°30′E) and Hazelburgh Group, 1¼ miles SW, is clear except for Kelly Rock, 1¼ miles SSW of South Islets. Foul ground extends 4 cables from the S entrance point of Henrietta Bay and isolated dangers exist between the N entrance point and Topi Island, 1 mile NNW.

STEWART ISLAND (RAKIURA)

GENERAL INFORMATION

Charts NZ 76, NZ 68, NZ 69

Area covered

6.105

1 In this section are described the coastal routes, harbours and anchorages on Stewart Island (Rakiura). The section is arranged as follows:

Putatara Point to South West Cape (6.109).
South West Cape to Seal Point (6.119).
Seal Point to East Cape (6.131).
East Cape to West Head and to Waipapa Point (6.142).

Topography

6.106

1 See 6.2. The coasts are generally high and wooded, fringed in many places with islets and rocks, worn by the seas constantly breaking over them.

Natural conditions

6.107

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur in coastal waters.

Tidal streams. With a rising tide the stream, coming from S, divides into two parts off the S end of Stewart Island, in about longitude 167°45′W. One part sets towards South West Cape; the other sets towards Port Pegasus (47°12′S, 167°41′E) and NE along the coast, as shown on Chart NZ 76. The NE-going stream continues as far as Port Adventure (47°04′S, 168°11′E) where it meets an E-going stream from Foveaux Strait (6.19) and continues E. With a falling tide the stream, coming from E, divides near Port Adventure and the directions are reversed.

2 The rates of the streams off the SW part of the coast are as shown on Chart NZ 76; off the NE part they are from ½ to 1½ kn. The rates are greater in narrow passages.

Sea and swell. See 6.3 swell caused by frequent W and S winds rolls round the N and is heavy along the SE side of Stewart Island.

Gales from between SW and NW, but mostly from the NW, are frequent in all seasons. They often last many days with lulls of only a few hours.

Regulations

6.108

1 **Coastal waters,** including harbours, on the NE side of Stewart Island, contained within the lines joining the following positions, are under the jurisdiction of Southland Regional Council:

Position 46°50′·1S, 168°05′·5E;
Fish Rock (3¾ miles ESE);
Whero Rock (46°54′·8S, 168°12′·4E);
The E extremity of Bradshaw Peninsula which terminates in Bullers Point, 7 cables SW of Whero Rock.

2 **Pilotage** is compulsory within the Port of Stewart Island Pilotage District, the limits of which are the same as those given above. Pilots board as arranged with South Port New Zealand Ltd (6.53) at Bluff.

PUTATARA POINT TO SOUTH WEST CAPE

General information

Chart NZ 76

Route

6.109

1 The coastal route on the W side of Stewart Island, from Putatara Point (46°43′S, 167°43′E) to South West Cape (47°17′S, 167°28′E), about 36 miles SSW, passes in deep water, clear of charted dangers, to seaward of numerous islands and rocks bordering the coast.

Caution. The passages amongst Muttonbird Islands (47°12′S, 167°26′E), at the S end of the route, have not been thoroughly surveyed. Tidal streams set strongly through them causing heavy tide-rips, as shown on the chart, making navigation hazardous.

Topography

6.110

1 The coast is generally wild and inhospitable.

Codfish Island (46°47′S, 167°38′E), near the N end of the route, is moderately high and flat-topped with a small stony eminence near the centre; the W coast of the island is composed of high rugged cliffs. The island is a wildlife sanctuary and landing is only permitted with prior approval of the Department of Conservation.

Between Mason Bay (46°55′S, 167°45′E) and Easy Harbour (47°10′S, 167°34′E) the coast is formed by high, irregular rugged cliffs, and affords no shelter for vessels. The shore of Mason Bay is unusual for this coast, being a low sandy beach backed by dunes and wooded flats at the base of mountain ranges.

2 Muttonbird Islands, which front the coast between South West Cape and Easy Harbour, 8 miles NE, are all similar in

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aspect; their W faces are precipitous cliffs from 90 to 120 m high, sloping down to the E sides.

In the vicinity of South West Cape, known locally as "the tail of the island", the land is high and bold with a steep, rugged coast.

Natural conditions

6.111

1 **Local magnetic anomaly.** See 6.3.

Tidal streams. The flood tide sets E approaching the W coast and at about the latitude of South Red Head Point (47°06′S, 167°33′E) the stream divides, one part going N to join the E setting stream through Foveaux Strait, the other going S through Muttonbird Islands and around South Cape then NE towards East Cape (47°01′S, 168°14′E). The ebb stream sets W and generally follows the reverse of that described for the flood. Rates are from ½ to 1½ kn except in narrow passages where the streams are stronger. See tidal stream information on the chart.

2 **Sea and swell.** See 6.3; swell is heavy from W, breaking constantly on unprotected parts of the coast and affecting all the anchorages.

Gales. See 6.107.

Principal marks

6.112

1 **Landmarks:**

Summit of Solander Island (46°35′S, 166°53′E) (6.26).

Smiths Lookout (47°14′S, 167°32′E) and Gog Peak, 2¾ miles NNE; the latter is the highest of four Frazer Peaks. All the marks are prominent, bare granite peaks.

Mount Rakeahua (46°57′S, 167°53′E) (6.2).

Red Head Peak (46°45′S, 167°43′E), a prominent, castellated, bold and rocky peak situated at the NW extremity of a rugged mountainous range.

Mount Anglem (46°44′S, 167°55′E) (6.2).

Directions

(continued from 6.25)

6.113

1 Attention is drawn to the general directions at 6.5.

From a position on the coastal route NW of Rugged Islands (46°42′S, 167°43′E) which are a group of black craggy islands and rocks, worn by the sea into fantastic shapes, lying off Putatara Point and inside which boats seldom venture, the coastal route leads initially SW, passing:

2 NW of The Knobbies (46°45′S, 167°35′E), some high rocks at the outer end of a reef extending W from Codfish Island, thence the route leads SSW, passing (with positions from The Knobbies):

WNW of a dangerous rock (5½ miles SSE), thence:

WNW of Look-out-for-Reef (9 miles SSE), thence:

WNW of Ernest Islands (12 miles SSE), two islands with red cliffs, thence:

WNW of South Red Head Point (20 miles SSW), thence:

3 WNW of Big Moggy Island (25 miles SSW), which is the W Muttonbird Island, thence:

WNW of Pohowaitai Island (30 miles SSW) whence the route leads SE, passing:

SW of a dangerous rock (47°16′·7S, 167°24′·4E), which is the S danger of the Muttonbird Islands group and is not marked by kelp. There are strong tide-rips about 7 cables W and 1½ miles NW of the rock. Thence to a position:

SW of South West Cape (47°17′S, 167°28′E).

Useful mark

6.114

1 Centre Island Light (46°28′S, 167°51′E) (6.38).

(Directions continue at 6.122)

Anchorages

Sealers Bay

6.115

1 Confined anchorage, with shelter from W winds, can be obtained in Sealers Bay (46°46′S, 167°39′E), on the NE side of Codfish Island, in depths from 11 to 15 m, sand. The island is a wildlife sanctuary and landing is only permitted with prior approval of the Department of Conservation.

2 **Directions.** The bay is best approached from N and is entered between rocks fringing both entrance points.

An approach can also be made from S, passing (with positions from Codfish Island):

Between Mason Shallows, an area of rocky outcrops, (3½ miles SE), with a least depth of 12·6 m which sometimes breaks in a heavy swell, and the SE part of Codfish Island, thence:

3 W of foul ground, on which a heavy swell is always breaking, extending up to 1 mile from the coast N of Richards Point, (4 miles SE), thence:

E of rocks which front the SE coast of Codfish Island, thence:

Either side of High Rock (1 mile E), a rounded guano covered islet about 20 m in elevation; if the passage E of High Rock is used, care must be taken to avoid a reef extending about 4 cables from the mainland coast.

4 Mariners passing E of High Rock are warned that a ridge extends approximately 9 cables E of Codfish Island with a least depth of 11·8 m and of a tidal sheer that is often present about 1 mile NW of High Rock. Also buoys marking crayfish pots are likely to be encountered in numbers in this area.

Mason Bay

6.116

1 Mason Bay is open to swell from the W. There is anchorage for small vessels in depths from 5 to 7 m in the S part (46°57′S, 167°42′E) of Mason Bay, protected from W and NW winds by Ernest Islands. A heavy sea rolls in from N but small vessels can lie well-sheltered; in case of emergency, a larger vessel will be fairly secure if anchored close to Ernest Islands.

2 **Approach.** The S part of Mason Bay can be approached from W, passing between Guide Rock (46°56′S, 167°40′E), a large prominent rock which lies on a reef close N of Ernest Islands, and Look-out-for-Reef (which may be called Cavalier Reef by local fishermen), 2¼ miles N, which usually breaks, the NE end of which dries to 1·3 m. The bay can also be approached from NW, between Look-out-for-Reef and rocks fringing Mason Head, 3¼ miles ENE.

3 **Small craft.** A boat passage leads between Ernest Islands into the S part of Mason Bay. The passage is very shallow and unsurveyed and is only recommended for those with local knowledge in small craft. The passage is entered from W between a reef which extends 5 cables WNW from the S end of the N island, and rocks which front the S

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island; the latter island is connected to the coast S by a sandy neck, presenting no passage for boats.

Easy Harbour

6.117

1 Small vessels can anchor in Easy Harbour (47°10′S, 167°34′E) in a depth of 9 m with some shelter afforded from W by Muttonbird Islands; local knowledge is advisable.

Landmark:

Gog Peak (47°12′S, 167°33′E) (6.112).

Small craft

Harbours

6.118

1 There are boat harbours on the E sides of Muttonbird Islands.

Boats can haul up under rocky ledges at the head of Doughboy Bay (47°03′S, 167°42′E).

SOUTH WEST CAPE TO SEAL POINT

General information

Charts NZ 76, NZ 68

Route

6.119

1 The coastal route from South West Cape (47°17′S, 167°28′E) to Seal Point (47°12′S, 167°50′E), about 16 miles ENE, passes seaward of several charted dangers which lie up to 7½ cables from the salient points of the coast, and between the coast and North Trap (47°22′S, 167°54′E) (plan on Chart NZ 76), about 10 miles SSE of Seal Point.

Tidal streams

6.120

1 The flood tide sets E approaching the W coast and at about the same latitude as South Red Head Point the stream divides, one part going N to join the E setting stream through Foveaux Strait, the other going S through Muttonbird Islands and around South Cape then NE towards East Cape and generally follows the reverse of that described for the flood.

Principal marks

6.121

1 **Landmarks:**

Smiths Lookout (47°15′S, 167°32′E) and Frazer Peaks (about 3 miles NNE) (6.112).

Mount Rakeahua (46°57′S, 167°53′E) (6.2).

Directions

(continued from 6.114)

6.122

1 Attention is drawn to the general directions at 6.5.

From a position SW of South West Cape (47°17′S, 167°28′E), off which there are strong tide-rips, the coastal route leads generally ENE to Seal Point, passing (with positions from South West Cape):

SSE of Murphy Island (1½ miles ESE), thence:

SSE of South Cape (3 miles E), thence:

SSE of a dangerous rock (4½ miles E), situated close S of Stewart Point (47°16′·8S, 167°34′·1E) which is reported to give good radar echoes, thence:

2 SSE of a dangerous rock (6 miles E) (position doubtful), over which the sea breaks, about 4 cables S of William Point (47°16′·2S, 167°36′·7E), thence:

SSE of an above-water rock (7 miles E), off Broad Head, thence:

SSE of The Brothers (14 miles ENE), two small islands the higher of which is 65 m in elevation, thence to a position:

3 Between Seal Point and a dangerous rock (47°21′·3S, 167°52′·6E) which is the NW danger of North Trap, a reef of above and below-water rocks. A rock (0·5 m high) near the W end, and a rock (0·9 m high) near the E end of the reef give it the appearance of an up-turned boat. Breakers have been reported, in bad weather, E of the reef which should be given a wide berth as the tidal streams are strong in its vicinity and the locality has not been surveyed.

(Directions continue at 6.134)

Port Pegasus

Charts NZ 76 NZ 6912 (see 1.19)

General information

6.123

1 Port Pegasus (main entrance 47°12′·5S, 167°41′·3E) is a natural harbour consisting of South Arm and North Arm, joined by a strait called Acheron Anchorage (47°12′·0S, 167°40′·0E). The strait is fronted by two islands, Noble Island, 174 m high, to the SW, and Anchorage Island, to the NE. A third island, Pearl Island, lies across the mouth of North Arm to NE of Anchorage Island.

The harbour affords several sheltered anchorages including Acheron Anchorage and North Arm to E of Rosa Island (Diprose Bay).

Topography

6.124

1 The entrance to Port Pegasus presents a broken appearance on account of the islands lying in it, but the harbour may be identified by Smiths Lookout and Frazer Peaks, the highest of which is Gog Peak (47°12′S, 167°33′E) (6.112). Pigeon House (47°14′S, 167°39′E), a remarkable hill, 90 m high, stands on the SW side of the entrance.

Channels and arms

6.125

1 **Narrow Passage** (47°13′·3S, 167°39′·3E), on the SW side of Noble Island, leads into South Arm and the SW end of Acheron Anchorage.

Least width: 1¼ cables.

Least known depth in fairway: 17 m.

2 **Broad Passage** (47°12′·0S, 167°41′·3E) between Anchorage Island and Pearl Island, is the main entrance channel, leading into North Arm and the NE end of Acheron Anchorage.

Least width: 4½ cables.

Least known depth in fairway: 32 m.

3 **Whale Passage** (47°11′S, 167°43′E), on the NE side of Pearl Island, leads into North Arm.

Least width: 1 cable.

Least known depth in fairway: 9·0 m.

4 **South Arm.** The NE part of South Arm, in which lie Islet Cove (47°12′·2S, 167°38′·3E), Evening Cove, 1 mile SW, and Shipbuilders Cove, about 1½ miles SW, is encumbered with islets, and rocks and shoals not all of which are marked by kelp. It is particularly hazardous. Outside a distance of 2 cables from the shore the remainder of the arm appears to be clear of dangers to within

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1¼ miles of Sylvan Cove, at its head. General depths appear to be from 18 to 30 m.

5 **Acheron Anchorage** is connected to North Arm by Steamer Pass, which lies S of a small island situated in the middle of the pass; the passage N of the island is obstructed by islets and reefs.

Acheron Anchorage	Least width 1½ cables. Least known depth in fairway 12·3 m.
Steamer Pass	Least width ¾ cable. Least known depth in fairway 14·4 m.

6 **North Arm** (47°11′S, 167°41′E) is generally deep and apparently clear of dangers except near the head. Two shoals with least depths of 25·9 m and 15·4 m, are located 4½ cables NNE and 5½ cables N of Chase Head (47°10′·8S, 167°41′·8E), respectively.

Tidal streams

6.126

1 The tidal streams set through the entrance channels at rates from ½ to 1 kn.

Off the SW end of Acheron Anchorage the stream sets NE with a rising tide at a rate of ¾ kn.

For further details, see Chart NZ 6912.

Directions

6.127

1 Except for entry through Broad Passage and anchorage in North Arm, local knowledge, and the National large scale chart, are required for Port Pegasus.

Narrow Passage can be safely navigated in mid-channel, passing S of rocks fringing the S side of Noble Island; thence, if proceeding into South Arm, a vessel should pass S of:

An islet, 15 m high (47°13′·1S, 167°38′·2E), lying in the entrance to the arm, and Micrometer Rock, ¾ cable WNW, above-water and surrounded by kelp;

2 Dangerous rocks, 4 cables and about 1 mile WSW of the 15 m high islet, both marked by kelp.

A vessel proceeding to Acheron Anchorage should pass E of the 15 m high islet.

Broad Passage should be navigated in mid-channel, between islets and rocks close off the NE point of Anchorage Island and W point of Pearl Island.

3 **Whale Passage** should be approached from SE, passing SW of a dangerous rock 1½ cables S of Orphans Rock (47°11′S, 167°44′E), whence it can be safely navigated in mid-channel between rocks fringing the shore on both sides, keeping clear of a rock with a least depth 4·5 m, lying 1 cable off the coastline on the SW side.

Acheron Anchorage can be approached from SW, through Narrow Passage, or from NE, through Broad Passage and Steamer Pass. Both the pass and anchorage should be navigated in mid-channel.

Anchorages

6.128

1 **Anchorage** can be obtained:

Within Narrow Passage, in depths from about 22 to 26 m, about midway between the 15 m high islet in the entrance and Noble Island.

In Acheron Anchorage, in depths from 16 to 20 m, mud, which is the most sheltered anchorage in Port Pegasus; a recommended berth is in the middle of the strait. Well-sheltered anchorage can also be obtained in depths of 20 m in the SW entrance of the strait.

2 In 1998, HMNZS *Monowai* (3800 tonnes, 98 m in length) anchored 3½ cables NW of Chase Head in 40 m. The anchorage offered minimal protection from NW winds but the holding ground was good and the anchorage comfortable.

Small craft

6.129

1 The channel separating Noble Island and Anchorage Island is navigable with local knowledge, by boat, passing:

Between rocks and shoals fringing both islands, and;

S of a chain of islets and rocks (47°12′·6S, 167°40′·0E), about halfway through the channel.

2 Small Craft Retreat (47°14′·5S, 167°39′·5E) is encumbered by rocks and shoals and should not be entered without local knowledge.

Anchorage

Broad Bay

6.130

1 Broad Bay (Wilson Bay) (47°16′S, 167°36′E) should be considered only as an emergency anchorage, as it is exposed, with tide-rips in the entrance. With local knowledge, however, shelter with limited swinging room can be obtained in Burial Cove, on the W side of the bay, about 1½ miles NNE of Stewart Point, the W entrance point of the bay.

2 **Directions.** Broad Bay should be entered in mid-channel, between islets and rocks charted off both entrance points and remaining clear of a dangerous rock approximate position (47°15′·2S, 167°36′·0E).

Boat harbour. On W side of head of the bay, sheltered by rocks in the entrance.

SEAL POINT TO EAST CAPE

General information

Chart NZ 68

Route

6.131

1 Between Seal Point (47°12′S, 167°50′E) and East Cape (47°01′S, 168°14′E), 19½ miles NE, the coastal route passes in deep water seaward of a number of charted dangers lying up to 3 miles from the coast.

Natural conditions

6.132

1 **Local magnetic anomaly.** See 6.3. Local deflection of the magnetic compass is reported to occur in coastal waters.

2 **Tidal streams.** The flood tide sets E approaching the W coast and at about the latitude of South Red Head Point (47°06′S, 167°33′E) the stream divides, one part going N to join the E setting stream through Foveaux Strait. the other going S through Muttonbird Islands and around South Cape then NE towards East Cape (47°01′S, 168°14′E). The ebb stream sets W and generally follows the reverse of that described for the flood. Rates are from ½ to 1½ kn except

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in narrow passages where the streams are stronger. See tidal stream information on the chart.

3 **Sea and swell.** See 6.3; swell from W rolls heavily along the SE side of Stewart Island.

Gales. See 6.107.

Principal mark

6.133

1 **Landmark:**

Mount Rakeahua (46°57′S, 167°53′E) (6.2).

Directions

(continued from 6.122)

6.134

1 From a position between Seal Point and a dangerous rock (47°21′·3S, 167°52′·6E) which is the NW danger of North Trap (6.122), the coastal route leads ENE to that of Wreck Reef (47°06′S, 168°16′E), passing (with positions from Wreck Reef):

2 SSE of Black Rock (13½ miles WSW), thence:

SSE of Owen Island (5 miles WSW) (6.136), thence:

SSE of Breaksea Islands (3 miles SW), a chain of barren, craggy islands and rocks over the outermost of which the sea breaks, thence:

SE of Wreck Reef, on the W end of which there is rock 1·8 m high, and over which the sea generally breaks.

3 From SE of Wreck Reef the route leads N, passing E of a 7·9 m shoal (9 cables NNE), the outer danger off Port Adventure, thence to a position:

E of East Cape (5 miles NNW).

Useful marks

6.135

1 Conspicuous clump of trees (46°55′·6S, 168°11′·6E) (Chart NZ 6823) near Bullers Point (6.154).

Ackers Point Light (46°53′·7S, 168°09′·8E) (6.149).

(Directions for coastal route N of East Cape continue at 6.147 and for Waipapa Point at 6.151)

Minor harbours and anchorages

Chart NZ 6912 (see 1.19)

Lords River

6.136

1 **General information.** Lords River, which enters the sea between Surf Head (47°07′S, 168°08′E) and John Point, 4 cables E, has not been thoroughly surveyed, but is navigable for about 1 mile within the entrance, in depths from 37 to 7·3 m. The mouth of the river affords landlocked anchorage for small vessels.

2 **Directions.** Local knowledge, or the National large scale chart mentioned on Chart NZ 6912, is required for Lords River.

The entrance should be approached from S, passing W of rocks fringing Owen Island (47°08′S, 168°09′E), the largest of a group of rocky islands which lie off John Point and serve to identify the entrance.

The river should be entered in mid-channel, whence the track leads NW passing either side of a 5·5 m patch and a 0·9 m patch, 4 and 5½ cables NW, respectively, of the NE extremity of Surf Head, both marked by kelp, in the middle of the fairway.

3 **Anchorage.** A recommended berth is in a depth of 11 m, mud and sand, about 2 cables NW of the NE extremity of Surf Head.

Small craft. Boats can navigate the river, in depths from 0·6 to 1·5 m as far as rapids, about 3½ miles from the entrance.

Port Adventure

6.137

1 **General information.** Port Adventure is a natural harbour formed by an irregular indentation in the coast between Stirling Head (47°04′·0S, 168°12′·8E) and Shelter Point, 2 miles SSE. A number of islands, rocks and shoals, separated by wide channels lie in the approaches, up to 3 miles from the harbour, which is entered N or S of Tia Island (Entrance Island), 4 cables SE of Stirling Head.

The harbour affords good shelter from W winds and is protected from swell by Breaksea Islands, which extend 1½ miles SSW from Shelter Point, although the sea breaks between the islands.

6.138

1 **Entrance channels.** The N entrance channel is recommended, passing S of Stirling Head:

Least known depth in middle of fairway: 26 m

Least width: 3 cables.

The S channel passes SW of Tia (Entrance) Island:

Least known depth in middle of fairway: 9·1 m, reported 1975.

Least width: about 2 cables.

6.139

1 **Local knowledge**, and Chart NZ 6912, is required for Port Adventure.

Directions for approach. From the coastal route, the N entrance channel can be approached from several directions, as follows:

From S, passing between Wreck Reef (47°06′S, 168°16′E) (6.134) and a reef, 2 miles WSW, extending 3 cables S from Shelter Point, and thence E of dangerous rocks which lie within 2 cables E and S of the E extremity of Tia Island.

2 From E, between Wreck Reef and Theresa Rock (1½ miles NNW), avoiding the 7·9 m shoal, ¾ mile NNE, passing S of Weka Reef, 1¾ miles NW.

From N, passing midway between dangerous rocks charted off the E side of Weka Island (47°03′·7S, 168°13′·2E) and a rock which dries 0·3 m, 1 mile E, over which the sea always breaks, situated at the W end of Weka Reef.

3 **Directions for entry.** The track through the recommended N entrance channel passes midway between Stirling Head, which is a steep cliff, and the end of a reef, 3 cables SSE, extending NNW from Memory Point, the W extremity of Tia Island.

The track through the S channel passes between a reef fringing Memory Point and Passage Rock, about 2 cables WSW of Memory Point, which is marked by kelp.

6.140

1 **Anchorage** may be found as convenient in Port Adventure, in depths from 18 to 22 m, sand, or mud and sand, care being taken to swing clear of:

Several rocks marked by kelp lying within 2½ cables of the S shore of the harbour.

An unmarked 2·7 m shoal, 1¼ miles WSW of Stirling Head, lying 3 cables off the SW shore.

An unmarked 7·8 m patch in the NW corner of the harbour, situated 3½ cables SE of a rocky islet (47°03′·4S, 168°10′·7E) and about 2 cables off the NE shore.

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Small craft

Chart NZ 68

Harbour

6.141

1 There is a boat harbour at the head of a sandy cove entered 5 cables N of White Rock (47°08′S, 168°00′E).

EAST CAPE TO WEST HEAD AND TO WAIPAPA POINT

General information

Charts NZ 68, NZ 6823 (see 1.19)

Routes

6.142

1 The coastal route from East Cape (47°01′S, 168°14′E) to West Head (46°50′·3S, 168°05′·6E), about 12½ miles NNW, passes to seaward of islets and rocks which border the coast to a distance of 7 cables, and through Carter Passage inshore of Bench Island (46°55′S, 168°14′E) and Muttonbird Islands, 2 miles N.

An alternative offshore route from East Cape to Foveaux Strait passes between Muttonbird Islands and the shoals SW of Ruapuke Island; see 6.150.

2 The least charted depth along the recommended tracks through coastal waters is 18·0 m over a patch 1 mile E of Bullers Point (46°55′·2S, 168°11′·6E) in Carter Passage.

Between Muttonbird Islands and North Island, to the NE, and Fancy Group of islands, to the SE, there are several navigable channels (6.152).

Topography

6.143

1 There are several harbours between Bullers Point (46°55′·2S, 168°11′·6E) and West Head, 7 miles NW. The most important are Paterson Inlet (6.154) and Half Moon Bay (6.162) in which is the Foveaux Strait ferry terminus.

From East Cape to Bullers Point the coast is formed of bold headlands fringed by rocks with occasional sandy beaches, but affording no shelter, even for boats.

The offshore islands are barren and craggy.

Regulations

6.144

1 See 6.108 with regard to jurisdiction over coastal waters and compulsory pilotage.

Natural conditions

6.145

1 **Local magnetic anomaly.** See 6.3. In the approaches to Half Moon Bay (46°53′·5S, 168°09′·0E) and Paterson Inlet, close S, the normal magnetic variation is decreased by up to 6°.

Tidal streams. See 6.107. The streams are strong, causing tide-rips among the offshore islands, which should not be approached closely. Tidal streams in Carter Passage attain rates of over 2 kn in the direction of the channel. Tidal streams in Abbott Passage attain rates of up to 2 kn in the direction of the channel. See information on National large scale Chart NZ 6823.

Sea, swell and gales. See 6.107.

Principal marks

6.146

1 **Landmarks:**

Mount Anglem (46°44′S, 167°55′E) (6.2).

Mount Rakeahua (46°57′S, 167°53′E) (6.2).

Clump of trees (46°55′·5S, 168°11′·6E), near Bullers Point (6.154).

2 **Major light:**

Dog Island Light (46°39′·1S, 168°24′·6E) (6.38).

Directions for main coastal route

(continued from 6.135)

East Cape to West Head via Carter Passage

6.147

1 From a position E of East Cape (47°01′S, 168°14′E) the coastal route leads initially N to Carter Passage thence NW to West Head passing:

E of a dangerous rock lying 1½ cables SE of Chew Tobacco Point, 1½ miles NNW of East Cape, thence:

Depending on draught, clear of an 18 m patch, 1 mile E of Bullers Point (46°55′·2S, 168°11′·6E) thence the track leads NW through Carter Passage passing (with positions from Bullers Point):

2 About midway between Whero Rock (6 cables NE) and Bench Island (1½ miles ENE), thence:

Across the NE approaches to Paterson Inlet (6.154), thence:

SW of Fast Rock (2 miles NNE), thence:

NE of Barclay Rock (1¾ miles NNW) (6.167), and across the W entrance to Abbott Passage (6.148), thence:

NE of an 8·0 m patch (3¼ miles NNW), off the entrance of Horseshoe Bay (6.162), thence:

3 Between a rocky shelf extending 3 cables SE of Mamaku Point (4 miles NNW) and a shoal with a depth of 14·1 m over it extending about 4 cables WSW of Fish Rock (radar reflector) (3¾ miles N), thence:

Between West Head (6½ miles NW), the NW entrance point to Port William and Wairau Shoal (6½ miles N), thence to a position NE of West Head.

Alternative route via Abbott Passage

6.148

1 Abbott Passage lies between Bench Island (46°55′S, 168°15′E), and the Fancy Group of islands, about 2 miles to the NE. It affords a route E from the open waters of the E approaches to Foveaux Strait and to the coastal route passing through Carter Passage.

From a position E of East Cape (47°01′S, 168°14′E), the track leads N, passing E of The Haystacks (46°54′·9S, 168°15′·5E) (6.149). The track then leads NW through Abbott Passage, passing (with positions from The Haystacks):

2 Midway between Flat Rock (elevation 24 m) (7 cables N) and Kanetetoe Island (elevation 14 m) (2¼ miles NNE), thence:

Between Bench Island (3 cables NW) and Bunker Islets (3 miles N), thence:

SW of a group of rocky patches (2 miles NNW) with a least depth of 14·6 m over them, thence:

Either side of Fast Rock (2¾ miles NW), depending on draught, and SW of Herekopare Island (Te Marama) (3 miles NNW).

The track then joins the route passing through Carter Passage described at 6.147.

Useful marks

6.149

1 Ackers Point Light (white wooden tower, 5 m in height) (46°53′·7S, 168°09′·8E).

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Half Moon Bay Light (red square on red metal pile) (46°53′·8S, 168°08′·1E).
Fish Rock (46°51′·5S, 168°10′·2E) (6.147).
Muttonbird Islands (46°51′S, 168°13′E) (6.152).
Remarkable white sandy patch (46°48′·7S, 168°02′·0E).
The Haystacks (46°54′·9S, 168°15′·5E), two remarkable rocks off the SE point of Bench Island.
(Directions for Bluff are given at 6.69, for Horseshoe Bay at 6.166, for Half Moon Bay at 6.167, and for Paterson Inlet at 6.155)

Offshore route to Foveaux Strait

6.150

1 Attention is drawn to the general directions at 6.5.

From a position E of East Cape (47°01′S, 168°14′E), the offshore route leads initially N, passing (with positions from East Cape):

E of The Haystacks (6 miles NNE) (6.149), thence to a position:
E of a 15·6 m patch (9½ miles NNE), 1 mile NE of the Fancy Group of islands.

2 From this position the route leads NW in mid-channel and in the deepest water between the dangers extending SW from Ruapuke Island (46°46′S, 168°31′E) and the rocks and islands in the vicinity of the Muttonbird Islands group, passing (with positions from Zero Rock) (46°48′·8S, 168°14′·4E):

SW of a 16·2 m patch (4¾ miles ESE), which is the SW danger of Ruapuke Island group, and:

3 SW of Lachlan Shoals (4 miles E), two groups of shoals with depths of 7·8 and 7·6 m over them, and Fife Rock (6 miles ENE), which are the SW dangers of Ruapuke Island group, thence:
NE of charted depths of 4·0 m and 10·2 m (7 cables E and 1½ miles SE, respectively), which are the E dangers off North Island, thence to a position NE of West Head (6¼ miles WSW) and SW of Lookout Point (46°37′·5S, 168°19′·6E), near the S point of The Bluff (6.38).
(Directions for Bluff are given at 6.69)

Directions for East Cape to Waipapa Point

(continued from 6.135)

6.151

1 From a position E of East Cape (47°01′S, 168°14′E) the track leads NE passing (with positions from Green Island (46°46′S, 168°34′E)):

SE of The Haystacks (15½ miles SW) (6.149), thence:
SE of Half Passage Rock (7½ miles SW), elevation 16 m, thence:
SE of Hazelburgh Island Group (6 miles SW), thence:
2 SE of Kelly Rock (4 miles E) (depth 10·8 m), thence:
SE of Breaksea Islands (1 miles SSW), thence:
SE of a spit extending SE from Green Island, which has a flat top, thence:
SE of Seal Rocks (1½ miles NNE), situated with some dangerous rocks near the outer end of a sandy below-water ridge, over the E part of which the sea occasionally breaks in heavy weather, thence:
3 SE of Topi Rock (3¼ miles NE), which is not marked by kelp and is the most dangerous rock on the E side of Ruapuke Island group, thence:
SE of Fairchild Rock (4¼ miles NE) and a 4·9 m patch, 1 mile farther ENE, both of which should only be approached with great caution. In this vicinity, deep-draught vessels should pass S of a 10·2 m shoal (3 miles NE).

4 The track then leads to a position S of Waipapa Point (46°39′·6S, 168°50′·8E).

(Directions for the route N of Ruapuke Island to Bluff are given in the reverse direction at 6.91)
(Directions for the coastal route E of Foveaux Strait are given in the reverse direction at 10.241)

Side channels

Muttonbird Islands

6.152

1 **Description.** There are navigable channels E of Muttonbird Islands, as follows:

Between Edwards Island (Motunui) (46°50′S, 168°13′E), the N Muttonbird Island, and Womens Island, 1 mile ENE.
Between Herekopare Island (46°52′·0S, 168°13′·6E), the S-most Muttonbird Island, and Bunker Islets, about 1¼ miles E.

Least charted depth is 11 m in the middle of the S channel.

6.153

1 **Directions.** Approaching from N, a vessel navigating the channels E of Muttonbird Islands should follow the general directions given at 6.5, passing between Wairau Shoal (46°48′·8S, 168°12′·0E) and North Island (about 1¼ miles E), and thence (with positions from North Island):

Between rocks fringing Womens Island, 3½ cables SE, and Edwards Island (9 cables WSW), thence:
E of Maria Higgins Rock (about 2 miles S), which is the outer danger on the E side of Muttonbird Islands lying 8 cables ESE of Jacky Lee Island, thence:
2 Between Herekopare Island (Te Marama) (2¾ miles SSW), and an islet (2¾ miles SSE) at the NW extremity of Fancy Group, thence:
Into Abbott Passage (6.148), noting a group of rocky patches (3¾ miles S) with a least depth of 14·6 m over them and a 9·7 m patch (4 miles SSE).

Useful mark:

Ackers Point Light (46°53′·7S, 168°09′·8E) (6.149).

Paterson Inlet (Whaka a te wera) and approaches

Chart NZ 6823 (see 1.19)

General information

6.154

1 **Description.** Paterson Inlet (Whaka a te wera) entrance (46°55′·1S, 168°10′·4E) forms a spacious harbour in which there are a number of anchorages; the best is Glory Cove (46°58′S, 168°10′E) (6.157).

The recommended approaches to the inlet are from N or S by the coastal route (6.147) or from E through Abbott Passage (46°54′S, 168°15E) (6.148). It can also be approached from NE, between Muttonbird Islands (46°51′S, 168°13′E) and Fancy Group (6.152) but this approach is not suitable for deep-draught vessels.

2 The inlet is entered between Ackers Point (46°53′·7S, 168°09′·8E) and Bullers Point (Anglem), 2 miles SE, on which are some red farm buildings and a conspicuous clump of trees. Within the entrance, channels lead N and E of Ulva Island, 2¼ miles SSW of Ackers Point, to the anchorages.

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Topography. The N and S shores of the inlet are formed by high irregular land. A valley formed by Rakeahua River extends SW from South West Arm (46°56′S, 167°59′E) at the head of the inlet.

3 **Tidal levels.** Mean spring range about 2·0 m; mean neap range about 1·4 m.

See the relevant *Admiralty Tide Tables* for the latest information.

Controlling depths in the entrance channel (46°55′S, 168°11′E) are between 10·2 and 12·4 m.

Marine farms have been established in Paterson Inlet. They restrict its use and present a hazard to navigation inshore; see 1.29.

4 **Local magnetic anomaly.** See 6.145 regarding an anomaly in the approaches to Paterson Inlet.

Local winds. Gales from W are violent over the open waters of the inlet.

The greater part of the inlet is protected from E winds by a peninsula of which Bullers Point is the NE extremity.

Directions for approach

6.155

1 **Recommended tracks** should be followed by vessels making Paterson Inlet from the coastal route, or through Abbott Passage, directions for which are given at 6.147 and 6.148, respectively.

North-eastern approach. Directions for the navigable channels through Muttonbird Islands (46°51′S, 168°13′E) are given at 6.152.

Carter Passage. Approaching from the SE, a channel on the W side of Carter Passage, SW of Whero Rock (46°54′·8S, 168°12′·4E) is navigable with local knowledge, passing between:

2 A shallow bank extending 1 cable SE from Whero Rock, and;

Rocks and shoals fringing the coast around Bullers Point peninsula, the outermost of which is a rocky ledge drying 1·2 m which extends 5 cables ESE from Bullers Point; the ledge breaks in heavy weather.

Particular care must be taken when rounding the peninsula owing to a rocky shoal which extends about 3 cables NW of Bullers Point.

Directions for entry

6.156

1 **Recommended track** should be followed for entry to Paterson Inlet.

Leading marks. From a position in mid channel between Ackers Point (46°53′·7S, 168°09′·8E) and Whero Rock, 2 miles SE, the alignment (212¼°) of the E point of Ulva Island, 2½ miles S of Ackers Point, with the W extremity of Groper Island, 1 mile farther SW, leads into Paterson Inlet as shown on the National large scale Chart NZ 6823, passing (with positions from Ackers Point):

Between Barclay Rock (3½ cables ENE) (6.167) and Whero Rock (2 miles SE), thence:

2 SE of a wreck (4 cables SE) with only its masts visible at chart datum, thence:

3 Between a 7·6 m patch (1 mile SSE), over which the sea breaks heavily at times during E weather, and a rocky shoal which extends about 3 cables NW from Bullers Point (2 miles SE) (6.154), thence to a position:

Between the E end of Native Island (1½ miles S) and a reef (1¾ miles SSE) which dries 0·2 m SW of which the track leads WNW for vessels proceeding N of Ulva Island into Paterson Inlet.

4 From a position on the leading marks (212¼°), about 3 cables NE of the E point (46°56′·3S, 168°09′·4E) of Ulva Island the alignment (006°) of the E point of Native Island, 1¼ miles NNE of the E point of Ulva Island, with Fish Rock (6.147), 3½ miles farther NNE, astern, leads through the channel E of Ulva Island towards the entrances to Glory Cove and Big Glory Bay, passing (with positions from the E point of Ulva Island):

W of a 3·5 m patch (4 cables ENE), thence:

Between Ulva Island and a drying reef (3 cables ESE), thence to a position:

ENE of Groper Island (1 mile SSW).

Directions for Glory Cove

6.157

1 From ENE of the E point of Groper Island (46°57′·2S, 168°08′·8E), a vessel proceeding into Glory Cove anchorage (46°58′·2S, 168°09′·9E) should pass (with positions from the E point of the island):

Between the NE entrance point (8 cables ESE) of the cove and Boat Passage Islands (7 cables SE), a group of islets and rocks, thence:

NE of a drying rock E of Isle Point (1 mile SE), on the SW side of the entrance to the cove.

Directions for Big Glory Bay

6.158

1 From ENE of Groper Island, a vessel proceeding into Big Glory Bay should pass (with positions from the E point of Groper Island):

Between Goat Island (2½ cables S) and a depth of 8·8 m (6 cables SSE) on the coastal bank, thence:

Between the coastal banks with depths over them of 4·6 m (5½ cables SSW), off Bravo Island, and 6·7 m (7 cables SSE), on the SE side of the entrance to the bay.

Directions for passage north of Ulva Island

6.159

1 From a position about 5 cables NE of the E point (46°56′·2S, 168°09′·4E) of Ulva Island, the track leads WNW, passing (with positions from the E point of the island):

SSW of a bank (6 cables NNW) with a least depth of 7·5 m over it, depending on draught, thence:

NNE of an islet (1 mile NW), off Flagstaff Point, the NW entrance point to Sydney Cove, thence:

SSW of a 9·4 m patch (1½ miles NW), whence the track is W, passing:

N of a depth of 8·5 m (2¼ miles WNW), 2 cables off the NW point of Ulva Island, thence into Paterson Inlet.

2 The shores of the main part of the inlet should not be approached within 2½ cables as several islets and rocky patches extend nearly that distance offshore; the latter, however, are all marked by kelp.

Anchorages

6.160

1 **Foul weather.** During W gales (see 6.154) vessels should seek shelter in one of the numerous coves of the inlet rather than anchor in open water.

Sydney Cove (46°55′·7S, 168°08′·3E), a sandy bight on the N coast of Ulva Island affords convenient anchorage for a short visit, in a depth of 17 m, but it should not be used during E winds.

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2 **North side of inlet.** Anchorage can be obtained, as shown on the chart, in depths from 20 to 22 m, mud and sand, about 1¼ miles E of Prices Point (46°55′·1S, 168°03′·8E), the S entrance point of Kaipipi Bay.

Small vessels can anchor in the entrance of Kaipipi Bay, in a depth of 9 m.

The Neck. There is anchorage in depths from 18 to 22 m off the W side of The Neck (46°57′·0S, 168°10′·5E), a sandy isthmus in the middle of Bullers Point peninsula.

3 **Glory Cove** (46°58′·2S, 168°09′·9E) affords the most snug and convenient anchorage, other than for a short visit, in depths from 7 to 11 m. A recommended berth is in the middle of the cove.

Big Glory Bay (46°59′S, 168°07′E) affords anchorage in depths from 22 to 27 m as shown on the chart, or in depths less than 11 m, mud, 5 cables from its head, with swinging room limited by marine farms, marked on the chart, and other obstructions (see 6.154).

Wharf

6.161

1 **Golden Bay** (46°54′·3S, 168°07′·3E) fronted by Iona Island, has a wharf at its head, about 4 cables SW of Half Moon Bay settlement (6.162).

Half Moon and Horseshoe Bays Harbour

General information

6.162

1 **Position.** Half Moon and Horseshoe Bays Harbour lies between Mamaku Point (46°51′·7S, 168°08′·7E) and Ackers Point, 2¼ miles SSE, the S entrance point of Half Moon Bay. The bays are separated by Horseshoe Point (46°52′·7S, 168°09′·0E).

Function. Oban (population about 540), a small port and the only settlement on Stewart Island, stands at the head of the bay; the port is the Stewart Island terminus of the Foveaux Strait ferry service and all cargoes for and from the island pass through it.

Local fishing vessels use Horseshoe Bay.

2 **Approach and entry.** Horseshoe Bay and Half Moon Bay are approached from E, passing N and S of Horseshoe Point, respectively.

Traffic. Over 200 vessels, mostly ferries, call annually.

Port Authority is South Port NZ, Ltd at Bluff (6.53), represented locally by the Harbour Master, Half Moon and Horseshoe Bays Harbour.

Limiting conditions

6.163

1 **Depths.** Off the wharf at the settlement there is a least known depth of 4·3 m.

Deepest and longest berth is at the wharf; for details, see 6.168.

Tidal levels. See information on the charts.

Abnormal water levels. Tsunamis (see 1.50) may affect Half Moon Bay; warning is given verbally. For details of warning systems see *Admiralty List of Radio Signals Volume 3 (2).*

Local weather. Heavy E weather makes the wharf untenable. Scend may be experienced alongside.

Arrival information

6.164

1 **Port operations.** Vessels berth on the S side of the wharf at the outer end but are required to move for ferries.

Port radio. See *Admiralty List of Radio Signals Volume 6 (4).*

Notice required. Arrangements to berth alongside should be made in advance with the Harbour Master as the wharf becomes congested at times, particularly in summer.

2 **Outer anchorage.** During offshore winds, good anchorage can be obtained outside Half Moon Bay in depths from 13 to 16 m. In 1997, HMNZS *Monowai* (3800 tonnes, 98 m in length) anchored 4 cables N of Ackers Point (46°53′·7S, 168°09′·8E) in strong W winds and 5 cables SE of Ackers Point in storm force NW to W winds. She reported that whilst the land gave little protection from the wind, the anchorages were comfortable and holding ground good. The bay off Ringaringa Beach (7½ cables SW of Ackers Point) appeared sheltered in its NW corner and a good anchorage for smaller vessels.

Pilots and tugs. See 6.108 with regard to pilotage. There are no tugs.

Harbour

6.165

1 **General layout.** The harbour includes both Horseshoe Bay and Half Moon Bay. Rocks fringe both sides of Horseshoe Bay and at its head is an extensive beach. Half Moon Bay is encumbered with rocks lying in the approach to the port.

In addition to the wharf in Half Moon Bay there is a jetty protected by a breakwater on the N shore of Horseshoe Bay.

Both bays afford anchorage.

Local magnetic anomaly. See 6.145.

Directions for Horseshoe Bay

6.166

1 From the coastal route the track into Horseshoe Bay leads WSW passing (with positions from Horseshoe Point (46°52′·7S, 168°09′·0E)):

Over a bank (3 cables NNE) with a least depth of 8·0 m, thence:

NNW of a 5·2 m shoal (2 cables NW), marked by kelp, thence:

SSE of 4·4 m depth (5 cables WNW), thence:

SSE of a breakwater (6½ cables WNW) which extends 65 m S from the N shore of the bay and from which foul ground extends ½ cable E and a rock awash lies close S. A shoal with a depth of 2·4 m lies 2 cables off the beach.

Directions for Half Moon Bay

6.167

1 From the coastal route the track into Half Moon Bay passes N of Barclay Rock (46°53′·7S, 168°10′·3E) which breaks occasionally and is often marked by crayfish pots. A beacon (white triangle, 4 m in height) standing at an elevation of 1 m on Ackers Point, 3 cables WSW, and Ackers Point Light (6.149), close WSW of the beacon, in line bearing 253°, indicate the line on which the rock lies. At night indication is given by the red sector (250°–255°) of Ackers Point Light.

2 When clear of Barclay Rock, the track to the head of the bay leads WSW passing NNW of a depth of 6·4 m, 1¾ cables WNW of Ackers Point Light, and keeping about 1 cable off the S shore until 7 cables within the entrance; thence the track passes (with positions from Ackers Point Light):

About 50 m SSE of Big Rock (9 cables W), 3 m high, thence:

3 Not less than 40 m NNW of a beacon (port hand) (11½ cables W) marking a dangerous rock, thence:

N of a beacon (port hand) (13 cables W) also marking a dangerous rock, thence to the wharf.

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Berths

6.168

1 **Anchorages and moorings.** Except during E winds, small coasting vessels can anchor in depths from 7 to 10 m in the middle of Horseshoe Bay, good holding ground.

Good anchorage can be obtained in depths from 7 to 8 m in Half Moon Bay, E of Big Rock.

Moorings used by fishing vessels are laid in Horseshoe Bay between the breakwater and jetty, ½ cable W.

Prohibited anchorage exists in the fairway of Half Moon Bay.

2 **Alongside berths.** The jetty in Horseshoe Bay stands 5½ cables within the entrance, on the N shore. Fishing vessels use the jetty on which there are fish processing and packing facilities.

The ferry wharf in Half Moon Bay stands at the N end of the settlement. It has a depth of 5 m along its S face and will accommodate a vessel of length 73 m and draught 4·5 m.

Port services

6.169

1 **Repair facilities:** minor, for small craft; slipway and boat shed at S end of the settlement.

Other facilities. Refuse disposal alongside.

Supplies: fresh water at the ferry wharf, but supply may not be possible in summer; limited quantities of marine diesel at the wharf; provisions from store in the settlement.

Communications: regular ferry service with Bluff; air service to Invercargill from an airstrip about 1 mile W of the settlement.

Minor harbour

Port William

6.170

1 **Description.** Port William is a secure natural harbour for small vessels formed by an indentation in the coast between West Head (46°50′·3S, 168°05′·6E) and Peters Point, 8 cables S. Although apparently open to winds in the NE quadrant, good shelter is afforded from them by South Island, and by Ruapuke Island and the small islands and rocks extending SW. The harbour is also effectually protected from ocean swells (see 6.3).

2 **Directions.** Port William should be approached from E and entered S of Pender Rock (46°50′·5S, 168°05′·9E) which is marked by a large patch of kelp and may break in an E swell.

Anchorage. Small vessels can obtain landlocked anchorage in depths of about 8 m in the N part of the harbour.

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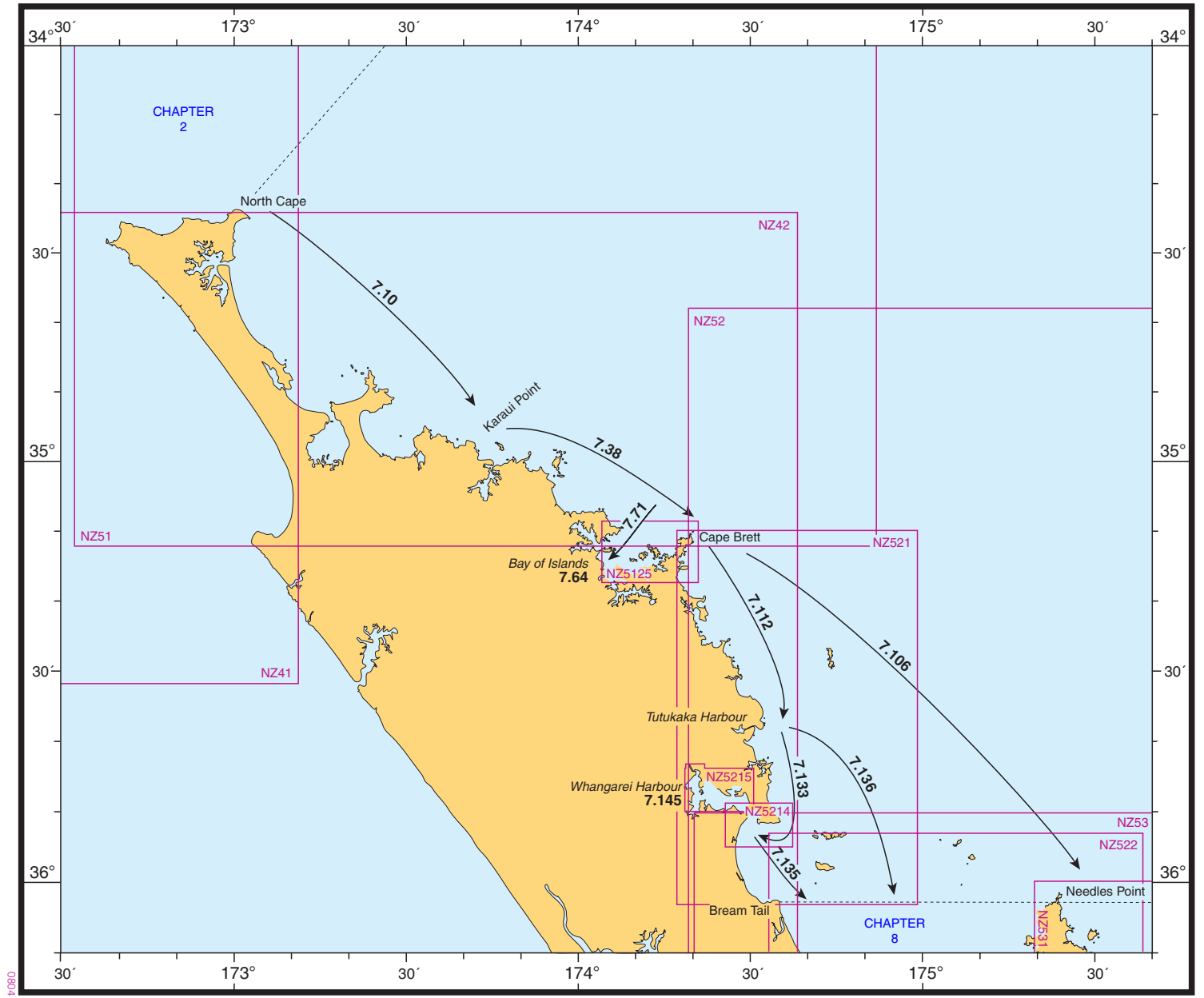

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CHAPTER 7

NORTH ISLAND FROM NORTH CAPE TO HAURAKI GULF

GENERAL INFORMATION

Chart 4640

Scope of the chapter

7.1

1 In this chapter are described the waters off the NE coast of North Island between North Cape (34°25′S, 173°03′E) and Bream Tail (36°03′S, 174°35′E), in the N approaches to Hauraki Gulf. Also included is the coastal route between North Cape and a position in the N approaches to Hauraki Gulf, and the offshore route from Cape Brett (35°10′S, 174°20′E) to Great Barrier Island (36°12′S, 175°25′E).

2 The harbours, ports and anchorages along the coast between North Cape and Bream Tail are described including Whangarei Harbour (35°48′S, 174°26′E) (7.145), which is the most important, containing Marsden Point oil terminal and Port Whangarei.

The chapter is divided into the following sections:

North Cape to Cape Brett (7.6).
Cape Brett to Great Barrier Island (7.103).

Topography

7.2

1 The outer coast, and salient points of the bays which indent it, are generally hilly, with elevations up to about 500 m. The shores of the larger bays are generally low-lying and sandy, except for Bay of Islands (35°12′S, 174°10′E) around which there are hills.

Diving

7.3

1 Recreational diving is frequent in the following areas between North Cape and Bream Tail:

Ohao Point (34°31′S, 173°00′E).
Cape Karikari (34°47′S, 173°24′E).
Knuckle Point (34°51′S, 173°28′E).
Cone Island close NW of Stephenson Island (34°58′S, 173°47′E).
Flat Island (34°59′S, 173°52′E).
Cavalli Islands (35°00′S, 173°57′E).

2 Bay of Islands (35°12′S, 174°10′E).

Cape Brett (35°10′S, 174°20′E).
Home Point (35°19′S, 174°23′E).
Rimariki Island (35°25′S, 174°27′E) to Tutukaka Head (35°37′S, 174°33′E).
Poor Knights Islands (35°28′S, 174°44′E).
Taiharuru Head (35°43′S, 174°34′E).
Bream Head (35°51′S, 174°35′E).

Current

7.4

1 A current, which is part of the general circulation described at 1.107, sets SE along the coast. Its normal maximum rate is from 1 to 1½ kn.

Vessels proceeding along the coast between North Cape and Bay of Islands often experience a set offshore.

Reporting system

7.5

1 A voluntary code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

NORTH CAPE TO CAPE BRETT

GENERAL INFORMATION

Chart NZ 51

Area covered

7.6

1 This section describes the waters between North Cape (34°25′S, 173°03′E) and Cape Brett (35°10′S, 174°20′E), on the E side of the entrance to Bay of Islands. The section is arranged as follows:

North Cape to Karaui Point (7.7).
Karaui Point to Cape Brett (7.32).
Bay of Islands (7.64).

NORTH CAPE TO KARAUI POINT

General information

Charts NZ 41, NZ 51

Routes

7.7

1 From a position N of North Cape (34°25′S, 173°03′E) the coastal route to Karaui Point (34°57′S, 173°42′E), 46 miles SE, passes in deep water NE of Great Exhibition Bay and seaward of islands, rocks and shoals which extend NW from and fringe Cape Karikari (34°47′S, 173°24′E). Thence the coastal route is deep and clear of charted dangers at a distance of more than 1 mile from the salient points of the coast.

Topography

7.8

1 Between North Cape and the entrance to Parengarenga Harbour (34°32′S, 172°59′E) the land is generally hilly, except for Waikuku Flat, a low neck of marsh and sand dunes extending W, immediately SW of North Cape.

From Parengarenga Harbour to Grenville Point the coast is mostly sandy beach backed, for a distance of 3½ miles S from the harbour, by sand hills. Grenville Point is 61 m in elevation and steep.

2 The shore of Rangaunu Bay is generally sandy beach, except for stretches of cliff between Perforated Point (34°47′S, 173°10′E) and Perpendicular Point at the entrance to Houhora Harbour, 2¼ miles S, and in the vicinity of Cape Karikari. The beach is backed by low sand hills or

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ridges with scrub and swamp; inland from the cliffs there are hills.

3 The coast SE of Cape Karikari is indented by Doubtless Bay (7.25). The N shore of Doubtless Bay is steep and rocky, backed by the Rangiawhia Range, up to 180 m in elevation, which is covered with scrub and gorse. The head of the bay, nearly as far S as the entrance of Taipa River (35°00′S, 173°28′E), is formed by Tokerau Beach, which is backed by low land covered with scrub and, in places, marshy. Between the entrance to Taipa River and that of Mangonui Harbour, 2¾ miles ENE, the coast is formed of rocky points with sandy beaches between them.

4 The coast between Berghan Point (34°55′S, 173°34′E) and Karaui Point, is bold with cliffs.

Some hills on the E side of Waikato Bay (34°50′S, 173°25′E), the SE part of Matai Bay (7.24), are conspicuously red.

Principal marks

7.9

1 **Landmarks:**

North Cape (34°25′S, 173°03′E) (2.10).

Mount Camel (34°49′S, 173°10′E), an isolated hill, 235 m in elevation.

Puheke (34°52′S, 173°20′E), a grass-covered hill, 151 m in elevation.

Major light:

North Cape Light (34°25′S, 173°03′E) (2.10).

Directions

Coastal route

7.10

1 From a position N of North Cape (34°25′S, 173°03′E), clear of a drying rock and foul ground extending 6 cables E from Murimotu Island, on which stands North Cape Light, the coastal route leads SE to the vicinity of Karaui Point (34°57′S, 173°42′E), passing (with positions from Cape Karikari (34°47′S, 173°24′E)):

NE of a patch (6½ miles NW), with a depth of 8·2 m over it, thence:

NE of the NW Moturoa Island (elevation 40 m) (2½ miles WNW), thence:

2 NE of an islet (4½ cables N) situated close NE of Rocky Island (elevation 18 m), which are the outer dangers off Cape Karikari, thence:

NE of a rock (2½ miles SSE of Cape Karikari), which dries 2·4 m, thence:

NE of Pihakoa Point (34°50′S, 173°27′E), thence:

NE a rock (1 mile SE of Pihakoa Point), which dries 2·3 m and breaks heavily in NE or E weather, thence:

3 NE of Knuckle Point (elevation 122 m) (34°51′S, 173°28′E), covered with scrub and reported to give good radar echoes, thence:

NE of the entrance to Doubtless Bay (7.25) in which lies Mangonui Harbour (7.28), thence:

NE of a flat-topped islet (elevation 64 m) (34°54′·8S, 173°33′·6E), situated close off Berghan Point; the point is very steep on the E side with a few scattered trees and rises to Flat Head (elevation 169 m) which is reported to give good radar echoes. Thence:

4 NE of Tekura Rocks (1 mile SE of Berghan Point), thence:

NE of Wekarua Island (5 miles ESE of Berghan Point), thence:

NE of Bird Rock and Cone Rock, 6¼ and 6¾ miles ESE of Berghan Point respectively; the latter rock is reported to give good radar echoes.

Thence the track leads to a position NE of Karaui Point.

Useful marks:

7.11

1 Ohao Point (34°31′S, 173°00′E), a black water-worn bluff which rises to 104 m.

Cape Karikari Light (white tower, 3 m in height) (34°47′S, 173°24′E).

(Directions continue at 7.38)

Side channels

Charts NZ 51, NZ 5113 (see 1.19)

Moturoa Islands.

7.12

1 **Channels E of Moturoa Islands.** Local knowledge is required to navigate these channels. Vessels can enter Rangaunu Bay from E between Cape Karikari (34°47′S, 173°24′E) and a rock (elevation 0·6 m), 2¼ cables N, lying S of Rocky Island. The channel, which has a least depth of 10·5 m, leads SW from Cape Karikari, passing NW of drying shoals (1·4 m), which lie up to 2 cables NW of the mainland, about 5 cables E from Whale Island, thence:

SE of a shoal, which dries to 1·1 m, extending 1½ cables S of Whale Island (elevation 43 m) (34°47′·4S, 173°22′·7E), thence:

NW of shoals extending N and W of Taumatara Point, about 5 cables SE of Whale Island.

2 **Channels between Moturoa Islands** are deep, except for some charted rocks and reefs, and are navigable with local knowledge.

Minor harbours and anchorages

Chart NZ 51

Waikuku Beach

7.13

1 Good anchorage can be found in a depth of 22 m about 1 mile off Waikuku Beach (34°26′S, 173°01′E), as shown on the charts. Warning of the onset of E winds is given by swell setting in.

Chart NZ 5111 plan of Parengarenga Harbour (see 1.19)

Parengarenga Harbour

7.14

1 **Description.** Parengarenga Harbour (34°32′S, 173°59′E) lies at the N end of Great Exhibition Bay and is entered over a shifting bar with a least depth of 1·2 m, which is subject to unpredictable change. The harbour is mainly used for the shipment of fine quality sand for glass manufacture, from Kokota. Local knowledge is essential for Parengarenga Harbour.

Port Authority is Northland Port Corporation (NZ) Ltd at Whangarei (7.150).

2 **Tidal levels.** Mean spring range about 2·1 m; mean neap range about 1·4 m. See the relevant *Admiralty Tide Tables* for the latest information.

Tidal stream. The out-going tidal stream sets through the narrows of the harbour at about 2 kn.

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7.15

1 **Directions.** From the N end of Great Exhibition Bay the harbour is entered between Ohao Point (34°31′S, 173°00′E) and Koteoneporo Spit, 1 mile S. The bar, which generally breaks with an E swell, extends 8 cables E from Kokota, a peninsula formed of dazzling white sand hills, up to 30 m high. Thence the track into harbour leads W, passing (with positions from Ohao Point):

Between Ngamaru Point (about 1 mile SW), a low sandy point difficult to identify, and the NE point of Kokota (1½ miles SW), thence:

2 Between a point (2 miles WSW), from which Parengarenga Harbour Light (orange square tower, 5 m in height) is exhibited and the NW point of Kokota, 5 cables farther WSW, at the inner end of the narrows of the harbour.

The stranded wreck of a barge lies on the S side of the entrance about 5 cables NE of the NE extremity of Kokota.

3 About 2 miles within the bar the harbour opens out and is almost filled with drying mud flats through which there are four navigable channels. The main channels are:

Parenga Channel, which leads to Te Hapua Point (34°31′·0S, 172°55′·4E), where there is a wharf, passing N of Dog Island (34°31′·5S, 172°56′·9E).

Kauanga Channel, which leads SW to Akatarere Point (34°32′·2S, 172°56′·7E), where there is a wharf.

4 Other navigable channels are:

Waiheuheu Channel, which has a shallow entrance and leads to the NW part of the harbour, passing N of Te Hapua Point.

Te Kao Channel, separated from Kauanga Channel by Ahiaruhe Shell Bank, is the deepest and leads to the S part of the harbour.

7.16

1 **Anchorage** may be found in a depth of about 9 m, 3½ cables W of Parengarenga Harbour Light.

Berths:

A wharf stands on the SE side of Te Hapua Point (34°31′·0S, 172°55′·4E); length 37 m, depth alongside about 2·4 m; concrete construction; not connected to the shore (1986).

A wharf stands close W of Akatarere Point (34°32′·2S, 172°56′·7E); length about 46 m; depth alongside 2·7 m; wooden construction.

Services. No services are available at these wharves.

Chart NZ 5113 see 1.19

Houhora Bay

7.17

1 During offshore winds, there is good anchorage in depths of about 10 m, fine sand, in Houhora Bay (34°48′·7S, 173°10′·1E), on the W side of Rangaunu Bay. There is a marine farm at the N end of the bay; see (1.29).

Chart NZ 5113 plan of Houhora Harbour (see 1.19)

Houhora Harbour

7.18

1 **Description.** Houhora Harbour (34°49′·6S, 173°09′·4E) is on the W side of Rangaunu Bay. The harbour is mainly used by local fishing vessels and some cargo is shipped in.

It is approached from SE and entered through a narrows, over a bar at the inner end, with a least depth of 1·8 m. Within the bar, the harbour opens out and is almost filled with drying flats. A navigable channel closely follows the S and W shores to a wharf at Pukenui township (34°49′S, 173°07′E). The channel is only about ½ cable wide, in places, but is marked by light-beacons and beacons and has a least depth of 4·9 m.

2 **Port Authority** is Northland Port Corporation (NZ) Ltd at Whangarei (7.150).

Tidal levels. Mean spring range about 2·0 m; mean neap range about 1·5 m. See the relevant *Admiralty Tide Tables* for the latest information.

Tidal streams at the harbour entrance attain a rate of 4 kn.

Local weather. Fresh to strong winds frequently develop in the vicinity of the harbour, particularly after a calm morning.

7.19

1 **Directions for entry.** Recent local knowledge is required for entry to Houhora Harbour.

From a position about 3½ cables S of Perpendicular Point (34°49′·6S, 173°10′·0E), from which a light (square beacon) is exhibited, at the foot of Mount Camel, the route leads WNW into the harbour, passing (with positions from Perpendicular Point):

Close NNE of breakers (about 4 cables WSW) on a sandspit extending ESE from the SW side of the entrance, thence:

½ cable SSW of a small mole (4¾ cables W) on the NE side of the entrance.

2 From abreast the mole the track through the narrows leads WNW in mid-channel, passing:

½ cable NNE of P1 Light-beacon (port hand) (34°49′·7S, 173°09′·3E), which stands close off a tongue of marshy ground and sand dunes, liable to flood, forming the SW side of the entrance, thence:

½ cable SSW of Tokoroa Island (9 cables WNW), thence:

Over the bar (34°49′·4S, 173°08′·9E).

3 Within the bar the marked channel should be followed to Pukenui (34°49′S, 173°07′E).

Useful marks:

Lights exhibited from Pukenui wharf.

7.20

1 **Anchorage** with limited swinging room can be found within the bar with depths from 3 m to 6 m, fine sand.

Berths:

A wharf with a shed, at Pukenui; length about 20 m, depth alongside about 4 m.

A landing place at Ripiripi (34°49′·5S, 173°08′·8E), a settlement on the SW side of the inner end of the narrows.

Services:

Fresh water at Ripiripi Wharf.

Small craft. Ramps at Pukenui and near Raio (34°49′·5S, 173°07′·8E).

Chart NZ 5113 (see 1.19)

Rangaunu Harbour

7.21

1 **Description.** Rangaunu Harbour lies at the head of Rangaunu Bay. It is approached from N and entered W of Motutara Rocks (34°52′S, 173°17′E). In the narrows of the harbour entrance the least depth is 3·5 m, and the in-going tidal stream attains rates of 2¾ kn at spring tides and 1¾ kn at neap tides; the out-going stream is slightly weaker. For further details, see the chart.

For about 2½ miles within the entrance the harbour is narrow; it then opens out and is almost filled with drying

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mud flats through which there are navigable channels. The main ones are:

2 Kaimaumau Channel, which is entered close E of Otiaia Point (34°54′S, 173°17′E) and leads to Waiparera Creek, 3½ miles SW.

Awanui Channel, the only marked channel, which leads S from off Wairakia Point (34°54′S, 173°18′E) to the mouth of Awanui River (35°00′·4S, 173°15′·7E).

Pukewhau Channel, entered from Awanui Channel, 1 mile S of Wairakia Point, which leads to a jetty at Unahi, a small settlement at the mouth of Awanui River.

3 Awanui (35°03′S, 173°15′E), a small settlement, stands on Awanui River, which flows into the head of the harbour. The river has a least depth of 0·1 m (34°59′·5S, 173°15′·3E) in the Awanui Channel leading to Awanui River. Vessels drawing not more than 2·0 m can reach Awanui.

4 **Port Authority** is Northland Port Corporation (NZ) Ltd at Whangarei (7.150), a local representative is stationed at Awanui and can be contacted via Awanui local radio station; see *Admiralty List of Radio Signals Volume 6 (4).* Pilots are not available.

Tidal levels. Mean spring range about 1·8 m; mean neap range about 1·4 m. See the relevant *Admiralty Tide Tables* for the latest information.

7.22

1 **Directions for entry.** Local knowledge is necessary for navigation of the harbour channels and Awanui River.

From Rangaunu Bay the harbour should be entered between Motutara Rocks (34°52′S, 173°17′E) and a coastal bank, with a least depth of 4·3 m over it, 1¼ miles W. To the SW of this bank lies Te Puki te Huri Spit, which is sandy with depths of less than 5 m, and over which the sea breaks in heavy weather. Thence the track leads S into the narrows of the harbour, passing W of a 4·8 m shoal, 1 mile SSW of Motutara Rocks.

2 **Leading lights.**

Front light (metal pile, orange topmark) (34°54′·2S, 173°18′·1E), S of Wairakia Point.

Rear light (metal pile, orange topmark) (4 cables SE of front leading light).

The alignment (137¾°) of these lights leads through the narrows, passing (with positions from the front light):

SW of a light-beacon (port hand) (1½ miles NW) marking the W edge of a coastal reef which dries in places and on which lies Omere Rock, an islet, also called Janus Rock or Toby Rock, thence:

3 NE of a pinnacle with a depth of 3·0 m over it (about 1¼ miles NW), thence:

Between a pinnacle with a depth of 3·5 m over it, on the NE side, and, to the SW, Otiaia Point Light-beacon (starboard hand) (both about 1¼ miles NW). Otiaia Light-beacon marks the outer end of a drying sandspit extending N from the point, which is low and scrub-covered. Thence:

4 SW of a beacon (starboard hand) (7½ cables NNW) marking the outer edge of a reef, which dries 2 m, close W of Scheigis Rock, an islet, thence the track leads S, passing:

Close E of Tohunga Light-beacon (starboard hand) (34°55′·6S, 173°17′·4E).

Thence the track passes through the marked fairways of Awanui Channel and Awanui River to Awanui (35°03′S, 173°15′E).

5 **Useful marks:**

Lights exhibited from a jetty (35°00′·3S, 173°15′·3E) at Unahi.

7.23

1 **Anchorage** can be found about 3 cables NW of Scheigis Rock beacon, in a depth of 7 m, mud.

Berths. Jetty at Unahi; length about 20 m, depth alongside about 4 m; equipped with fertilizer conveyor.

Services. Fresh water at the jetty.

Small craft. Ramps at Kaimaumau (34°55′·4S, 173°16′·1E) and at Unahi.

Chart NZ 5114 (see 1.19)

Maitai Bay

7.24

1 Anchorage can be found in Maitai Bay (34°49′·6S, 173°24′·7E), in a depth of 9 m, sand, except during NE winds. It is approached from the NE and entered between Joliffe Point (34°49′·8S, 173°24′·9E) and Omahuri, 3 cables N. There is a rock which dries 2·4 m (34°48′·9S, 173°25′·7E) and an 8·0 m depth, 9 cables SW, off the entrances to Maitai Bay and Waikato Bay, close SE.

Doubtless Bay

7.25

1 **Description.** Doubtless Bay indents the coast between Knuckle Point (34°51′S, 173°28′E) and Berghan Point (6 miles SE) (7.8). The bay is moderately deep with a few charted isolated offshore dangers.

Directions. Doubtless Bay can be safely navigated in depths over 10 m by keeping at least 5 cables off its NW and SE sides and at least 1 mile off Tokerau Beach and its S side. Dangers to navigation are listed as follows, (with positions from Knuckle Point):

2 A 5·6 m shoal (1¾ miles S).

A 6 m rocky shoal (3½ miles SSW).

Albert Reef (4¾ miles SE), which comprises an islet, elevation 2 m, a drying rock and a 8 m shoal separated by deep water.

Fair Way Reef (5¼ miles SSE), which dries 2·6 m.

A 9 m shoal (5¾ miles SSW).

3 **Useful marks:**

Taipa River Entrance Light-beacon (port hand) (34°59′·6S, 173°28′·2E) (7.27).

Rangikapiti Head Light (white metal post on a shed, 3 m in height) (34°59′·0S, 173°31′·5E) (7.28).

7.26

1 **Anchorage.** Good anchorage can be found in the NW corner of Doubtless Bay, about 5 miles SW of Knuckle Point, in a depth of 14 m, sand and shell.

7.27

1 **Small craft.** Taipa River (35°00′S, 173°28′E) flows into the SE corner of Taipa Bay. The river is approached from N, passing W of dangerous rocks lying up to 3 cables NNE of the N entrance point on which Taipa River Entrance Light-beacon (port hand) stands. The river is navigable by boat for a short distance, passing W of a beacon (port hand), 1 cable SE of the light-beacon. Small craft facilities are as follows:

A ramp about 1½ cables within Taipa River entrance.

A ramp on the beach (34°58′·3S, 173°32′·3E) on the E side of the approach to Mangonui Harbour.

Chart NZ 5111 plan of Mangonui Harbour (see 1.19)

Mangonui Harbour

7.28

1 **Description.** Mangonui Harbour lies in the SE corner of Doubtless Bay (7.25). It is approached from NW and

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entered between Rangikapiti Head (34°59′·0S, 173°31′·5E) and Rangitoto Point, 1¾ cables NE. Mangonui, a small port, stands on the W shore of the harbour, about 7 cables within the entrance. Between the entrance and Mangonui the harbour is narrow, except where indented midway along the SW side by Mill Bay which is shallow. In the narrowest part of the fairway, 4½ cables SE of Rangikapiti Head, the least depth is 5·1 m. E of the narrows the harbour expands into extensive mud flats, which nearly dry, and between which there are only boat channels.

2 The tidal stream attains a rate of 1 kn in the harbour entrance and, with NW winds, rates from 2 to 3 kn may be experienced and a swell sets into the harbour. The streams are stronger off Mangonui wharf, where tide-rips and overfalls may occur. For further details, see the chart.

Mangonui is a fishing port, which is also used by pleasure craft and some cargo is shipped in.

Port Authority is Northland Port Corporation (NZ) Ltd at Whangarei (7.150) and the local port radio may be contacted via Auckland coast radio station.

3 **Tidal levels.** Mean spring range about 2·1 m; mean neap range about 1·6 m. See the relevant *Admiralty Tide Tables* for the latest information.

7.29

1 **Directions for entry.** Local knowledge is required for navigation of the narrows of Mangonui Harbour. From Doubtless Bay (7.25), the harbour is entered midway between Rangikapiti Head (34°59′·0S, 173°31′·5E) from which a light (white metal post on a shed, 3 m in height) is exhibited, and Rangitoto Point, 1¾ cables NE. Thence the track through the fairway of the navigable channel to Mangonui wharf (34°59′·4S, 173°32′·1E) leads generally SE, passing:

2 SW of Goldfinch Point, 4½ cables SE of Rangikapiti Head, thence:

SW of a red rock, 1½ cables NNW of the wharf, standing on the edge of foul ground extending from the N shore of the harbour opposite the wharf. An obstruction was reported (1987) to lie in the entrance about 4 cables ESE of Rangikapiti Head.

Useful marks. Lights exhibited from Mangonui wharf.

7.30

1 **Anchorage** which is good in moderate weather, can be found in depths from 10 to 13 m off the harbour entrance. It can also be found in the fairway of the narrows, in depths from 5 to 8 m. Depending on draught it may be advisable to moor. Anchorage should not be obtained near a charted submarine cable which is marked at each end by a beacon.

2 **Berth.** There is a wharf at Mangonui, L-shaped, length of face 35 m, depth alongside 6·1 m, used for landing fish. The SE face of the wharf has a length of 21 m and is also used by fishing vessels. There are steps for landing on the inner side of the wharf.

Services. Fresh water at the wharf.

7.31

1 **Small craft.** Boat channels, navigable with local knowledge, lead to the head of the harbour on both sides of Paewhenua Island (35°00′·5S, 173°33′·0E), which is about 60 m in elevation and covered with scrub. The island is connected with the shore at the mouth of Oruaiti River, to the W and S by causeways with bridges in them, and to the E by a bridge.

Anchorage is available in Mill Bay (34°59′·3S, 173°31′·7E), in general depths of about 1 m.

2 Moorings are available: for fishing boats, off Butler Point (34°59′·3S, 173°32′·2E), opposite Mangonui wharf, and for other craft, in Mill Bay.

Jetty at Kauri Point (34°59′·3S, 173°31′·6E) on N side of Mill Bay. Depth at its head is 0·3 m.

Repair facilities include a slipway close S of Kauri Point jetty and a careening grid and boat launching ramp on W shore of Mill Bay.

KARAUI POINT TO CAPE BRETT

General information

Charts NZ 51, NZ 512 (see 1.19)

Route

7.32

1 The coastal route from Karaui Point (34°57′S, 173°42′E) to Cape Brett (35°10′S, 174°20′E), 34 miles ESE, passes to seaward of Stephenson Island group (34°58′S, 173°47′E), which lies in the middle of the entrance to Whangaroa Bay, and to seaward of Nukutaunga Island (34°58′·7S, 173°57′·9E), the NE island of Cavalli Islands group. The route is clear of charted dangers, except for shoals lying NE of Stephenson Island and N of Flat Island (34°59′S, 173°52′E). From Nukutaunga Island the route passes in deep water across the approaches to Bay of Islands and seaward of the charted dangers in the vicinity of Cape Brett.

2 The channel (7.39) between Stephenson Island and the mainland S, through Whangaroa Bay, across the approach to Whangaroa Harbour entrance (35°00′S, 173°46′E) is clear of charted dangers except for those which border the mainland coast to a distance of 1 mile. Small vessels can use Cavalli Passage (35°01′S, 173°55′E) (7.40) and the channel between Nukutaunga Island and Motukawanui Island, 6 cables SW. See 7.33

Local knowledge

7.33

1 Local knowledge is required for Cavalli Passage and the channel between Nukutaunga Island and Motukawanui Island.

Topography

7.34

1 From Karaui Point to Taupo Bay (35°00′S, 173°43′E) the coast is generally steep. Both sides of the bay are rocky and rise to cliffs. The head of the bay is a sandy beach. Between Taupo Bay and Tauranga Bay, about 3 miles ESE, the coast consists mostly of cliffs rising to bush and scrub-covered hills, over 200 m high.

2 From Pakuru Point (34°59′·5S, 173°51′·7E) to Opounui Point, 2 miles SE, the coast is rocky, with outcrops separating a number of small sandy bays. Thence the coast to Matauri Bay, 1¾ miles farther SE, is bold with cliffs, similar bays and rocky outcrops. The coast on the W side of Matauri Bay, opposite Motukawaiti Island, is formed by a beach. Between Matauri Bay and the N entrance point of Takou Bay (35°03′·2S, 173°56′·3E) the coast is high with cliffs. The W shore of Takou Bay is rocky with a few sandy beaches. The S shore is formed by cliffs between small sandy coves.

3 Cavalli Islands are moderately high and are reported to give good radar echoes.

Cliffs make up the coast between Rocky Point (35°07′S, 174°05′E) and Cape Wiwiki, 3¼ miles SE, on the W side of the entrance to Bay of Islands, and also on the E coast

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from Cape Brett to 5 miles within the entrance as far as Rawhiti Point (35°13′·1S, 174°15′·4E), which is rugged and covered with bush.

Depths

7.35

1 The coastal route is deep, over 1¼ miles offshore, except for Ruahine Shoal (34°54′·8S, 173°49′·3E).

The least charted depth in Cavalli Passage is 6·0 m; see NZ 5121 the National large scale chart shown on chart NZ 51. In the channel SW of Nukutaunga Island there is a least charted depth of 4·0 m.

Flow

7.36

1 **Current.** A current sets WNW at a rate of about ¼ kn in mid-channel between Stephenson Island and the coast SSW.

Tidal streams in Whangaroa Bay are rotary, turning clockwise. In mid-channel between Stephenson Island and the coast SSW they set WSW at HW Auckland and ENE 6 hours after HW Auckland, at a rate of about ¼ kn at spring tides.

In the offing along the coast, the streams set W with a rising tide and E with a falling tide at rates of about ¼ kn.

Principal marks

7.37

1 **Landmarks:**

False Head (34°59′·7S, 173°44′·2E) is prominent.

Motukawaiti Island (35°02′S, 173°57′E), is steep, rocky and prominent, its summit rising in regular steps.

Cape Brett Lighthouse (white tower, 4 m high) (35°11′S, 174°20′E) stands with a disused light-tower (white metal, 14 m in height), close SW, on the slope of a hill, at an elevation of 146 m, above cliffs forming the E side of the cape. Nearby there are some white houses and a flagstaff.

2 **Major light:**

Cape Brett Light.

Directions

(continued from 7.11)

Coastal route

7.38

1 From a position NE of Karaui Point (34°57′S, 173°42′E) the coastal route leads generally SE, passing:

NE of Kawhiti Reef (34°57′·1S, 173°45′·6E), which dries 0·5 m, and a 6·0 m patch (1 mile ESE), which are the outer dangers off Stephenson Island group (7.39), thence:

Clear of Ruahine Shoal (34°54′·8S, 173°49′·3E), depending on draught, thence:

2 NE of Flat Island (34°59′S, 173°52′E) (7.39), and a 19·3 m patch, 5 cables NE, thence:

NE of Tokananohia Reef (34°58′·0S, 173°56′·2E), which dries 2·5 m, the NW danger off Cavalli Islands, thence:

Clear of Taheke Rock (34°57′·7S, 173°59′·0E), the NE danger off Cavalli Islands. The rock lies about 1 mile NE of Nukutaunga Island (elevation 111 m) from which a light (aluminium square tower, 4 m in height) is exhibited. Thence:

3 NE of Rocky Point (35°07′S, 174°05′E), and rocks 3 cables N, thence:

NE of Cape Wiwiki (35°09′·3S, 174°07′·5E) which rises to Mount Pocock (Mataka hill), 7½ cables SW, on the W side of the entrance to Bay of Islands, thence:

NE of Tikitiki Island, 1 mile E of Cape Wiwiki, a black pinnacle, thence:

NE of Mahenotapuku (Bird Rock) (35°09′·8S, 174°18′·3E), which is black in colour, except in summer when whitened by bird droppings, and is reported to give good radar echoes.

4 Thence the track leads to a position NE of Motukokako (Piercy) Island, 1½ miles E of Bird Rock, which is precipitous and pierced by a hole open ESE and WNW. The island is the outer danger off Cape Brett, 4 cables SSW, which rises in a series of ridges to Cape Brett summit (elevation 361 m), 1 mile farther SSW, which is covered in bush.

(Directions continue for coastal route at 7.112 and for the offshore passage at 7.106)

(Directions for Bay of Islands are given at 7.71)

Side channels

Charts NZ 5114, NZ 5121 (see 1.19)

Stephenson Island

7.39

1 From the vicinity of Karaui Point (34°57′S, 173°42′E) vessels can pass inshore of Stephenson Island (34°58′S, 173°47′E), depending on draught, passing:

NE of Kawa Rock, elevation 2 m, 1¼ miles SSE of Karaui Point, which is flat-topped, thence:

S of Stephenson Island, across the approach to Whangaroa Harbour (7.50), thence:

2 NW of Oruatemanu Island (elevation over 30 m) (34°59′·6S, 173°47′·8E), lying at the centre of Arrow Rocks which, with shoals having depths of less than 10 m over them, extend 5 cables NW. These rocks should be given a wide berth as the tidal streams in the vicinity are strong. Thence:

N of Frenchman Rock (34°59′·3S, 173°49′·0E), 44 m in elevation, and a drying rock (2·2 m), close N, and clear of, depending on draught, an 11·2 m patch, 3½ cables NE.

3 Thence the track leads N of Flat Island (34°59′S, 173°52′E). There is no safe passage between Flat Island (Motueka) (29 m in elevation and bare), and Pakuru Point (elevation 61 m), 4 cables SSW.

Useful mark:

A light (white metal column) (35°00′·4S, 173°46′·1E), exhibited near South Head.

Chart NZ 5121 (see 1.19)

Cavalli Passage

7.40

1 Cavalli Passage, about 5½ miles long and with a least depth of 6 m is entered between Flat Island (34°59′S, 173°52′E) and Motukawaiti Island, 3½ miles ESE. Local knowledge is required. The route passes:

Through the N entrance of Cavalli Passage between a rock, 1 m high (35°00′·3S, 173°53′·7E), which lies off Opounui Point (elevation 75 m) a rocky headland, steep on the E side, and Parawanui Reef (elevation 9 m), 1¾ miles E, situated close off the SW side of Motukawanui Island, thence:

2 Either side of Mapunanui Reef (35°00′·9S, 173°55′·2E), awash, which only breaks in strong NW to NE winds, and keeping clear of Waipunaiti

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Reef, with a depth of 0·5 m over it, 3¾ cables WSW, thence:

Between the N entrance point of Matauri Bay (35°01′·7S, 173°55′·2E) and the W end of a shoal with a least depth of 2·3 m over it, 1 cable E, extending from Piraunui Island, elevation 50 m, 6 cables E, thence:

3 Through the S entrance of Cavalli Passage between rocks, above and below-water, close NE of Motuiwi Island (elevation 51 m) (35°03′·2S, 173°56′·4E) which is steep and flat-topped, and Motuhuia Island (elevation 36 m), 1½ miles NE, off the S side of Motukawaiti Island.

Cavalli Islands

7.41

1 There is a small vessel channel inside the outer Cavalli Islands, navigable with local knowledge, passing:

Between Horonui Island, elevation 30 m, (34°58′·2S, 173°56′·1E), the NW Cavalli Island, and a reef which dries 1 m, 9 cables SSE, close off the NW extremity of Motukawanui Island, thence:

Either side of Haraweka Island (elevation 65 m) (34°58′·9S, 173°57′·4E), thence:

S of Motutakupu Island (elevation 39 m) (34°58′·9S, 173°58′·3E).

Small craft channels

Chart NZ 5114 (see 1.19)

Camp Bay

7.42

1 Camp Bay (34°58′·5S, 173°42′·5E) can be entered S of Kawa Rock, 4 cables E, by a channel with a least depth of 9·1 m. Other navigable channels, with least depths of 5·8 m and 6·4 m, exist between Kawa Rock and Pa Island, elevation 53 m, 4 cables W; these channels, for which local knowledge is essential, are separated by drying and below-water rocks.

Chart NZ 5125

Cape Brett

7.43

1 **Boat passage.** In fine weather small boats can pass through a narrow cleft (35°10′·3S, 174°20′·0E), between Cape Brett and Otuwhanga Island.

Landing can be made at the W end of the cleft where there is a crane.

Anchorages

Charts NZ 5114, NZ 512 (see 1.19)

Whangaroa Bay

7.44

1 Stephenson Island group (34°58′S, 173°47′E) affords considerable shelter to Whangaroa Bay. Anchorage can be obtained in depths from 10 to 22 m, in sand, stones and broken shell.

Taupo Bay

7.45

1 Anchorage can be obtained in Taupo Bay (34°59′·5S, 173°43′·0E), during W winds, in depths of 7 to 10 m, sand and gravel, about 3½ cables offshore.

Tauranga Bay

7.46

1 Tauranga Bay, entered W of a reef which dries 1·5 m (35°00′·1S, 173°47′·0E), off Te Anina Point, the E entrance point, affords safe anchorage for small vessels in depths of 6 to 10 m.

Chart NZ 5121 (see 1.19)

Flat Island

7.47

1 Flat Island (34°59′S, 173°52′E) affords a landing for small boats in a cove in the middle of its E side.

Motukawanui Island.

7.48

1 In fine weather there is anchorage off the SW side of Motukawanui Island, in depths from 3 to 5 m, in Waiiti Bay (35°00′·5S, 173°56′·0E) and in Papatara Bay, close SE. Reefs, on which there are rocky islets, extend from the entrance points.

Tidal levels in Waiiti Bay. Mean spring range about 1·7 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

Matauri Bay

7.49

1 Matauri Bay (35°02′S, 173°55′E) affords good anchorage during offshore winds about 2 cables offshore, in a depth of 4 m, although a swell usually rolls into the bay raising a considerable surf on the beach.

Whangaroa Harbour

Chart NZ 5114 plan Whangaroa Harbour and approaches (see 1.19)

General information

7.50

1 **Description.** Whangaroa Harbour (35°02′S, 173°45′E) is a natural harbour, easy of access, lying at the head of Whangaroa Bay. It is used by fishing vessels and pleasure craft. The entrance can be approached from either side of Stephenson Island group. A swell generally sets through the harbour entrance with strong E winds.

From the entrance, the harbour extends SSW between high, steep, irregular shores, deeply-fissured and piled high with cubical masses of rock, to drying mud flats, which extend up to 1 mile from its head. There is a least charted depth of 7·8 m in the main channel between the harbour entrance and a wharf at Whangaroa.

2 Marine farms**,** including oyster farms marked by stakes, have been established around the harbour; see 1.29. Some are shown on the chart.

The township of Whangaroa stands on the E shore of the harbour, 3 miles within the entrance, with a jetty suitable for small vessels.

There is a local coastguard radio station. For details see *New Zealand Nautical Almanac.*

7.51

1 **Tidal levels.** Mean spring range about 2·0 m; mean neap range about 1·4 m. See the relevant *Admiralty Tide Tables* for the latest information.

Tidal streams. See information on the chart; the streams are irregular and eddies occur in the main channel between Kingfish Point (35°00′·8S, 173°45′·3E) and Kaheka Point, 1½ miles S.

2 **Landmarks:**

Peach Island (35°01′·3S, 173°45′·2E), which is about 108 m in elevation and prominent.

Saint Peters (elevation 167 m) (35°02′·3S, 173°44′·2E) and:

Saint Pauls (elevation 212 m), 1 mile SSE of Saint Peters, are both cupola-shaped hills.

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Approach directions

7.52

1 The approach to Whangaroa Harbour from NW, between Kawa Rock (34°58′·4S, 173°43′·0E) and Stephenson Island (7.39), 3 miles E, is clear, passing NE of a spit with a depth of 9 m over the outer end (34°59′·7S, 173°45′·2E), 8 cables NW of the harbour entrance.

Approaching from NE, between Stephenson Island and Arrow Rocks (7.39), 1½ miles SSE, a wide berth should be given to the latter, thence keeping in depths more than 15 m to the harbour entrance.

Entry directions

7.53

1 From Whangaroa Bay, the harbour is entered between North Head (35°00′·1S, 173°45′·4E) and South Head, 4½ cables SE, whence the track to the wharf (35°02′·8S, 173°44′·6E) at Whangaroa leads generally SSW in mid-channel, passing NW of Kingfish Point (35°00′·8S, 173°45′·3E), from which a light (post, 3 m in height) is exhibited, E of a bank with a depth of 5·9 m near the outer end, 2 cables W, thence (with positions from Kingfish Point):

2 W of a 2·6 m patch (1½ cables SW), thence:
W of Goat Island (2 cables SSW) and E of Takahi Point (3 cables SW), thence:
W of Peach Island (4 cables S), thence:
E of Waihi Point (8 cables SSW), thence:
E Puketamoi Point (about 9 cables SSW), and W of Jones Point (8 cables S), the W point of Milford Island, thence:
E Kaheka Point (1½ miles SSW).

Thence the track is S to Whangaroa wharf.

7.54

1 **Useful marks:**
Light (white metal column) (35°00′·4S, 173°46′·1E) exhibited near South Head.
Lights (metal pole) exhibited from Whangaroa wharf (7.59).

Small craft channels

7.55

1 With local knowledge, the tidal creeks among mangroves around the harbour can be navigated by boat. The more important are Kahoe Creek entrance (35°03′·2S, 173°42′·4E) and Kaeo River entrance (35°04′·3S, 173°44′·5E), at the head of the harbour.

2 Dangers in the approaches to Kahoe Creek, between Cape Horn (35°03′·1S, 173°43′·3E) and Ferguson Point, 7 cables SSW, include:
A rock which dries 2·2 m (1¾ cables S of Cape Horn) and is the highest part of a reef. This rock should be given a wide berth.
A rock which dries 0·6 m, 1 cable ENE of Ferguson Point.

Anchorages

7.56

1 **Pekapeka Bay** affords the most convenient anchorage in Whangaroa Harbour, being situated immediately within the entrance, on the W side.

The bay should be entered N of the bank extending from Takahi Point (35°01′S, 173°45′E) whence the recommended track to the anchorage leads W, passing about ½ cable S of two beacons (isolated dangers), 4 cables NNW and 5 cables NW respectively from Takahi Point, which mark rocks barely covered at HW.

2 Anchorage may be found in a depth of 10 m, about 2 cables W of the W beacon, which is out of the tidal stream and free from eddies.

A vessel can also anchor, in depths from 10 to 15 m, E of the E beacon, but this berth is scarcely out of the tidal stream and may be affected by swell.

Useful mark:
A beacon (isolated danger), 6½ cables WNW of Takahi Point, on a rock, awash.

7.57

1 **Main channel.** In 1973, HMNZ Surveying Ship *Lachlan* (1375 tonnes) obtained secure anchorage in N to NE, and SW gales in a depth of 15 m, sand and mud, about 6 cables SSW of Peach Island (35°01′·3S, 173°45′·2E).

7.58

1 **East side of harbour.** There is good anchorage, nearly out of the tidal stream, in three bays on the E side of the harbour.

The bay N of Milford Island (35°01′·7S, 173°45′·8E) can be entered either side of Peach Island, 2 cables NW, depending on draught, and affords anchorage in depths from 7 to 8 m. Touwai Bay, SE of Milford Island, affords anchorage in similar depths.

There is anchorage in Waitapu Bay entrance, 5 cables SW of Milford Island, in depths from 4 to 5 m. Vessels using this anchorage should avoid a depth of 2·2 m (35°02′·1S, 173°45′·3E), in the approach.

Berth

7.59

1 **Wharf** at Whangaroa is L-shaped with a shed. Length is about 80 m with a depth alongside of 5 m.

Facilities

7.60

1 Hotel at Whangaroa; small hospital at Kaeo, the nearest township, 5 km SE.

Supplies

7.61

1 Fresh water at wharf; fresh provisions in small quantities.

Small craft

7.62

1 **Berths:**
Jetty (35°00′·9S, 173°45′·4E), in a bay S of Kingfish Point, adjacent to fishing lodge; fitted with pontoon, depth alongside 2·0 m, suitable for boats.
Wharf (35°02′·5S, 173°43′·8E) at Totara North; depth alongside 3·7 m.
Jetty, on N side of entrance of Kahoe Creek; the jetty dries but is suitable for boats.

2 Wharf (35°03′·1S, 173°44′·6E) in front of hotel at Whangaroa; depth alongside 1·8 m; length about 20 m; suitable for boats.
Jetty, close to hotel wharf above, with a clubhouse at the root of the jetty; depth alongside not known.
A marina centred on 35°03′·0S, 173°44′·5E.

7.63

1 **Facilities:**
Ramp 1 cable SW of Totara North wharf.
Boat slip and ramp 1 cable S of Whangaroa hotel wharf.
Ramp and gridiron 6 cables S of Whangaroa hotel wharf.

Supplies. Fresh water at berths, except in Kahoe Creek.

Communications. Roads from berths except that near Kingfish Point.

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BAY OF ISLANDS

General information

Charts NZ 5124, NZ 5125, NZ 512 (see 1.19)

Description

7.64

1 The entrance to Bay of Islands is between Cape Wiwiki (35°09′S, 174°08′E) and Cape Brett (35°10′S, 174°20′E), about 10 miles E. The track to Opua (35°19′S, 174°07′E) (7.88), a small port at the head of the bay, leads 6 miles SW through the outer part of the bay, to pass between Fraser Rock (35°14′·5S, 174°07′·0E) and Brampton Bank, about 7½ cables W, thence 4½ miles S to Opua.

2 The main inlets and anchorages in Bay of Islands are found on the E side around Te Rawhiti Inlet (35°14′S, 174°13′E) (7.83) and on the W side in Te Puna Inlet (35°11′S, 174°03′E) (7.81) and Kerikeri Inlet (close S) (7.82). From the S shore of the bay a peninsula extends NW, separating Te Rawhiti Inlet from an inlet leading to Opua. Kawakawa River flows into the head of the bay which is indented by Waikare Inlet.

3 Bay of Islands is mainly a resort area, frequented by big-game fishing craft and yachts and visited by cruise liners. Around the bay are some small towns and settlements. The more important are Russell and Paihia, in the approach to Opua, and Kerikeri at the head of Kerikeri Inlet.

Topography

7.65

1 The mainland coasts, and the coasts of the islands, are moderately high. On the W side of the bay, within Purerua Peninsula, on which stands Mount Pocock (35°10′S, 174°07′E), general elevations are from 75 to 150 m. On the E side the land is higher, rising to 344 m at Pukehuia (35°14′·3S, 174°16′·7E), with greater elevations near Cape Brett. The islands in the bay are generally from 75 to 100 m high.

2 At the inner end of the route, on the W side, Manawaora (35°15′·0S, 174°04′·5E) is low and shelving, composed of rocky and swampy ground.

Marine exploitation

7.66

1 **Marine farms,** presenting a hazard to navigation in inshore waters, have been established in numerous places in Bay of Islands, many of which are not shown on the National large scale charts; see 1.29.

Pilots

7.67

1 **Pilotage district.** The seaward limit of pilotage for Bay of Islands is a line joining Tapeka Point (35°14′·5S, 174°07′·2E), Black Rocks, 2 miles N, the SE extremity of Harakeke Island (35°09′·4S, 174°08′·1E) and Cape Wiwiki, 4½ cables W, as shown on chart NZ 5125.

Pilotage is compulsory for merchant vessels of 100 grt and over. The notice required for a pilot is 12 hours.

2 **Pilot boarding place** is normally 1 mile N of Fraser Rock Light (35°14′·5S, 174°07′·0E), as shown on the chart. If prevented by bad weather the pilot will, in daylight only and if requested, lead a vessel bound for Russell or Opua through the bay in the pilot boat, or will pilot a vessel by signals from the pilot boat, and board W of a conspicuous flagstaff, 8½ cables SSE of Fraser Rock, on Flagstaff Hill.

Pilot boat maintains watch on VHF from 2 hours before a vessel is expected.

Regulations

7.68

1 **Bay of Islands Harbour.** The waters of the bay, S of a line joining Cape Wiwiki (35°09′S, 174°08′E), Tikitiki Island, 9 cables ENE and Cape Brett (35°10′S, 174°20′E), form Bay of Islands Harbour which is under the jurisdiction of Northland Regional Council whose representative is stationed at Opua (7.88).

2 **Protected mooring areas** for yachts have been established in numerous places in the bay, as described in the text.

Wildlife sanctuaries are established on Moturoa Island (35°13′S, 174°05′E) and Motuarohia Island, 2½ miles ESE. For regulations see 1.51.

Natural conditions

7.69

1 **Tidal streams** are weak, except at the entrances to rivers, where rates are from 1 to 2½ kn. See information on the charts.

Local weather. Land breezes can be strong and strong E and NE winds in front of a depression may raise a sea in the bay, particularly during the out-going tidal stream and with heavy freshets.

2 Seas are reported to break on Brampton Bank (35°15′S, 174°05′E), and in the entrance to Kerikeri Inlet (35°12′S, 174°03′E) heavy swells generated by strong SE winds can produce overfalls hazardous to small craft during the ebb tide.

3 Dense local fog can occur in the inner bay to the W of a line between Fraser Rock (35°14′·5S, 174°07′·0E) and Black Rocks, 2 miles N, during the winter months. Such fog is usually associated with otherwise calm and clear conditions and dissipates as the day warms.

Principal marks

7.70

1 **Landmarks:**

Okahu Island (Red Head) (35°11′·9S, 174°12′·5E), a prominent, precipitous sandy coloured cliff, surmounted by a beacon (white, lattice, 4 m in height).

Flagstaff (35°15′·3S, 174°07′·2E), about 1 cable NW of the summit of Flagstaff Hill.

Flagstaff (45 m high) (35°15′·9S, 174°05′·0E), at Waitangi.

2 Radio mast (elevation 113 m) (35°15′·8S, 174°08′·1E).

TV tower (elevation 178 m) (35°17′·1S, 174°09′·5E) on the summit of Tikitikioure.

Major light:

Cape Brett Light (35°11′S, 174°20′E) (7.37).

Directions

Entry

7.71

1 From sea, Bay of Islands is entered between Tikitiki Island (Ninepin Island) (35°09′·2S, 174°08′·7E) and Mahenotapuku Rock (Bird Rock) (35°09′·8S, 174°18′·3E), giving the rock a berth of at least 2½ cables (See 7.73 for entry E of Bird Rock).

Thence the track to Opua (35°19′S, 174°07′E) (7.88) leads generally SW between Tikitiki Island and Te Nunuhe (Whale) Rock (35°11′·4S, 174°12′·0E), thence (with positions from Te Nunuhe):

2 NW of Motungarara Island (Cliff Rock) (8 cables SSE), the N entrance point of a side channel leading to Te Rawhiti Inlet between Urupukapuka

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Island (2¼ miles SE) and Motukiekie Island, thence:

NW of Rangiatea Island (2 miles SW), the N entrance point of a side channel leading to Te Rawhiti Inlet between Moturua Island (2 miles SSW) and Motuarohia Island (Roberton Island).

Thence to a position SE of Onslow Rock (3¾ miles W).

Opua approach

7.72

1 **Direction light.** The bearing 214° in the white sector (213¼°–214½°) of a direction light (grey pile beacon) (35°16′·3S, 174°05′·0E), standing on the N side of the entrance to Waitangi River, leads through the outer part of the bay into the approach to Opua, passing:

1¼ miles SE of Onslow Rock (35°11′·0S, 174°07′·5E), which lies in the outer approaches to Kerikeri and Te Puna Inlets, thence:

7 cables SE of a rock (depth 2·9 m) (35°12′·7S, 174°06′·9E), the outermost danger of Black Rocks, which are smooth, flat-topped and steep, thence:

2 NW of Renown Anchorage (35°14′·5S, 174°08′·5E), in the main entrance to Te Rawhiti Inlet, thence:

3 cables NW of a shoal extending 1 cable around Fraser Rock (35°14′·5S, 174°07′·0E) which is marked by a light (red concrete tower, height 3 m), thence:

2¼ cables SE of a light-buoy (starboard hand), 8¾ cables WSW of Fraser Rock, which marks the E extremity of Brampton Bank.

Thence to a position about 1 mile SW of Fraser Rock, about 8 cables N of the entrance to a dredged channel, marked by light-beacons and light-buoys, which leads S to Veronica Channel and thence to Opua.

(Directions for Opua continue at 7.92)

Side channel

Entry to Bay of Islands East of Bird Rock

7.73

1 Entry to the bay between Mahenotapuku Rock (Bird Rock) (35°09′·8S, 174°18′·3E) (7.38) and Cape Brett, 1¼ miles ESE, can be made by small vessels. Local knowledge is required. Small vessels approaching from SE may pass between Otuwhanga Island, close N of Cape Brett, and Tiheru Island (The Dog) (35°10′·0S, 174°20′·3E). Local knowledge is also required, thence passing:

N of Motutara Rock (Twins Rock), a double rock, 1 mile SSW of Bird Rock, thence:

2 Clear N of Te Nunuhe Rock (Whale Rock) (35°11′·4S, 174°12′·0E); a vessel is clear of the rock when Motungarara Island (Cliff Rock), 27 m high (35°12′·2S, 174°12′·3E) is well open E of Motukiekie Island, 6 cables S.

Small craft channel

Albert Channel

7.74

1 **Description.** Albert Channel, affords entry from the NE for small vessels into Te Rawhiti Inlet from the outer part of Bay of Islands, between the E point of Urupukapuka Island and the mainland E. The ground is irregular, with shoal patches in the middle of the entrance and swell, which may be heavy, frequently setting into the channel. The channel has a least charted depth of about 5·5 m in the fairway with a minimum width of 1½ cables. Local knowledge is essential.

2 **Directions.** The channel is entered on a S track, passing (with positions from Mahenotiti Island (35°13′·7S, 174°14′·9E)):

About 1 cable E of Hope Reef (8 cables N), which breaks in moderate weather, thence:

Fraser Rock from W (7.72)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

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About ½ cable W of a 2·4 m patch (5 cables N), thence:

W of a drying rock (0·8 m) (4 cables NNE), 1½ cables WNW of Te Hue Point, thence:

3 E of a drying rock (1·7 m) marked by a buoy (starboard hand) (3½ cables NNW), whence the track continues SSW to a position about 1 cable N of Okuia Point (7 cables SSW), passing:

WNW of Mahenotiti Island, thence:

ESE of Te Ao Island (2 cables W) avoiding a 3·5 m bank extending 4 cables SSW.

From N of Okuia Point the track leads W into Te Rawhiti Inlet, passing N of Shag Rock (9 cables SW), marked by beacons (N and S cardinal), to a position E of Paramena Reef light-beacon.

4 **Useful mark:**

Otehei Bay Light-beacon (port hand) (35°13′·6S, 174°13′·5E).

Paramena Reef Light (35°14′·2S, 174°13′·1) (7.84).

Anchorages

Renown Anchorage

7.75

1 Renown Anchorage (35°14′·5S, 174°08′·5E) is entered between Tapeka Point (35°14′·5S, 174°07′·2E) and Motuarohia Island, 1¾ miles ENE. It has depths from about 20 to 26 m, fine sand, gravel and shell and provides the best anchorage in Bay of Islands for large vessels, except during N or NE winds when the quarantine anchorage (7.90) in the approach to Opua may be used. Oturori Rock, 1¼ miles ESE of Tapeka Point, is a dangerous rock lying to the S of the anchorage.

Deep Water Cove to Rawhiti Point

7.76

1 Small vessels can anchor, during E winds, in the middle of Deep Water Cove (35°12′S, 174°18′E) in depths from 20 to 31 m. A swell generally sets into the cove. There is anchorage for small craft in depths from 4 to 7 m at the head of the cove.

In suitable weather conditions, anchorage can also be obtained for small craft in the bays between Deep Water Cove and Rawhiti Point, 2 miles SW.

Kerikeri and Te Puna Inlets

Charts NZ 5124, NZ 5125 (see 1.19)

Description

7.77

1 Te Puna Inlet (35°11′S, 174°03′E) (7.81) and Kerikeri Inlet (7.82), close S, are natural harbours lying on the W side of Bay of Islands, 6 miles within the entrance. Te Puna Inlet is entered between Poraenui Point (35°11′·6S, 174°04′·1E) and Tareha Point, 9 cables W, where the depth is about 10 m shoaling to 1·8 m about 3½ miles within the entrance (7.81).

2 The entrance to Kerikeri Inlet is between Tareha Point and Motupapa Island (Cocked Hat Island), 3½ cables S, where the depth is about 10 m, shoaling to 0·5 m at the entrance to Pickmere Channel, about 2 miles W, a marked channel leading to the town of Kerikeri (35°13′S, 173°58′E).

Directions

7.78

1 From the outer part of Bay of Islands, the entrances to Te Puna Inlet and Kerikeri Inlet are approached from either side of Onslow Rock (35°11′·0S, 174°07′·5E) whence the track leads generally WSW, passing (with positions from Onslow Rock):

SSE of Howe Rock (elevation 1·5 m) (7 cables NW), which is the outer danger off Howe Point, thence:

WNW of an islet (elevation 15 m) (about 1 mile SSW), which is the NE-most of numerous islets bordering the N side of Moturoa Island, thence:

SSE of Motuerakihi Island (elevation 35 m) (1½ miles W) and Te Pahi Islands lying to the W, thence:

2 WNW of an islet (elevation 15 m) (1¾ miles SW), thence:

WNW of the NW unnamed islet off Moturoa Island (elevation 17 m) (2½ miles SW), thence:

SSE of Poraenui Point (35°11′·6S, 174°04′·1E), whence the track leads W, passing (with positions from Poraenui Point):

Either side of The Brothers, two drying rocks, the N of which is marked by a light-beacon (isolated danger) (3 cables SSW).

3 Passage to the N is over a bank (depth 6·1 m) to a position N of Slains Castle, a rock (4½ cables WSW) which breaks occasionally. Vessels passing S clear the 1·2 m depth extending 1 cable S of The Brothers, thence:

Between Slains Castle and a 2·7 m shoal extending 3 cables ENE from Motupapa Island, marked by a light-beacon (port hand) (1 mile SW).

Thence the track leads to a position W of Slains Castle, in the E approaches to Kerikeri Inlet.

4 **Useful mark:**

Isolated hummock (elevation 85 m) (35°11′·1S, 174°04′·0E), on Poraenui Point peninsula.

Small craft channel

7.79

1 **Kent Passage,** with a least charted depth of 2·4 m, is an alternative route to Kerikeri and Te Puna Inlets for small craft from SE. Local knowledge is required. From a position between a point on the S coast of Moturoa Island (35°12′·8S, 174°05′·1E) and the NE edge of Brampton Bank (9 cables S), the track to Kerikeri and Te Puna Inlets leads generally NW, passing:

In mid-channel of Kent Passage (35°12′·7S, 174°04′·4E), between Day Point and the W end of Moturoa Island, where the passage is spanned by an overhead power cable with a safe overhead clearance of 23 m, thence:

SW of The Brothers as at 7.78.

2 **Caution.** The channel between Motupapa Island (35°12′S, 173°03′E) and the coast S is obstructed by flats and drying stony patches and can only be used with local knowledge.

Anchorages

7.80

1 **Rangihoua Bay** (35°10′·5S, 174°05′·5E) affords anchorage in depths of about 10 m, sand.

Day Point (35°12′·6S, 174°04′·1E). Anchorage may be found in a depth of about 13 m in a bay W of Day Point.

Te Puna Inlet

7.81

1 **Description.** Te Puna Inlet divides into two arms at Kauri Point (35°10′·1S, 174°02′·3E), about 2 miles within the entrance. The main arm, through which runs Te Aiorua creek, extends about 3 miles WNW and terminates in a shallow bay, with mangroves and mud flats at its head.

Poukoura Inlet, the lesser arm of Te Puna Inlet, extends NNE from Kauri Point and is spanned 8 cables within the

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entrance by an overhead telephone cable and a power cable with a least vertical clearance of 19 m.

2 **Directions.** From a position N of Slains Castle rock (35°11′·8S, 174°03′·5E), Te Puna Inlet is entered between Poraenui Point (5 cables ENE) and Tareha Point (5 cables WNW), whence the track leads generally NW, on the SW side of the inlet where the deepest water is found, passing clear of charted dangers (with positions from Kauri Point):

Between a rock (drying 2 m) (8 cables WSW) and a beacon (isolated danger) (4 cables W), marking a rock (0·5 m), thence:

3 Clear of Hen and Chicken Islands (8 cables WNW), thence:

Clear of Motuone Island (1 mile WNW), with a drying rock close E, thence:

NE of Dead Whale Reef (2 miles WNW), which dries 0·5 m.

Anchorages. Te Puna Inlet affords spacious, well-sheltered anchorage in depths from 6 to 11 m for about 1 mile NW of Tareha Point (35°11′·6S, 174°03′·0E).

With local knowledge, anchorage can also be obtained in a depth of 3 m in Crowles Bay, 1½ miles NW of Tareha Point, avoiding the drying reef towards the head of the bay, and in another bay, 6 cables farther NW.

Kerikeri Inlet

7.82

1 **Description.** Kerikeri Inlet extends generally W from the entrance to Pickmere Channel which leads through the inlet and is marked by beacons. About 3½ miles within the entrance the channel divides and the beacons lead WNW into Waipapa Stream where there is a wharf (35°12′·4S, 173°58′·5E). The channel to the SW leads about 1 mile to the township of Kerikeri, population about 2630, which is the centre of an important fruit-growing district.

2 **Directions.** From a position W of Slains Castle (35°11′·8S, 174°03′·5E) the track to the wharf leads generally W, passing (with positions from Slains Castle):

Between Tareha Point (5 cables ENE) and a light-beacon (port hand) (4 cables WSW) on the N point of Motupapa Island, thence:

S of Tikorangi Island (7 cables W), which is high and rocky, thence:

3 N of an islet and drying reefs (1·1 m) (2 miles W), thence:

Close S of a light-beacon (starboard hand) (35°11′·8S, 174°00′·5E) marking rocks at the N entrance to Pickmere Channel.

Thence the track leads through the marked channel for which local knowledge is required.

4 **Anchorage.** Kerikeri Inlet affords anchorage in depths from 5 to 9 m, mud, about 5 cables W of Motupapa Island (35°12′·0S, 174°03′·0E).

Small craft:

Anchorage for yachts in Opito Bay (35°11′·7S, 174°02′·5E).

Mooring for yachts in Doves Bay, close W of Opito Bay, and in Waipapa Stream where there is a ramp.

Te Rawhiti Inlet

Chart NZ 5125 (see 1.19)

General information

7.83

1 Te Rawhiti Inlet (35°14′S, 174°13′E) is an extensive sheltered anchorage on the SE side of Bay of Islands, enclosed by the coast between Rawhiti Point (35°13′·2S, 174°15′·4E) and Tapeka Point (35°14′·5S, 174°07′·2E) and by the islands which front the coast. It is entered through Renown Anchorage (35°14′·5S, 174°08′·5E).

Other channels lead from the outer part of the bay into the inlet:

2 Between Moturua Island (35°13′·5S, 174°11′·5E) and Motuarohia Island, 5 cables SW, where there is a least charted depth of 5·7 m and a least navigable width of 2½ cables; see 7.85.

Between Urupukapuka Island (35°13′S, 174°14′E) and Motukiekie Island, 5 cables WSW, where there is a least charted depth of 5·2 m and a least navigable width of 3 cables; see 7.85.

Through Albert Channel (35°13′S, 174°15′E), which is suitable for small craft only; see 7.74.

3 **Tidal streams** in the inlet set W with a rising tide and E with a falling tide, at a maximum rate of about 1 kn.

Directions

7.84

1 From a position in Renown Anchorage (35°14′·5S, 174°08′·5E), clear N of Oturori Rock (7.75), the main part of Te Rawhiti Inlet is entered between a 4·7 m bank extending 2 cables SE from the SE point of Motuarohia Island (35°14′·2S, 174°10′·6) and a dangerous rock (0·6 m) lying close NE of Motukauri Island. The track leads ENE, passing (with positions from Paramena Reef (35°14′·2S, 174°13′·1):

2 S of Pakatahi Island (elevation 13 m) (9 cables WNW), marked by a beacon (starboard hand), thence the track leads E, passing:

S of Paramena Reef from which a light (isolated danger) is exhibited and N of Te Korowhiti Rock (4½ cables S), thence:

Clear of drying rocks (6 cables and 8½ cables SE respectively) off the E and W headlands to Parorenui Bay.

3 Thence the track leads to a position W of Shag Rock (9 cables E), marked by beacons (N and S cardinal), in the approaches to Albert Channel (1 mile ENE) and Parekura Bay (1 mile ESE).

Side channels

7.85

1 **Channel between Urupukapuka Island and Motukiekie Island** is entered between Motungarara Island (Cliff Rock) (35°12′·2S, 174°12′·3E) and Motukiekie Island, 6 cables S, leading SE, passing (with positions from Motungarara Island):

About 2 cables SW of a drying rock (8 cables SE) off Te Akeake Point, thence:

ENE of a rock (0·2 m high) (1¼ miles SSE), off the SE end of Motukiekie Island.

2 Thence the track leads S, passing:

W of Otehei Bay Light-beacon (port hand) (1½ miles SE), and:

E of Ngatokaparangi Island (1¼ miles S), thence:

W of an islet (31 m high) (1¾ miles SSE), standing close off the NW end of Poroporo Island, and thence into Te Rawhiti Inlet.

3 **Channel between Moturua Island and Motuarohia Island** is entered between Rangiatea Island (elevation 46 m) (35°13′·1S, 174°10′·8E) and Motuarohia Island, 8 cables SSW, leading SE, passing (with positions from Rangiatea Island):

Between Te Miko Reef (dries 1·5 m) (6 cables SSE) and an islet (21 m high) (8 cables SSW), close off

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the NE point of Motuarohia Island, thence to a position in Te Rawhiti Inlet.

Anchorages

7.86

1 **Te Rawhiti Inlet** affords sheltered anchorage in the main part in general depths from 11 to 18 m, good holding ground, for small vessels, or larger, depending on draught. In 1992 HMNZS *Monowai* (3700 tonnes) found good anchorage, in winds to gale force, 5 cables W of Paramena Reef light-beacon.

2 **Manawaora Bay** (35°16′S, 174°12′E), in the S part of Te Rawhiti Inlet, is entered from Renown Anchorage (7.75) whence the track leads SE, passing:

NE of Oturori Rock (35°15′·0S, 174°08′·7E), thence, depending on draught:

Either side of a bank with a least depth of 2·9 m, 1¼ miles E of Oturori Rock, thence:

SW of Motukauri Island (35°15′·0S, 174°11′·1E) and NE of Kahuwhera Point, 8 cables SSW, thence:

3 Close SW of twin islets (elevation 4 m) off Tangitu Point (35°15′·5S, 174°11′·6E) where the deepest water is found.

Anchorage may be found SE of Tangitu Point in depths of 5 to 7 m, and in Orokawa Bay, 2½ cables NE, in a depth of 6 m; the latter is the best anchorage in Te Rawhiti Inlet.

Paroa Bay entrance (35°16′·4S, 174°10′·2E) affords anchorage in depths from 3 to 4 m, but is affected by NW winds.

4 **Parekura Bay** (35°14′·8S, 174°14′·1E), in the SE part of Te Rawhiti Inlet, has anchorage in a depth of 7 m about 5 cables within the entrance, and good anchorage in a depth of 5 m on its W side, in the entrance to Waipiro Bay.

There is a small jetty on the N shore of the bay about 5 cables within the entrance.

Small craft

7.87

1 **Boat channels**. Okahu Passage and Waewaetorea Passage, which are both navigable by boat, separate Waewaetorea Island (35°12′·4S, 174°12′·9E) from islands to N and S respectively.

Anchorage, which is good, can be obtained in Urupukapuka Bay (35°13′·4S, 174°14′·4E), in a depth of about 3 m. The bay is accessed through Albert Channel (7.74).

2 **Yacht moorings** are available in:

Te Uenga Bay (35°15′·4S, 174°14′·5E).

Waipiro Bay, close W of Te Uenga Bay, on the N shore of which there are two small jetties.

Jacks Bay (35°16′·5S, 174°12′·5E).

Pier (35°13′·4S, 174°13′·9E) with a depth of 0·7 m alongside, at the head of Otehei Bay.

3 **Facilities:**

Ramp in Te Uenga Bay.

Ramp in Opito Bay (35°15′·9S, 174°09′·2E).

Ramp at (35°14′·6S, 174°07′·1E), SSW of Tapeka Point.

Opua

Chart NZ 5124 and plan of Opua (see 1.19)

General information

7.88

1 **Position.** Opua (35°19′S, 174°07′S), a small port, lies at the head of Bay of Islands.

Function. Opua is a fishing port and customs sub-port of Whangarei, used by passenger traffic from cruise liners in the summer. It has a population of about 2000.

Approach and entry. The port is approached from N through a marked, dredged channel, entrance 35°15′·8S, 174°06′·1E, and entered through Veronica Channel about 8½ cables S.

2 **Traffic.** About 20 cruise ships are handled annually.

Port Authority. Opua is under the jurisdiction of Northland Regional Council at Whangarei (7.150). The port is operated by Far North Maritime Ltd.

Postal address: Post Office, Opua, Bay of Islands.

Limiting conditions

7.89

1 **Controlling depth.** Least depth is 5·3 m in the approach channel, which is dredged but dredged areas may not be regularly maintained. The latest depths should be obtained from Northland Regional Council (7.150).

Tidal levels. Mean spring range about 2·0 m; mean neap range about 1·5 m. See the relevant *Admiralty Tide Tables* for the latest information.

2 **Abnormal water levels.** Tsunamis may affect Opua; initial warning is given by verbal message. See 1.50 and *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water in the port is 1·025 g/cm^3.

Maximum size of vessel handled. LOA: 204 m, draught: 7·1 m at HW.

Arrival information

7.90

1 **Port operations.** Vessels can berth and sail at any time, subject to draught. If arriving with an in-going tidal stream they are usually berthed bows-out. A vessel berthed bows-in can only slip with an out-going tidal stream.

Port radio. A port radio station is operated by Far North Maritime Ltd. Messages may also be passed by Kerikeri Marine Radio. See *Admiralty List of Radio Signals Volume 6 (4).*

2 **Notice of ETA required.** See 1.48.

Waiting anchorage is Renown Anchorage; see 7.75.

Quarantine anchorage is off the coast between Tapeka Point (35°14′·5S, 174°07′·2E) and Kororareka Point, 1 mile SSW, clear of the fairway of the approach through Bay of Islands. General depths are from 10 to 17 m. This anchorage is considered safe in all weather conditions.

Pilots. See 7.67.

Tugs can be made available from Whangarei Harbour; at least 72 hours' notice is required.

Harbour

7.91

1 **General layout.** From between Brampton Bank (35°14′·8S, 174°05′·8E) and the coast, 8 cables ESE, the harbour extends 4 miles S to Opua. North of Toretore Island (35°17′·1S, 174°06′·7E) the harbour is wide but relatively shallow and the E side affords anchorage off Russell (35°15′·7S, 174°07′·3E). The W side is encumbered with islands and rocks lying on shallow banks in the approach to Waitangi River, 2 miles WSW of Russell. The S and deeper part of the harbour, through which leads Veronica Channel, narrows to a width of 1½ cables off Opua wharf, at the entrances to Kawakawa River and Waikare Inlet.

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2 The main wharf and port facilities are situated at Opua (35°19′S, 174°07′S). At the towns of Russell and Paihia, 2½ miles NW of Opua, there are small commercial wharves. Dredging is undertaken in the harbour.

Seaplane operations. Seaplanes operate in the harbour.

Tidal streams. In Veronica Channel and off Opua Wharf the tidal streams may attain rates of 2 to 3 kn. See also information on the chart.

Directions for entering harbour

(continued from 7.72)

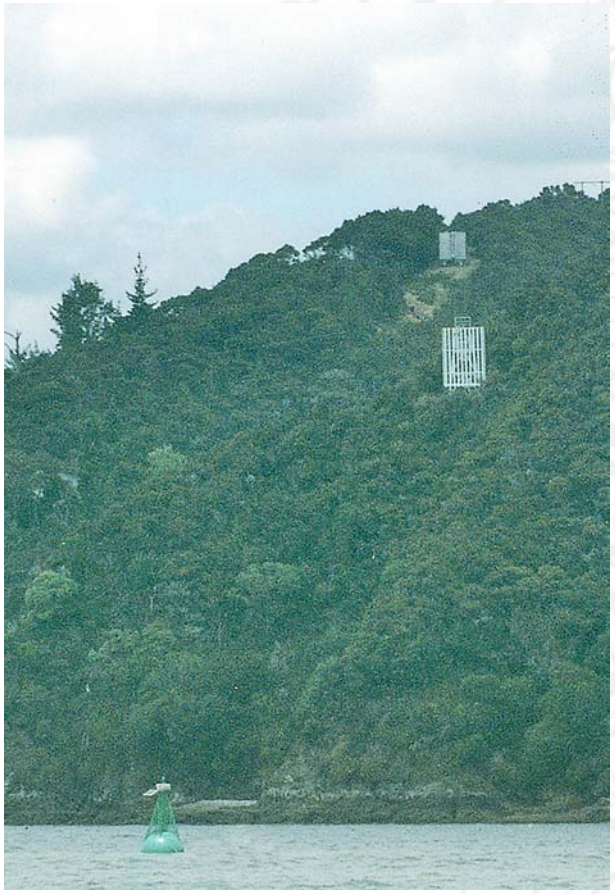
7.92

1 **Veronica Channel Leading Lights:**

Front light (Light-buoy; starboard hand) (35°18′·1S, 174°06′·5E).

Middle light (orange and white metal framework tower, 18 m in height) (2 cables S of front light).

Rear light (white metal tower, 6 m in height) (4½ cables S of front light).



Opua – Veronica Channel Leading Lights (7.92)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

2 From a position about 1 mile SW of Fraser Rock, the alignment (172½°) of these lights leads through the dredged channel, and thence through the N part of Veronica Channel, passing (with positions from the front light):

E of Motuarahi Island (1 mile NNW) and W of Toretore Island (1 mile NNE), thence:

E of No 5 Light-beacon (starboard hand) (2¼ cables NNW).

7.93

1 **Opua Approach Leading Lights:**

Front light (white and orange four pile beacon, 5 m in height) (35°18′·9S, 174°07′·6E).

Rear light (white triangular beacon, 7 m in height) (3 cables SE of front light).

From No 5 Light-beacon, the alignment (136¼°) of Opua Approach Leading Lights, standing in the entrance to Kawakawa River leads through the SE part of Veronica Channel to Opua Wharf.

Opua – Approach Leading Lights (7.93)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

2 **Caution** should be exercised in the vicinity of the wharf as the in-going tidal stream sets off, and the out-going stream sets on to the wharf. An anchor may be used to turn a vessel proceeding alongside, care being taken to avoid the prohibited anchorage NW of the wharf.

7.94

1 **Useful marks:**

Hermione Rock Light-beacon (starboard hand) (35°15′·8S, 174°05′·6E).

Mickey Rocks Light-beacon (port hand) (35°16′·2S, 174°05′·6E).

Beacon (starboard hand), 3¾ cables SSE of Mickey Rocks Light-beacon.

2 Taylor Island Light-beacon (starboard hand) (35°16′·6S, 174°05′·8E).

Beacon (isolated danger) on Lewin Rock (35°17′·9S, 174°07′·0E).

Pile from which a light is exhibited (35°18′·3S, 174°07′·1E) near a ferry ramp (slip).

Lights exhibited from NW end of Opua Wharf (35°18′·7S, 174°07′·2E).

Directions for leaving harbour

7.95

1 **Leading marks:**

Front: No 5 Light-beacon (starboard hand) (35°17′·9S, 174°06′·4E).

Rear: Beacon (white, triangular) (4¼ cables NW), on Haumi Point.

The alignment (316¼°) of these marks leads from Opua Wharf through the S part of Veronica Channel. At night, the alignment (136¼°) of Opua Approach Leading Lights (7.93), astern, leads through the S part of the channel.

Small craft channels

7.96

1 **Motumaire Islands.** Passage for boats is afforded between drying rocky ridges which lie across the channel

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between Motumaire Islands (35°16′·6S, 174°05′·6E) and Nihinui Point, 2½ cables SW, passing between a beacon (starboard hand) standing on the outer end of the ridge extending from Nihinui Point, and a beacon (port hand) which marks the edge of foul ground extending SW from Motumaire Island.

2 **Haumi River.** At HW a channel entrance (35°18′·0S, 174°06′·2E) which leads from Veronica Channel in the vicinity of No 5 Light-beacon to Haumi River, 4 cables E, affords passage for boats. The channel is spanned by a bridge and an overhead power cable beneath which there is a least vertical clearance of 2·3 m.

Berths

7.97

1 **Alongside berths:**

The principal berth at Opua is a concrete and wood wharf, LOA 214 m and maximum draught 8·5 m at MHWS.

Small vessels with a maximum draught of 2·5 m may berth inside the wharf at Opua and either side of Russell jetty (35°15′·7S, 174°07′·3E).

2 **Anchorage.** Vessels can anchor off Russell, in depths from 7 to 11 m, W of a line joining Kororareka Point (35°15′·5S, 174°06′·7E) and Kaiaraara Island, 6½ cables SSE, clear of the dredged channel and prohibited anchorage.

Submarine cables in the vicinity of which anchoring is prohibited are shown on the chart as follows:

3 From the vicinity of Russell to that of Paihia, 1¾ miles SW. The cables are marked at the landing places by two beacons (see 1.27) which, in line, indicate their general directions.

From the vicinity of a ferry ramp (35°18′·3S, 174°07′·1E) extending SW across Veronica Channel. The limits of the area are marked by beacons.

From a bay (35°18′·5S, 174°08′·0E) near Okiato extending SSE across Waikare Inlet. Each landing place is marked by a beacon.

Port services

7.98

1 **Repairs:** minor; divers for inspections.

Other facilities: Compass adjustment; issue of de-ratting exemption certificates; hospital at Kawakawa, 13 km distant; refuse collection; no facilities for reception of oily waste.

Supplies:

At Opua: fresh provisions; fresh water; fuel oil by road tanker.

At Russell: fresh water in limited quantities; marine diesel.

2 **Communications:**

Internal air services by seaplane locally, from a ramp at Paihia; and from Kerikeri Airport, 19 km distant.

Regular car and passenger ferry service between ramps ¼ cable W of the root of Opua Wharf and the shore 4½ cables N, with road connection to Russell; launch service between Paihia and Russell.

Small craft

7.99

1 **Waitangi River**, 3 miles NW of Opua, is approached from NE and entered NE of Ti Point (35°16′·4S, 174°04′·8E). The river is navigable for a short distance.

Directions. From the vicinity of No 1 light-beacon (35°15′·8S, 174°06′·1E), the track to Waitangi River leads generally SW, passing (with positions from No 1 Light-beacon):

SE of Hermione Rock Light-beacon (starboard hand) (4 cables W), standing on the SE side of the rock which consists of two pinnacles, awash, and:

2 NE of Mickey Rocks Light-beacon (port hand) (5 cables SW), thence:

SE of Ti Point Light-beacon (starboard hand) (about 1 mile SW), on the outer edge of a drying shingle spit extending SE from Ti Point.

From Ti Point Light-beacon the track leads WNW to a yacht club and moorings passing beneath a road bridge with a vertical clearance of 3·2 m, which spans the river entrance.

3 Useful marks:

Light (metal post) (35°16′·3S, 174°04′·9E) on a slip.

Beacon (starboard hand) (¾ cable W of light).

Berths:

Jetty and ramps on N side of river above the bridge.

Yacht Club, slips and moorings at Ti Point.

7.100

1 **Kawakawa River**, a mud creek, is entered between Waimangaroa Point (35°18′·8S, 174°07′·3E) and an unamed point, 3½ cables SE. It extends about 3 miles S to mangrove swamps. The river is only navigable for a short distance by small craft at HW, and is marked in places by stakes. Moorings are laid SW of a line joining Waimangaroa Point and the unnamed point, 3½ cables SE.

2 **Yacht Marina** has been established in Kawakawa River extending S from a fuelling wharf (35°18′·8′S, 174°07′·3E). Six piers extend E from shore enclosed by floating breakwaters, from which lights are exhibited marking the breakwater entrances and their extent.

7.101

1 **Waikare Inlet** is entered between Waimangaroa Point (35°18′·8S, 174°07′·3E) and Tapu Point, 2½ cables N, and extends E, N of Motutokape Island (35°18′·8S, 174°07′·8E). The inlet is marked on the N side by a light-buoy (port hand), 2¼ cables SE of Tapu Point, a beacon (port hand), 3 cables farther ESE, and thence by beacons as far as Marriott Island. It is navigable with local knowledge by small craft for about 2½ miles, as far as Marriott Island, and thence by boat for 3 miles. A number of marine farms are established in the inlet.

2 Moorings are laid on the N side of the inlet E of Tapu Point (35°18′·5S, 174°07′·3E) to the prohibited anchorage, 6½ cables E.

7.102

1 **Yacht anchorages** are found in the vicinity of the following positions, with limits as shown on the chart:

Matauwhi Bay Outer Anchorage (35°16′·5S, 174°07′·5E).

Paihia Anchorage (35°16′·8S, 174°05′·7E).

2 **Protected moorings** for yachts are located in the vicinity of the following positions, as shown on the chart:

Kororareka Bay (35°15′·7S, 174°07′·1E).

Matauwhi Bay (35°16′·3S, 174°07′·7E).

No 7 light-beacon (starboard hand) (35°18′·1S, 174°06′·5E), on W side.

English Bay (35°18′·4S, 174°06′·6E).

Okiato Point (35°18′·2S, 174°07′·0E).

Tapu Point (35°18′·5S, 174°07′·3E).

Opua (35°18′·7S, 174°07′·1E), to W of the wharf.

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3 **Jetties** are located in the following positions as shown on the chart:
Matauwhi Bay (35°16′·2S, 174°07′·5E), on W side.
Paihia (35°17′·0S, 174°05′·6E) which should be approached from NE, passing SE of two beacons (starboard hand), ½ cable N and ¾ cable NNE of the jetty.

4 **Facilities:**
Ramp at Russell, 1¼ cables N of the wharf.
Ramp att Paihia, 1 cable S of the jetty.
Slips 1¾ cables W of Opua Wharf and close W of the ferry ramp.
Gridiron close W of the root of Opua Wharf.

CAPE BRETT TO GREAT BARRIER ISLAND

GENERAL INFORMATION

Chart NZ 52

Area covered

7.103

1 This section describes the offshore route from Cape Brett (35°10′S, 174°20′E), on the E side of the entrance to Bay of Islands, to Great Barrier Island (36°12′S, 175°25′E) and the coastal route from Cape Brett to Bream Tail (36°03′S, 174°35′E) which includes Whangarei Harbour (35°48′S, 174°26′E). Other harbours, anchorages and offshore islands are also included. The section is arranged as follows:

2 Offshore passage and islands (7.104).
Cape Brett to Tutukaka Harbour (7.109).
Tutukaka Head to Bream Tail (7.128).
Whangarei Harbour (7.145).

OFFSHORE PASSAGE AND ISLANDS

General information

Chart NZ 52

Route

7.104

1 From a position at least 5 miles NE of Cape Brett (35°10′S, 174°20′E), vessels making for ports SE of Great Barrier Island (36°12′S, 175°25′E) proceed by offshore passage about 74 miles SE to a position at least 5 miles NE of Needles Point (36°01′·5S, 175°24′·5E). The route passes seaward of all the islands and dangers lying off the coast.

Principal marks

7.105

1 **Landmarks:**
Cape Brett Lighthouse (35°11′S, 174°20′E) (7.37).
Poor Knights Island (elevation 189 m) (35°27′S, 174°44′E) and Aorangi Island (elevation 215 m) (close S) (7.107).
Burgess Island Lighthouse (white stone tower, 14 m high) (35°54′S, 175°07′E).

2 **Major lights:**
Cape Brett Light (35°11′S, 174°20′E).
Poor Knights Island Light (35°27′S, 174°44′E) (white structure, 4 m high).
Burgess Island Light (35°54′S, 175°07′E).

Directions

(Continued from 7.38)

Offshore route

7.106

1 From a position NE of Motukokako (Piercy) Island (35°10′S, 174°20′E), the outer danger off Cape Brett, the offshore route leads SE, passing:
NE of Poor Knights Islands from which a light is exhibited at an elevation of 158 m, at the N end of Tawhiti Rahi Island, thence:
NE of Poor Knights or High Peak Rocks (elevation 86 m), 3½ miles S of Poor Knights Islands, thence:
NE of Maori Rocks (35°55′S, 175°10′E), the outer danger of Mokohinau Islands (7.108).

2 Thence to a position NE of Needles Point (36°01′·5S, 175°24′·5E), an islet lying off the N point of Great Barrier Island (8.22).

(Directions continue at 8.13)

Offshore islands

Chart NZ 521

Poor Knights Islands

7.107

1 **Description.** Poor Knights Islands consist of Tawhiti Rahi Island (35°28′S, 174°44′E) and Aorangi Island, close S, with some islets and rocks, lying about 13 miles off the NE coast of North Island. The islands are rugged, with cliffs and scrub-covered summits. They are reported to give good radar responses.

The group includes Poor Knights Rocks (35°32′·7S, 174°43′·4E), also known as High Peak Rocks, which are three pinnacle islets, and Sugarloaf Rock, 1½ miles SW.

2 **Wildlife sanctuary** is established on Poor Knights Islands group. See 1.51 for regulations.

Marine reserve. The waters for a distance of 800 m around Poor Knights Islands, Poor Knights Rocks and Sugarloaf Rock are a marine reserve in parts of which fishing is either restricted or prohibited; see 1.12.

3 **Mandatory area to be avoided** has been established, as shown on the chart. See 1.52.

4 **Directions.** Except for a rock which breaks (35°33′·2S, 174°43′·4E), on the S side of Poor Knights Rocks, the waters around Poor Knights Islands group are deep. The chart is sufficient guide for navigation.

5 **Small craft channel.** Boats can use the channel between Tawhiti Rahi Island and Aorangi Island.

Chart NZ 522

Mokohinau Islands

7.108

1 **Description.** Mokohinau Islands (35°56′S, 175°08′E) consist of four islands and some islets and rocks, including Simpson Rock (36°00′S, 175°07′E), lying about 25 miles off the NE coast of North Island.

Fanal Island (35°57′S, 175°09′E), elevation 135 m, is flat-topped, with cliffs and bush-covered. Burgess Island, elevation 110 m, from which a light (35°54′·4S, 175°06′·9E) is exhibited, lies 2¼ miles NW. Both are reported to give good radar echoes.

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2 **Wildlife sanctuary** is established on Mokohinau Islands. See (1.51) for regulations.

Tidal levels. Mean spring range about 2·0 m; mean neap range about 1·5 m. See the relevant *Admiralty Tide Tables* for the latest information.

Directions. The chart is sufficient guide for navigation of the waters around Mokohinau Islands. Attention is drawn to the following detached dangers (with positions from Burgess Island Light):

3 Two dangerous underwater rocks (1¾ miles WSW and SW respectively), the outer dangers of a shoal extending SW from Burgess Island.

A 6·4 m patch (1 mile W).

Groper Island (elevation 38 m) (2¾ miles W).

Maori Rocks (elevation 18 m) (2½ miles ESE).

A rock (elevation 24 m) (2¼ miles SSE), off the W side of Fanal Island.

Navire Rock (elevation 8 m) (3¼ miles SSE), which is pointed.

4 Simpson Rock (elevation 5 m) (6 miles S) with a rocky shoal, minimum depth 9·7 m extending 8 cables N.

Small craft channel. Edith Passage (35°54′·7S, 175°06′·4E), SW of Burgess Island, requires local knowledge.

There is a small disused jetty in a cove on the S side of Burgess Island.

CAPE BRETT TO TUTUKAKA HARBOUR

General information

Chart NZ 521

Route

7.109

1 From Cape Brett (35°10′S, 174°20′E) to Tutukaka Head (South Gable) (35°37′S, 174°33′E), 28 miles SSE, the coastal route is deep, and clear of charted dangers at a distance of more than 1 mile from the coast, except for Danger Rock (35°21′S, 174°24′E) and Elizabeth Reef (35°31′S, 174°30′E). The track passes through a channel, about 8 miles wide, between the coast and Sugarloaf Rock (35°34′S, 174°42′E).

Topography

7.110

1 From Cape Brett to Whangamumu Peninsula (35°15′S, 174°19′E), there are cliffs which rise steeply to bush-covered hills, and the entire coast to Kukutauwhao Island, on the E side of which stands Tutukaka Head, is backed by hills rising to peaks from 200 m to over 400 m in elevation. Bays which indent the coast are sandy. Bland Bay (35°20′S, 174°22′E) has a long sandy beach backed by houses on the SW side.

2 From Bland Bay to Cape Home, 1¾ miles S, the coast is steep and bold, rising to bush-covered hills up to about 180 m high.

Between Rangitapu Point (35°34′S, 174°31′E) and Tutukaka Head, 3½ miles SSE, the coast is rocky.

Principal marks

7.111

1 **Landmarks:**

North Gable (elevation 59 m) (35°35′S, 174°32′E), Middle Gable (elevation 82 m) (6 cables SSE) and Tutukaka Head (elevation 88 m) (8 cables farther SSE), also known as South Gable, which are prominent gable-shaped headlands.

Poor Knights Islands (35°28′S, 174°44′E) (7.107).

2 **Major lights:**

Cape Brett Light (35°11′S, 174°20′E) (7.37).

Poor Knights Island Light (7.105).

Tutukaka Head Light (white structure, 4 m in height) (35°37′S, 174°33′E).

Directions

(continued from 7.38)

Coastal route

7.112

1 From a position NE of Motukokako (Piercy) Island (35°10′S, 174°20′E), or from the entrance of the inshore channel SW of the island, the coastal route leads generally SSE, passing:

ENE Cape Brett (7.37), which falls in cliffs over 240 m high on the E side, thence:

ENE of a rock, awash, about 1¼ miles S of Piercy Island, 3 cables NE of Waiwiri Island, thence:

ENE of Whangamumu Peninsula (35°15′S, 174°19′E), which is grassy and Pillar Rock, close S, thence:

2 ENE Home Point (35°19′S, 174°23′E), a red, flat-topped cliff connected to the mainland by a low marshy neck, thence:

ENE of Danger Rock (elevation 6 m), 1¾ miles SSE of Home Point, which is a black pinnacle; a vessel may also pass W of this rock, thence:

Across Whangaruru Bay, 5 miles S of Home Point, in which lies Whangaruru Harbour, thence:

3 ENE of Rimariki Island (35°25′S, 174°27′E) and foul ground extending 2 cables E, thence (with positions from Rimariki Island):

ENE of Titi Island (2¾ miles S) and Four Islets (elevation 48 m) (5 cables farther S), thence:

ENE of Motutohe Island (4 miles SSE), thence:

ENE of Elizabeth Reef (5¾ miles SSE), parts of which dry, thence:

4 WSW of Poor Knights Islands (35°28′S, 174°44′E) (7.107), thence:

ENE of Dowd Rock (35°33′S, 174°31′E), a 4·3 m patch, close SE, and a 20 m depth, 1¼ miles SE, thence:

ENE of a dangerous wreck (35°35′·0S, 174°32′·6E), thence:

WSW of Sugarloaf Rock (elevation 86 m) (35°34′S, 174°42′E), thence:

To a position E of Tutukaka Head (35°37′S, 174°33′E).

(Directions continue at 7.133)

Minor harbours and anchorages

Chart NZ 521

Te Toroa Bay

7.113

1 **Description.** Te Toroa Bay (35°14′S, 174°18′E) affords anchorage during W winds.

Directions. The bay is entered between Motukorari Island (elevation 6 m) (35°13′·4S, 174°19′·0E) and Motukumara Rock (elevation 65 m), 7 cables S, both of which lie off cliffs at the extremities of peninsulas. Whangamumu Harbour (close S), has a similar appearance, and may be confused with Te Toroa Bay.

Anchorage can be obtained in the middle of Te Toroa Bay, in depths from 18 to 27 m, fine sand and shell.

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Chart NZ 5212 with plan of Whangamumu Harbour (see 1.19)

Whangamumu Harbour

7.114

1 **Description.** Whangamumu Harbour (35°15′S, 174°18′E) affords safe anchorage for small vessels in all but strong NE winds. It is much used by small craft on coastal passage.

Tidal levels. Mean spring range about 1·8 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

2 **Directions.** The harbour is entered S of Flat Rock (elevation 23 m) (35°14′·5S, 174°18′·8E) which is bare and not easily distinguished from an islet (elevation 61 m), close NW. From the entrance the track leads SW to a basin at the head of the harbour.

Anchorage can be obtained in the basin in depths from 5 to 9 m; a recommended berth is shown on the chart.

There is a ruined jetty on the N shore of the harbour.

Chart NZ 5111 (see 1.19)

Bland Bay

7.115

1 Bland Bay (35°20′S, 174°22′E) is not recommended as an anchorage.

There is a boat ramp in Bland Bay, at S end of the beach.

Whangaruru Harbour

7.116

1 **Description.** Whangaruru Harbour, well-sheltered and easy of access, is entered from SE through Whangaruru Bay, between North Head (35°22′·9S, 174°22′·4E) and Bland Rocks, 1 mile SW, passing SW of Henry Island, 4 cables S. A small vessel can also approach the harbour from E and enter through a channel, N of Henry Island, which is 2 cables wide with a least Charted depth of 8·5 m. The harbour extends 1½ miles NNW, between banks with depths less than 5·0 m over them, through the inner anchorage to drying mud flats close NW of Tamatateatai Point, where there is a wharf.

2 Several small settlements stand on the shores of the harbour. The main one is Oakura on the W side of the entrance.

Tidal streams are generally weak, but attain a rate of ½ kn in the narrowest part of the entrance.

Submarine cable. A submarine telephone cable is laid NE across the harbour and marked at each end by a beacon, see the Chart.

3 **Tidal levels.** Mean spring range about 1·9 m; mean neap range about 1·4 m. See the relevant *Admiralty Tide Tables* for the latest information.

7.117

1 **Directions.** From a position about 5 cables S of a rock (elevation 3 m) on a shoal extending 2 cables S from Motutara Island (35°23′·3S, 174°22′·3E), the track is NW, passing in mid channel (with positions from Motutara Island):

NE of a bank (6 cables WSW), with a depth of 4·6 m over the outer end, 1½ cables NE of Bland Rocks, and:

SW of Motutara Island shoal (2 cables S), thence:

NE of Rugged Point (9 cables W), and:

2 SW of Black Rocks light-beacon (starboard hand) (8 cables NW), thence:

1½ cables NE of a rocky islet (elevation 12 m) (1¼ miles WNW), connected to the shore S by a drying ledge.

Thence the track is NNW through the narrowest part of the fairway, in a minimum charted depth of 6·1 m to a position about 1½ cables E of Motukowhai Islands (35°22′·0S, 174°20′·5E), in the inner anchorage.

3 N of this position the harbour becomes progressively more shallow and local knowledge is required for navigation.

From a position E of Motukowhai Islands, to the shallow and muddy head of the harbour, the track leads generally NW, passing (with positions from Motukowhai Islands):

4 NE of Orapa Rock, marked by a light-beacon (port hand) (1¾ cables NNE), thence:

SW of Hongiao Rock, awash, marked by a light-beacon (starboard hand) (6 cables NE), thence:

Midway between Motukauri Island (6 cables N), 44 m high and Tokitoki Point (8 cables NW).

Thence the track leads N in mid-channel to Tamatateatai Point (1¼ miles NW).

5 **Useful mark:**

Motukehua (Nops) Island (35°24′·3S, 174°21′·7E) (Chart NZ 521), which consists of two islets encircled by a drying reef.

7.118

1 **Anchorages:**

About 4 cables E of Rugged Point (35°23′·2S, 174°21′·1E), in a depth of about 11 m, sand and shell.

About 3 cables E of Motukowhai Islands (35°22′·0S, 174°20′·5E), in a depth of about 6 m, sand and mud.

7.119

1 **Small craft:**

Boat ramp at N end of a beach near Oakura (35°23′·5S, 174°20′·5E).

Boat ramp at S end of beach near Whangaruru South, about 7 cables N of Oakura.

Boat ramp in Puriri Bay, about 1½ miles NNE of Oakura.

Supplies from a store at Oakura.

Chart NZ 521

Helena Bay

7.120

1 Helena Bay (35°26′S, 174°22′E) is not recommended as an anchorage.

Mimiwhangata Bay

7.121

1 Mimiwhangata Bay affords sheltered anchorage in S winds, 7 cables E of Paparahi Point (35°26′·0S, 174°23′·6E), in a depth of about 11 m,

Sandy Bay

7.122

1 Sandy Bay (35°32′S, 174°29′E) affords anchorage during offshore winds.

Directions. The bay is approached from E between Elizabeth Reef (35°31′S, 174°30′E) and Dowd Rock, 2½ miles SSE. There is a rocky patch (depth 9·7 m), 5 cables S of Elizabeth Reef.

Anchorage can be found as convenient in the bay, in depths from 9 to 18 m, sand. There is a drying reef, 1·8 m, 2 miles SSW of Elizabeth Reef.

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Chart NZ 5212 with plan of Tutukaka Harbour (see 1.19)

Tutukaka Harbour

7.123

1 **General information.** Tutukaka Harbour is approached from E and entered on a line of leading lights between Tutukaka Head (35°37′S, 174°33′E) and Red Rock, 1½ cables SSW. It is protected from E weather by rocks in the entrance. From a minimum charted depth at the entrance of over 18 m, the outer harbour which is less than 2 cables wide, shoals to a depth of 5 m after about 4 cables. Thence the inner harbour opens to NW and SW arms separated by Phillip Island (35°37′·0S, 174°32′·0E). The NW arm leads to a yacht marina at Tutukaka, 8 cables within the entrance, through a narrow, dredged channel, marked by beacons and light-beacons, with a minimum charted depth of 1·8 m.

2 The harbour is a base for fishing vessels and pleasure craft and affords anchorage in its outer part. It is under the jurisdiction of the Northland Port Corporation (NZ) Ltd as part of Whangarei Harbour (7.150).

Tidal levels. Mean spring range about 2·0 m; mean neap range about 1·4 m. See the relevant *Admiralty Tide Tables* for the latest information.

7.124

1 **Directions.** Care should be exercised when entering Tutukaka Harbour as a heavy swell usually sets on to rocks on the S side of the narrows and the tidal streams vary in direction.

Leading lights:

Front light (red can on red metal pile, 2 m in height) (35°36′·9S, 174°32′·0E) standing ½ cable N of Phillip Island (elevation 36 m).

Rear light (white can on black metal pile, 1 m in height) (1 cable W of front light).

2 From the E approach to the harbour the alignment (270°) of these lights leads through the entrance, passing (with positions from Tutukaka Head Light (35°36′·7S, 174°32′·8E) (7.111):

S of a 3·0 m depth (1¾ cables SSW), thence

N of Red Rock (elevation 6 m) (2¾ cables SW), which is the outer rock on a reef that extends NE from the S entrance point of the harbour.

Thence to a position in the outer part of the harbour.

7.125

1 **Anchorage.** The outer part of the harbour affords anchorage to small vessels in depths of 5 to 10 m.

Small craft channel. From a position on the entrance leading line close E of the front leading light, the track to Tutukaka marina leads NW through the marked channel.

Small craft:

Mooring areas are available for boats in Pacific Bay, 2 cables SE of Phillip Island, and for small craft at the head of the NW arm.

Ramps and slips in the marina at head of NW arm. Hotel and deep-sea angler's club in Tutukaka.

Small craft

Chart NZ 521

7.126

1 **Whananaki Inlet** (35°31′·0S, 174°28′·3E) lies at the N end of Sandy Bay (7.122), through which it is approached. The inlet is entered through a gap, only 35 m wide, in the shore of the bay and has a controlling depth of 0·9 m. Recent local knowledge is required for entry which should only be attempted in fine weather.

From Sandy Bay the track to the entrance leads generally N, thence through a channel marked by beacons into the inlet.

There is a wharf on N side of entrance, E of Whananaki township, length about 10 m which dries at LW.

7.127

1 **Matapouri.** A bay on the S side of Rangitapu Point (35°34′S, 174°31′E) affords a landing on a sandy beach at its head, during offshore winds, in front of the holiday settlement of Matapouri.

TUTUKAKA HARBOUR TO BREAM TAIL

General information

Chart NZ 521

Route

7.128

1 From Tutukaka Head (South Gable) (35°37′S, 174°33′E) the coastal route leads about 26 miles S to Bream Tail (36°03′S, 174°35′E), on the S side of the approach to Whangarei Harbour, passing seaward of a number of dangers which border the coast as far as Bream Head (35°51′S, 174°35′E), to a distance of about 1 mile in places. Thence the track leads through Parry Channel, which separates Bream Bay from the islands of Hen and Chickens group (35°54′S, 174°44′E). This route is deep and clear except for Sail Rock (36°00′S, 174°42′E) and McGregor Rock, 4¾ miles SW.

2 Recommended routes for vessels carrying oil or other potentially harmful bulk liquid cargoes are (see 7.5):

From the N pass 5 miles E of Poor Knights Islands (35°28′S, 174°44′E) and High Peak Rocks, 3½ miles S, thence midway through Parry Channel (35°52′S, 174°39′E) to the pilot boarding position (35°55′S, 174°35′E).

From the S pass through Colville Channel (36°25′S, 175°25′E) and Jellicoe Channel, 25 miles WNW, remaining at least 3 miles offshore to the pilot boarding position.

Topography

7.129

1 Between Tutukara Harbour and Motutara Island, 1½ miles S, there are cliffs backed by a hill, elevation 193 m, thence Ngunguru Bay indents the coast. Ngunguru River flows into the NW corner of the bay. The shore of the bay S of Horahora River entrance (35°40′S, 174°30′E), is a sandy beach, 3 miles long, broken in the middle by rocks.

From Taiharuru Head (35°43′S, 174°34′E), on the S side of the entrance of Ngunguru Bay, there are cliffs backed by low hills for 4 miles; the cliffs then terminate abruptly at the foot of Kauri Mountain, a round grassy hill, and are succeeded by Ocean Beach. The beach is backed by sandhills which rise to mountains on Bream Head.

2 The N shore of Bream Bay is backed by the Bream Head range of mountains, which are over 400 m high and very distinctive. The W shore, as far S as Waipu Cove (36°02′S, 174°30′E), is sandy beach backed by scrub-covered sandhills behind which rolling pasture extends to foothills inland. Between Waipu Cove and Bream Tail the coast is steep.

Hen and Chickens island group comprise Marotere Islands (35°53′S, 174°44′E) and Taranga Island, 3½ miles S, which are generally high and steep.

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Hazards

7.130

1 Ammunition may have been dumped within 5 cables of Hen and Chickens islands (35°54′S, 174°44′E).

Regulations

7.131

1 **Wildlife sanctuary** is established on Hen and Chickens island group. See 1.51 for regulations.

Charts NZ 521, NZ 5213

Principal marks

7.132

1 **Landmarks:**

Summit of Bream Head (35°51′·4S, 174°34′·6E).

Manaia (35°49′S, 174°31′E), a prominent peak with several pinnacles on its summit.

Marsden Point oil refinery (7.145):

Chimney (elevation 104 m) (35°50′·5S, 174°29′·6E);

Chimney (elevation 124 m) (1½ cables SSW);

Chimney (flare) (elevation 97 m) (2 cables farther SSW).

2 The Pinnacles (35°58′S, 174°42′E), the conspicuous summit of Taranga Island.

Sail Rock (36°00′S, 174°42′E), which is prominent and easily recognised.

Major lights:

Poor Knights Island Light (7.105).

Tutukaka Head Light (35°37′S, 174°33′E) (7.111).

Directions

(continued from 7.112)

Chart NZ 521

Tutukaka Head to Whangarei

7.133

1 From a position E of Tutukaka Head (35°37′S, 174°33′E) clear E of Rahomaunu Island (elevation 44 m), 6 cables S, to avoid a drying reef (2·4 m) extending 5 cables E from the island, the coastal route leads S to the approaches to Whangarei Harbour. The track crosses Ngunguru Bay passing E of Taihururu Head (35°43′S, 174°34′E), a long grassy headland rising to a steep knoll, and thence (with positions from Taihururu Head):

2 E of a 16·4 m rocky shoal (1½ miles E), depending on draught, thence:

E of an islet (elevation 30 m) (3½ cables SE), which is sharp and conical in appearance, thence:

E of a reef, with a depth of 5·2 m over the outer end, on which lies Awarua Rock (about 4 miles S), thence:

E of Bream Rock (7¼ miles S), over which the sea breaks in bad weather, lying 4 cables ENE of Bream Islands.

3 Thence the track leads to a position E of Bream Head (8¼ miles S) from which a light (white structure, 4 m in height) is exhibited. Whence vessels proceeding to Whangarei continue SW through Parry Channel, passing:

NW of a dangerous rock, 5¼ miles ESE of Bream Head, close off the W end of West Chicken Island (Mauitaha Island).

Thence the track continues SW to the pilot boarding position about 2 miles SE of Fairway Light-buoy (safe water) (35°53′·3S, 174°33′·2E). at the seaward end of the entrance channel to Whangarei.

Useful marks

7.134

1 Busby Head (35°52′S, 174°32′E) (7.167).

Marsden Point direction light (35°50′S, 174°30′E) (7.167).

(Directions continue for Whangarei Harbour at 7.167)

Whangarei to Hauraki Gulf

7.135

1 From the vicinity of Fairway Light-buoy (35°53′·3S, 174°33′·2E), the route for vessels proceeding to Hauraki Gulf and Auckland leads SE, across Bream Bay, passing (with positions from Fairway Light-buoy):

SW of Taranga Island (8 miles ESE) from the W side of which a light (white rectangle on metal column, 1 m in height) is exhibited, thence:

SW of Sail Rock (9¾ miles SE).

2 Thence the track leads to a position in the approaches to Jellicoe Channel E of McGregor Rock (36°02′·8S, 174°36′·9E), standing 1¼ miles E of Bream Tail which is bush-covered.

(Directions continue for coastal route at 8.25)

Directions for passing east of Hen and Chicken Islands

7.136

1 Vessels proceeding on the coastal route from Tutukaka Head to Hauraki Gulf and Auckland, remaining 5 miles off land (7.5), should pass E of Coppermine Island, from the E end of which a light (white column, 2 m in height) (35°53′·2S, 174°46′·8E) is exhibited, passing (with positions from Coppermine Island Light):

E of Taranga Island (5 miles SSW) from the W side of which a light (white rectangle on metal column, 1 m in height) is exhibited, and:

W of Mokohinau Islands (13 miles E) (Chart NZ 522), thence:

E of Sail Rock (8 miles SW), and:

W of Simpson Rock (18 miles ESE).

2 Thence the track leads S to a position in the approaches to Jellicoe Channel E of McGregor Rock (36°02′·8S, 174°36′·9E), standing 1¼ miles E of Bream Tail which is bush-covered.

(Directions continue for coastal route at 8.25)

Side channels

Hen and Chicken Islands

7.137

1 From E the channel through Hen and Chicken Islands to the vicinity of Fairway Light-buoy (safe water) (35°53′·3S, 174°33′·2E) leads generally W, passing:

S of Coppermine Island (35°53′S, 174°47′E), from the E end of which a light (white column, 2 m in height) is exhibited, thence:

S of a shoal with a least depth of 2·7 m over it, 1¼ miles SW of the light, which is the outer danger on the S side of Marotere Islands, thence:

2 S of Marotere Islands and N of Taranga Island, 3½ miles S, from the W side of which a light (white rectangle on metal column, 1 m in height) is exhibited.

Anchorages

Chart NZ 521

Ngunguru Bay

7.138

1 **Description.** Anchorage is afforded to small vessels, during offshore winds, off the entrance to Ngunguru River

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(35°38′·5S, 174°31′·0E) (7.140), in depths from 5 to 7 m, sand. A wreck used for recreational diving is sunk in position 35°39·2S, 174°32′·7E.

Directions. The anchorage should be approached from a position midway between Motutara Island (35°38′·5S, 174°32′·0E) which is conical, and Kumi Point, 1¼ miles SW, a rocky projection at the foot of Whakareora, a conical hill.

2 A 4·9 m patch, 4 cables WSW of Motutara Island, lies in the entrance.

Anchorage can be found for larger vessels in the middle of Ngunguru Bay (35°41′S, 174°32′E), in depths from 10 to 20 m, sand.

Charts NZ 521, NZ 5213

Bream Bay

7.139

1 **Description.** Vessels can anchor in offshore winds in Bream Bay (35°56′S, 174°32′E). For anchorages off the entrance to Whangarei Harbour, see 7.161.

Caution. Vessels should not anchor near:

Four buoys (special purpose) (35°53′S, 174°29′E) moored off a power station. The buoys mark concrete structures which project up to 4 m from the sea bed, at the outer ends of submarine pipelines.

2 Foul ground charted S of Fairway Light-buoy (35°53′·3S, 174°33′·2E).

A rock (36°02′·6S, 174°33′·2E), awash, on the S side of Bream Bay.

Anchorage can be found:

S of the entrance of Ruakaka River (35°54′S, 174°28′E), in depths from 15 to 17 m, sand.

Off Langs Beach (36°03′S, 174°32′E), for small vessels.

3 **Smugglers Bay** (35°51′·6S, 174°32′·0S), close outside the entrance, on the E side of Busby Head, is unsuitable as the bottom is rocky, in places.

Small craft. During offshore winds, small craft can anchor in:

MacKenzie Cove (36°03′S, 174°33′E).

Andersons Cove, 1¼ miles E of MacKenzie Cove.

When using these anchorages care should be taken to avoid the rock, awash, between the coves.

Boats can generally land in the lee of a reef off the E end of Langs Beach.

Small craft

Chart NZ 521

Ngunguru River

7.140

1 **General information.** Ngunguru River (35°38′·5S, 174°31′·0E) flows into the NW corner of Ngunguru Bay. Depths in the approaches are constantly changing and depths in the river range from 0·5 to 1·0 m for about 4 miles. Ngunguru, a small township, stands on the N bank of the river, within the entrance.

2 **Directions.** Recent local knowledge is required for entry to Ngunguru River, which should be attempted in fine weather only.

The river is entered E of a sandy spit, which forms the W side of the entrance. A buoy (starboard hand) marks the W extremity of rocks lying on the E side of the entrance. Thence the track follows the river channel which is very narrow but marked by beacons.

Pataua River

7.141

1 **Description.** Pataua River (35°42′·8S, 174°31′·5E) flows into the SW corner of Ngunguru Bay, through an inlet under a road bridge. Pataua Island fronts the inlet and is connected to the mainland W by a causeway. The river is navigable by boat only. The depth over a bar at the entrance is 0·9 m.

Directions. Recent local knowledge is required for Pataua River and the bar should be attempted in fine weather only.

Taiharuru River

7.142

1 **Description.** Taiharuru River (34°43′S, 174°33′E) flows into the S side of Ngunguru Bay.

Directions. Recent local knowledge is required for Taiharuru River as the entrance channel shifts. The entrance is dangerous in any swell and should only be attempted in fine weather.

Hen and Chicken Island

7.143

1 **Landing** can be made in a cove SW of Coppermine Island Light (35°53′·2S, 174°46′·8E).

Waipu River

7.144

1 **Description.** Waipu River (36°00′S, 174°29′E) is navigable by boats for 2 miles, as far as a bridge at Waipu. The entrance to the river dries.

Directions. Entry should only be attempted with recent local knowledge, at HW in fine weather. The river should be entered N of a beacon (isolated danger) standing on the S side of the entrance.

Berths. There are wharves about 4 cables within the entrance, and close below the bridge.

WHANGAREI HARBOUR

General information

Chart NZ 521, 5213

Position

7.145

1 Whangarei Harbour (35°48′S, 174°26′E) lies at the N end of Bream Bay. It affords access to four ports:

Tanker berths at Marsden Point (35°50′S, 174°30′E).

Deep-water cargo port (35°50′S, 174°29′E)

A cement works wharf (35°48′·1S, 174°20′·8E) at Portland.

Port Whangarei (35°45′·5S, 174°21′·0E).

Function

7.146

1 The main functions of the four ports are as follows:

Marsden Point is an oil refinery and terminal.

Portland is a bulk cement works.

Marsden Point cargo berths are primarily for forest products.

Port Whangarei is a customs entry and fishing port, and the main port of North Island N of Auckland (8.95). Cargoes handled include fertiliser, fruit, meat and dairy products, cement, gypsum, and coal.

The city of Whangarei, where there are several industrial plants and a town wharf, lies 2½ miles NW of the port. In 2001, the population of the Northland Region was 140 133.

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Port Limits

7.147

1 Whangarei Harbour comprises all tidal waters enclosed by a line drawn:

From Tutukaka Head (35°37′S, 174°33′E), 5 cables E, thence:

S through positions 5 cables E of Bream Head (35°51′S, 174°35′E) and 5 cables E of Sentinel Rock (36°05′S, 174°36′E), thence:

SW to the coast 5 cables S of Sentinel Rock.

Approach and entry

7.148

1 Whangarei Harbour is entered from Fairway Light-buoy, (safe water), (35°53′·3S, 174°33′·2E), by an outer channel, marked by buoys, which leads into the entrance W of Busby Head, 2 miles NNW, and through a narrows off Marsden Point, 4 miles NW. The channel has a least width of 240 m.

Traffic

7.149

1 In 2003, 361 port calls were recorded totalling 10 055 833 dwt.

Port Authority

7.150

1 Port Authority for Whangarei Harbour is Northland Regional Council, represented by a Regional Harbour Master:

Postal address: Private Bag 9021, Whangarei.

E–mail address: mailroomrecords@nrc.govt.nz

Website: www.northport.co.nz

2 Marsden Point tanker berths are operated by the New Zealand Refining Company:

Postal address: Private Bag 9024, Whangarei.

E–mail address: corporate@nzrc.co.nz

3 Port Whangarei operating company is Northport Ltd:

Postal address: PO Box 44, Ruakaka.

Portland Wharf is used by the Golden Bay Cement Company.

Limiting conditions

Controlling depths

7.151

1 **Outer channel** has a least charted depth of 14·7 m at the seaward end.

Under keel clearance. Under certain meteorological conditions (1.106), long period swell waves can significantly reduce under keel clearance at the entrance to Whangarei harbour. A system is in operation for the entrance to Whangarei harbour which predicts an individual vessel's dynamic under keel clearance in given weather, tidal and sea conditions**.** This information is available to mariners via the pilot service, and should be carefully considered before entry.

Caution. Mariners should proceed with caution when such swell conditions are experienced.

2 **Channel to Port Whangarei.** From One Tree Point (35°49′·0S, 174°27′·2E) up to Port Whangarei including a swinging basin at the inner end, the channel has a least depth at chart datum of 7·8 m as far as K27 Light-beacon (35°45′·0S, 174°21′·0E), and 4·9 m as far as a slipway, 1¼ cables NNW. Only Kioreroa Reach (7.171) is regularly dredged; elsewhere, depths may vary and the latest information should be obtained from the Regional Harbour Master. See note on the chart. The minimum width is 90 m.

3 **Portland Reach,** the channel to Portland, has a least charted depth of 4·9 m S of Limestone Island (35°47′·2S, 174°21′·5E).

Channel to Whangarei Town Basin, above Port Whangarei, has depths from 0·9 to 1·5 m, in Hatea River, which is not charted in detail.

Deepest and longest berth

7.152

1 The deepest and longest berth is at Marsden Point (7.177).

Tidal levels

7.153

1 **Marsden Point.** Mean spring range about 2·1 m; mean neap range about 1·5 m.

Port Whangarei. Mean spring range about 2·3 m; mean neap range about 1·6 m.

The range in tide increases with progress up the harbour. HW at Port Whangarei is generally 33 minutes after HW at Marsden Point and LW is 14 minutes later than LW at Marsden Point.

See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels

7.154

1 Tsunamis (see 1.50) may affect Whangarei Harbour. Warning is given verbally to vessels at Marsden Point and by sirens at Port Whangarei and Portland. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water

7.155

1 Density of water in the harbour is 1·025 g/cm^3 as far as and including Port Whangarei.

Maximum size of vessel handled

7.156

1 **Marsden Point:**

Length: 304 m.

Draught: 15·2 m at HW, 13·1 m at LW.

Size: normally 145 000 dwt, but this may be exceeded at the discretion of the Regional Harbour Master and New Zealand Refinery Co.

2 **Marsden Point deep-water berths:**

Length 220 m.

Draught: 11·8 m at all states of the tide.

Size: Normally 40 000 dwt.

Portland:

Length: 82 m.

Draught: 5·6 m at HW, 4·3 m at LW.

3 **Port Whangarei:**

Length: 200 m.

Draught: 9·45 m at HW, 7·0 m at LW.

Whangarei Town Basin:

Small craft. Contact Whangarei Harbour Marina Management VHF Ch 64.

Local weather

7.157

1 Prevailing winds are NE and SW. During strong winds, particularly from E and SW, steep seas may develop in the harbour.

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Arrival information

Port operations
7.158

1 Tankers of more than 50 000 dwt are berthed at Marsden Point either at slack water or during ebb tide. Pilots embark about 1½ hours before berthing time for deep-draught vessels.

Port radio
7.159

1 Whangarei Harbour Radio is located at the Northport security gatehouse at Marsden Point; for details, see *Admiralty List of Radio Signals Volume 6 (4)*.

Vessels are required to establish VHF communication with the station before entering or leaving harbour.

Notice of ETA required
7.160

1 ETA should be notified not less than 24 hours in advance and then 3 hours in advance.

Anchorages
7.161

1 **Outer anchorage** is between NE and SE of Fairway Light-buoy, distant 1 mile, in depths from 22 to 37 m, fine sand, good holding ground; or as directed by the Regional Harbour Master.

2 Small vessels can also anchor on the E side of the harbour entrance, between Home Point (35°51′·0S, 174°31′·5E) and Calliope Bank, 2 cables N, in depths of about 8 to 11 m at the entrance to Urquharts Bay. The bay should not be entered farther than is necessary to obtain shelter from S winds, and care should be taken to ensure a vessel will swing clear of drying rocks which fringe the shore NE of Home Point.

3 **Quarantine anchorage** is an area of navigable water in the roadstead enclosed by a circle radius 3 miles, centred on Frenchman Island (35°51′·7S, 174°31′·6E), or as directed by the Regional Harbour Master.

Caution. An area of foul ground consisting of rock and sand, exists S of Fairway Light-buoy as shown on the chart.

4 **Prohibited anchorage.** Anchoring is prohibited, as shown on the chart, in the vicinity of submarine power cables laid:

Between Marsden Point (35°50′·5S, 174°30′·0E) and Marsden Point front leading beacon, 8 cables SE.

Between the shore and a number of the lights exhibited in the harbour.

Across Hatea River about 1 mile N of Port Whangarei.

Some of the landing places of the cables are marked by beacons.

Pilots
7.162

1 **Pilotage district** comprises all the waters of the harbour and those extending for 1 mile on both sides of the alignment of Marsden Point leading beacons to a distance of 4½ miles from the rear beacon (35°50′·3S, 174°30′·0E) (7.167), as shown on the chart.

Pilotage is compulsory for merchant vessels of 100 grt or more, unless exempted by law. Notice for pilots is the same as that for ETA.

2 **Pilots board** about 2 miles SE of Fairway Light-buoy (35°53′·3S, 174°33′·2E). In bad weather pilots board near Frenchman Island (35°51′·7S, 174°31′·6E). In daylight only, if requested, they will lead vessels through the outer channel in the pilot boat, or will pilot vessels by signals from the pilot boat. This service is not available for vessels carrying hazardous cargoes.

Tugs
7.163

1 One Voith Schneider tug of 20 tonnes bollard pull and two Azimuth Stern Drive tugs, one of 52 tonnes and the other of 43 tonnes bollard pull, are available. Each has firefighting capability. In addition, a number of smaller tugs and workboats are available to assist and run mooring lines.

Regulations concerning entry
7.164

1 **Harbour Regulations.** Navigational safety is regulated by Northland Regional Council Navigation safety by-law (2001), a copy of which is supplied to all vessels on arrival by the pilot.

2 **Harbour movements.** All movements are coordinated by Whangarei Harbour Radio.

Prohibited area. No unauthorised vessel or person may enter a prohibited area in the vicinity of the oil refinery berths at Marsden Point, as shown on Chart NZ 5213.

Harbour

General layout
7.165

1 Whangarei Harbour is a large, sheltered basin, which is generally shallow with a narrow entrance which is deep. The basin is bounded on the S side by low, flat, swampy or sandy land, fronted in places by mangroves. On the NE side there are hills of considerable elevation.

Several channels lead through the harbour between numerous flats and banks which dry or nearly dry. These channels, described from 7.169 to 7.173, connect the three main berthing areas at:

2 Marsden Point (35°50′S, 174°30′E), on the W side of the harbour entrance.

Portland Wharf (35°48′·1S, 174°20′·8E), on the W shore of the harbour.

Port Whangarei (35°45′·5S, 174°21′·0E), in the NW corner of the harbour, at the mouth of Hatea River.

There are berths at Whangarei (35°43′S, 174°19′E), on Hatea River, for shallow-draught vessels and small craft.

Several bays, navigable by small vessels of suitable draught, indent the NE side of the harbour; for a description, see 7.183 to 7.185.

3 **Dredging** is undertaken in the harbour in the areas shown on the chart.

Flow
7.166

1 **Tidal streams.** From the harbour entrance to Passage Island (35°49′·8S, 174°29′·8E) tidal streams attain a maximum rate of about 3 kn at spring tides. In the upper reaches of the harbour, as far as Hatea River, the streams attain rates of about 2 kn at spring tides and 1¼ kn at neap tides. See information on the chart.

2 **Current.** Arrows shown on the chart in the vicinity of each tidal stream diamond indicate the prevailing current.

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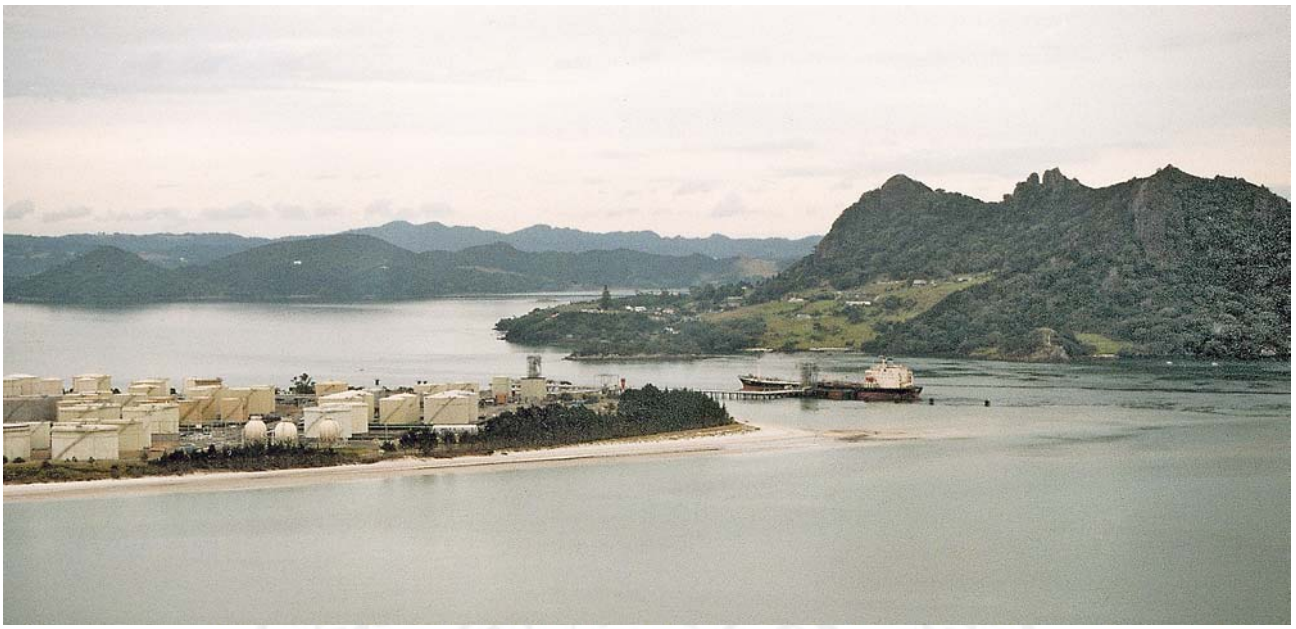

Whangerei – Marsden Point from SE; Mt. Aubrey beyond (7.165)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

Directions for entering harbour

(continued from 7.134)

Whangarei approaches to Marsden Point

7.167

1 From the vicinity of Fairway Light-buoy (safe water) (35°53′·3S, 174°33′·2E), the channel through the harbour entrance has a least width of 230 m and is marked on both sides by light-buoys with radar reflectors.

Marsden Point leading beacons and direction light:

Front beacon (orange truncated cone on metal framework tower) (35°51′·1S, 174°30′·7E).

Rear beacon (orange truncated cone on metal framework tower) (9 cables NW), on Marsden Point, from which a direction light is exhibited.

2 From the pilot boarding position (35°54′·9S, 174°34′·6E) the alignment (320½°) of the leading beacons, by day, and the white sector (320°–321°) of the direction light, by night, leads into the entrance, passing about 1 cable SW of Fairway Light-buoy. A light-buoy (special) (35°53′·0S, 174°32′·9E) is moored between Fairway light-buoy and No 1 Light-buoy. A prohibited area has been established, radius 100 m, centred on the light-buoy (special), as shown on the chart.

3 Thence the track leads to a position about 3½ cables SSW of Busby Head (a knoll, elevation 72 m) (35°52′S, 174°32′E), whence the buoyed channel should be followed (7.164), passing between No 3 Light-buoy (starboard hand) and No 6 Light-buoy (port hand), and thence (with positions from Busby Head):

4 W of Frenchman Island (elevation 12 m) (2 cables NW), which is steep and conical, thence:

W of rocks fringing Home Point (7 cables NNW).

Thence to a position S of No 13 Light-buoy (1¾ miles NNW), between Calliope Bank to NE, and Mair Bank to SW on which stands a pile (1¼ miles NW).

7.168

1 **Sinclair Point Leading Lights:**

Front light (orange rectangle on metal pile, 4 m in height) (35°49′·5S, 174°27′·9E).

Rear light (orange rectangle on metal pile, 4 m in height) (3 cables WNW of front light) standing on Sinclair Point.

2 From a position close S of No 13 Light-buoy the alignment (287°) of the leading lights leads through the narrows of the harbour entrance, on the S side of which are the tanker and deep-water cargo berths at Marsden Point (7.177). The track passes between Marsden Point and Lort Point (35°48′·8S, 174°30′·1E), from which a light is exhibited, thence (with positions from Lort Point):

3 SSW of Passage Island (2 cables W), from which a light (white concrete tower, 2 m in height) is exhibited, thence:

E of Snake Bank Light-beacon (8½ cables W) from where a channel, for small vessels of suitable draught, leads N to Shoal Bay and Parua Bay (7.174).

Marsden Point to Port Whangarei

7.169

1 From a position SSW of Passage Island (7.168) the track leads NW for about 1½ miles between the coastal bank, on the SW side, and Snake Bank, on the NE side. The coastal bank fronts a line of clay cliffs extending for about 5 cables either side of Sinclair Point (35°49′·5S, 174°27′·6E), which is low and flat. The cliffs rise to 9 m at One Tree Point, 4½ cables NW of Sinclair Point, which is also flat. The track passes (with positions from Sinclair Point):

2 SW of Shell Cut Reach East Front Leading Light (6¾ cables ENE) (7.176), which stands on the SW side of Snake Bank, thence:

Between a light-beacon (port hand) (3¾ cables NNE), marking the NE edge of the coastal bank, and S1 Light-beacon (starboard hand) (6 cables NE), which marks the SW edge of Snake Bank.

7.170

1 **Shell Cut Reach West Leading Lights:**

Front light (concrete pile, elevation 5 m) (35°47′·5S, 174°24′·0E).

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Rear light (metal tower on pile, elevation 19 m) (about 1¼ miles WNW of front light).

From WSW of S1 Light-beacon the alignment (295¼°) of the leading lights leads through the beacons marking Shell Cut Reach dredged channel, passing NNE of One Tree Point, 7 cables W of S1 Light-beacon, to a position close S of Tamaterau Light-beacon (starboard hand) (35°47′·8S, 174°25′·0E) at the junction of Shell Cut Reach and Tamaterau Reach.

7.171

1 Thence the line of bearing 311¼° of Stevens Point Direction Light (orange square on metal framework tower, 13 m in height) (35°46′·5S, 174°23′·0E), or at night the white sector (311°– 311½°) of the light

leads through the beacons marking Tamaterau Reach dredged channel to a position NE of Ross Light-beacon (port hand) (35°46′·7S, 174°23′·3E), from whence the marked channel should be followed through Wellington Reach and the SE part of Kioreroa Reach, passing (with positions from Ross Light-beacon):

2 N of Wellington Rock light-beacon (port hand) (7 cables WNW), thence:

N of North Cardinal Light-beacon (1 mile W), which marks the junction of Wellington Reach and Portland Reach (7.173), thence:

N of Limestone Island (1¼ miles W) which is grassy, thence:

W of Kaiwaka Point (1¾ miles WNW), the W point of Onerahi peninsula.

A speed restriction of 5 kn is in force when rounding Onerahi peninsula, to reduce erosion of the beach.

7.172

1 **Whangarei Leading Lights:**

Front light (orange truncated cone, on metal framework tower) (35°44′·6S, 174°20′·9E), about 1 mile N of Port Whangarei wharves.

Rear light (orange truncated cone, inverted, on metal framework tower) (7 cables N of front light).

From W of Kaiwaka Point the alignment (352½°) of the leading lights on the W side of Hatea River leads through the N part of Kioreroa Reach and the swinging basin to the berths at Port Whangarei, and thence into Hatea River.

Portland Reach

7.173

1 **Portland Entrance Leading Lights:**

Front light (red concrete pile) (35°47′·3S, 174°21′·8E).

Rear light (red concrete pile) (1½ cables SW of front light).

From Wellington Reach, between Wellington Rock Light-beacon (port hand) (35°46′·6S, 174°22′·4E) and N Cardinal Light-beacon, 2½ cables WSW, the alignment (210°) of the leading lights, leads through the N leg of Portland Reach, passing SE of Limestone Island (35°47′·0S, 174°21′·6E) and NW of Rat Island, 3 cables E, thence (with positions from Portland Entrance front leading light):

2 SE of P1 light-beacon (starboard hand) (1 cable NNW), standing on a disused wharf near a ruined cement works, at the SE point of Limestone Island, thence:

NNW of P4 light-beacon (port hand) (1 cable WSW), standing 1 cable NW of Knight Island, thence:

Between P3 light-beacon (starboard hand) and P6 Light-beacon (port hand) (4½ cables WSW), thence:

SE of P5 light-beacon (starboard hand) (8½ cables SW), thence:

3 NW of P8 light-beacon (port hand) (1 mile SW).

Thence the track leads to Portland Wharf (1·1 miles SW).

Useful marks:

Three chimneys (35°48′·5S, 174°20′·0E), at Portland Cement Works.

Minor channels

Marsden Point to Parua Bay

7.174

1 From a position W of Passage Island (7.168), a track for small vessels of suitable draught leads NNW, clear of the 1·8 m shoal depth and beacon (isolated danger) close S of Reotahi Bay (7.188), to a position close NW of Darch Point (35°49′·2S, 174°29′·5E) at the S entrance to Shoal Bay (7.184). Thence the track is NW, across Shoal Bay, with least charted depth of 5·6 m, to the entrance to Parua Bay (7.185), passing (with positions from Darch Point):

SW of a light-beacon (S cardinal) (2½ cables N) marking the S extremity of McDonald Bank, thence:

NE of Snake Bank (7 cables W).

2 Thence to a position about 6 cables W of a light-beacon (W cardinal) (1¾ miles NW), whence the track is N to a position close W of Reserve Point light-beacon (starboard hand) (2½ miles NW) which marks the E entrance point to Parua Bay (7.185).

Parua Bay may also be approached from the vicinity of S5 Light-beacon (starboard hand) (35°48′·3S, 174°26′·3E) in Shell Cut Reach, through a channel with a least charted depth of 2·6 m, which leads S of a spit marked at the E end by a light-beacon (E cardinal), 7½ cables ENE of S5 Light-beacon.

Hatea River

7.175

1 Small vessels of suitable draught can navigate Hatea Reach, a narrow and winding channel through Hatea River, which is marked by light-beacons and beacons, between Port Whangarei and Whangarei Town wharf, a distance of 2¼ miles. The channel is not charted and local knowledge is required.

Directions for leaving harbour

7.176

1 For the departure from Port Whangarei, the inward directions should be followed in reverse, using leading lights aligned for the outward passage.

Limestone Island Leading Lights:

Front light (orange triangle on metal framework tower, 12 m in height) (35°46′·7S, 174°21′·2E).

Rear light (white triangle, point down, on metal framework tower, 4 m in height) (4 cables from front light).

2 From Port Whangarei, the alignment (172½°) of the leading lights leads through Kioreroa Reach, as far as Kaiwaka Point (35°46′·3S, 174°21′·3E).

One Tree Point Leading Lights:

Front light (pile) (35°48′·6S, 174°26′·0E).

Rear light (metal tower) (1 mile SE of front light).

From Ross Light-beacon (port hand) (35°46′·7S, 174°23′·3E) the alignment (131¼°) of the leading lights leads through Tamaterau Reach.

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3 **Shell Cut Reach Leading Lights:**
Front light (concrete pile) (35°49′·2S, 174°28′·3E).
Rear light (metal tower) (about 1¾ miles from front light), on Lort Point.

From Tamaterau Light-beacon (starboard hand) (35°47′·8S, 174°25′·0E) the alignment (115¼°) of the leading lights leads through Shell Cut Reach to a position close S of No S1 light-beacon (35°49′S, 174°28′E). Thence the track continues ESE to Snake Bank light-beacon (35°49′·7S, 174°29′·1E) whence it leads through the entrance and harbour approach marked channels to Fairway Light-buoy (7.167).

Berths

Alongside berths

7.177

1 **Marsden Point oil refinery.** There are two tanker berths with dolphins for vessels of 165 000 and 65 000 tonnes displacement respectively and a maximum draught at HW of 15·2 m.

Marsden Point deep-water berths. Maximum LOA 220 m, maximum draught 11·8 m at all states of the tide.Vessels of 40 000 dwt can be accommodated.

Portland Cement wharf. Maximum LOA 82 m, with a depth alongside of 5·8 m.

2 **Port Whangarei.** There is a total of 436 m of wharfage for vessels of maximum LOA 200 m, maximum draught 9·45 m at MHWS and 7·00 m at LW. There is also a small vessel and repair wharf for vessels limited to LOA 91 m.

Whangarei town basin is available for small vessels.

Port services

Repairs

7.178

1 At Port Whangarei repairs of all kinds can be effected and a diver is available. There is a slip with a lifting capacity of 1727 tonnes and cradle water depth of 7·6 m at MHWS. Maximum size of vessel handled: LOA 88·4 m, beam 15·2 m. There are two smaller slips with lifting capacities of 180 tonnes and 42 tonnes respectively.

Other facilities

7.179

1 Automatic tide-gauges at Marsden Point General Cargo Wharf and at Port Whangarei. Oil pollution control barge; tank cleaning; reception of oily waste at Marsden Point and Port Whangarei only; refuse collection by launch; compass adjustment; de-ratting and issue of exemption certificates; limited range of salvage equipment; hospital at Whangarei.

Supplies

7.180

1 Provisions; fresh water; fuel oil.

Communications

7.181

1 Internal air service from Whangarei airport, at Onerahi, distant 13 km by road from Port Whangarei.

Harbour regulations

7.182

1 **Oil tankers.** Continuous discharge of cargo is permitted, but for vessels of 100 000 dwt or more will be suspended during winds over 39 kn. Side connections are to be used.

Marsden Point tanker and deep water berths (7.177)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

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Fire wires for hauling off the berth by tug in the event of fire are to be rigged fore and aft; a fire-fighting tug is always available.

Immobilisation of engines requires permission of the Regional Harbour Master and New Zealand Refinery Co.

2 **Emergency co-ordination.** While in harbour all vessels are required to maintain communication with Whangarei Harbour Radio, as agreed with the Regional Harbour Master.

Small craft

Calliope Bay
7.183

1 **Description.** Calliope Bay, between Home Point (35°51′·0S, 174°31′·5E) and Lort Point, about 1½ miles NW, is navigable by small vessels of suitable draught. The bay is almost entirely filled by Calliope Bank, on which lies Calliope Island, 5¼ cables NNE of Home Point. The channel between Calliope Bank and the shore of the bay is navigable with a least charted depth of 2·6 m, at the NW end.

2 **Berths:**

Calliope Jetty, 8 cables NE of Home Point, situated W of the small settlement of Urquharts Bay; depth 1·2 m at its head.

Small jetties at the head of Taurikura Bay, about 1½ miles N of Home Point, in front of Taurikura which is mainly a summer resort, and on the shore, 1½ miles NNW of Home Point, NW of High Island.

3 **Facilities:**

Small craft slips on the SE side of Taurikura Bay, NE of a disused wharf.

Ramp in Urquharts Bay.

Shoal Bay
7.184

1 **Description.** Shoal Bay, between Darch Point (35°49′·2S, 174°29′·5E) and Reserve Point, 2¼ miles NW, is navigable by small vessels of suitable draught. Most of the E part of the bay is occupied by McDonald Bank on which there is an islet, elevation 6 m, 1¼ miles N of Darch Point. There are navigable channels all round the bank, marked by beacons.

2 **Berths:**

Small jetty, from which a light is exhibited, on the W entrance point of McLeod Bay, 3 cables NE of Darch Point, at the head of which is the settlement of Whangarei Heads.

Small jetties in the middle of the E shore of the bay, as shown on the chart.

Parua Bay
7.185

1 **Description.** Parua Bay is entered between Reserve Point light-beacon (35°47′·6S, 174°27′·4E), which marks a rock, and Manganese Point, 5 cables W, off which lies Motukiora Island. There is a marked channel to the centre of the bay, with a least charted depth of 2·7 m, between Reserve Point and Martin Point, 5 cables NNE.

2 **Berths:**

Anchorage in the central part of the bay in depths from 2·4 m to 6·4 m, mud.

Jetty with a depth of 1·2 m at its head, on Mangatawa Point, 7 cables N of Martin Point.

Jetties and a ramp near breakwater, 6½ cables NW of Martin Point.

Limestone Island - boat channel
7.186

1 Kioreroa Reach and Portland Reach are connected by a boat channel which passes W of Limestone Island (35°47′·0S, 174°21′·6E). The channel can be entered either side of K4 Light-beacon (port hand) (35°46′·7S, 174°21′·5E) whence it leads WSW around the edge of a spit extending W from Limestone Island, marked by a beacon (W cardinal), 6 cables SW of K4. Thence the track is SSE, passing W of P3 Light-beacon (starboard hand), 8 cables SSW of K4, at the junction with Portland Reach.

Mangapai River
7.187

1 Mangapai River (35°49′·5S, 174°20′·8E), which is navigable by small craft, flows into Portland Reach through a channel, marked by beacons.

Other berths
7.188

1 Other berths are located as follows:

Small wharf (35°49′·7S, 174°29′·8E), on a point on the N side of the narrows of Whangarei Harbour entrance, close S of Reotahi Bay. A beacon (isolated danger) marks a below-water rock about ½ cable SW of the wharf.

Jetty (35°46′·6S, 174°21′·8E), formed by a pontoon, with a depth of 1·2 m at its head, on the S side of Onerahi peninsula.

Moorings for yachts in Town Basin at Whangarei. Not marked on the chart.

Other facilities
7.189

1 Ramps are located at:

Onerahi (35°46′·5S, 174°21′·5E).

One Tree Point (35°49′·0S, 174°27′·2E).

Reotahi Bay (35°49′·6S, 174°29′·8E).

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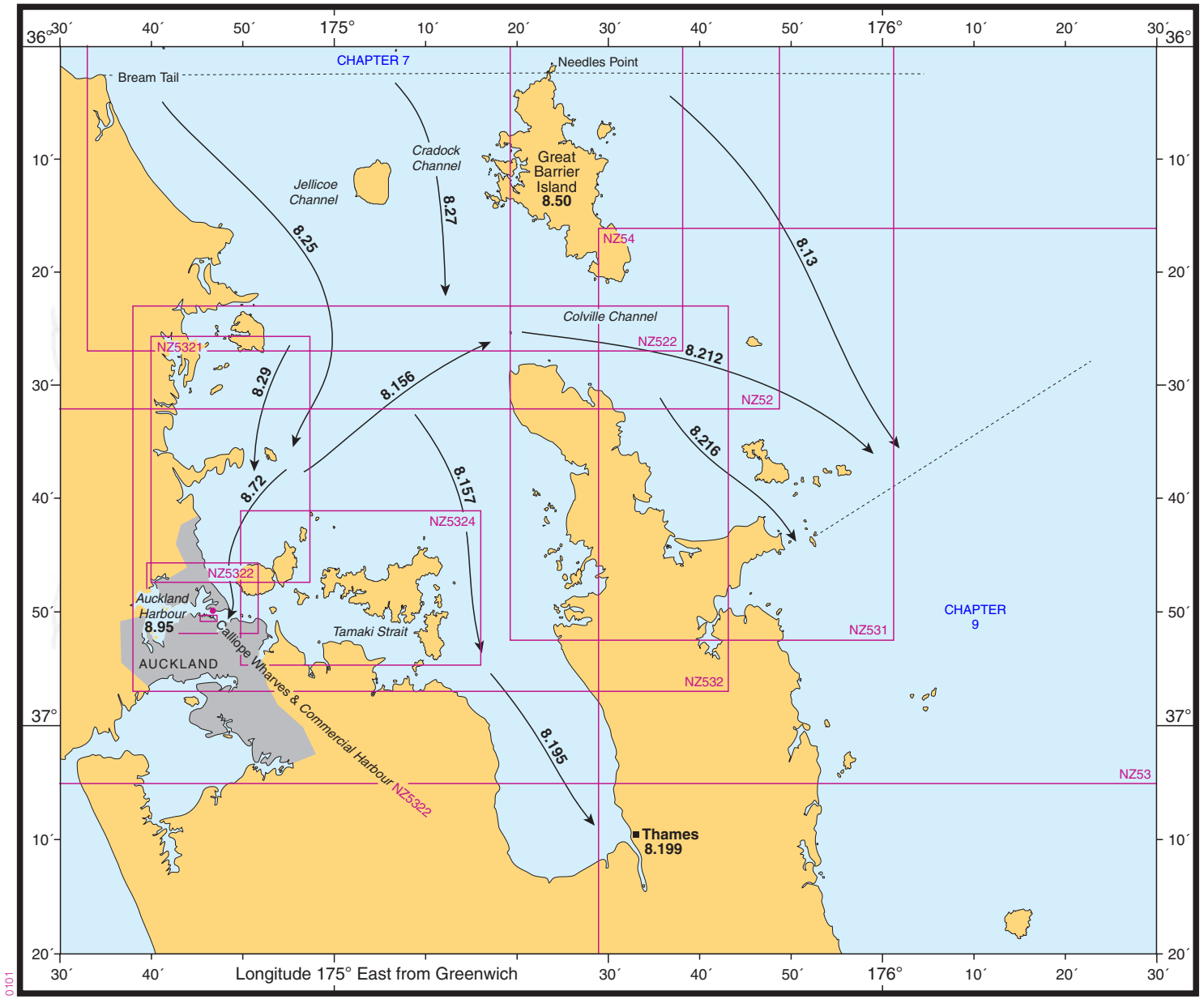
Chapter 8 - Hauraki Gulf and Auckland



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CHAPTER 8

HAURAKI GULF AND AUCKLAND

GENERAL INFORMATION

Charts 4640, NZ 53

Scope of the chapter

8.1

1 In this chapter are described the waters in Hauraki Gulf and its approaches, on the E coast of North Island, between Bream Tail (36°03′S, 174°35′E) and Needles Point (36°01′·5S, 175°24′·5E) to the N, and Auckland Harbour (36°50′S, 174°46′E) and Ohinau Island (36°44′S, 175°53′E) to the S. The description includes channels between islands in the approaches to the gulf, in which a number of ocean routes terminate (see *Ocean Passages for the World*).

2 The coastal route through Hauraki Gulf to Auckland, New Zealand's busiest port, and offshore routes to East Cape and Tauranga, passing to the E of Great Barrier Island (36°12′S, 175°25′E), are also described. The chapter is divided into the following sections:

Offshore routes east of Great Barrier Island (8.6).
Hauraki Gulf and approaches including Auckland (8.17).
Auckland approaches to Mercury Islands (8.149).

Topography

8.2

1 In general, the coasts of the mainland and islands surrounding Hauraki Gulf are moderately high, with cliffs in many places, and some long stretches of beach. The land is mostly hilly or mountainous, and wooded or covered with bush. The E side of Great Barrier Island gives good radar echoes.

Exercise areas

8.3

1 **Submarines** may exercise in Hauraki Gulf and to the E of Great Barrier Island and Mercury Islands. See Chart NZ 53 and the *Annual Summary of New Zealand Notices to Mariners*.

Hazards

8.4

1 **Marine farms,** presenting a hazard to navigation to small craft in inshore waters, have been established around Great Barrier Island and in Hauraki Gulf. For further information see 1.29.

Dumped ammunition has been found in depths less than 200 m in the Hauraki Gulf area. See the *Annual Summary of New Zealand Notices to Mariners.*

Submarine cables. An extensive area of submarine cables has been established through Hauraki Gulf. It is shown on the charts and generally follows the approach to Auckland Harbour.

2 **Recreational diving** is reported to take place in the following areas:

Cape Rodney (36°17′S, 174°49′E) (8.25).
Cuvier Island (36°26′S, 175°46′E) (8.229).
Mercury Islands (36°37′S, 175°50′E) (8.227).
Mullet Point, S side (36°26′S, 174°46′E) (8.33).
Takatu Point, S side (36°22′S, 174°52′E) (8.32).
Whangaparaoa Bay (36°36′S, 174°44′E) and Whangaparaoa Passage (8.29).

Reporting system

8.5

1 A voluntary code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

OFFSHORE ROUTES EAST OF GREAT BARRIER ISLAND

GENERAL INFORMATION

Chart NZ 53

Area covered

8.6

1 This section describes part of the offshore route for vessels in transit between the N approaches to Hauraki Gulf and Tauranga, being in particular the waters to the E of Great Barrier Island, Cuvier Island and Mercury Islands. The main offshore route to East Cape is described in Chapter 9. The section is arranged as follows:

Needles Point to Mercury Islands (8.7).

NEEDLES POINT TO MERCURY ISLANDS

Charts NZ 531, NZ 53

Route

8.7

1 From a position NE of Needles Point (36°01′·5S, 175°24′·5E), an islet lying off the N point of Great Barrier Island, the offshore route leads SSE, to a position NE of Red Mercury Island (36°37′S, 175°56′E).

Topography

8.8

1 **Great Barrier Island east coast.** From Needles Point, the N extremity of Great Barrier Island to Waikaro Point, 4¼ miles SSE, the coast is bold, with cliffs. Inland there are mountains. Between Waikaro Point and the entrance to Whangapoua Creek (36°08′S, 175°26′E) the coast around Whangapoua Beach, a sandy bay, is formed of sandhills behind which the land is flat.

2 From Whangapoua Creek to Whakatautuna Point, 4 miles ESE, there are some small sandy coves with cliffs between them; thence the coast is rocky and broken for 3 miles, as far as the N entrance point of the bay into the head of which flows Kaitoke Creek, 3¾ miles SSW of Whakatautuna Point. The shore of the bay, formed by Palmers Beach and Kaitoke Beach, N and S respectively of Kaitoke Creek, is sandy and backed by low-lying land from

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which rise conical hills. Farther inland there are swamps and hot springs. Behind Kaitoke Beach, near Claris, there is an airfield.

3 Oruawharo Bay (36°16′S, 175°30′E), close SE of Kaitoke Beach, has a sandy beach at its head and the coast leading to Rosalie Bay, 4 miles SSE, comprises cliffs backed by hills and covered with dense bush.

Depths

8.9

1 There are depths of 30 m or more at a distance of about 1¼ miles from the coast of Great Barrier Island, including the seaward coast of Rakitu Island (36°08′S, 175°30′E). The fairway of the channel between that island and Great Barrier Island has a least charted depth of 22 m.

Regulations

8.10

1 **Submarine cable area** where anchoring and fishing are prohibited is established off Lion Rock (36°13′S, 175°30′E). See the chart.

Wildlife sanctuaries (for regulations see 1.51):
Cuvier Island (36°26′S, 175°46′E).
Red Mercury Island (36°37′S, 175°56′E).

Flow

8.11

1 **Current.** See information on the charts.

Tidal streams. See information on the charts; the streams are weak off the E coast of Great Barrier Island.

Principal marks

8.12

1 **Landmarks:**
Mount Hobson (elevation 626 m) (36°11′S, 175°25′E), a prominent wooded mountain situated near the middle of Great Barrier Island.
Cuvier Island (36°26′S, 175°47′E), which has a well-defined wooded summit and is reported to give good radar echoes.
Cliffs (36°37′S, 175°49′E), on the NE side of Great Mercury Island.

2 **Major light:**
Cuvier Island Light (white metal tower, 15 m in height) (36°26′·5S, 175°47′·2E).

Directions

(continued from 7.106)

8.13

1 From a position NE of Needles Point (36°01′·5S, 175°24′·5E) the track leads SSE, passing:
ENE of Aiguilles Island (elevation 144 m), 2 cables S of Needles Point, thence:
ENE of Rakitu Island (Arid Island) (elevation 214 m) (36°07′S, 175°30′E), on which stands a beacon, thence:
ENE of Whakatautuna Point (36°11′S, 175°30′E), which is surrounded by cliffs and rises to Whakatautuna, a hill (elevation 183 m) surmounted by a beacon, thence (with positions from Whakatautuna Point):

2 ENE of Lion Rock (2¾ miles S), situated off the S entrance point to Awana Bay (elevation 97 m), which is surmounted by a beacon, thence:
ENE of Pitokuku Island (4¾ miles S), situated off a point, on which is a conical hill (elevation 89 m), surmounted by a beacon, thence:
ENE of Oruawharo, a hill (elevation 176 m) surmounted by a beacon, thence:
ENE of an islet (elevation 119 m) (9½ miles S), off the S entrance point to Rosalie Bay.

3 Thence the track passes ENE of rock (1 m high) (36°20′·8S, 175°32′·4E), the outer of two above-water rocks lying about 5 cables E of Cape Barrier, which rises steeply to Mount Isaacs (elevation 401 m). There are tide-rips off the cape and, in bad weather, small vessels should pass well clear. Thence the track leads SSE across the E entrance to Colville Channel, passing ENE of Cuvier Island (36°26′S, 175°46′E), to a position NE of Red Mercury Island (36°37′S, 175°56′E), noting Tokaroa Rock and other outlying rocks, close E of the island.

(Directions continue for offshore passage at 9.15)
(Directions for the coastal passage to Tauranga are given at 9.24)

Side channel

Channel west of Rakitu Island

8.14

1 From N, the channel W of Rakitu Island leads S and then SE passing E of islets close NE of Waikaro Point (36°06′·7S, 175°26′·6E), thence (with positions from Waikaro Point):
W of Moturoa Point, (2½ miles ESE) and a rock (depth 7 m), 2 cables W, thence:
NE of the S entrance point of Whangapoua Creek (1¾ miles S), which rises to Whangapoua, a conical hill, thence:
NE of a rocky patch (dries 0·9 m) (3 miles SE), close offshore, and:

2 SW of Te Akau Point (3 miles ESE), the S point of Rakitu Island, thence:
NE of an islet (20 m high) (4 miles SE) situated at the outer end of a spit, on which there are some rocks and islets (up to 64 m in elevation), on the E side of the entrance of Harataonga Bay, and:
SW of an islet (20 m high) (3½ miles ESE).

Anchorage and landings

Whangapoua Beach

8.15

1 **Description.** Whangapoua Beach (36°08′S, 175°26′E) affords anchorage in depths of about 18 m, sand. In winds from S to NW anchorage is good, although a swell usually rolls into the bay.

Landing can usually be made on a small sandy beach in the N part of the bay, but the swell raises a considerable surf on the beach farther S. Boats can also enter Whangapoua Creek (36°08′·7S, 175°25′·8E) over a bar, which usually breaks, by a narrow channel close to the S shore.

Rakitu Island

8.16

1 **Landing.** A cove entered E of Muturoa Point (36°07′·2S, 175°29′·5E), on the NW side of Rakitu Island usually affords landing on a sandy beach at its head.

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HAURAKI GULF AND APPROACHES INCLUDING AUCKLAND

GENERAL INFORMATION

Chart NZ 53

Area covered

8.17

1 This section describes the coastal route from the N approaches to Hauraki Gulf, between Bream Tail (36°03′S, 174°35′E) and Needles Point (36°02′S, 175°24′E), to Auckland about 50 miles S. The main track leads through Jellicoe Channel (36°15′S, 174°55′E) (8.25), W of Little Barrier Island (36°12′S, 175°05′E) with Cradock Channel (36°10′S, 175°10′E) (8.27) to the E as an alternative route. The section is arranged as follows:

Bream Tail to Auckland approaches (8.20).
Auckland approaches (8.67).
Auckland (8.95).

Flow

8.18

1 **Current.** A current sets generally SE through Jellicoe Channel and Cradock Channel. Part of the current from Jellicoe Channel sets S into Hauraki Gulf, it then circulates anti-clockwise in the open waters of the gulf before setting SE through Colville Channel to join a generally SE set in the approaches to the gulf (see 1.107). In Cradock Channel, after a strong N wind the SE current may attain a rate of 2½ to 3 kn.

2 **Tidal streams** in Hauraki Gulf set S with a rising tide and N with a falling tide. In Cradock Channel, in a rising tide, the S-going stream meets a NW-going stream which enters through Colville Channel, causing tide rips off Wellington Head (36°10′S, 175°17′E) and False Head, 3¼ miles S. See the information on Chart NZ 522.

Regulations

8.19

1 **Wildlife sanctuary** is established on Little Barrier Island. See 1.51 for regulations.

Marine reserve extends 3 miles WNW from Cape Rodney (36°17′S, 174°49′E), as shown on Chart NZ 522. See 1.29 for regulations.

BREAM TAIL TO AUCKLAND APPROACHES

General information

Charts NZ 522, NZ 532

Routes

8.20

1 From a position E of Bream Tail (36°03′S, 174°35′E) the coastal route to Auckland Harbour approaches leads about 34 miles S through Jellicoe Channel, between Cape Rodney (36°17′S, 174°49′E) and Little Barrier Island, 11½ miles ENE, to a position in the NE approaches to Auckland, E of Tiritiri Matangi Island (36°36′S, 175°53′E).

2 Cradock Channel, which lies between Little Barrier Island (36°12′S, 175°05′E) and Great Barrier Island, 9 miles E, is an alternative N entrance to Hauraki Gulf. The channel is approached from N between Simpson Rock (36°01′S, 175°07′E) and Needles Point (36°01′·5S, 175°24′·5E). Except for the islands, rocks and shoals which border the W side of Great Barrier Island to a distance of 1¼ miles, and Horn Rock (36°15′S, 175°11′E), in the S entrance, it is deep and clear of charted dangers.

3 The recommended route for vessels carrying oil or other potentially harmful bulk liquid cargoes from the N is to enter Hauraki Gulf through Jellicoe Channel remaining at least 3 miles offshore, 3 miles off Flat Rock (36°27′S, 174°55′E) and 3 miles off Shearer Rock (36°36′S, 174°55′E) before altering for the pilot boarding point.

Topography

8.21

1 From Bream Tail, on the mainland coast, to the entrance to Mangawhai River, 2¼ miles S, there are cliffs backed by gradually rising land. Thence the coast to Te Arai Point (36°10′S, 174°39′E) is a long sandy beach backed by sandhills. South east of Te Arai Point there is a farther 7½ mile long sandy beach. Then cliffs extend about 4 miles around Cape Rodney (36°17′S, 174°49′E) to Panetiki Island (The Outpost) making Goat Island, 1½ miles WNW, difficult to identify. Thence Omaha Bay, which is mostly beach, backed by hills lies between Panetiki Island and Takatu Point, 5½ miles SSE.

2 **Kawau Island** (36°25′S, 174°51′E) is hilly and wooded with steep cliffs along its E side. The bays on the W side of Kawau Bay are sandy and separated by rocky points. Along the shores of the bay and on the banks of Matakana River, which flows into the NW corner, there are some scattered holiday settlements.

Motuora Island (36°30′·4S, 174°47′·5E) is mostly faced with cliffs. Drying rocky ledges border the island, except on the W side where there is a sandy beach.

3 **Whangaparaoa Bay** (36°36′S, 174°44′E) and Whangaparaoa Peninsula, about 9 miles S of Kawau Island, are mostly composed of low cliffs indented by bays including Orewa Beach and Waiau Bay.

Little Barrier Island (36°12′S, 175°05′E), on the E side of Jellicoe Channel, is surrounded by cliffs, covered by forest and almost inaccessible.

8.22

1 **Great Barrier Island** is thickly wooded. From Aiguilles Island (36°02′S, 175°25′E) close off the N extremity of the island to Miners Head, 3 miles WSW, the coast is bold with cliffs from 120 to 180 m high. Thence it is backed by steep cliffs and hills as far as Ahuriri Point, 1¾ miles S of Miners Head. Inland, mountains covered with dense bush rise to Tataweka, 1¾ miles E of Miners Head. Between Maunganui Point (36°08′S, 175°19′E) and Junction Islands (36°14′S, 175°19′E), off the SW extremity of Great Barrier Island, the coast is fronted by islands and rocky islets. The topography of the S coast of Great Barrier Island between Junction Islands and Cape Barrier (36°21′S, 175°32′E) is described at 8.208. The E coast between Needles Point (36°01′·5S, 175°24′·5E) and Cape Barrier is described at 8.8.

Principal marks

8.23

1 **Landmarks:**

The Pinnacles (35°58′S, 174°42′E) (7.132) on Taranga Island.
Sail Rock (36°00′S, 174°42′E) (7.132).
Mount Hobson (36°11′S, 175°25′E) (8.12).
Mount Hauturu (elevation 721 m) (36°12′S, 175°05′E), the summit of Little Barrier Island, which is a remarkable, steep, densely wooded mountain with several peaks of nearly the same height.

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2 Tamahunga (elevation 436 m) (36°18′S, 174°43′E), which is a prominent wooded eminence with a double summit about 5 miles WSW of Cape Rodney.

Rangitoto (elevation 259 m) (36°47′S, 174°51′E), the summit of Rangitoto Island, is cratered with three nipples and very distinctive, being visible from over 30 miles. The island is covered with low vegetation and presents the same appearance from every direction.

Castle Rock (elevation 525 m) (36°48′S, 175°34′E), a hill with a square rocky summit.

3 **Major lights:**

Burgess Island Light (35°54′S, 175°07′E) (7.105).

Tiritiri Matangi Island Light (white round metal tower, 20 m in height) (36°36′·3S, 174°53′·8E).

Other aid to navigation

8.24

1 Coast radar station (36°49′·7S, 174°47′·9E) at Auckland (see 8.71 for details).

Directions

(continued from 7.135 and 7.136)

8.25

1 From a position between Bream Tail (36°03′S, 174°35′E) and Simpson Rock (36°01′S, 175°07′E), clear of McGregor Rock, 1¼ miles E of Bream Tail, the route through Jellicoe Channel and its approaches into Hauraki Gulf leads generally SSE, passing (with positions from Bream Tail):

ENE of Sentinel Rock (2¼ miles S) from which a light (column, 2 m high) is exhibited at the entrance to Mangawhai Harbour (8.31), thence:

2 ENE of Te Arai Point (7½ miles SSE), and a reef extending 4 cables NE, whence the track is SSE through Jellicoe Channel passing:

ENE of Cape Rodney (36°17′S, 174°49′E), which is reported to give good radar echoes, from which a light is exhibited (white tower, 5 m in height), and:

WSW of Te Titoki Point (36°13′S, 175°03′E), the SW extremity of Little Barrier Island which is low and formed of boulders, thence (with positions from Cape Rodney):

3 ENE of Takatu Point (5¾ miles SSE), 5 cables SE, off which strong tide rips occur, thence:

ENE of Slater Point (8¼ miles SSE), the NE point of Kawau Island, thence:

ENE of Flat Rock (36°26′·7S, 174°55′·5E) from which a light is exhibited (white tower on a concrete base, 12 m high), and clear of a shoal (minimum depth 9·1 m) extending 1 mile SE.

WSW of Anchorite Rock (36°26′S, 175°08′E) (depth 15·8 m), thence:

4 Thence the track leads S to a position E of a light-buoy (E cardinal) (36°36′·5S, 174°55′·3E) marking a rock (swept depth 7 m), with Shearer Rock and Shag Rock (elevation 6 m), 4 cables and 11 cables NW respectively, lying off the E side of Tiritiri Matangi Island.

Useful marks

8.26

1 Taranga Island Light (35°58′S, 174°42′E) (7.133).

Panetiki Island (The Outpost) Light (white column, 7 m high) (36°17′S, 174°49′E).

(Directions continue for the coastal route to Auckland at 8.72 and for the coastal route to Colville Channel at 8.156)

Side channels

Cradock Channel

8.27

1 From a position E of Simpson Rock (36°01′S, 175°07′E) and W of Needles Point (36°01′·5S, 175°24′·5E), the outermost and highest of several pinnacle rocks off the N end of Great Barrier Island, the route through Cradock Channel and its approaches leads generally S, passing (with positions from Wellington Head (36°09′·7S, 175°16′·9E)):

W of Miners Rock (depth 13·4 m) (6½ miles NNE), over which there is a strong ripple, thence:

2 W of Maunganui Point (2½ miles NE), the S entrance point of Katherine Bay (8.51), thence:

W of Green Rock (1½ miles NE) which lies, with Okokewa Island (109 m high) to the E, on the N side of the approach to Port Abercrombie (8.52), thence:

W of Wellington Head, a cliff (elevation 109 m) with a lookout hut on the summit, standing at the W extremity of Motuhaku Island, from the summit of which a light (white metal column, 4 m in height) is exhibited; thence:

3 E of Little Barrier Island (36°12′S, 175°05′E), thence:

W of False Head (3¼ miles S), the NW point of Broken Islands (8.57), which has a conspicuous wide yellow stripe on the cliff, avoiding tide-rips charted off the headland, thence:

Clear either side of Horn Rock (36°15′·5S, 175°11′·4E).

Thence the track leads into Hauraki Gulf, clear of Anchorite Rock (36°26′S, 175°08′E).

Useful marks

8.28

1 Mokohinau Islands (35°56′S, 175°08′E) (7.108).

Miners Head (36°04′S, 175°20′E) (8.50), a prominent bluff, 28 m in elevation.

False Head (36°13′S, 175°17′E), with wide yellow stripe, prominent on E bearings, on the cliff.

Anvil Islet (elevation 60 m) (36°14′·3S, 175°18′·1E), which is conical and prominent.

Channel Island and light (36°25′·3S, 175°19′·8E) (8.156).

Flat Rock to Auckland Approaches via Whangaparaoa Passage

Chart NZ 5321

8.29

1 From N vessels proceeding to Auckland Harbour approaches, via Whangaparaoa Passage (36°36′S, 174°52′E) may pass W of Flat Rock (36°26′·7S, 174°55′·5E) (8.25), clear of a rocky shoal (depth 2·7 m), 2 cables SW. The track leads SSW passing (with positions from Flat Rock):

ESE of Nelson Rock (1¾ miles WNW), thence:

Depending on draught, clear of Tarapunga Rock, a pinnacle with a swept depth of 12 m over it (1 mile W), thence:

2 ESE of Kawau Point (2¼ miles WSW) and Little Markham Island, close S, on the S side of the entrance to Burgess Bay (8.44), thence:

ESE of Challenger Island (2½ miles WSW), thence:

ESE of Motuketekete Island (5½ miles WSW) (8.35), thence:

ESE of Motuora Island (7 miles WSW).

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3 Thence to a position in the N approach to Whangaparaoa Passage between Whangaparaoa Peninsula (10 miles SW) and Tiritiri Matangi Island (9 miles SSW). The track through Whangaparaoa Passage leads S passing E of drying rocks bordering Huaroa Point (36°35′·6S, 174°50′·3E), from which a light (tower, concrete base, 4 m high) is exhibited, and W of Bollons Rock, 1¾ miles E, thence (with positions from Huaroa Point):

E of a light-buoy (special) (1½ miles SSE).

4 Thence the track from the S approach to Whangaparaoa Passage continues about 9 miles SSW to the Auckland pilot boarding position (36°45′·4S, 174°49′·3E).

8.30

1 **Useful marks:**

Kawati Point Light (36°23′·5S, 174°50′·4E) (8.34).

Mount Taylor summit (elevation 163 m) (36°24′·6S, 174°50′·8E).

Grey Heights summit (elevation 181 m) (36°26′·1S 174°52′·1E).

Motuketekete Island Light (36°28′·2S, 174°48′·7E) (8.35).

Motuora Island (36°30′·4S, 174°47′·5E) (8.21) which is prominent.

Minor harbours and anchorages

Charts NZ 5321, NZ 522, NZ 5227 (see 1.19)

Mangawhai Harbour

8.31

1 **Description.** Mangawhai Harbour lies within Mangawhai River (36°05′S, 174°36′E), about 2¼ miles SSE of Bream Tail. The river is approached from E and entered over a bar, where silting causes depths to vary, and through a channel about 25 m wide. Port Authority is Northland Port Corporation, at Whangarei (7.150).

The settlements of Mangawhai Heads and Mangawhai stand on the W shore of the harbour, about 5 cables and 3 miles, respectively, from the entrance of the river.

2 **Local weather.** Strong E or SE winds make entry dangerous. Some protection is afforded from NE and N winds by the breakwater which extends E from the N entrance point.

3 **Directions.** Local knowledge is essential for entry to vessels of suitable draught, which may proceed W of McGregor Rock (36°02′·8S, 174°38′·8E) when approaching from the N. The river should be entered between Sentinel Rock (36°05′S, 174°36′E), on which is a light situated at the seaward end of the breakwater, and a sandspit extending from the S entrance point. Thence a vessel should follow the navigable channel which is marked by beacons (port hand) extending beyond Mangawhai Heads.

4 **Cautions:**

There is a strong set across the channel onto the sandspit.

The harbour should not be entered through an uncharted second entrance, without local knowledge, about 1 mile S of Sentinel Rock, formed by sea breaching the sandspit.

Landing. When bad weather prevents entry, landings can generally be made in coves W of Bream Tail; see 7.139.

Omaha Bay

8.32

1 **Description.** Omaha Bay which lies between Cape Rodney (36°17′S, 174°49′E) and Takatu Point, 5½ miles SSE, affords anchorage during offshore winds, though E winds may send in a heavy swell.

Directions. Omaha Bay should be entered from E, passing S of Panetiki Island (36°17′S, 174°49′E), lying at the seaward end of an above-water ledge, from which The Outpost Light (white column, 7 m in height) is exhibited. There is a shoal with a swept depth of 8·8 m, 4½ cables E of Panetiki Island.

Anchorage can be obtained in depths from 9 to 17 m.

Kawau Bay

8.33

1 **Description.** Kawau Bay (36°25′S, 174°46′E) lies between Takatu Point (36°22′S, 174°52′E), at the E end of Tawharanui Peninsula, and Mullet Point, 6 miles SW. It is entered through channels to N and S of Kawau Island (36°25′S, 174°51′E), which fronts and protects the bay, and meet in the vicinity of Mayne Islands (36°25′S, 174°48′E) which lie in the middle of the bay. There is a least depth of 10·6 m in the channels gradually decreasing to 5 m within about 1 mile from the head of the bay. Kawau Bay and Bon Accord Harbour (36°25′·3S, 174°49′·5E), which indents the W side of Kawau Island, afford extensive anchorage and small craft facilities. In summer, both are much frequented by pleasure craft. There is a ferry service between Kawau Island and the mainland; see 8.61 for further details.

2 **Submarine power cables** are laid between Momona Point (36°25′·7S, 174°48′·9E) and Takangaroa Island, 1 mile WNW, between that island and Goldsworthy Bay, 1¾ miles SW, and also between Scrandretts Bay (36°26′·4S, 174°46′·3E) and Kawau Island, 2¼ miles W. The landing places of the cables are marked by beacons. Anchorage and fishing are prohibited in the vicinity. See the chart and 1.27.

3 **Tidal streams.** See information on the charts. The streams cause tide-rips in the vicinity of a bank on which lies Maori Rock (36°22′·9S, 174°51′·4E), and in the narrows of North Channel. Sea may be rough in North Channel with a strong wind against the tidal stream.

Tidal levels at Mansion House Bay. Mean spring range about 2·1 m; mean neap range about 1·5 m. See the relevant *Admiralty Tide Tables* for the latest information.

8.34

1 **Directions for north entry.** From a position on the coastal route (8.25) E of Maori Rock (36°22′·9S, 174°51′·4E) from which a light (green steel pipe, height 6 m) is exhibited, at the E entrance to North Channel, the track leads W to Kawau Bay. At night, a white sector (241°–272°) of Kawati Point Light (white square tower, 4 m in height) (36°23′·5S, 174°50′·4E) leads into the channel and a red sector (221·7°-241°) of the light covers Maori Rock. The track passes (with positions from the Kawati Point):

2 SE of Elephant Point (2 miles NE), where there are strong tide-rips, thence:

S of Maori Rock (1 mile NE), and:

N of Fairchild Reef (9 cables E), which is awash at HW and marked by a beacon (port hand), thence:

N of Kawati Point and clear N of a dangerous rock and shoal extending 3½ cables W.

3 Whence the track is either WSW to a position SE of a drying reef (4 miles W), marked by a beacon (E cardinal) in Kawau Bay, passing SSE of Motutara Point (1¾ miles WNW) and SSE of Karangatuoro Point (2¼ miles W), or the track continues a further 2 miles SW to Bon Accord Harbour, passing:

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NW of Sharp Point (6 cables SW), and:
SE of Iris Shoal, 4 cables W of the point, thence:
NW of Pembles Island from which a light is exhibited (white pole, 2 m in height) (1¼ miles SW), thence:
NW of a drying shoal (1½ miles SW), marked by a beacon (W cardinal), at the S entrance to North Cove, thence:
SE of Rabbit Island (2½ miles SW), avoiding Eclipse Shoal (depth 3 m), 4 cables E.

4 At night, a white sector (171°–201°) of Martello Rock light (white metal column, 4 m in height) (36°25′·9S, 174°48′·4E) leads to a position SW of Accord Point (1¾ miles SW). Thence the track is E into Bon Accord Harbour (36°25′·3S, 174°49′·5E).

8.35

1 **Directions for south entry.** From a position SE of Motuketekete Island, a wooded island from which a light (white metal post, 3 m in height) (36°28′·2S, 174°48′·7E) is exhibited, the track leads NW through South Channel, passing (with positions from the light):
NE of a beacon (E cardinal) marking a drying reef (1½ cables NE), thence:
SW of Passage Reef (7 cables NE), which dries, marked by a beacon (S cardinal), thence:
SW of Albert Shoal (1½ miles NNW), thence:
SE of Mullet Point (2½ miles NW) and a drying reef marked by a beacon (N cardinal), extending 1 cable N.

2 Thence the track leads NNE to a position W of Martello Rock (2¼ miles N), keeping at night in a white sector (018·7°-103·7°) of Martello Rock light. Whence the track is either WNW, passing S of Takangaroa Island (2¾ miles NNW), to a position in Kawau Bay. Or the track continues NNE, passing ESE of Takangaroa Island, to a position NW of Momona Point (2½ miles NNE), marked by a beacon. Thence the track is E into Bon Accord Harbour (36°25′·3S, 174°49′·5E).

8.36

1 **Rosario Channel** (36°27′·1S, 174°49′·7E), with a least depth of 6·2 m, affords inshore access to Bon Accord Harbour (36°25′·3S, 174°49′·5E) from SE, passing between Elizabeth Point, marked by a beacon (starboard hand) and Beehive Island reef, marked by a beacon (port hand), 4 cables WSW. Thence the track is NW passing E of Martello Rock (36°25′·9S, 174°48′·4E) and W of Peaked Rocks, 3½ cables E, marked by a beacon, to a position off the entrance to Bon Accord Harbour.

2 **Blanche Channel** (36°28′S, 174°48′E), about 1 cable wide with a least depth of 11·2 m, affords passage between rocks and shoals bordering Motuketekete Island, on the E side of the channel, and Moturekareka Island, on the W side, to join the route through South Channel, SW of Albert Shoal (8.35).

3 **Inner Channel** (36°28′S, 174°47′E) affords access to Kawau Bay from S between Motutara Island (36°28′·6S, 174°47′·4E) and the mainland, 1½ miles W. From E, Inner Channel can be entered N of Motuora Island (36°30′S, 174°48′E), noting a dangerous rock, 2 cables NE of the island, thence S of Rocky Islets, 1½ cables SE of Motutara Island.

8.37

1 **Useful marks:**
Flat Rock Light (36°26′·8S, 174°55′·5E) (8.25).
Mount Taylor summit (36°24′·6S, 174°50′·8E) (8.30).
Matakana River Light (36°23′·8S, 174°44′·5E) (8.61).
White cliffs (elevation 43 m) (36°25′·7S, 174°44′·3E), situated E of Snells Beach.
Martello Rock (elevation 6 m) (36°25′·9S, 174°48′·4E), resembling a martello tower.

Anchorage can be obtained as convenient in Kawau Bay, in depths from 6 to 9 m, fine sand, mud and broken shell.

North Cove

8.38

1 North Cove (36°24′·5S, 174°49′·5E) on the NW side of Kawau Island, is entered between Beaumont Point (36°24′·6S, 174°49′·5E) and a beacon (W cardinal), 3 cables SW, marking a rock which dries 1·0 m off Edwards Point. The cove affords anchorage for small coasting vessels in depths from 4 to 7 m, mud, but W winds send in a considerable sea.

Bon Accord Harbour

8.39

1 **Description.** Bon Accord Harbour (36°25′·3S, 174°49′·5E), the largest inlet in Kawau Island, is open to the W and affords anchorage for small vessels, and sheltered berths for small craft in numerous bays. Controlling depth is 7·6 m in the entrance channel.

Seaplanes operate in the harbour and anchorage is prohibited within 60 m of the W side of Mansion House Bay (36°25′·7S, 174°49′·1E), where there is a seaplane taxiing lane.

8.40

1 **Directions.** From a position SW of Accord Point (36°25′·1S, 174°49′·1E) and NW of Momona Point, 6 cables SSW, on which stands a beacon, the track into Bon Accord Harbour leads E, passing clear of banks, with depths less than 4·3 m over them extending from both the N and S sides of the entrance.

8.41

1 **Anchorage.** The best berth is in a depth of 9 m in the middle of the harbour, about 4 cables within the entrance. See the chart.

Submarine cable is laid across the harbour, 7 cables within the entrance. The landing places of the cable are marked by beacons. Anchorage is prohibited within ½ cable.

2 **Small craft** anchorage can be found in depths from 3 to 5 m in the E part of the harbour which is spanned, about 1½ miles within the entrance, by two overhead power cables with a vertical clearance of 27 m. The middle part of the inner harbour may become untenable in W winds and better shelter can be obtained in similar, or lesser depths in the bays on both sides of the harbour, including School House Bay (36°25′·5S, 174°49′·9E) and Mansion House Bay, 5 cables W.

3 There are many private jetties around the harbour. The main jetty, with a depth of 2·7 m at its head, is in Mansion House Bay where there is a considerable volume of traffic.

Supplies. Fresh water and fuel oil in Mansion House Bay.

Dispute Cove

8.42

1 Dispute Cove (36°26′·4S, 174°49′·6E), on the SW side of Kawau Island, affords anchorage in depths of about 10 m, but there is no shelter from W or NW winds.

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Bostaquet Bay

8.43

1 Bostaquet Bay (36°26′·7S, 174°51′·6E), on the S side of Kawau Island, affords anchorage in a depth of about 15 m.

Burgess Bay

8.44

1 Burgess Bay (36°26′·7S, 174°52′·7E), at the SE end of Kawau Island, affords good anchorage for small vessels with winds between SW and NW, in depths of about 8 m.

Mahurangi Harbour

8.45

1 **Description.** Mahurangi Harbour (36°30′·5S, 174°44′·0E), is about 5 miles long and formed by the estuary of Mahurangi River. It comprises shallow drying bays and inlets and is surrounded by hills of moderate elevation. Marine farms, not all of which are charted, are established in many areas. The harbour is approached from SSE and is entered SW of Te Haupa Island (36°30′·7S, 174°44′·8E). Controlling depth is 6·6 m over a bar off the harbour entrance.

2 **Tidal streams** in the channel, close within the harbour entrance, set NNW with a rising tide and SE with a falling tide, attaining rates of about 1 kn at spring tides and ½ kn at neap tides. For further information see the chart.

8.46

1 **Directions.** From a position in Whangaparaoa Bay about 8 cables ENE of Brazier Rock, marked by a beacon (starboard hand) (36°31′·8S, 174°43′·8E), the track through Mahurangi Heads leads NW passing (with positions from Sadler Point (36°30′·2S, 174°44′·1E)):

SW of Te Haupa Island (6 cables SE), on which stands a light-beacon (S cardinal), thence:

NE of Pudding Island (elevation 18 m) (6 cables SSW), lying on the outer end of a drying reef extending NE from Cudlip Point (elevation 81 m) (8 cables SSW), thence:

NE of Tungutu Point (6 cables W).

2 Thence the track is NNW for about 1 mile to a position NW of Casnell Island (1 mile NNW), whence the harbour becomes progressively shallower.

Small craft channel between Te Haupa Island (36°30′·7S, 174°44′·8E) and Sadler Point (6 cables NW) has a least depth of 6·4 m. A drying reef extends 3 cables N from the island.

8.47

1 **Anchorage** can be obtained about 2 cables WSW of Sadler Point, in a depth of about 14 m, as shown on the chart, and in depths over 6 m in the channel as far N as the vicinity of a boat landing (36°29′·2S, 174°43′·4E), NNW of Casnell Island.

8.48

1 **Small craft** can navigate Mahurangi River as far as Warkworth (population about 2500.), 8 miles from the harbour entrance, where a jetty and most facilities are available. From a position NW of Casnell Island (36°29′·4S, 174°43′·6E) the track is N, passing W of a rock, marked by a beacon (starboard hand), 4 cables NNW, thence to a position W of Grants Island, 1½ miles N. Above the island the river is marked for 2½ miles by beacons (starboard and port hand), which are moved as necessary to meet changes in the channel. Thence the channel to Warkworth is unmarked and requires local knowledge.

2 **Berths.** There are numerous boat moorings in the river channel N of Casnell Island and in most of the bays and inlets of the harbour. Alongside berths are situated at Warkworth, which is frequented by pleasure craft in summer, and in the harbour:

Jetty (36°30′·0S, 174°44′·1E), 3 cables N of Sadler Point.

Jetty (36°29′·2S, 174°43′·4E) at the settlement of Mahurangi.

Whangaparaoa Bay

8.49

1 Whangaparaoa Bay (36°36′S, 174°44′E) is approached from either side of Motuora Island (36°30′S, 174°48′E) and between Mahurangi Island, 3¾ miles SW, and Wellington Rock, 4¼ miles SSE, the outermost of several dangers extending NW from Huaroa Point (8.29). The bay affords anchorage in depths from 9 to 20 m as convenient, but strong NE winds send in a heavy sea. Closer inshore, S of Mahurangi Island off the entrance of Waiwera River, anchorage can be obtained in depths from 7 to 9 m, good holding ground.

Great Barrier Island - minor harbours and anchorages

Charts NZ 522, NZ 5225 (see 1.19)

Miners Head

8.50

1 In fine weather, and with local knowledge, anchorage can be obtained in a small cove (36°04′·7S, 175°20′·8E), close S of Miners Head, in a depth of about 11 m. An islet and a rock which dries 1·2 m, close NW, lie 2 cables W of the S entrance point of the cove.

Katherine Bay

8.51

1 Katherine Bay (36°07′S, 175°20′E), entered between Ahuriri Point (36°05′·8S, 175°20′·3E) and Maunganui Point, 2 miles SW, affords anchorage in calm conditions only, in sand and broken shells. Small vessels entering the bay can pass E of Bird Rocks (4 m high) (36°06′·9S, 175°20′·8E), in a channel with a least charted depth of 5·5 m.

Small craft. Nimaru Bay (36°07′·8S, 175°21′·0E), on the S side of Katherine Bay, affords anchorage, sheltered from SW, in depths from 5 to 11 m. There is a dangerous rock 1 cable N of the W entrance point. A marine farm, marked by a buoy (special) lies in the W part of the bay.

Port Fitzroy

8.52

1 **Description.** Port Fitzroy (36°11′S, 175°21′E) is a natural harbour, formed between Great Barrier Island and Kaikoura Island. It can be approached from N through Port Abercrombie entrance (36°09′S, 175°18′E), whence it is entered by a narrow channel with a least depth of 29 m and a width of 1 cable. Alternatively, the harbour can be approached from S of Kaikoura Island, through Man of War Passage (36°11′S, 175°19′E), whence it is entered by a narrow channel with a least depth of 13·4 m and a width of ½ cable.

2 The settlement of Port Fitzroy (36°10′S, 175°22′E) is situated at the head of Rarohara Bay, the N of a number of bays which indent the shores of the harbour. Marine farms are established in Port Fitzroy and Man of War Passage, but not all farms are shown on the chart.

Local winds. Port Abercrombie is sheltered from S by Kaikoura Island, and smaller islands to the W. Port Fitzroy is sheltered from the direct force of all winds, but is subject to strong gusts and squalls when windy conditions prevail.

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3 **Tidal streams** in Man of War Passage set W with a rising tide and E with a falling tide; rates from 1 to 2 kn may be experienced in the narrows.

8.53

1 **Directions from north.** From a position between Green Rock (36°08′·6S, 175°18′·0E) and a rock (2 m high), 8 cables SSW, standing at the outer end of a spit which extends N from Motuhaku Island, the track through Port Abercrombie leads ESE, passing (with positions from Green Rock):

SSW of Rabbit Island (elevation 16 m) (6½ cables ESE), thence:

2 NNE of Nelson Island (1¼ miles S), thence:

SSW of Wood Island (elevation 37 m) (1¾ miles ESE), thence:

SSW of Kotuku Point and then through the N entrance to Port Fitzroy (2¼ miles SE).

With local knowledge, small craft can enter Port Abercrombie from S, through narrow channels W of Nelson Island, with a least depth of 4·9 m, noting that there are tide-rips in this channel, or E of Nelson Island, in a depth of 3·3 m.

3 **Directions from S.** From a position in Cradock Channel, the track through Man of War Passage leads generally E through channels either side of Grey Group Islands (36°11′·1S, 175°17′·6E), where tide-rips occur, and either side of Moturako Island, 2½ cables NNE. An islet, 1 m high, lies 1 cable E of Moturako Island. The track leads in deep water S of Paget Rock (36°11′·0S, 175°18′·5E), awash, noting a depth of 8·2 m in the channel NE of the rock, thence through steep-to narrows, 9 cables ESE, into the S entrance to Port Fitzroy.

4 **Useful marks:**

Beacon (port hand) which marks a drying rock (36°11′·9S, 175°20′·8E).

Beacon (starboard hand) (36°12′·1S, 175°20′·7E), at the entrance to Kiwiriki Bay.

Beacon (port hand) which marks a drying rock (36°12′·2S, 175°20′·2E) off the entrance of Wairahi Bay.

8.54

1 **Anchorages:**

Port Abercrombie is open W and the main part is too deep for convenient anchorage but a small vessel can lie safely in Nagle Cove (36°08′·6S, 175°19′·3E), to W of Oyster Island, 2 cables E, in depths from 16 to 18 m.

Karaka Bay (36°09′·0S, 175°20′·8E) entered from either side of Wood Island, 7½ cables W, noting the islet and drying rock, 5 cables W, affords anchorage in E weather for small vessels in depths from 10 to 20 m.

Smokehouse Bay (36°12′S, 175°20E) affords good anchorage in depths from 11 to 13 m, mud.

2 **Submarine cables,** which are abandoned, lie between Home Point (36°08′·7S, 175°19′·3E) and the W entrance point of Bradshaw Cove, 1½ miles S, and also between Home Point and a position (36°10′·1S, 175°18′·6E) on Kaikoura Island.

8.55

1 **Small craft.** Alongside berths are available at:

S side of Nagle Cove (36°08′·6S, 175°19′·2E).

Ferry wharf in Rahohara Bay (36°09′·9S, 175°21′·7E), at Port Fitzroy settlement.

Two jetties, 1 cable NE and 2 cables ESE, respectively, from Quoin Island (36°10′·3S, 175°21′·4E).

At the S end of Smokehouse Bay (36°12′·0S, 175°19′·7E).

8.56

1 **Facilities:** clinic in Port Fitzroy; yachtsman facilities at Smokehouse Bay.

Supplies. Small quantities of fresh water, provisions and fuel oil at Port Fitzroy.

Communications. Road from Port Fitzroy settlement to an airfield at Claris (8.8) on the E side of Great Barrier Island.

Rangiahua Island

8.57

1 **Description.** Rangiahua Island (36°13′S, 175°18′E), part of Broken Islands group, affords anchorage to small vessels, in a channel, with a least depth 6·7 m, between itself and the SW extremity of Great Barrier Island. Local knowledge is required for navigation of the channel.

Tidal stream in the channel sets N with a rising tide.

2 **Directions.** The channel can be entered NE of False Head (36°13′S, 175°17′E) (8.28) passing either side of Opakau Island, 8 cables NE, and an unnamed island (elevation 41 m), 4½ cables NE, whence the track leads S, to a position 2 cables E of a jetty, about 3 cables NW of Okiore Point (36°13′·5S, 175°18′·9E). The channel continues SSE passing E of Okiore Point, where the fairway is about 1 cable wide, to re-enter Hauraki Gulf between Anvil Islet (elevation 59 m) (36°14′·3S, 175°18′·2E), off the S tip of Mahuki Island, and Junction Islands, 5½ cables ENE.

3 **Anchorage** can be obtained off the jetty (36°13′·3S, 175°18′·5E), in a depth of about 7 m, sand and coral. Winds from NW send in a swell.

Boat passages requiring local knowledge exist between:

Rangiahua Island and Mahuki Island, in a depth of about 2 m.

The two N and two S islets of Junction Islands, with a least depth of 7·6 m.

The S Junction Island and the rocky islet (49 m high), 1 cable W, in a least depth of about 4·6 m.

Bowling Alley Bay

8.58

1 **Description.** Bowling Alley Bay (36°13′·5S, 175°19′·7E) affords anchorage for small vessels, with shelter from N to W winds.

Directions. The approach is from S, between an islet (7 m high), 3½ cables S of the S entrance point and a 10 m patch, 5½ cables ESE of the same entrance point.

Small craft

Chart NZ 5212 plan of Omaha Cove (see 1.19)

Omaha Cove

8.59

1 Omaha Cove (36°17′·4S, 174°48′·7E) approached from S of Panetiki Island, from which a light (8.26) is exhibited, affords shelter to small craft in NW winds. There is a jetty on the S side of the cove, 2 cables within the entrance, at Leigh. Craft berthing at the jetty should pass N of a beacon (port hand) marking the edge of a reef, ¾ cable ESE.

Chart NZ 5227 (see 1.19)

Whangateau Harbour

8.60

1 Whangateau Harbour is entered close SW of Whangateau Harbour Entrance Light (36°19′·2S, 175°47′·0E) exhibited from the SW extremity of Ti Point. The holiday resort of Omaha stands on a sandspit which

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forms both the S side of the harbour entrance and the head of Little Omaha Bay. Some groynes extend from NE to SE from the N point of the sandspit and a rocky ledge encumbers the NE side, marked by beacon, ¾ cable N of the light. Shoaling has occurred in the entrance and local knowledge is essential for entry, see the chart. A jetty with a depth of 3·7 m alongside is situated at the N end of the rocky ledge, 1½ cables N of the light.

Matakana River

8.61

1 Matakana River (36°24′·0S, 174°44′·5E) lies in the NW corner of Kawau Bay. On the N entrance point of the river a light (white post) (36°23′·8S, 174°44′·5E) is exhibited. The river is navigable by small craft, through a narrow channel between drying sandbanks and mud flats, marked by beacons. The holiday settlement of Sandspit stands 7½ cables within the entrance, where there is a jetty with a depth alongside of 7·4 m, which is the mainland terminus of a launch ferry service with Kawau Island. The bar off the entrance has a least depth of 1·2 m and the fairway has a least depth of 4 m as far as Sandspit. With local knowledge, the river is navigable by boat to the town of Matakana, 2 miles N of Sandspit. See Chart NZ 522.

Vivian Bay

8.62

1 Vivian Bay (36°23′·7S, 174°50′·1E), on the NE side of Kawau Island, affords sheltered anchorage in NE winds to small craft, in 5 to 10 m. The N entrance to the bay is encumbered by a dangerous rock and shoal extending 3½ cables W of Kawati Point (36°23′·5S, 174°50′·4E).

Chart NZ 5321

Puhoi River

8.63

1 Puhoi River (36°31′·7S, 174°43′·1E) is approached from ESE, passing SSW of Brazier Rock (8.46), 5 cables E of the entrance. The river is entered through a narrow channel between drying sand flats, passing close S of two beacons (starboard hand), 5½ cables and 7 cables respectively W of Brazier Rock, which mark the N side of the entrance channel.

There is a jetty on S side of river, about 7 cables within the entrance, used by small pleasure craft.

Waiwera River

8.64

1 Waiwera River (36°32′·6S, 174°42′·8E) is approached from SE, passing SW of Mahurangi Island and reef, 3 cables ESE.

Boats can enter the river from 2 hours before HW, between drying sand flats through a narrow unmarked channel on the N side of the entrance, leading to Waiwera settlement and a road bridge.

Orewa River

8.65

1 Orewa River (36°35′·9S, 174°42′·1E) is approached from NE, passing NW of a beacon (special), 5 cables ENE of the entrance, marking the outer end of a sewer outfall. Boats can enter the river between drying sand flats through a narrow channel, marked by beacons (starboard and port hand), leading to a road bridge at the S end of the town of Orewa.

Tiritiri Matangi Island

8.66

1 There is a jetty (36°36′·4S, 174°53′·3E), at SW end of Tiritiri Matangi Island, with a depth of 1·5 m at its head. It is sheltered from W and NW winds by a drying reef, 2 cables W.

Tidal levels. Mean spring range about 2·4 m; mean neap range about 1·8 m. See the relevant *Admiralty Tide Tables* for the latest information.

AUCKLAND APPROACHES

General information

Charts NZ 5324, NZ 5322, NZ 5321, NZ 532

Routes

8.67

1 From a position E of Tiritiri Matangi Island (36°36′S, 175°53′E), in Hauraki Gulf, the track leads initially SW to Rangitoto Channel, passing NW of Rakino Island, 6½ miles SSE, and NW of Rangitoto Island, 9½ miles S, thence through the channel to a position S of North Head (36°49′·7S, 174°48′·7E) at the entrance to Auckland Harbour.

2 Depending on draught, vessels may approach from S of the dangers extending about 4 miles ENE from Rakino Island and N of Waiheke Island (36°48′S, 175°05′E), passing SW through Motuihe Channel (36°48′S, 174°56′E) and thence through Motukorea Channel to the port of Auckland.

3 All vessels over 40 m LOA entering the Port of Auckland must report to Auckland Harbour Control for arrival instructions when passing the reporting positions shown on the chart.

Topography

8.68

1 The coast between Whangaparaoa Passage (36°36′S, 174°52′E) and North Head is composed of cliffs indented with bays and sandy beaches. Rangitoto Island (36°47′S, 174°51′E) is covered with low vegetation and its summit is distinctive and cratered with three nipples. Waiheke Island is grassy with rounded hills; the highest of which is Maunganui (36°49′S, 175°07′E), elevation 230 m.

Restricted areas

8.69

1 **Disused explosives dumping ground** in which both fishing and anchoring are prohibited is centred upon 36°39′S, 174°57′E, between Tiritiri Matangi and The Noises. See the chart.

Submarine cables are laid in many areas in the approaches to Auckland. Their positions are shown on the charts and their landing places marked by beacons.

2 **Prohibited anchorage.** Anchorage is prohibited in the fairway and in the vicinities of submarine cables in Rangitoto Channel, its approaches and in Waitemata Harbour (8.95) as follows, and as shown on the chart:

In the fairway marked by light-beacons and light-buoys from the Harbour and Pilotage Limit in the white sector of Auckland Harbour Approach Light, through Rangitoto Channel, and SE and E into Commercial Harbour. The anchoring restriction in the commercial channel does not apply to vessels which have been directed to a named anchorage by the Harbour Authority.

A beacon (36°47′·3S, 174°46′·5E) at Takapuna Beach, and a buoy (special), 6½ cables ESE, mark the

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landing place and SE limit, respectively, of a network of submarine cables leading into Hauraki Gulf. Fishing is also prohibited in this area.

3 Between Rangitoto Beacon (36°46′·9S, 174°49′·3E) and Auckland Harbour Approach Light, 2 miles SW.

Between Rangitoto Channel Front Leading Light (36°49′·5S, 174°50′·5S) and Bean Rocks Light, 7½ cables SW, and between Bean Rocks Light and a landing place, marked by a light-beacon, close W of Mission Bay, 7½ cables S.

Between Rangitoto Channel Rear Leading Light (36°50′·7S, 174°51′·6E) and Gower Point, 5¾ cables WSW.

4 **Marine reserves** where fishing is prohibited are established:

Between Toroa Point (36°42′S, 174°46′E) and Weiti River, 3¼ miles NNW. Its seaward limits are marked by light-buoys (special).

Between Karepiro Bay, where a light-beacon (port hand) (36°39′·1S, 174°44′·7) marks the NE limit, and Long Bay, where a light (pole) exhibited from Toroa Point, 3 miles SSE, marks the S limit. The seaward limits are marked by light-buoys (special).

Principal marks

8.70

1 **Landmarks:**

Radio mast (36°42′·2S, 174°43′·3E).

Circle Heights building (36°46′·6S, 174°46′·2E).

North Shore Hospital (36°46′·9S, 174°45′·4E).

Rangitoto summit (36°47′·3S, 174°51′·5E) (8.23).

Building (36°47′·5S, 174°46′·3E).

North Head, a round hill with a flagstaff on the summit (red light) (36°49′·7S, 174°48′·8E).

Tower (36°50′·7S, 174°49′·4E), on Bastion Point and Savage Memorial, close SE.

Auckland General Hospital and chimney (36°51′·7S, 174°46′·3E) with Mount Eden, close SW.

Sky Tower (red obstruction lights) (36°50′·9S, 174°45′·7E).

2 **Major lights:**

Tiritiri Matangi Island Light (36°36′·3S, 174°53′·8E) (8.23).

Auckland Approach Direction Light (metal column) (36°47′·9S, 174°47′·3E).

Other aids to navigation

8.71

1 **Coast radar and signal station.** Auckland Harbour radar and signal station (white, flagstaff, red light) is located on Mount Victoria, a conspicuous round hill, (36°49′·6S, 174°47′·9E). In restricted visibility, vessels may request their position, from up to 45 miles distant, but the signal station accepts no responsibility for any consequences which may arise from the use of the information. See *Admiralty List of Radio Signals Volume 6 (4)* for further details.

Directions

(continued from 8.26)

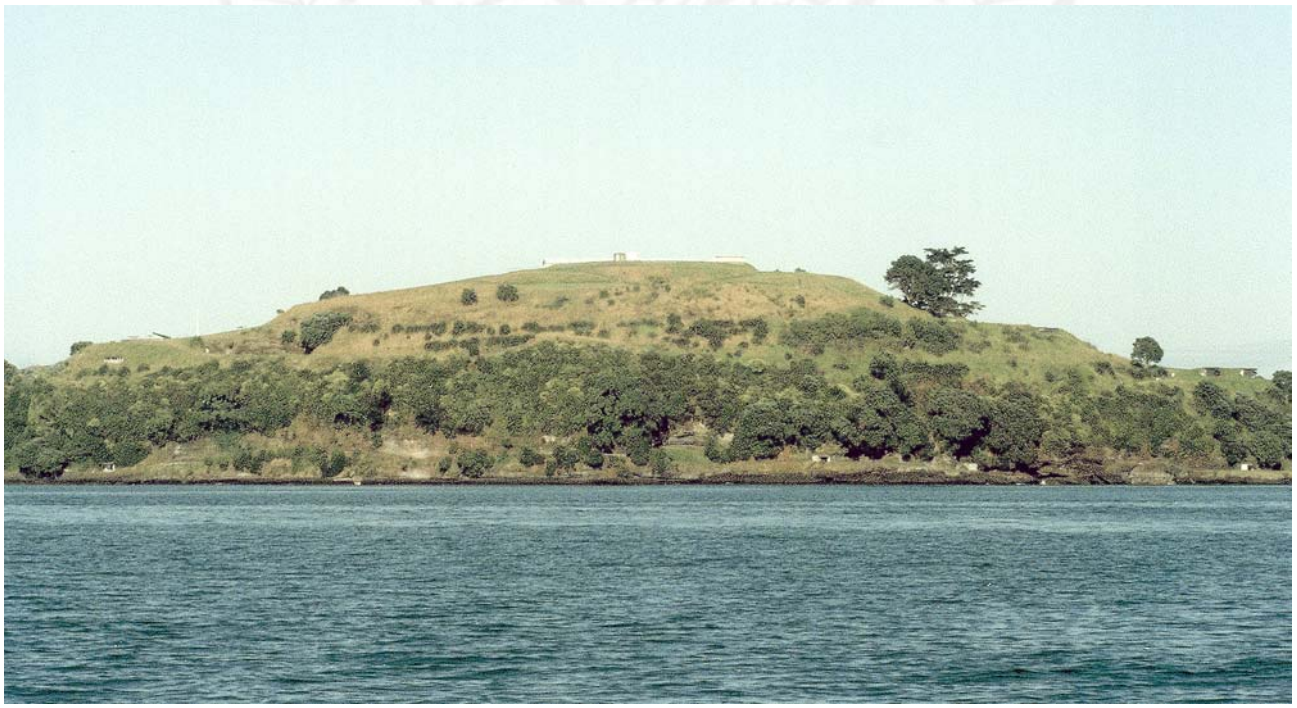
8.72

1 From a position E of Tiritiri Matangi Island (36°36′S, 174°53′E) and N of Motuhoropapa Island, 5½ miles SSE, the track leads SW in the white sector (215½°–216½°) of Auckland Approach Direction Light (36°47′·9S, 174°47′·3E), to the Auckland pilot boarding position (36°45′·4S, 174°49′·3E) passing (with positions from the pilot boarding position):

SE of a light-buoy (E cardinal) (10 miles NE), thence:

NW of Rakino Island (6 miles ENE), and a patch (depth 3·6 m), 5 cables W, which breaks, thence:

NW of Billy Goat Point (5 miles ENE), the N point of Motutapu Island.



Auckland – North Head from E (8.70)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

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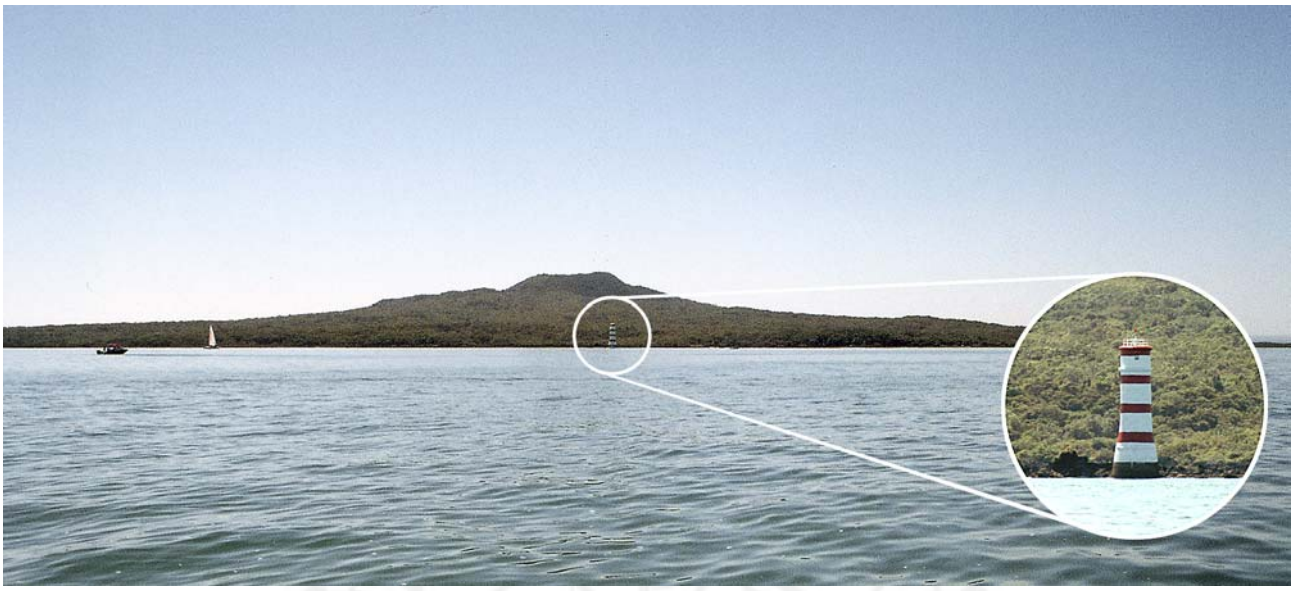

Rangitoto Island from W (8.72)

(Original dated 2001)

(Photograph – Captain Frank A. Lawrence FRIN)

2 Thence the track leads SW through the vicinity of the pilot boarding position, 1½ miles N of Rangitoto Light-beacon (red concrete tower, white bands) (36°46′·9S, 174°49′·3E), passing close NW of a light-buoy (port hand) to a position about 9 cables E of the light-beacon in the NW entrance to Rangitoto Channel.

3 **Rangitoto Channel Leading Lights:**

Front light (white concrete pile structure, red bands) (36°49′·5S, 174°50′·5E), exhibited at the SE end of the channel.

Rear direction light (red square on white pile) (1½ miles SE of front light).

4 From the NW entrance to the channel, the alignment (142°) of the lights, leads in the white sector (141·6°–142·6°) of the rear direction light through the middle of the fairway, marked by light-buoys (port and starboard hand) to a position close SW of No 4 Light-buoy (port hand), 8½ cables NW of the front light. Thence the track continues in the middle of the marked channel, turning W, and passing, (with positions from the front light):

5 NW of Bean Rocks from the vicinity of which a light (white metal framework tower) is exhibited (7½ cables SW), thence the track leads WSW in the white sector (070°–086°) astern of Bean Rocks Light, passing:

NW of a tower (1½ miles SW) standing on the shore at Bastion Point.

Auckland – Bean Rocks Light from NW (8.72)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

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Thence the track leads to a position in the entrance to Auckland Harbour, about 5 cables S of North Head (1½ miles W).

(Directions for Auckland Harbour berths continue at 8.126)

Side channels east of Rangitoto Island

Chart NZ 5324

General information

8.73

1 Auckland Harbour may be approached between Ahaaha Rocks (36°41′·5S, 175°01′·4E) and Thumb Point, 8 miles ESE, the N point of Waiheke Island (36°48′S, 175°05′E), passing SE of Motutapu Island, through Motuihe Channel (36°48′S, 174°55′E) and Motukorea Channel (36°50′S, 174°52′E). The controlling depth is 4·6 m in Motukorea Channel. Access is also afforded to Auckland Harbour explosives and quarantine anchorage (36°49′S, 174°55′E) with a controlling depth of 13·1 m in Motuihe Channel.

Passage north of Waiheke Island

8.74

1 **Directions.** From a position in the S of Hauraki Gulf, the route to Motuihe Channel lies NW of Horuhoru Rock (Gannet Rock) (36°43′·4S, 175°10′·2E), which may be passed on all sides, and SE of Ahaaha Rocks, 7 miles WNW. The track leads SW passing either side of D'Urville Rocks, marked by a buoy (isolated danger) (36°43′·3S 175°04′·1E), thence (with positions from D'Urville Rocks):

NW of Spray Rock (3¾ miles SE), marked by a buoy (isolated danger), thence:

Clear of a rocky shoal (1½ miles SW) swept to a depth of 4·6 m, thence:

2 NW of Thompsons Point (2¾ miles S), thence:

SE of Maria Island (3 miles WNW), thence:

NW of Hakaimango Point (3¾ miles SW), thence:

SE of Awash Rock (6 miles WSW), thence:

NW of Te Whetumatarau Point (5½ miles SE).

Thence the track leads to a position SE of Otahuhu Point (36°47′·0S, 174°55′·7E) in the NW approach to Motuihe Channel.

(Directions continue at 8.77)

Channels between Ahaaha Rocks and Rakino Island

8.75

1 **Description.** Deep channels separate the groups of islands and rocks which extend from Ahaaha Rocks (36°41′·5S, 175°01′·4E) to The Noises, 1 mile WSW, and Rakino Island, 3½ miles WSW. The chart is sufficient guide for navigation of the channels noting the charted dangers.

2 **Directions.** Vessels navigating in these waters should pass:

S of Orarapa Island (36°42′·0S, 174°57′·3E), in the channel between Otata Island, 9 cables E, and Rakino Island.

Clear of David Rocks (36°42′S, 175°00′E), Maria Island reef from which a light (white column, 4 m in height) is exhibited, close SE, and outlying patches including Takapu Rock (36°42′·2S, 174°58′·9E) and Zeno Rock, 5 cables SE.

Rakino Channel

8.76

1 **Description.** Rakino Channel (36°44′S, 174°56′E) affords access in deep water between Rakino Island (36°43′S, 174°57′E) and Motutapu Island, 7½ cables SW.

Directions. From a position N of drying rocks (36°43′·7S, 175°54′·9E), 1 cable N of Billy Goat Point, the track through the channel passes:

SW of Three Sisters (36°43′·4S, 174°56′·3E), a group of islets, and (with positions from Three Sisters):

NW of Waikalabubu Bay (1 mile SW), thence

SW of South Island (5 cables SSE), and:

2 SW of Awash Rock (8 cables SSE), marked by a beacon (port hand), and:

NE of the NE point (1 mile SSW) of Motutapu Island from which a light (white post, 2 m in height) is exhibited (1 mile SSW).

Thence to a position between Awash Rock and the NW point of Waiheke Island, 3 miles SE.

Useful mark:

Little Sandy Point Light (black column, 1 m in height) (36°43·7S, 174°57·1E).

Motuihe Channel

8.77

1 **Description.** Motuihe Channel (36°48′S, 174°55′E) separates Motuihe Island from Motutapu Island, 1 mile NW. It may be approached either from N through Rakino Channel (8.76), or from NW. The sea is frequently rough, particularly with a strong wind against the tidal stream.

2 **Directions** *(continued from 8.74)*. From a position SE of Otahuhu Point (36°47′·0S, 174°55′·7E), the track leads SE through Motuihe Channel, at night in the white sector (217°–222°) of Browns Island Light (yellow metal tripod tower) (36°49′·5S, 174°53′·9E), thence passing (with positions from the point):

NW of North Reef Light (red square on red beacon) (8½ cables SSE), moored off foul ground extending N from Te Tumurae Point, thence:

3 NW of a buoy (port hand) (8 cables S), whence the track leads S, passing:

W a buoy (port hand) (11 cables S), marking foul ground extending W from Motuihe Island, and:

E of a buoy (starboard hand) (12 cables SSW) which marks rocks swept to depths of 5·8 m and 3·6 m lying in the white sector of Browns Island Light.

4 Thence the track leads to a position about 6 cables NE of Browns Island Light, in the explosives and quarantine anchorage (8.81) off the E entrance of Motukorea Channel.

Useful marks:

Radio mast (36°46′·7S, 174°54′·9E), on the summit of Motutapu Island.

Beacon (starboard hand) (36°47′·8S, 174°54′·9E) marking Emu Rock.

Iliomama Rock Light (36°48′·5S, 174°53′·2E) (8.78).

(Directions for Tamaki Strait are given at 8.176)

Motukorea Channel

8.78

1 **Description.** Motukorea Channel (36°50′S, 174°52′E) lies to the S of Rangitoto island joining Motuihe Channel with Rangitoto Channel about 5 miles W.

Directions. From a position about 6 cables NE of Browns Island Light (36°49′·5S, 174°53′·9E) the track leads WSW, at night in a white sector (244°–260°) of Bean Rocks Light (36°50′·0S, 174°49′·9E) for about 2 miles, and thence in a white sector (082°–096°) astern, of Browns Island Light, passing (with positions from Browns Island Light):

2 NNW of Browns Island (2 cables SW), and:

SSE of Iliomama Rock Light (black and white metal pile) (11 cables NNW), exhibited close E of

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Iliomama Rock which has a depth of 1·5 m over it, thence:

NNW of Motukorea Light-beacon (safe water) (1½ miles WSW), thence:

NNW of Achilles Point (2 miles SW), marked by a beacon (port hand), thence:

3 NNW of East Bastion Reef (2½ miles WSW), marked by a beacon (port hand), a beacon (starboard hand) at the S end of the reef and a beacon (E cardinal), 2 cables SE, thence:

NNW of West Bastion Reef (3¼ miles WSW), marked by a beacon (port hand) and a beacon (starboard hand) at the S end of the reef, thence:

Close NNW of Rangitoto Channel Front Leading Light (36°49′·5S, 174°50′·5E) and S of a light-buoy (special) about 1½ cables NNE, where the deepest water is found.

4 Thence the track leads to a position in Rangitoto Channel N of Bean Rocks Light. See directions at 8.72.

Useful marks:

West Tamaki Head Light (white triangle on white pile beacon, red bands) (36°50′·5S, 174°52′·6E).

(Directions for Auckland are given at 8.126)

Minor harbours and anchorages

Charts NZ 5321, NZ 5324

Whangaparaoa Peninsula

8.79

1 In the bay formed by Toroa Point, from which Long Bay Marine Reserve Light (pole) (36°41′·7S, 174°45′·7) is exhibited, and the SE point of Whangaparaoa Peninsula, 6 miles NE, good anchorage can be obtained in depths from 11 to 18 m, mud, clear of prohibited anchorages shown on the chart.

Karepiro Bay

8.80

1 Karepiro Bay lies between Piripiri Point (36°39′·9S, 174°44′·9E) and the coast, 1½ miles NNE, sheltered from W to N winds. Anchorage can be obtained in depths from 7 to 11 m, mud.

Outer anchorages

8.81

1 **Rangitoto Channel approaches.** With S or W winds anchorage can be obtained between Toroa Point (36°41′·8S, 174°45′·7E) and Rangitoto Island, 5¾ miles SE, in depths from 11 to 18 m, good holding ground.

Fifteen numbered anchor berths are charted on each side of the fairway approach to the pilot boarding position (36°45′·5S, 174°49′·4E), in depths from 12 to 26 m. Nos 1, 2 and 3 are designated for vessels waiting to enter harbour.

2 **Explosives and quarantine anchorage.** Anchorage for vessels carrying large quantities of explosives, and for quarantine, is within a radius of 6½ cables centred on 36°49′·0S, 174°54′·3E, 1¼ miles SE of Rangitoto Island, as shown on the chart.

Chart NZ 5325

Tamaki River

8.82

1 **Description.** Tamaki River entrance lies between Musick Point (36°50′·8S, 174°54′·1E) and West Tamaki Head, 1¼ miles W. The river is approached from N through Motukorea Channel (8.78) and entered by a channel over a bar, with a least charted depth of 1·5 m. Small craft can enter the river from Tamaki Strait, over a shallow bank on the E side of the entrance. The river is navigable by small craft and marked by light-beacons and beacons as far as Otahuhu about 8 miles upstream. It has a speed limit of 5 kn. Tugs towing barges may be encountered in the river.

2 **Directions.** From a position N of West Tamaki Head Light (white triangle on white pile beacon, red bands) (36°50′·5S, 174°52′·6E), marking the extremity of a rocky bank, the track leads SE over the bar, 7 cables SE. Within the bar the marked channel should be followed to Otahuhu passing under Panmure Bridge, about 6 miles upstream, and Pakuranga Bridge, 2 cables S, which have vertical clearances of 7·7 m and 14 m respectively.

3 **Small craft channel.** From a position in Tamaki Strait N of Musick Point Light-beacon (red square on metal pile) (36°50′·6S, 174°54′·0E) the channel, with a least depth of 0·9 m, leads SW, passing (with positions from Musick Point Light-beacon):

SE of a beacon (starboard hand) (2½ cables W), which marks the extremity of a reef extending S from Browns Island (5 cables NNW), and:

Close NW of East Tamaki Head Light-beacon (port hand), 1 cable SSW.

4 Thence the track leads SSW into Tamaki River. There is also an alternative passage from Tamaki Strait into Tamaki River via a channel marked by two beacons (N and S cardinals) 2¾ cables WNW of Musick Point Light-beacon.

8.83

1 **Yacht mooring areas** are established on various parts of the river, as shown on the chart.

Prohibited anchorage areas are shown on the chart in the vicinity of submarine cables and pipelines laid:

Between West Tamaki Head (36°50′·8S, 174°52′·6E) and West Tamaki Head Light, 3 cables NNE.

Across the upper reaches of the river (36°55′·6S, 174°51′·9E). The landing places are marked by beacons, see the chart.

2 **Half Moon Bay Marina** (36°52′·9S, 174°54′·0E) and Half Moon Bay Yacht Club, adjoining W, are entered through gaps in pile wave screens on the sides from which lights are exhibited.

Facilities:

Slip (36°51′·8S, 174°54′·0E) on E side of river.

Yacht club (36°52′·3S, 174°54′·2E) at S end of Bucklands Beach.

Yacht club (36°54′·1S, 174°52′·1E) at Panmure; extensive haul-out and repair facilities.

3 There are numerous slips and jetties on both side of the river extending upstream from Panmure Wharf Waiheke Ferry Terminal (36°54′·2S 174°52′·1E).

Small craft

Charts NZ 5321, NZ 5322, NZ 5324

Okoromai Bay

8.84

1 Okoromai Bay (36°37′·0S, 174°48′·6E) may afford some shelter in the lee of a hulk sunk off the E entrance point and used as a breakwater. A dangerous underwater rock (36°37′·1S, 174°48′·9E) lies close SW of the hulk.

Hobbs Bay - Gulf Harbour Marina

8.85

1 **Description.** Hobbs Bay (36°37′·6S, 174°47′·2E) is entered on a line of leading lights and through a channel marked by light-beacons E of Kotanui Island (25 m high), which lies at the outer end of a drying reef on the W side.

Berths. Gulf Harbour Marina has been constructed on the drying head of the bay. It is enclosed by breakwaters

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extending SE and SW, from which lights are exhibited. Depths within the marina, its capacity and facilities are unknown. There is a jetty on the E side of the outer part of the bay.

Weiti River

8.86

1 **Description.** Weiti River flows into the NW corner of Karepiro Bay over a 0·6 m deep bar. Its entrance is marked by a light (green wooden pile) (36°38′·9S, 174°44′·2E). The river is navigable at HW as far as the township of Silverdale, 3½ miles within the entrance.

2 **Tidal levels.** Mean spring range about 2·2 m; mean neap range about 1·6 m. See the relevant *Admiralty Tide Tables* for the latest information.

Berths. There are numerous boat moorings, and small jetties on both sides of the river, between Wade Heads, ½ mile within the entrance, and a small commercial wharf, which dries, standing on the NE bank, 1¾ miles farther upstream.

Okura River

8.87

1 Okura River (36°40′S, 174°44′E), which enters the SW corner of Karepiro Bay, E of Dacre Point, affords anchorage and moorings for shallow-draught small craft, but local knowledge is required.

Rangitoto Channel and approaches

8.88

1 **Berths:**

Jetty (36°43′·9S, 174°45′·3E), in Murrays Bay, 1½ cables WSW of Tatarata Point and ramp close S.

Anchorage (36°48′·7S, 174°50′·6E) used by tugs and barges waiting to enter Tamaki River, see the chart.

Wairau Creek

8.89

1 **Description.** A yacht marina at Milford in Wairau Creek (36°46′S, 174°46′E) lies 2 cables S of a narrow entrance which dries and requires local knowledge.

Directions. From E the entrance is approached through a reef in Castor Bay in the white sector (270¼°–270¾°) of a direction light (column) (36°45′·9S, 174°45′·9E), exhibited 1 cable within the entrance, close S of two beacons (starboard hand), about 1½ cables E.

Rakino Island

8.90

1 **Anchorage.** Rakino Island (36°43′S, 174°57′E), elevation 65 m, affords anchorage during winds from E semi-circle in Woody Bay (36°42′·9S, 174°56′·5E) on its W side.

Berths:

Jetty (36°43′·6S, 174°57′·1E) on E side of Little Sandy Point.

Pier at the head of Home Bay (36°43′·5S, 174°56′·9E), entered W of Little Sandy Point.

Matiatia Bay

8.91

1 **Description.** A wharf (36°46′·8S, 174°59′·4E) at the head of Matiatia Bay is used by ferries. An additional jetty has recently been constructed

Directions. The white sector (076½°-078°) of a direction light (white metal structure) exhibited from the head of the bay, leads through the entrance, between beacons (special), marking the limits of yacht mooring areas, to the head of the ferry wharf.

Islington Bay

8.92

1 **Description.** Islington Bay is entered between Emu Point (36°47′·9S, 174°54′·8E) and a buoy (port hand), 6 cables W. The head of the bay terminates in Gardiner Gap which is closed by a drying sandbank and crossed by an embankment and a road bridge. The wharf on the W side of the head of the bay is approached from S through a dredged channel marked by a beacon (starboard hand), about 1 cable S.

2 **Berths.** Five jetties and wharves are charted on the W side. A yellow mooring buoy, close off the W shore, 7 cables within the entrance, is used by a coastguard rescue launch.

Rangitoto Island

8.93

1 Wharf (36°48′·5S, 174°51′·7E) on the S side of Rangitoto Island, approached from S between a beacon (starboard hand), 1 cable SE, and a beacon (port hand), 1¼ cables SW, is used mainly by ferries.

Motuihe Channel

8.94

1 **Berths:**

Home Bay (36°46′·1S, 174°56′·0E) contains two jetties and a pier. Beacons mark the landing places of submarine cables.

Emu Bay (36°47′·4S, 174°55′·0E), contains a jetty at the head of the bay.

Motuihe Island. A wharf (36°48′·4S, 174°56′·1E), from the head of which a light is exhibited, is used by ferries. It is approached from S of a buoy (port hand), ¾ cable W, which marks a reef off Mangoparerua Point.

AUCKLAND

General information

Chart NZ 5322, NZ 532

Position

8.95

1 Auckland (36°50′S, 174°46′E) lies in the SW corner of Hauraki Gulf on North Island. Auckland Harbour is the lower part of Waitemata Harbour which extends about 10 miles from the entrance at North Head (36°49′·7S, 174°48′·8E). The main commercial port and central business district of Auckland lies on the S side of the harbour.

Function

8.96

1 Auckland, regional population 1 158 891 in 2001, is New Zealand's largest industrial centre with easy access to a dairy-producing hinterland.

Principal exports include dairy products, fruit and vegetables, hides, meat, steel, tallow, wool and electrical goods.

Principal imports include chemicals, fresh fruit, fuel oils, iron and steel, machinery, manufactured goods, motor vehicles, phosphates, raw sugar, sulphur and wheat.

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Auckland Harbour Bridge (8.101)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

2 Devonport, a suburb of Auckland, on the N shore of the harbour, is the site of New Zealand's only naval base and dockyard.

The harbour affords secure anchorage and is a major yachting centre.

Port limits

8.97

1 The Port of Auckland comprises all the tidal waters of the harbour and its approaches as shown on the chart.

Entry

8.98

1 Auckland Harbour is entered from E between North Head (36°49′·7S, 174°48′·8E) (8.70) and Bastion Point, 1 mile SSE.

Traffic

8.99

1 In 2003, 1443 ship movements were recorded, totalling 24 374 742 dwt.

Port Authority

8.100

1 The Port Authority is Ports of Auckland Limited.
Postal address: PO Box 1281, Auckland, New Zealand.

Limiting conditions

Controlling depths

8.101

1 **Rangitoto Channel** has been dredged to 11 m, but the dredged areas may not be regularly maintained. See the chart.

Motukorea Channel (36°50′S, 174°52′E) (8.78), the alternative approach to Auckland, has a least charted depth of 4·6 m.

Upper Waitemata Harbour. For about 3 miles above Auckland Harbour Bridge (36°49′·8S, 174°44′·7E), there are depths of more than 10 m decreasing to 4·3 m in the vicinity of Herald Island. The bridge has a vertical clearance of 42 m.

Deepest and longest berth

8.102

1 Fergusson Container Terminal Wharf (8.131).

Tidal levels

8.103

1 Mean spring range about 2·7 m. Mean neap range about 1·9 m. See the relevant *Admiralty Tide Tables.*

Abnormal water levels

8.104

1 Tsunamis (see 1.50) may affect Auckland Harbour. Warning is given by sound signal. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water

8.105

1 Density of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled

8.106

1 No restrictions for length or breadth but for vessels over 244 m in length berthing is at the discretion of the Marine Services Manager.

Local weather and sea state

8.107

1 **Fog** may be experienced from May to September,
Strong winds blow in gusts.
Sea is rough in the harbour entrance, near North Head, with a strong wind against the tidal stream.

Arrival information

Port operations

8.108

1 Vessels may enter harbour at any time providing their draught does not exceed 11 m. Vessels with greater draught must wait for the tide and enter when ordered by the Marine Services Manager. They should have not less than 10% of their draught as under keel clearance.

Berthing and unberthing is practicable at most states of the tide, although difficulty is sometimes caused by the tidal streams. See 8.122.

2 The following rules apply to all vessels over 100 grt proceeding under Auckland Harbour Bridge, which is a fixed road bridge:

Single lane one-way traffic only is allowed in the channel between No 1 anchor berth (about 1¼ miles E of the bridge) and Birkenhead Wharf (7½ cables WNW of the bridge).

A vessel stemming the tide gives way to other vessels.

Tugs attend vessels as required by the Marine Services Manager. Normally, vessels are permitted to pass under the bridge by day only.

Port radio

8.109

1 Auckland Harbour Radio is located at Mount Victoria signal station (36°49′·6S, 174°47′·9E) (8.71). The station

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maintains a constant VHF and visual watch. Information concerning berthing, harbour conditions and safety of navigation is passed by the signal station. For full details see *Admiralty List of Radio Signals Volume 6 (4)*.

Notice of ETA required
8.110

1 ETA should be sent 24 and 4 hours prior to arrival. See *Admiralty List of Radio Signals Volume 6 (4).*

Outer Anchorages
8.111

1 Anchorages are established either side of the approach channel N of Rangitoto Island (8.93). Anchorage is prohibited in the commercial channel between the Harbour Limit and Commercial Harbour (8.131). This restriction does not apply to vessels which have been directed to a named anchorage by the Harbour Authority.

Marine reserve
8.112

1 Marine reserve where fishing is prohibited is established off Pollen Island, where a light-beacon (port hand) (36°51′·1S, 174°39′·8E) marks the NW limit at Whau River and light-beacons (special) mark the boundary to the E and S.

Pilots
8.113

1 The seaward limits of pilotage are shown on the charts.

Pilotage is compulsory for vessels over 100 grt, subject to exemption by law.

The notice required for a pilot on arrival is the same as for ETA, and on departure is 2 hours.

Pilot boards 1½ miles N of Rangitoto Light-beacon (36°46′·9S, 174°49′·3E), see the chart.

If a pilot is unable to board, owing to adverse sea or weather conditions, he may lead a vessel into harbour from the pilot launch.

Tugs
8.114

1 Four tugs are available.

Quarantine
8.115

1 See 1.55.

Defence Areas and Explosives Safety Zones
8.116

1 Defence Areas and Explosives Safety Zones are established in Auckland Harbour around the naval base (36°50′S, 174°47′E), including the S side of Ngataringa Bay (36°49′·4S, 174°46′·9E), and in Upper Waitemata Harbour around a Royal New Zealand Navy explosives depot at Onetaunga Bay (36°49′·4S, 174°41′·8E) and Hobsonville Royal New Zealand Air Force base jetty (36°47′·3S, 174°40′·3E). No vessel may enter or remain in these areas when restrictions in accordance with New Zealand Defence Regulations are imposed by the Maritime Commander, New Zealand. See the chart for Defence Area and Explosives Safety Zone boundaries and note.

Harbour

General layout
8.117

1 From North Head (36°49′·7S, 174°48′·8E) Auckland Harbour extends about 3½ miles W to Auckland Harbour Bridge, beyond which lie the upper reaches of Waitemata Harbour which continue generally NW, a further 5 miles, to the upper harbour bridge, where the water becomes shallow.

2 The main berthing area, handling general, bulk and container cargoes, together with passenger and ferry traffic, lies on the S side of the harbour between Fergusson Container Terminal (36°50′·5S, 174°47′·0E) and Wynyard Wharf, 1¼ miles W, which adjoins Westhaven Boat Harbour. Chelsea Wharves, serving a sugar refinery, lie on the N shore about 1 mile WNW of the harbour bridge. On the N side of the harbour, opposite the container terminal, lies Devonport naval base and dockyard with a dry dock.

3 Above Auckland Harbour Bridge (36°49′·8S, 174°44′·7E), Waitemata River is navigable as far as Herald Island (36°46′·7S, 174°39′·7E), but draught is limited by a sand bar close NW of Upper Harbour Bridge. Small craft can proceed for about 2¾ miles W of Herald Island. Several creeks navigable by small craft branch off the upper reaches of the harbour. Berths include Chelsea Sugar Wharf (36°49′·4S, 174°43′·4E) (8.135) and a jetty (36°47′·3S, 174°40′·3E) at Hobsonville Royal New Zealand Air Force station.

4 On both sides of the harbour there are shallow bays with drying mud flats and rocky patches, in most of which there are yacht anchorages and moorings and, in some of the bays, facilities for small craft (8.143).

Development
8.118

1 Ports of Auckland Ltd plan to deepen the fairway in Rangitoto Channel and the approaches to Fergusson Container Terminal to afford access to larger container ships which are expected to use the port from 2002.

Temporary buoyage
8.119

1 **Yacht races.** which sometimes involve large numbers of craft, frequently take place in the harbour. Buoys (special) are moored as racing marks in positions:

36°50′·4S, 174°49′·4E, 2¼ cables NNW of Bastion Point.

36°50′·6S, 174°47′·6E, 3¼ cables N of Point Resolution.

36°49′·7S, 174°45′·8E, 2 cables WSW of Bayswater Wharf Approach Channel Light-beacon.

36°49′·9S, 174°44′·9E, 1¼ cables ESE of the middle of the harbour bridge.

Measured distance
8.120

1 **Position.** Between Takaparawha Point (36°50′·7S, 174°49′·0E) and Point Resolution, 1¼ miles W.

Marks.

East limit marks are beacons in line, bearing 184°:

Front beacon (yellow with black stripe, triangle, point up), 2 cables W of Takaparawha Point, on a wave break.

Rear beacon (yellow, triangle, point down), 3½ cables S of front beacon.

2 West limit marks are a light-beacon and beacon in line bearing 184°:

Front light-beacon (isolated danger) (36°50′·6S, 174°47′·5).

Rear beacon (yellow, triangle, point down), 3½ cables S.

Distance. 1850 m.

Running track 094°/274°.

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Traffic signals

8.121

1 Red flashing lights are exhibited from the NE end of Fergusson Container Terminal (36°50′·5S, 174°47′·0E) and Bledisloe No 2 berth, 4 cables W, to give early warning of vessel movements in their vicinity.

Natural conditions

8.122

1 **Tidal streams.** In mid-channel, the out-going stream begins ¾ hour after HW and the in-going stream begins 4¾ hours before HW. Both streams commence 30 to 40 minutes earlier along the shores of the harbour. In the vicinity of the wharves of Commercial Harbour they may begin about 2 hours earlier at spring tides and their rates may vary considerably, increasing to 1½ kn at neaps and 3 kn at spring tides. See information on the chart. Near the wharves the in-going tidal stream is much influenced at certain stages of the tide by Fergusson Container Terminal and caution is necessary when berthing or leaving the wharves.

2 **Climatic table.** See 1.155 and 1.157.

Principal marks

8.123

1 **Landmarks:**

North Head (36°49′·7S, 174°48′·8E) (8.70).
Mount Victoria (36°49′·6S, 174°47′·9E).
Tower (36°50′·7S, 174°49′·4E), on Bastion Point and Savage Memorial, close SE.
Auckland General Hospital and chimney (36°51′·7S, 174°46′·3E) with Mount Eden, close SW.
Buildings (36°50′·7S, 174°44′·4E).
Building (36°50′·9S, 174°50′·3), 1 cable ESE of Pipimea Head.
Sky Tower (red obstruction lights) (36°50′·9S, 174°45′·7E).

Other aid to navigation

8.124

1 Coast radar station (36°49′·6S, 174°47′·9E) at Auckland (see 8.71 for details).

Directions for berths

(continued from 8.72)

Caution

8.125

1 Caution is required during night navigation owing to the general background shore lighting and particularly to the concentrated high lighting on Fergusson Container Terminal.

North Head to Auckland Harbour Bridge

8.126

1 From a position about 5 cables S of North Head (36°49′·7S, 174°48′·8E) (8.70) in the entrance to Auckland Harbour, the track leads 1½ miles W in the fairway, marked by light-beacons and light-buoys, to the Commercial Harbour, on the S shore and the Naval Dockyard berths, on the N shore. Vessels proceeding to berths in Upper Waitemata Harbour continue W beneath Auckland Harbour Bridge which crosses Waitemata River between Stokes Point (36°49′·6S, 174°44′·9E) and Point Erin, 5 cables SSW.

2 The bridge consists of seven spans on six concrete piers numbered 1 to 6 from Stokes Point. The fairway is between Nos 1 and 2 piers where the bridge has a vertical clearance of 42 m gradually reducing to 39·8 m at a distance of 76 m either side of the centre of the span. A daymark (green triangle, white border) is painted on the E and W faces of No 1 pier. No craft should pass between No 1 pier and Stokes Point. At night, lights are exhibited from the centre of both faces of the navigational span; the highest part of the bridge is marked, above these lights, by a red obstruction light and similar lights mark the top of the bridge on both sides of the navigational span. Nos 1 and 2 piers are floodlit.

Auckland Harbour Bridge to Upper Harbour Bridge

8.127

1 From the bridge, the track leads WNW, passing (with positions from Auckland Harbour Bridge aero light (36°49′·8S, 174°44′·8E)):

NNE of a light-buoy (port hand) (3½ cables WNW), thence:
S of Birkenhead Wharf (7 cables WNW), thence:
S of a beacon (special) (9¾ cables WNW), which marks a sewer outfall, thence:
SSE of Chelsea Sugar Wharves (1¼ mile WNW), and:
N of a buoy (port hand) (about 1 mile W), which marks the N edge of a shore bank.

2 Two pairs of beacons (white and black stripe; triangular; front beacons point up, rear beacons point down), each pair in line, indicate the extent of a wreck, with a swept depth of 11·6 m over it, lying off the wharf. The front beacons stand on the wharf and the rear beacons are situated near the E and W ends of the main sugar works building. The track then leads WSW, passing SSE of Kauri Point (36°49′·6S, 174°42′·6E), thence (with positions from Kauri Point):

3 N of a light-beacon (port hand) (3 cables SSW) marking Te Tokaroa Reef and the NE entrance to Whau River, thence:
N of a beacon (isolated danger) (5 cables SW) which marks a drying reef and the NW entrance point to Whau River, thence:
NNE of a beacon (port hand) (7½ cables W), situated ½ cable N of a reef on which lies Boat Rock.

4 Thence the track leads generally NNW a further 3½ miles to Upper Harbour Bridge, through a generally unmarked channel, with a least charted depth of 5·9 m, passing:

WSW of Onetaunga Bay (7 cables WNW), where there is an Explosives Safety Zone (8.116), thence:
ENE of Henderson Creek No 2 light-beacon (port hand) (36°48′·9S, 174°41′·1E), thence:
WSW of two pairs of beacons, (1¼ miles NW) marking the limits of a prohibited anchorage, thence:

5 Either side of Ranger Rock which is marked by a light-beacon (E cardinal) (36°47′·4S, 174°40′·6E), a beacon (W cardinal), close W, and a beacon (isolated danger), close N. The rock lies ½ cable W of Beach Haven Wharf, from which a light is exhibited. Thence the track leads generally NW in the fairway, passing (with positions from Ranger Rock):

6 NE of two pairs of beacons (2 cables W), one pair indicating the direction of submarine telegraph cables and the other pair the SE limit of a prohibited anchorage, thence:
NNE of a jetty (2½ cables NW) at Hobsonville Royal New Zealand Air Force Station, thence:

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NNE of a pair of beacons (4½ cables WNW), marking the NW limit of a prohibited anchorage.

7 Thence the track leads to a position beneath the navigational span of Upper Harbour Bridge (4¾ cables NW), at the E end of the bridge between Nos 5 and 6 piers, which are marked by daymarks and lights (see 1.26), and the centre of the span is indicated by a red retroreflective circle. Close NW of the bridge, depths decrease rapidly to about 3·5 m and the river above Upper Harbour Bridge is navigable by small vessels, dependent upon draught. The track then passes (with positions from the bridge fixed red light):

8 W of two beacons (starboard hand) (3¼ cables NW), ¾ cable apart, which mark the W edge of a drying flat and reef off a point at Greenhithe, thence:

E of a jetty (6 cables NW) on the E point of Herald Island.

Thence to a position at the junction with Lucas Creek (9 cables NW).

Useful marks

8.128

1 Clock and flagstaff near the root of Victoria Wharf (36°50′·0S, 174°47′·8E).

Notice boards, marked "Defence Area – Bomb Disposal Area" (36°47′·8S, 174°40′·4E and 1½ cables N) at Hobsonville.

Point Chevalier (36°51′·1S, 174°42′·2E), a cliff.

Water tower (36°49′·3S, 174°42′·2E).

Hill (elevation 84 m, red lights) (36°47′·1S, 174°40′·6E) near Greenhithe.

Berths

Chart NZ 5322 with plans of wharves

Anchorages

8.129

1 **Customs and quarantine anchorage** is established in Auckland Harbour, between a line joining North Head (36°49′·7S, 174°48′·8E) to Orakei Wharf, 1 mile S, and a line joining Bayswater Wharf Approach Channel Light-beacon (red square on metal pile) (36°49′·7S, 174°46′·0E) to Wynyard Wharf, 6¼ cables SW. Anchor berths designated Nos 1 to 7 lie between these limits in depths from 12 to 19 m, good holding ground, see the chart.

2 **Explosives anchorage** is an area of radius 2¼ cables centred on 36°50′·6S, 174°48′·1E, as shown on the chart. It is available for vessels carrying less than 20 tonnes of explosives, or less than 100 tonnes if stowed in standard 20 ft containers each not exceeding 17 tonnes explosive content. Details are found in *Auckland Harbour Board Regulations*. Anchorage for vessels carrying larger quantities is located 1¼ miles SE of Rangitoto Island, see 8.81.

3 **Submarine cables.** Anchoring is prohibited in the vicinity of submarine cables; the positions of beacons (see 1.27) which mark the landing places of the cables are shown on the chart. The cables are laid from:

Beach Haven Wharf (36°47′·4S, 174°40′·7E) to the shore, 2½ cables W.

Chelsea Bay, W of Birkenhead Wharf (36°49′·4S, 174°44′·0E) to Point Erin, about 1 mile SSE.

4 Island Bay (36°48′·7S, 174°41′·3E) to Scott Point, 1 mile WNW.

O'Neills Point (36°49′·1S, 174°46′·1E) to the shore, 7 cables ESE at Stanley Bay.

O'Neills Point to the shore, 8 cables W, at Sulphur Beach.

Either side of Lucas Creek (36°46′·0S, 174°39′·9E).

Close E of Victoria Wharf (36°50′·0S, 174°47′·8E) to a causeway near Point Resolution, 1 mile S.

8.130

1 **Prohibited anchorages.** Anchoring is also prohibited in the following areas, shown on the chart:

Within 230 m of the wharves in Commercial Harbour (36°50′·5S, 174°46′·0E).

Between Stanley Bay Wharf (36°49′·7S, 174°46′·9E) and a beacon, 1 cable SSW.

Within 2 cables of Auckland Harbour Bridge (36°49′·8S, 174°44′·8E).

2 Off Hobsonville Royal New Zealand Air Force station (36°47′·2S, 174°40′·4E). A pair of beacons in line (white, square topmarks, labelled "Prohibited Anchorage"), 5 cables WNW of Beach Haven Wharf, mark the W limit of the area. A pair of beacons (white, triangular topmarks), 2½ cables W of the wharf, mark the E limit.

Commercial Harbour

8.131

1 The majority of berths are located in Commercial Harbour (36°50′·5S, 174°46′·0E). Their dredged depths alongside may not be regularly maintained; see note on the chart. Berths available for use include:

Fergusson Container Terminal. There are three berths with a total length of 600 m and a depth alongside of 12·2 m. There is a reclamation area NE of the terminal (2001).

2 **Freyberg Wharf.** There are two designated berths each side:

E side: total length 210 m and depth alongside of 11 m.

W side: total length 216 m and depth alongside of 11 m. Available as a Ro-Ro berth.

3 **Jellicoe Wharf.** There are three designated berths each side, used for general and bulk cargoes and containers:

E side: total length 335 m and depth alongside of 11 m.

W side: total length 336 m and depth alongside between 10·8 and 11·5 m.

The NE end is dredged to 10·5 m.

4 **Bledisloe Terminal E** has two berths:

No 1: length 137 m, used for Ro-Ro.

No 2: length 224 m and depth alongside of 10 m. Used for Ro-Ro and containers.

Bledisloe Terminal W has a single container berth, length 260 m and depth alongside of 12 m.

5 **Marsden Wharf.** There are four berths with a total length of 398 m, not dredged and used for small craft.

Captain Cook Wharf has three designated berths:

E side: two berths, total length 247 m, not dredged and used as layby berths.

W side: one berth, length 205 m and depth alongside of 9·5 m, used for motor vehicle imports.

6 **Queens Wharf** has five designated berths used for general cargo and passenger vessels:

E side: three berths, total length 329 m and depth alongside of 10·5 m.

W side: two berths, total length 212 m and depth alongside of 12·m.

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7 **Princes Wharf** has five designated berths including the overseas passenger terminal:

E side: three berths, total length 308 m and depth alongside of 10·5 m. There is a small area at the root of Princes Wharf which is dredged to 5·0 m.

W side: two berths, total length 335 m, not dredged.

Wynyard Wharf. There is a tank farm area and two berths, with a total length of 420 m and depths alongside of 11·5 and 9·5 m, used for bulk liquid and chemical cargoes. There is an area at the root of Wynard Wharf, N of Jellicoe Street, which is dredged to 5 m.

Calliope Wharves

8.132

1 Calliope Wharves (36°49′·8S, 174°47′·0E) stand on the N shore of the harbour in a Defence Area, which includes the Naval Dockyard, and are used by naval vessels.

Calliope South Wharf has four designated berths

N side: two berths, total length 240 m and charted depths between 9·3 and 10·4 m alongside.

S side: two berths, total length 275 m and charted depths between 10·2 and 13 m alongside.

2 **Calliope Inner Wharf** which fronts Calliope Basin has a total berthing space of about 380 m and general depths alongside between 6 and 8 m.

Victoria Wharf

8.133

1 Victoria Wharf (36°50′·0S, 174°47′·8E) has a berthing space of 111 m and depths alongside between 4·0 and 4·5 m and is used by harbour ferries.

Birkenhead Wharf

8.134

1 Birkenhead Wharf (36°49′·4S, 174°44′·0E) has a depth of 2·0 m on the N side where there is a ramp used by ferries.

Chelsea Wharves

8.135

1 Chelsea Sugar Wharf (36°49′·4S, 174°43′·4E), length 94 m and depth alongside 9·9 m, is used to discharge bulk sugar to Chelsea Sugar Refinery. Mooring buoys are used to assist berthing.

Onetaunga Wharf

8.136

1 Onetaunga Wharf (36°49′·4S, 174°41′·8E) is used by naval vessels. Three mooring buoys are laid in the vicinity.

Port services

Repairs

8.137

1 Repairs of all kinds can be effected.

The naval dockyard at Devonport (36°49′·8S, 174°47′·2E), in which there are small craft slips, has a dry dock:

Length: 184·4 m; breadth: 23·5 m, 20·0 m at the level of blocks; depth of 10·06 m over sill at MHWS.

2 There are two slips in Westhaven Boat Harbour (36°50′·3S, 174°45′·0E):

Orams Marine Slip, can accommodate a vessel of 600 tonnes displacement.

Marine Steel slip, can accommodate a vessel of 1500 tonnes displacement.

Divers are available.

Other facilities

8.138

1 Compass adjustment; de-ratting and exemption certificates; limited facilities for the reception of oily waste; garbage collected; comprehensive stock of salvage equipment; hospitals.

Supplies

8.139

1 Fresh water; provisions; fuel and lubricating oil.

Communications

8.140

1 Auckland International airport is 23 km S of the port. There is also a local helicopter service.

Regulations

8.141

1 **Oil tankers.** Cargoes may be discharged at night, but pipelines must not be disconnected without the permission of the Marine Services Manager.

A 24 hour response is available for oil spills and pollution control. Spillages are to be reported initially to the Harbour Control Office.

Search and rescue

8.142

1 A search and rescue centre is located at Mechanics Bay (36°50′·8S, 174°47′·3E). Two breakwaters extend about 100 m NNE and 100 m N from the shore from a position 1½ cables WNW of Point Resolution. Lights (wooden piles) are exhibited from the head of each breakwater. Helicopter services also operate from this locality.

Small craft berths

Mooring areas

8.143

1 Mooring areas, the limits of which are shown on the chart, are established in Auckland Harbour at:

Bayswater Wharf Approach Channel Light-beacon (port hand) (36°49′·7S, 174°46′·0E), between the light-beacon and Stoke Point, 1 mile W. The moorings are divided by a channel, marked by beacons (port and starboard hand) which leads N to Shoal Bay. A barge mooring area (36°49′·7S, 174°45′·5E) lies to the S of this channel.

2 **Beach Haven Wharf** (36°47′·4S, 174°40′·7E), close N and S.

Charcoal Bay (36°48′·2S, 174°41′·1E).

Chelsea Bay (36°49′·3S, 174°43′·6E), between Chelsea Sugar Wharf and a prohibited anchorage (8.129).

Herald Island (36°46′·6S, 174°39′·7E), to E and S.

Herne Bay, lying S of Watchman Island (36°50′·1S, 174°43′·9E), with a prohibited anchorage (8.129) to the E.

Little Shoal Bay (36°49′·4S, 174°44′·5E).

3 **Lucas Creek** (36°46′·2S, 174°39′·8E), S of a prohibited anchorage (8.129).

Ngataringa Bay (36°49′·3S, 174°46′·6E), which is almost filled with drying mud flats and swamps, affords anchorage. A submarine power cable is laid across its head between Duders Point and the shore S. Beacons mark its landing places.

Soldiers Bay (36°48′·8S, 174°41′·5E).

Stanley Bay (36°49′·7S, 174°46′·7E).

4 **Takaparawha Point** (36°50′·7S, 174°49′·0E), between the point and Point Resolution, 1¼ miles W. Yacht

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moorings are protected by two wooden wave breaks, from the extremities of which lights (piles) are exhibited.

Torpedo Bay (36°49′·9S, 174°48′·4E). The S limit is marked by a beacon (starboard hand).

Victoria Wharf (36°50′·0S, 174°47′·8E), between the wharf and the E limit of a Defence Area (8.116), 3 cables WNW.

Bayswater Marina

8.144

1 **Description.** Bayswater Marina (36°49′·3S, 174°46′·0E) lies at the N entrance to Ngataringa Bay. It is surrounded by a breakwater and entered between Bayswater Wharf and the breakwater extremity, 1 cable SW. The marina is still under construction (2001).

Directions. Bayswater Marina is approached from S through Bayswater Wharf Approach Channel, which extends 4 cables N from Bayswater Wharf Approach Channel Light-beacon (red square on metal pile) (36°49′·7S, 174°46′·0E), and is marked by light-beacons (port and starboard hand),

Westhaven Boat Harbour

8.145

1 **Description.** Westhaven Boat Harbour (36°50′·3S, 174°45′·0E), lying in Saint Mary's Bay, is entered either side of a detached breakwater. A light-beacon (port hand) stands on the E side of the E entrance with a light (white concrete pillar) on the W side. Lights (wooden piles) are exhibited from both sides of the W entrance. The harbour affords two mooring areas, a large number of pontoon berths in a marina on the W side, hauling out facilities, a ramp and fuelling berth.

Whau River

8.146

1 **Description.** Whau River is entered between Chevalier Reef Light-beacon (port hand) (36°49′·9S, 174°42′·3E) and a beacon (isolated danger), 2¾ cables W. From the entrance, the river channel leads SW, marked by beacons and light-beacons as far as a motorway bridge at Te Atatu, about 3 miles from the entrance. Craft without masts can proceed above Te Atatu bridge, through a marked channel, to moorings off Te Atatu, where there is a ramp.

Henderson Creek

8.147

1 **Description.** Henderson Creek is entered N of No 2 Light-beacon (port hand) (36°49′·0S, 174°41′·1E), standing at the junction of the creek with the harbour channel. The channel, marked by beacons and light-beacons, leads WNW to Westpark Marina.

Other alongside berths and facilities

8.148

1 Other berths and facilities include:

Orakei Wharf (36°50′·7S, 174°49′·0E), at Takaparawha Point, used for yacht racing.

Pokanoa Point (36°51′·0S, 174°48′·6E), with a yacht club, jetties and a ramp in Okahu Bay.

Torpedo Bay (36°49′·9S, 174°48′·4E). Ramp at the head of the bay.

Hobson Bay (36°51′·2S, 174°48′·0E) with a yacht club and pontoon berths, which is entered through a passage close W of Hobson Point under a road embankment with a vertical clearance of 3·1 m.

2 **Stanley Bay Wharf** (36°49′·7S, 174°46′·9E), used by harbour ferries. There is a ramp, and a grid iron close N of Stanley Bay Wharf; see plan of Calliope Wharves on the chart.

Commercial Harbour (36°50′·5S, 174°46′·0E), with boat jetties between the wharves, used by public service and commercial craft; see plan of Commercial Harbour on the chart.

Viaduct Basin (36°50′·5S, 174°45′·7E), which is entered through Freemans Bay and contains pontoons for lighters and fishing boats, see plan of Commercial Harbour on the chart.

3 **Stoke Point** (36°49′·7S, 174°44′·8E) jetty, used by harbour ferries.

Beach Haven Wharf (36°47′·4S, 174°40′·7E), and a mooring buoy, close N.

Hobsonville Royal New Zealand Air Force Station (36°47′·3S, 174°40′·3E), with a pontoon jetty, a mooring buoy, slip and ramp, close SE, and some mooring buoys on the opposite side of the river, used by defence craft.

Herald Island (36°46′·6S, 174°39′·7E), with a jetty on the E side.

AUCKLAND APPROACHES TO MERCURY ISLANDS

GENERAL INFORMATION

Chart NZ 53

Area covered

8.149

1 This section describes the waters, harbours and routes in the E part of Hauraki Gulf including Tamaki Strait (36°51′S, 175°05′E), its E approaches and Firth of Thames (37°00′S, 175°25′E). The main route from Auckland leads about 40 miles NE across the gulf to Channel Island (36°25′·3S, 175°19′·8E), thence a farther 35 miles ESE through Colville Channel (36°25′S, 175°25′E) to a position NE of Red Mercury Island (36°37′S, 175°56′E). There is also a description of the alternative coastal route S of Mercury Islands through Hole in the Wall passage, to Mercury Bay. The section is arranged as follows:

Eastern part of Hauraki Gulf (8.151).
Tamaki Strait (8.169).
Firth of Thames (8.190).
Colville Channel to Mercury Island (8.207).

Regulations

8.150

1 **Wildlife sanctuaries** (for regulations see 1.51):
Cuvier Island (36°26′S, 175°46′E).
Kawhitu or Stanley Island (36°38′S, 175°53′E).
Red Mercury Island (36°37′S, 175°56′E).
Korapuki Island (36°40′S, 175°51′E).

EASTERN PART OF HAURAKI GULF

General information

Charts NZ 532, NZ 533 (see 1.19)

Routes

8.151

1 From a position SE of Tiritiri Matangi Island (36°36′S, 174°53′E) the main route from the approaches to Auckland

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leads about 23 miles NE across the gulf to a position N of Channel Island (36°25′·3S, 175°19′·8E) in the W entrance to Colville Channel (36°25′S, 175°20′E). From a position on this route between Tiritiri Matangi Island and Channel Island, a route leads generally S to Waiheke Channel (36°47′S, 175°12′E) and Sandspit Passage, 7 miles S, the E entrances to Tamaki Strait.

Topography

8.152

1 The mainland coast between Cape Colville (36°28′S, 175°21′E) and Thames, about 40 miles S, is bold and with cliffs, rising abruptly to Moehau Range and Coromandel Range which are high and wooded. The coast from Pouretu Stream (36°31′S, 175°20′E) to Tokatorea Rock, 8 miles SE, consists mostly of boulders behind which the lower slopes of Moehau Range are grass-covered.

Coromandel Harbour (36°48′S 175°27′E), Te Kouma Harbour and Manaia Harbour, close S, are surrounded by hills which rise to the Coromandel Range. At the heads of these inlets there are mud flats and mangroves.

Marine farms

8.153

1 Marine farms are particularly numerous along the coast and around the islands between Hautapu Channel (36°45′S, 175°26′E) and Manaia Harbour, 7 miles S.

Principal marks

8.154

1 **Landmarks:**

Rangitoto summit (36°47′S, 174°51′E) (8.23).

Mount Moehau (36°33′S, 175°24′E), the summit of Moehau Range, which has several peaks.

Motutapere Island (36°47′S, 175°26′E) is densely wooded with a dome-shaped summit.

Castle Rock (36°48′S, 175°34′E) (8.23).

Wind generators (white, three blades, 24 m in height) (36°50′·4S, 175°11′·1E) on a hill on Ponui Island.

Major light:

Tiritiri Matangi Island (36°36′S, 174°54′E) (8.23).

Other aid to navigation

8.155

1 Coast radar station (36°49′·6S, 174°47′·9E) at Auckland (see 8.71 for details).

Directions

(continued from 8.26)

Auckland approaches to Channel Island

8.156

1 From a position SE of Tiritiri Matangi Island (36°36′S, 174°53′E), the track leads NE through Hauraki Gulf passing, (with positions from Tiritiri Matangi Island):

SE of Shearer Rock (1 mile E) (8.25), thence:

NW of Ahaaha Rocks (8 miles SE), thence:

SE of Flat Rock (9 miles NNE), from which a light (white tower, concrete base) is exhibited, thence:

SE of Anchorite Rock (15 miles NE), thence:

NW of Cape Colville (23 miles ENE), from which a rocky shoal extends about 6 cables NW and a rock lies 1¾ miles NNW in a depth of 16·4 m.

2 Thence the track leads to a position N of Channel Island Light (white tower, 2 m in height) (elevation 79 m) (36°25′·3S, 175°19′·8E).

(Directions continue at 8.212)

Hauraki Gulf to Sandspit Passage

8.157

1 From a position in Hauraki Gulf on the coastal route between Tiritiri Matangi Island (36°36′S, 174°53′E) and Channel Island, the route on the E side of Hauraki Gulf leads generally S, to a position E of Sandspit Passage (36°55′S, 175°12′E), passing (with positions from Gannet Rock (36°43′·5S, 175°10′·2E)):

W of Motupotaka Rocks (10½ miles NE), at the NW extremity of Motukawao Group, and a drying rock (1·7 m), 5 cables SSE, thence:

2 W of Motutakupu Island (10 miles ENE), thence:

E of Ahaaha Rocks (7¼ miles WNW), thence:

W of Ngamotukaraka Islands (10½ miles ENE), thence:

E of D′Urville Rocks (5 miles W), thence:

E of Gannet Rock, thence:

E of Thumb Point (9 cables S), thence:

W of Motuoruhi Island (11 miles E) which rises to a flat summit (elevation 168 m) and Motuokino Island, (elevation 40 m), dome-shaped and barren, 4 cables SW, thence:

3 E of Kauri Point (3 miles SE) and a rocky shoal (depth 14 m), 1 mile ENE, and across the approach to the NE entrance to Waiheke Channel (3¾ miles S) (8.175), thence:

Either side of Tarahiki Island (5 miles SE), a bare, grey, rocky and jagged island lying off a small craft channel (8.178), 1½ miles WSW, between Pakatoa Island and Rotoroa Island, care being taken, depending on draught, to avoid several shoal depths in this vicinity, the least of which is 6·4 m, 6 cables SSW.

4 Thence the track leads W of Cow Island (36°48′·3S, 175°24′·1E), from the summit of which a light (square concrete tower, 3 m in height) is exhibited, lying in the approach to Coromandel Harbour (8.164), thence (with positions from Cow Island):

W of Calf Island (3½ cables S), thence:

E of Ruthe Passage Light (9¾ miles W), exhibited from Rotoroa Island (8.179), thence:

5 W of Rangipukea Island (1 mile S), which lies off the entrance to Te Kouma Harbour (8.165), and W of shoals extending SSW from Rangipukea Island, with a least depth of 7·4 m over them, 1 mile SSW, thence:

E of Scully Reef outer rock (elevation 18 m) (9¼ miles WSW), thence:

W of Deadmans Point (3 miles S).

6 Thence the track leads to a position E of Sandspit Passage (36°55′S, 175°12′E) (8.180), from where a light is exhibited.

(Directions continue at 8.195)

(Directions for Waiheke Channel are given at 8.175)

(Directions for Sandspit Passage are given at 8.180)

Side channels west of Coromandel Peninsula

Hautapu Channel

8.158

1 **Route.** Passage can be made through Hautapu Channel from W of Colville Bay (36°37′S, 175°26′E), passing between Coromandel Peninsula and the offshore islands, to Waimate Channel, about 9 miles S, in a least charted depth of 12 m.

Directions. From a position N of Motupotaka Rocks (36°38′·4S, 175°21′·7E), the track leads SE, passing

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midway between the rocks and Te Whau Point, 3¾ miles ENE, the S entrance point of Colville Bay, thence (with positions from Motupotaka Rocks):

2 NE of the N Motukawao Group (7½ cables S), thence:

NE of Motuwi Island Group (3 miles SE).

Thence the track leads S, passing (with positions from Hautapu Point (36°43′·0S, 175°25′·9E)):

E of a rock (elevation 12 m) (2 miles NNW), thence:

E of a drying rock (1·8 m) (1¾ miles NW), off the SE end of Moturua Island, thence:

E of a drying rock (1·5 m) (1¾ miles W), marked on the S side by a buoy (isolated danger).

3 Thence the track leads SE, passing NE of Hautapu Rocks (1 mile SSW), extending 5 cables SE, marked at the N end by a buoy (preferred channel to port).

Thence the track leads S, passing E of Motukopaka Island (2¼ miles SSW) to a position in the anchorage E of Waimate island (2½ miles SSW).

Waimate Channel

8.159

1 **Description.** Waimate Channel (36°46′·4S, 175°25′·4E) lies between Waimate Island (elevation 125 m) on the NW side, and Motutapere Island (elevation 166 m) on the SE side.

Directions. From a position in the anchorage, E of Waimate Island, the track to Firth of Thames leads SW, in deep water, in mid-channel to a position NW of Cow Island, 2 miles SW of the channel.

Channels in Motukawao Group

8.160

1 The chart is sufficient guide for navigation of the channels between the islands and rocks of Motukawao Group, which extends 4½ miles SSE from Motupotaka Rocks (36°38′·4S, 175°21′·7E) to a rock which dries 1·5 m and is marked close SW by a spar buoy (isolated danger). The channels have a least charted depth of 14·3 m, but there are some outlying rocks.

2 **Channel south of Motukawao Group.** From the coastal route the track through the channel S of Motukawao Group leads E, passing between a buoy (isolated danger) (36°42′·8S, 175°23′·8E), on the S side of the group, and a spar buoy (preferred channel to port), 1¾ miles SE, marking Hautapu Rocks.

8.161

1 **Channel between Motuoruhi Island and Waimate Island.** From the coastal route there is a passage for small vessels through the channel between Motuoruhi Island (36°45′S, 175°24′E) and Waimate Island, 9 cables SE, which leads ENE over a least charted depth of 6 m, 3¾ cables ESE.

Small craft channel

Channel south-east of Motutapere Island

8.162

1 Small craft can use a channel between Motutapere Island (36°47′S, 175°26′E) and Whanganui Island, 3 cables E, passing E of a drying rock, close off the SE point of Motutapere Island.

Minor harbours and anchorages

Waimate Channel

8.163

1 **Anchorage** can be obtained within Waimate Channel:

Off the E side of Waimate Island (36°46′S, 175°25′E), in a depth of 15 m, mud, see the chart.

About 4 cables NE of Motutapere Island, 5 cables SE of Waimate Island, in a depth of 11 m.

Coromandel Harbour

8.164

1 **Description.** Coromandel Harbour (36°48′S, 175°28′E) is deep until about 1 mile within the entrance, thence the depths gradually decrease from 10 m to 1 m off Preece Point, at the head of the harbour, on both sides of which there are drying mud flats. Coromandel, a small town, population about 800, stands in the NE corner of the harbour and there are a number of marine farms. The prevailing NE wind can blow very strongly.

Tidal levels. Mean spring range about 2·3 m; mean neap range about 1·7 m. See the relevant *Admiralty Tide Tables* for the latest information.

2 **Directions.** From a position midway between Tawhiti Rock (36°47′·8S, 175°25′·1E) and Cow Island (8.157), 1 mile SW, from which a light (square concrete tower) is exhibited, or midway between Calf Island (36°48′·7S, 175°24′·1E) and Rangipukea Island, 6 cables SSE, the track into Coromandel Harbour leads generally ENE, passing between Tawhiti Rock and Te Kouma Head, 1½ miles S, from which a light (metal column, 4 m in height) is exhibited. Castle Rock (8.154) is a good mark for the harbour.

3 **Boat passage** (36°46′·2S, 175°27′·4E) exists at half tide in a narrow channel between the SW extremity of a long narrow peninsula and Whanganui Island, close S. The channel should be approached from NW, between a dangerous rock (36°45′·7S, 175°27′·3E) and a rock which dries 2 m, 5 cables SW. It should be entered E of a beacon (starboard hand) which marks a rock near the N end of the channel.

4 **Anchorages.** Vessels can anchor in the W part of Coromandel Harbour in depths of 5 m or more, good holding ground. A good berth, where moderate gales have been ridden out, is about 2 cables E of Rodney Point (36°47′·4S, 175°27′·4E) in depths of about 6 m.

Small craft. There is a pier (36°45′·8S, 175°29′·0E), which dries, at Coromandel, from the head of which a light is exhibited. A beacon (isolated danger) stands on a rock in McGregor Bay, 5 cables NW of the pier head.

Communications. Airport at Thames (37°09′S, 175°33′E).

Te Kouma Harbour

8.165

1 **Description.** Te Kouma Harbour is a narrow inlet, 2 miles long which has a least charted depth of 4 m to about 1 mile within the entrance where there is a rock awash. It is entered SE of Te Kouma Head (36°49′·5S, 175°25′·4E), from which a light (metal column) is exhibited, and is sheltered by Rangipukea Island, 4 cables SW. The harbour can be approached from N or S of this island and is used by large numbers of pleasure craft, particularly at weekends.

2 **Directions.** Approaching from N between Cow Island (36°48′·3S, 175°24′·1E) (8.157), and Tawhiti Rock, 1 mile NE or between Rangipukea Island (36°49′·6S, 175°24′·6E) and Calf Island, 6 cables N, the track to the harbour

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entrance leads between Rangipukea Island and Te Kouma Head, 5 cables E. The S approach is between a rock, marked by a beacon (port hand), off the S point of Rangipukea Island, and Wekarua Island, 5 cables S.

3 **Anchorage** can be obtained in a depth of 6 m, mud, about 5 cables within the harbour entrance.

Manaia Harbour

8.166

1 **Description.** Manaia Harbour (36°51′S, 175°26′E) is about 2 miles long, of which the inner 1½ miles is a mud flat and the deeper waters of the outer harbour are largely used as marine farms. The town of Manaia stands in the SE corner of the harbour. Anchorage can be obtained SE of an unnamed islet (36°50′·5S, 175°25′·6E), but is not recommended.

Directions. Approaching from the vicinity of Deadmans Point (36°51′·2S, 175°24′·4E) the track into harbour leads generally E, passing S of Wekarua Island, 1 mile NE.

Small craft

Waiaro Estuary

8.167

1 The estuary of Waiaro Stream (36°35′·5S, 175°25′·0E), is narrow, difficult to make out, and has a bar that dries. With local knowledge, boats can enter at HW and obtain reasonable shelter within the estuary.

Motukahaua Island

8.168

1 Motukahaua Island (36°39′S, 175°22′E) affords shelter for boats in a cove, on the S side of the island, except with winds between W and S.

TAMAKI STRAIT

General information

Chart NZ 5324 (see 1.19)

Description

8.169

1 Tamaki Strait (36°51′S, 175°04′E) lies between Waiheke Island, on the N, and the mainland, to the S. The strait, which affords access from E to Auckland Harbour and good anchorage, has a controlling depth of 5·5 m. It is entered from E through Waiheke Channel (36°47′S, 175°12′E), between Waiheke Island (36°48′S, 175°05′E) and Ponui Island, 6 cables SE. There are a number of marine farms on the S and E sides of Waiheke Island see the chart.

2 The route from the E part of Hauraki Gulf through Tamaki Strait leads to the E approaches to Auckland for vessels of suitable draught.

Topography

8.170

1 Waiheke Island is grassy with rounded hills; the highest of which is Maunganui (36°49′S, 175°07′E), elevation 230 m.

Explosives danger area

8.171

1 An explosives danger area, 1 mile radius, is centred on a T-headed explosives jetty (36°55′·8S, 175°08′·6E) at Koherurahi Point, at the SE end of Tamaki Strait. Submarine cables are laid between the jetty and Pakihi Island, 8 cables NE.

Natural conditions

8.172

1 **Tidal streams.** When the tide is rising at Auckland, the streams flow into Tamaki Strait, through the channels at both ends, attaining a rate of about 2 kn in the narrows at spring tides; when it is falling at Auckland they flow out through these channels. In Waiheke Channel, the streams set in the direction of the channel. In the central part of Tamaki Strait the streams are weak. For more detailed information, see the chart.

2 **Sea** may be rough in the strait with fresh to strong E or W winds, particularly against the tidal stream and in shallow water off the mainland coast.

Principal marks

8.173

1 **Landmarks:**

Rangitoto summit (36°47′·3S, 174°51′·5E) (8.23).

Wind generators (36°50′·4S, 175°11′·1E) on a hill on Ponui Island (8.154).

Castle Rock (36°48′S, 175°34′E) (8.23).

Other aid to navigation

8.174

1 Coast radar station (36°49′·7S, 174°47′·9E) at Auckland (see 8.71 for details).

Directions

Waiheke Channel

8.175

1 **Description.** Waiheke Channel, N entrance (36°47′S, 175°12′E), separates Waiheke Island from Ponui Island to SE and is 6 cables wide at its narrowest point. It should not be navigated at night without local knowledge.

Directions. From a position in the SE of Hauraki Gulf, the N entrance is approached from E of Kauri Point (36°45′·9S, 175°12′·2E), passing N of Tarahiki Island, 1¾ miles SE, and N of a prominent rock (4 m high) at the extremity of a reef extending 2½ cables NE of Pakatoa Island, 1¾ miles SSW. Whence the track leads generally SSW, in the middle of the fairway, passing (with positions from a light (grey metal mast) (36°47′·6S, 175°11′·3E) exhibited from the NW end of a wharf on Pakatoa Island):

2 WNW of Frenchmans Cap (7 cables SSW), a conical islet, and:

ESE of Taniwhanui Point (1¼ miles SW), thence:

WNW of a beacon (port hand) (about 1 mile S), marking a dangerous rock, W of Rotoroa Island, and:

WNW of a rock, marked by a stake, which dries 0·3 m (1¼ miles S), thence:

ESE of a beacon (starboard hand) (1¾ miles SW) marking Eel Rock, thence:

3 WNW of a beacon (W cardinal) (1¾ miles S) marking the W extremity of a group of rocks which dry 1·8 m, thence:

ESE of Finger Point (2½ miles SSW), which is low and rocky, and:

WNW of Ponui Head (2¾ miles SSW), thence:

WNW of a drying rock (1·8 m) (3¼ miles SSW) and a drying rock (2·7 m), marked by a beacon (port hand), 2½ cables S, thence:

Either side of Sunday Rock (3¾ miles SSW), which is marked on the N side by a light-buoy (isolated danger).

4 Thence the track leads WSW to a position at the E end of Tamaki Strait, passing clear of rocks fringing Passage

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Rock (36°51′·4S, 175°07′·8E) from which a light (square metal pedestal, 2 m in height) is exhibited.

Useful mark:

White Cottages (36°47′·4S, 175°09′·2E), on Waiheke Island.

Passage Rock to Browns Island
8.176

1 From a position in the vicinity of Passage Rock (36°51′·4S, 175°07′·8E), the channel through Tamaki Strait to Auckland Harbour leads initially WNW for about 11 miles, at night on a bearing of 281° in the white sector of Browns Island Light (36°49′·5S, 174°53′·9E) (8.77), passing (with positions from Kennedy Point (36°48′·8S, 175°01′·3E)):

2 NNE of Whakakaiwhara Point (6½ miles SE), thence:
NNE of a 4·9 m deep patch (2¼ miles S), thence:
SSW of Kennedy Point from which a light (white metal column, 3 m in height) is exhibited, thence:
SSW of a buoy (S cardinal) marking foul ground at the SE entrance to Sergeant Channel (2½ miles WSW), thence:
SSW of the S point of Motuihe Island (4 miles WSW), thence:
NNE of Musick Point (6 miles WSW).

3 Whence the track leads NW to a position in Auckland Harbour explosives and quarantine anchorage (36°49′S, 174°55′E) (8.81) in the approaches to Motuihe Channel (8.77) and Motukorea Channel (8.78), keeping at night in the white sector of Iliomama Rock light (8.78).

Useful marks:

Maraetai Breakwaters from which lights (green and red metal poles) (36°52′·6S, 175°02′·5) are exhibited.

Radio mast on Musick Point (36°50′·9S, 174°54′·0E).

(Directions for Motukorea Channel are given at 8.78)

Side channel

Sergeant Channel
8.177

1 **Description.** Sergeant Channel (36°49′S, 174°58′E) lies between Papakohatu Island (36°48′·7S, 174°58′·4E) and Motuihe Island, 6 cables W. With N winds the sea is very rough in Sergeant Channel.

Directions. From a position in Tamaki Strait, SSW of a buoy (S cardinal), marking a drying rocky ledge extending 3 cables SE from Papakohatu Island, the track leads N through the fairway, passing (with positions from Papakohatu Island):

2 W of a rocky shoal which extends 2½ cables NW, thence:
About 1½ cables E of a light-beacon (E cardinal mark on black wood pile with yellow band) (6 cables WNW), which marks the extremity of a drying reef extending NE from the E point of Motuihe Island.

Thence the track leads to a position W of Motukaha Island (1¼ miles NE), which lies off Church Bay in the E approach to Motuihe Channel.

3 **Useful mark:**

Beacon (36°48′·4S, 174°56′·8E), at the head of Takutairaroa Bay, which marks the landing place of a submarine power cable W of Guys Cliff on the NE side of Motuihe Island.

(Directions for Motuihe Channel are given at 8.77)

Small craft channels

Channel between Pakatoa Island and Rotoroa Island
8.178

1 **Description.** A navigable channel, suitable for small coasting vessels, lies between Pakatoa Island (36°47′·8S, 175°11′·7E) and Rotoroa Island, 4¼ cables S. The fairway is 1¼ cables wide between banks with depths less than 4·0 m over them, and affords access into Waiheke Channel (8.175). Submarine cables are laid between the islands with beacons marking their landing places.

2 **Directions.** From SE Hauraki Gulf, the track leads WSW in the fairway of the channel, passing (with positions from the N point of Rotoroa Island):

NNW of drying rocks which fringe the N part of Rotoroa Island, thence:
SSE of Frenchmans Cap (6½ cables WNW) and a beacon (port hand) marking a dangerous rock (5½ cables SW).

3 **Useful marks:**

Light (36°47′·6S, 175°11′·3E) (8.175) on Pakatoa Island.
Tank (36°47′·8S, 175°11′·8E) on Pakatoa Island.

Ruthe Passage
8.179

1 **Description.** Ruthe Passage (36°49′·6S, 175°12′·0E) separates Rotoroa Island and Ponui Island. It has a least depth of 7 m and a minimum width of 1¼ cables between banks with depths of less than 4·0 m. It affords access to Waiheke Channel for small coasting vessels. Local knowledge is required.

2 **Directions.** From sea, the track leads WSW in the fairway, passing (with positions from Ruthe Passage Light (36°49′·4S. 175°12′·0E), which is exhibited from the S point of Rotoroa Island at an elevation of 57 m):

NNW of a drying rock (2·4 m) (7½ cables ESE), thence:
NNW of a drying rocky ledge fringing an unnamed islet (22 m high) (3 cables SE), thence:
SSE of the S point of Rotoroa Island (½ cable S), thence:

3 NNW of a beacon (port hand) (3 cables SSE), thence:
SSE of a beacon (starboard hand) (2¼ cables W), thence:
S of a beacon (S cardinal) (6 cables W), marking the S extremity of a group of rocks which dry 1·8 m, and:
N of the N point of Ponui Island (6 cables SW).

4 Thence the track leads S of a beacon (W cardinal) (8 cables WNW), into Waiheke Channel. From the S point of Rotoroa Island, craft of suitable draught can also proceed NW into Waiheke Channel through a channel with a least charted depth of 2·7 m, passing E of a beacon (E cardinal) (6½ cables WNW).

Useful mark:

Eel Rock Beacon (starboard hand) (36°49′·1S, 175°10′·0E).

Sandspit Passage
8.180

1 **Description.** Sandspit Passage (36°54′S, 175°11′E), 2 miles N of Ruakura Point, is formed by shallow banks off the S side of Ponui Island and by a sandspit extending E from Haraki Point, the NE point of Pakihi Island. Sandspit Passage Light (white metal tower on piles, 6 m in height) is exhibited from the E end of the sandspit. The controlling depth is 4·3 m in the W approach, and the

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minimum width in the fairway is about ½ cable between 5 m deep contours. Tidal stream rates up to 1 kn may be experienced in the narrows; see the chart. The passage affords access to Tamaki Strait for small coasting vessels and should not be attempted without local knowledge.

2 **Directions.** The passage is approached from the SE on the line of bearing 305° of the red sector (303°·3-000°) of Sandspit Light, passing NE and N of the light and S of a drying rock (2·4 m), 1½ cables N, whence the track is WNW into Tamaki Strait.

Charts NZ 532, NZ 533

Passage north of Koherurahi Point

8.181

1 Boats can enter Tamaki Strait, passing through the explosives danger area, from E by a passage (36°56′·3S, 175°09′·0E) N of the mainland coast, W of Kawakawa Bay, and S of a beacon (S cardinal) at the S end of drying shingle banks. Limiting depth is 2 m.

Chart NZ 5324

Papakohatu Island east passage

8.182

1 **Description.** The passage E of Sergeant Channel (8.177) between a drying rocky ledge, on which lies Papakohatu Island (36°48′·7S, 174°58′·4E), and Park Point, 7 cables E, is navigable by small craft. There are rocky shoals, with least charted depths of 2·3 m, in the fairway.

Directions. From a position N of the passage, the track leads SSE into Tamaki Strait, passing 2½ cables ENE of Papakohatu Island to avoid a drying rock (1·2 m), 2 cables N, and a buoy (S cardinal), 3 cables SSE marking the SE end of the drying ledge.

Minor harbours and anchorages

Waiheke Channel

8.183

1 **Anchorage** can be obtained at the N end of Waiheke Channel (36°46′·7S, 175°10′·8E), in depths of about 12 m, sand, as indicated on the chart.

Tidal levels at Man o' War Bay. Mean spring range about 2·7 m; mean neap range about 1·9 m. See the relevant *Admiralty Tide Tables* for the latest information.

Submarine power cables are laid WSW across the channel from Pakatoa Island (36°47′·8S, 175°11′·7E) and Rotoroa Island, 4 cables S. The landing places are marked by beacons; see the chart and 1.27.

Tamaki Strait

8.184

1 **Anchorage** can be obtained in Tamaki Strait N of a coastal bank on the S side between Musick Point (36°51′S, 174°54′E) and Kauri Point, 12 miles E, in depths from 5 to 7 m.

2 **Submarine cables** are laid as follows:

Telephone cable between Woodside Bay (36°50′·1S, 175°05′·1E) and Maraetai, on the mainland SSW.

Power cable between Kaikuku Bay (36°50′·1S, 175°04′·2E) and an unnamed point 5 cables NW of Maraetai.

Telephone cable between Huruhi Bay (36°47′·7S, 175°01′·4E) and Eastern Beach, on the mainland SW.

3 The landing places of the cables are marked by beacons; see the chart.

Mooring Buoy. A yellow mooring buoy (36°49′·9S, 174°54′·6E), at the W end of Tamaki Strait, is used by naval vessels and as a yacht racing mark.

Huruhi Bay

8.185

1 Huruhi Bay (36°48′S, 175°01′E), entered between Kennedy Point (36°48′·8S, 175°01′·3E) (8.176) and Park Point, 1½ miles W, affords anchorage in 3 to 6 m, avoiding a submarine telephone cable (see 8.184), laid over a 1·8 m patch.

Small craft

Waiheke Channel

8.186

1 **Anchorage** can be obtained in several small bays between the N entrance point to Waiheke Channel (36°47′S, 175°12′E) and Taniwhanui Point, 2 miles SW.

Berths:

Jetty (36°46′·5S, 175°11′·2E), in Waiti Bay.

Wharf (36°47′·6S, 175°11′·3E) from the head of which a light (grey metal mast) is exhibited, on Pakatoa Island.

Jetty (36°49′·2S, 175°11′·6E) in a bay on the W side of Rotoroa Island.

2 Jetties and wharves on the W side of the channel, between Taniwhanui Point (36°48′·3S, 175°10′·0E) and Finger Point, 1½ miles S, in Days Bay, Cowes Bay, Arran Bay, Pasadena Bay and Connells Bay.

Jetty (36°50′·2S, 175°10′·9E) in Te Kawau Bay.

Jetty (36°50′·2S, 175°09′·1E) in Omaru Bay.

Wharf (36°50′·7S, 175°08′·9E) on SW entrance point of Orapiu Bay.

Jetty (36°51′·6S, 175°10′·2E) in Poroaki Bay.

Pine Harbour

8.187

1 **Description.** Pine Harbour yacht marina (36°53′·4S, 174°59′·2E), which is enclosed by breakwaters from which lights (green triangle and red square on wooden piles) are exhibited, lies on the E shore of a shallow bay 6 cables SSE of Motukaraka Island. Two dangerous rocks lie close NW of the island, see the chart.

2 **Directions.** The harbour is entered through a channel, which is dredged to 2·4 m and marked by light-beacons, leading ESE from No 1 outer light-beacon (green triangle on wooden pile) (36°53′·1S, 174°58′·1E). Abandoned submarine telephone cables are laid across the bay and their positions together with beacons marking their landing places, are shown on the chart.

Berths. There are a large number of berths within the marina.

Putiki Bay

8.188

1 **Description.** Putiki Bay (36°48′·5S, 175°02′·0E) lies on the SW side of Waiheke Island and the town of Ostend stands on its N shore. Depths decrease from about 6 m at the entrance to 2 m about 7½ cables within the entrance, where a beacon (port hand) stands in the approach to Ostend. The bay is entered between Kennedy Point (36°48′·8S, 175°01′·3E) (8.176) and two islets, 4 cables E.

Berths. A pier, wharf and ramp are situated in a small bay, 2½ cables NE of Kennedy Point. A black mooring buoy for use of sand barges lies 3 cables farther NE.

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Other berths

8.189

1 Jetty (36°50′·7S, 175°08′·2E), on the E side of the entrance of Te Matuku Bay, and a slip and a jetty, 5 cables W.

Jetty (36°50′·4S, 175°05′·8E), disused, on W side of entrance of Awaawaroa Bay, close N of which is a marine farm.

Jetty (36°49′·8S, 175°03′·9E), in Kauaroa Bay, on the S side of Rocky Bay.

Jetty (36°52′·8S, 175°02′·6E), close E of which is a beacon, at Maraetai, and some ramps, 1½ cables NW.

FIRTH OF THAMES

General information

Charts NZ 532, NZ 533 (see 1.19)

Route

8.190

1 The route continues SSE from the approach to Sandspit Passage (36°54′S, 175°11′E), leading to a position in Firth of Thames and thence, for vessels of suitable draught, to the small fishing port of Thames (37°09′S, 175°33′E) in the SE corner of the head of the inlet.

Topography

8.191

1 **Firth of Thames.** The land on both sides of the firth is high, rugged and bush-covered, with the E side, backing on Coromandel Range being rather higher. The shore at the head of the firth is fringed with mangroves and fronted by a drying mud flat which extends along most of the W shore. The hinterland at the head is low and featureless, formed by Hauraki Plains, an extensive area of farm land drained by a canal system and several rivers. The entrances to the rivers are not easily distinguishable from the offing.

2 **Ponui Island** (36°52′S, 175°11′E) and Pakihi Island, close SW, are comprised of hills covered in scrub.

Depths

8.192

1 Except for isolated patches depths above 20 m are maintained from SSE of Hauraki Gulf until the middle of Firth of Thames about 13 miles NNW of Thames (37°09′S, 175°33′E). Thence depths gradually decrease to 2 m, about 4 miles from the head of the inlet, where the drying mud flat extends as much as 3 miles offshore.

Fishing

8.193

1 **Firth of Thames** is an important spawning ground. Trawling is prohibited but lining and netting are carried on throughout the firth during the fishing season.

Principal marks

8.194

1 **Landmarks:**

Castle Rock (36°48′S, 175°34′E) (8.23).

Wind generators (36°50′·4S, 175°11′·1E) (8.154) on a hill on Ponui Island.

Maumaupaki (36°58′S, 175°35′E), a twin-peaked summit which becomes visible on passing Tapu, 3¾ miles WSW.

Monument (War Memorial; white column, 15 m in height) (37°07′·9S, 175°32′·4E), from which a light is exhibited.

Directions

(continued from 8.157)

8.195

1 From a position E of Sandspit Passage (36°54′S, 175°11′E) (8.180), the track leads SSE to a position in Firth of Thames, depending on draught, NW of Waihou River entrance (37°09′S, 175°30′E). For navigation of the remainder of Firth of Thames the chart is sufficient guide. The E shore may be approached, in depths more than 5 m, to a distance of 5 cables as far S as Waikawau settlement, 14 miles E of Sandspit Passage, where the coastal bank gradually extends seaward, curving round to the W side of the firth off Waimangu Point, 7½ miles SE of Sandspit Passage. Titokarua Reef extends 1 mile NE of Orere Point (36°57′·5S, 175°15′·0E).

Anchorage

Firth of Thames

8.196

1 **Anchorage** can be obtained anywhere in Firth of Thames according to draught, in soft mud and broken shells, but there is little shelter from S or SW winds. Some shelter from E or SE winds can be found near the E shore.

Small craft

Wharekawa

8.197

1 Wharekawa (37°04′S, 175°18′E) has a small camber with a depth of 1 m on the S side, protected from S by a beached hulk. The camber is used to load gravel into lighters.

Kaiaua

8.198

1 **Boat passage** exists to Kaiaua (37°07′S, 175°18′E), at the mouth of Haurahi Stream, through a drying channel across the mud flat on the W side of the firth. The channel, for which local knowledge is required, is marked by stakes as indicated on the chart.

Thames

8.199

1 **Description.** Thames (37°09′S, 175°33′E) is a small fishing port and market town standing on the N side of the entrance to Kauaeranga River. It supports several small industries, but there is no sea-borne commercial traffic. Thames is approached through a channel, which is only about 15 m wide and tortuous between drying mud banks, marked on the NE side by beacons (port hand) from most of which lights are exhibited, and by uncharted buoys (port hand). The buoys are moved to mark changes in the channel which shifts periodically after floods in Kauaeranga River. At HW, vessels of maximum draught 1·8 m can enter the approach channel, the inner end of which dries 1·3 m (1978), and berth alongside in Thames at Shortland Wharf (8.201). An under keel clearance of at least 1 m is required as logs, brought down by freshets after floods in the river, are embedded in the bottom of the channel. Local knowledge is essential for entry, owing to periodic changes in the channel.

8.200

1 **Directions.** From a position in Firth of Thames, the seaward end of the channel is approached from NW, passing close SW of a light (37°08′·3S, 175°31′·4E), exhibited from the end of a sewer outfall, thence the track leads generally SE through the marked channel to Thames.

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Leading lights exhibited from Shortland Wharf:

Front light (white truncated pyramid, red stripe, on mast, 4 m in height) (37°08′·8S, 175°32′·6E).

Rear light (white inverted truncated pyramid, green stripe, on mast, 7 m in height) (¼ cable E).

2 The alignment (079¾°) of the leading lights leads to the wharf.

Caution. These lights may not always lead in the channel.

Useful mark. Pile beacon (37°07′·5S, 175°31′·6E) off the NW side of an area of reclaimed land fronted by the ruins of a tidal basin.

8.201

1 **Berth.** Shortland Wharf, 100 m in length; depths: 1·9 m at W end, shoaling 60 m E to 0·5 m, and drying at the E end.

Small craft should berth bows E during periods of rain, to reduce the risk of damage to underwater fittings by debris washed down the river.

2 **Marina.** There are drying berths for 24 craft in a marina, close upstream from Shortland Wharf.

Repairs. Slip for craft of maximum length 11 m, close W of Shortland Wharf.

Supplies. Fuel by road tanker.

Communications. Airfield, 1 km S of Thames.

Waihou River

8.202

1 **Description.** Waihou River flows into the SE corner of Firth of Thames between Rocky Point (37°06′S, 175°31′E) and Opani Point, 4 miles S, over mud banks, through a channel at the outer end of which is a shallow bar subject to swell in strong N or NNW winds. Local knowledge is required. The river is tidal for about 22 miles but navigable only as far as Paeroa, about 14 miles within the entrance.

2 **Tidal streams** attain a rate of 3 kn off Opani Point. Both the in-going and out-going streams set on to the mud bank on the NE side of the entrance channel. Above Opani Point the out-going stream can attain a rate of 4 kn at spring tides. See also the information on the chart.

Wind and tide. Strong N winds force water into, and strong S winds force water out of Waihou River, affecting the time and height of the tide.

8.203

1 **Directions.** From a position NW of Opani Point the river channel, which leads generally SE, should be followed through drying mud flats, passing (positions given from Opani Point):

SW of a light-beacon (port hand) (1¼ miles NW), thence:

NE of a small detached mud bank which dries 0·6 m (4½ cables NW), thence:

NE of a light (2 miles SE) marking the swing span of Hauraki road bridge, which has a vertical clearance of 3 m when closed, thence:

SW of a bank (4 miles SSE), mostly above water, in mid-channel abreast Turua where there is a derelict wharf.

2 **Facility.** Boat launching ramp at Turua.

Piako River

8.204

1 Piako River (37°12′S, 175°30′E) flows into Firth of Thames over the drying mud flat at its head, through a narrow channel obstructed at the outer end by a bar which dries 0·4 m. White sectors of a light, exhibited from Piako Beacon (port hand) (37°10′·2S, 175°29′·7E), lead over the bar to the river entrance. The river is only navigable by boat.

Waitakaruru River

8.205

1 Waitakaruru River (37°13′S, 175°24′E) can be reached by boat through a drying channel which leads S across the mud flat at the head of Firth of Thames. The channel is marked at the seaward end by a beacon (starboard hand), 1 mile N of the river entrance and thence by stakes, as indicated on the chart.

Landing place. At Waitakaruru, about 1 mile within the river entrance.

Facilities

8.206

1 **Orere Point.** Launching ramp, approached E of a reef marked by a beacon (port hand) (36°57′·3S, 175°14′·1E).

Te Puru (37°03′S, 175°31′E). Concrete boat ramp.

Whakatiwai (37°06′S, 175°18′E). Concrete boat ramp.

Tararu (37°07′S, 175°31′E). Ramp.

COLVILLE CHANNEL TO MERCURY ISLANDS

General information

Charts NZ 531, NZ 532, NZ 5318 (see 1.19)

Routes

8.207

1 From a position N of Channel Island (36°25′·3S, 175°19′·8E) at the W entrance to Colville Channel the route leads 35 miles E, through Colville Channel, passing either side of Cuvier Island (36°26′S, 175°46′E) and N of Great Mercury Island (36°37′S, 175°48′E) to a position on the offshore route NE of Red Mercury Island (36°37′S, 175°56′E).

2 An alternative route to Bay of Plenty including Tauranga (37°40′S, 176°10′E) leads S of Great Mercury Island, thence through Hole in the Wall passage (36°43′S, 175°50′E) to a position ENE of Mercury Bay. Local knowledge is required.

Topography

8.208

1 **Great Barrier Island south coast.** From Junction Islands (36°14′S, 175°19′E) SE, elevations gradually increase from 200 m to Whangaparapara Harbour (36°15′S, 175°24′E) (8.221), where the land on both sides is above 300 m. The shoreline of Blind Bay, 1½ miles SE, comprises sandy coves separated by rocky outcrops. From Jacks Point, the S entry point to Blind Bay, the coast around Cape Barrier, to Rosalie Bay, 6 miles SE, including Tryphena Harbour, is steep and rugged.

The topography of the W coast of Great Barrier Island is described at 8.22.

2 **Coromandel Peninsula north-east coast.** Between Cape Colville (36°28′S, 175°21′E) and Anarake Point (36°41′S, 175°36′E), on the SE side of the entrance to Kennedy Bay, the land rises abruptly from the sea to Moehau and Coromandel Ranges. Mount Moehau, the summit of Moehau Range, has several peaks, the S being the highest. It is densely wooded on its higher parts, falling steeply towards the E and W coasts and sloping gradually N. The S part of this stretch of coast, from the vicinity of Tokaroa Rock (36°38′S, 175°35′E) to the N entrance point of Kennedy Bay, comprises cliffs covered with scrub. Between Anarake Point and Te Rehutae Point, about 2½ miles SSE, at the entrance to Whangapoua Harbour, there are two

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sandy beaches separated by a prominent hill. The coast on the E side of the entrance to Whangapoua Harbour is fronted by Omara Spit, which extends E for 2½ miles, on which there is an airstrip. To the E there are sandy beaches between rocky outcrops as far as a coastal hill (elevation 211 m) (36°43′S, 175°44′E), SW of which is Kuaotunu, a holiday settlement.

3 **Cuvier Island** (36°26′S, 175°46′E) has a well-defined wooded summit and gives good radar echoes.

Mercury Islands (36°38′S, 175°51′E) consist of a number of islands with numerous rocks and reefs interspersed among them.

Great Mercury Island (Ahuahu) (36°37′S, 175°48′E) the NW and largest island, is mainly covered with scrub and rises to Mohi Mount near the middle of the S part. There are prominent white cliffs, 225 m in elevation, on the NE side of the S part. The NW and lower part is darker in colour.

4 **Red Mercury Island (Whakau)** (36°37′S, 175°56′E), the E island of the group, has a well-defined summit that falls sheer to the sea. The island is covered with dense scrub and, from N, has a reddish appearance.

Ohinau Island (36°44′S, 175°53′E), the largest island in the S group of Mercury Islands, is surrounded by cliffs and covered with dense scrub.

Depths

8.209

1 Colville Channel and its approaches are deep. The only charted below-water dangers lying at a distance of more than 1 mile from the salient points of the coast, or from the islands are:

The Pigeons (36°16′·6S, 175°20′·0E).

A rocky patch with a depth of 16·4 m over it about 1 mile S of Channel Island (36°25′·3S, 175°19·8′E).

Richards Rock (36°35′·2S, 175°56′·2E) and some isolated patches lying up to 1¾ miles off the N coast of Red Mercury Island.

2 About 5 cables to seaward of the salient points of the coast between Te Anaputa Point (36°33′S, 175°32′E) and Tokaroa Rock, 5½ miles SSE, depths generally exceed 30 m. The coastal bank, on the NE side of which lies Great Mercury Island, extends up to 3½ miles offshore. Depths over the bank decrease from 30 to 10 m within a few cables of the mainland coast and about 5 cables from the W coast of Great Mercury Island.

The least charted depth in Hole in the Wall passage (36°43′S, 175°50′E) is 22 m.

Tidal streams

8.210

1 In Colville Channel the tidal streams set W with a rising tide and E with a falling tide; see the chart.

Principal marks

8.211

1 **Landmarks:**

Prominent conical bluff (219 m high) (36°28′·5E, 175°24′·5E), on the N end of Coromandel Peninsula.

Mount Moehau (36°32′S, 175°24′E) (8.154), the SE and highest of several peaks of the Moehau Range, which is densely wooded on its upper slopes.

Mount Hobson (36°11′S, 175°25′E) (8.12) at the centre of Great Barrier Island.

2 Prominent hill (elevation 145 m) (36°15′·8S, 175°24′·3E), yellow in colour, on the S side of the entrance to Whangaparapara Harbour.

Radio mast (red and white, height 34 m, elevation 125 m) (36°15′·3S, 175°26′·6E).

Motuto Point (36°42′S, 175°37′E), formed by a prominent grass-covered, conical hill.

Cuvier Island (36°26′S, 175°47′E) (8.12).

Cliffs (36°37′S, 175°49′E), on the NE side of Great Mercury Island.

3 **Major light:**

Cuvier Island Light (36°26′·5S, 175°47′·2E) (8.12).

Directions

(continued from 8.156)

8.212

1 From a position N of Channel Island (36°25′·3S, 175°19′·8E), which is reported to give good radar echoes and has a rounded summit from which a light (white tower, 2 m in height) is exhibited, the track leads E through Colville Channel, passing (with positions from Channel Island):

S of The Pigeons (9 miles N), thence:

N of Square Top Island (4 miles SE), avoiding, if deep-draught, a 19·5 m patch, 7 cables NW, thence:

N of The Pinnacles (5 miles SE), and Sugar Loaf Rocks, close S, thence:

2 N of Motukokopu Island (8 miles SE), thence:

S of Cape Barrier (10½ miles NE) and a scrub-covered islet (89 m high), 1 mile W, thence:

N of Te Anaputa Point (12 miles SE) and a rock with a depth of 3 m over it, 1½ miles NW, thence:

Either side of Cuvier Island (36°26′S, 175°47′E), thence:

N of Never Fail Rock (36°34′·2S, 175°47′·6E), thence:

N of Richards Rock (36°35′·2S, 175°56′·2E), which breaks in a swell, avoiding a rocky bank with a depth of 17·7 m over it, 7 cables NW, if deep-draught.

3 Thence to a position NE of Red Mercury Island (36°37′S, 175°56′E).

Useful mark

8.213

1 Port Charles Light (metal column, 4 m in height) (36°30′·8S, 175°29′·4E).

(Directions for coastal passage to Tauranga continue at 9.24)

(Directions for the offshore route to East Cape continue at 9.15)

Side channels

South of Channel Island

8.214

1 Vessels can pass between Channel Island (36°25′·3S, 175°19′·8E) and Cape Colville, 3 miles SSE, from which a drying reef extends 5 cables NW. There are tide-rips in the vicinity of a 16·4 m patch, 1¼ miles S of Channel Island, which are heavy at times.

Channels between Mercury Islands

8.215

1 **Description.** A number of navigable channels lead generally N/S between the islands separating Great Mercury Island (36°37′S, 175°48′E) and Red Mercury Island, 4¼ miles E. Local knowledge is required for these channels.

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Tidal streams attain a rate of about 2 kn.

Directions. Vessels should keep in depths more than 10 m to avoid numerous rocks and reefs fringing Mercury Islands, see the chart.

Hole in the Wall
8.216

1 **Description.** Hole in the Wall (36°43′S, 175°50′E) is a deep passage between Mercury Islands and the mainland, affording an alternative route to Bay of Plenty, where the sea may be heavy during strong E winds.

Directions. From a position N of Te Anaputa Point (36°32′·5S, 175°32′·0E) the track leads SE to the NE entrance to Hole in the Wall, passing (with positions from Te Anaputa Point):

2 NE of Haupapa Point (3½ miles SSE), avoiding a 12·8 m rocky shoal, 7½ cables NE, thence:
NE of a rock (11 m high) (5 miles SSE), thence:
NE of Tokaroa Rock (5½ miles SSE), thence:
SW of Ururoarahi Point (36°35′·4S, 175°45′·0E), the NW point of Great Mercury Island, thence (with positions from the point):

3 SW of The Sister Rocks (elevation of the outermost is 23 m) (1½ miles SSE), avoiding a rock with a swept depth of 16·4 m over it, 2 miles SSW, if deep-draught, thence:
SW of Ahikopua Point (3 miles SSE) and a reef extending 5 cables S, thence:
NE of Tokarahu Point (36°41′·5S, 175°47′·5E), and (with positions from Tokarahu Point):

4 SW of Korapuki Island (2½ miles NE) and a shoal of drying rocks extending 6 cables SW, thence:
NE of Sunk Rock (2 miles SE), and:
SW of Old Man Rock (2¾ miles ESE) from which a light (concrete pedestal) is exhibited, thence:
NE of Motukoruenga Island (3¼ miles SE) and a drying rock, 2 cables E.

Thence the track leads SW of Ohinau Island (4½ miles ESE), from which a light (white metal tower, 4 m in height) is exhibited, to a position ENE of Mercury Bay (36°47′S, 175°49′E).

(Directions for the inshore route to Tauranga continue at 9.25)

Korapuki Island to Whale Rock
8.217

1 From a position S of drying rocks, 6 cables SW of Korapuki Island (36°39′·5S, 175°51′·0E), vessels can proceed E, passing (with positions from the island):
N of Black Rocks (2 miles SSE).

Thence the track leads N of Whale Rock (4 miles SE) to a position SE of Red Mercury Island, avoiding a 5·8 m rocky patch (6 miles ENE).

Useful marks
8.218

1 Radio mast (36°43′·9S, 175°48′·8E).
Radio mast on Maungatawhiri hill (elevation 302 m) (36°47′·0S, 175°44′·3E).

Small craft channels

Square Top Island
8.219

1 With local knowledge, small craft can use a narrow passage with a least charted depth of 3·3 m between Square Top Island (36°28′S, 175°24′E) and a dangerous rock, 2 cables S. There are reported to be strong tide-rips around the island.

Chart NZ 5225 (see 1.19)

Whangara Island
8.220

1 Whangara Island (36°15′·3S, 175°22′·3E) is a steep, yellow, wedge-shaped island. Between a 3·3 m depth on its NE side and an islet off the coast NE, there is a channel, about ¾ cable wide, with a least charted depth of 9·4 m.

Minor harbours and anchorages south coast of Great Barrier Island

Whangaparapara Harbour
8.221

1 **Description.** Whangaparapara Harbour (36°15′S, 175°24′E) is surrounded by hills up to 300 m in elevation which give shelter except in SE to SW winds, and squalls may blow violently off the high land. It is entered from S between Beacon Point (36°15′·8S, 175°23′·8E) and Lighthouse Point, 6 cables NNW. Whangaparapara settlement stands on the E side of the head of the harbour where there is a jetty.

2 **Anchorage** can be obtained in the middle of the harbour about 2½ cables N of Lighthouse Point, in a depth of 15 m, mud. Small craft can anchor close within Lighthouse Point, in a depth of 9 m.

Supplies. Provisions, fresh water and fuel at Whangaparapara.

Communications. Airfield at Claris (8.8).

Blind Bay
8.222

1 **Description.** Blind Bay (36°16′S, 175°26′E) is open to SW winds and anchorage is not recommended.

Small craft berths. There is a wharf on W side of the bay and a jetty in Allom Bay on the E side.

Communications. A road leads from the wharf to Okupu, at the head of the bay, and thence to an airfield at Claris (8.8).

Chart NZ 5225 plan of Tryphena Harbour (see 1.19)

Tryphena Harbour
8.223

1 **Description.** Tryphena Harbour (36°19′·0S, 175°28′·5E) lies on the SW side of Great Barrier Island between Shag Point (36°18·7S, 175°26′·1E) and an unnamed point, 2¼ miles ESE. There are a number of coves around the harbour affording good anchorage for small vessels. The outermost is Schooner Bay, 5 cables E of Shag Point. Tryphena, at the head of the harbour, is the main settlement.

Tidal levels. Mean spring range about 1·8 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

2 **Directions.** From seaward the track into Tryphena Harbour leads NE, passing:
SE of Amodeo Rocks, two detached below-water pinnacles (36°19′·2S, 175°27′·5E), thence:
NW of Tryphena Point (36°19′·3S, 175°28′·8E) from which a light (white metal column, 3 m in height) is exhibited, and:
SE of Bird Islet (1 m high), 6 cables NW, standing at the outer end of a reef extending SE from the NW shore.

3 **Anchorages:**
Puriri Bay (36°18′·5S, 175°28′·5E), sheltered from N and W winds, in depths from 10 to 14 m.

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Shoal Bay, 1 mile SE, affords good shelter from E and S winds, in depths from 7 to 13 m.

Small craft berths:

Ferry wharf in a cove between Tryphena Point and Shoal Bay.

Slipway on the W side of Puriri Bay.

Communications. Road to an airfield at Claris (8.8).

Minor harbours and anchorages south side of Colville Channel

Charts NZ 531, NZ 532

Port Jackson

8.224

1 **Description.** Port Jackson (36°28′S, 175°20′E), a bay with a sandy beach at its head, lying on the SW side of Cape Colville, affords anchorage in depths from 11 to 13 m, as indicated on the chart, but only during SE winds. Tidal streams are reported to attain a rate of 3 kn in the bay, and to cause tide-rips.

Tidal levels. Mean spring range about 2·2 m; mean neap range about 1·6 m. See the relevant *Admiralty Tide Tables* for the latest information.

2 **Directions.** The bay should be approached from NW and entered between a drying reef, which extends NW from Cape Colville (36°28′·2S, 175°20′·7E) and a drying rock (0·9 m), 1 mile SW of Cape Colville, off Kaiiti Point.

Waikawau Bay

8.225

1 Waikawau Bay (36°36′S, 175°32′E) is entered NW of a rocky shoal extending 5 cables NNW from the E entrance to the bay, to a charted depth of 2·4 m. Tide-rips, which may be dangerous to small craft, are reported to form in the bay.

Kennedy Bay

8.226

1 Kennedy Bay (36°41′S, 175°34′E) affords anchorage for small vessels, in depths from 5 to 9 m, during winds in the W semi-circle. With strong E and NE winds the sea breaks across the middle of the bay.

Boats can shelter during E weather, in all but exceptional conditions, close within the entrance points of the bay, near the shore in depths of about 2 m.

Great Mercury Island

8.227

1 The open NE part (36°36′·7S, 175°46′·7E) of the bay on the W side of Great Mercury Island, S of the entrance to Huruhi Harbour, affords anchorage, during fine weather only, in a depth of 22 m, sand. The bay is entered S of The Sister Rocks, ¾ mile W.

Opito Bay

8.228

1 Opito Bay is entered between a rocky 6·1 m shoal (36°41′·9S, 175°47′·9E) off Papatai Point and Rabbit Island, 1¼ miles SE, off Opito Point. It affords anchorage during offshore winds, in general depths from 10 to 20 m, sand. There are many crayfish pots in the bay.

Communications. Airstrip at Tamaihu, 3 cables NW of Papatai Point, about 1 mile N of Opito, a holiday settlement.

Small craft

Cuvier Island

8.229

1 Cuvier Island (Repanga Island) affords landing at some steps, where there is a small crane, in a cove S of Cuvier Island Light (36°26′S, 175°47′E). There is a rock which dries 1·5 m, 2½ cables SW of the light.

Stony Bay

8.230

1 Stony Bay (36°30′S, 175°26′E), affords landing for boats on a sandy beach at its head.

Port Charles

8.231

1 **Description.** Port Charles (36°31′S, 175°28′E) is approached from either side of Motukokopu Island and entered E of Long Point (36°30′·2S, 175°26′·6E). It is unsuitable for anchorage for other than small craft owing to insufficient water in the sheltered parts. The settlement of Port Charles stands on the W side of the head of the bay.

Berth. There is a jetty on a small peninsula on the S side of the bay.

Whangapoua Harbour

8.232

1 **Description.** Whangapoua Harbour (36°44′S, 175°38′E) lies between the S extremity of Te Rehutae Point and the sandy W extremity of Omaro Spit, 2 cables SE. It is approached from E, passing close N of the spit, over a bar with a controlling depth of 0·6 m. Within the entrance the harbour opens out but is nearly filled with sand flats between which there are only narrow, difficult channels. Tidal streams are strong and entry should only be attempted in calm weather. Local knowledge is required.

2 **Berth.** On the E side of the harbour, S of Omaro Spit, there is a jetty.

Supplies. Stores available in Whangapoua township.

Communications. Airstrip on Omaro Spit.

Huruhi Harbour

8.233

1 **Description.** Huruhi Harbour (36°36′·0S, 175°46′·5E) is a narrow cove on the W side of Great Mercury Island. A submarine pipeline is laid across the entrance to the harbour. The positions of the pipeline and beacons which mark its landing places can be seen on the chart. Local knowledge is required.

2 **Directions.** It is entered from S passing:

SE of The Sister Rocks (36°36′·7S, 175°45′·6E), which extend 5 cables ENE, thence:

E of a rock (36°36′·3S, 175°46′·4E) with an unknown depth of water over it, covered with kelp, about 1 cable S of the entrance and W of a rock which dries 0·9 m, 2 cables ENE.

Anchorage can be obtained, in a depth of 4 m, close within the entrance, on the W side, near a small jetty.

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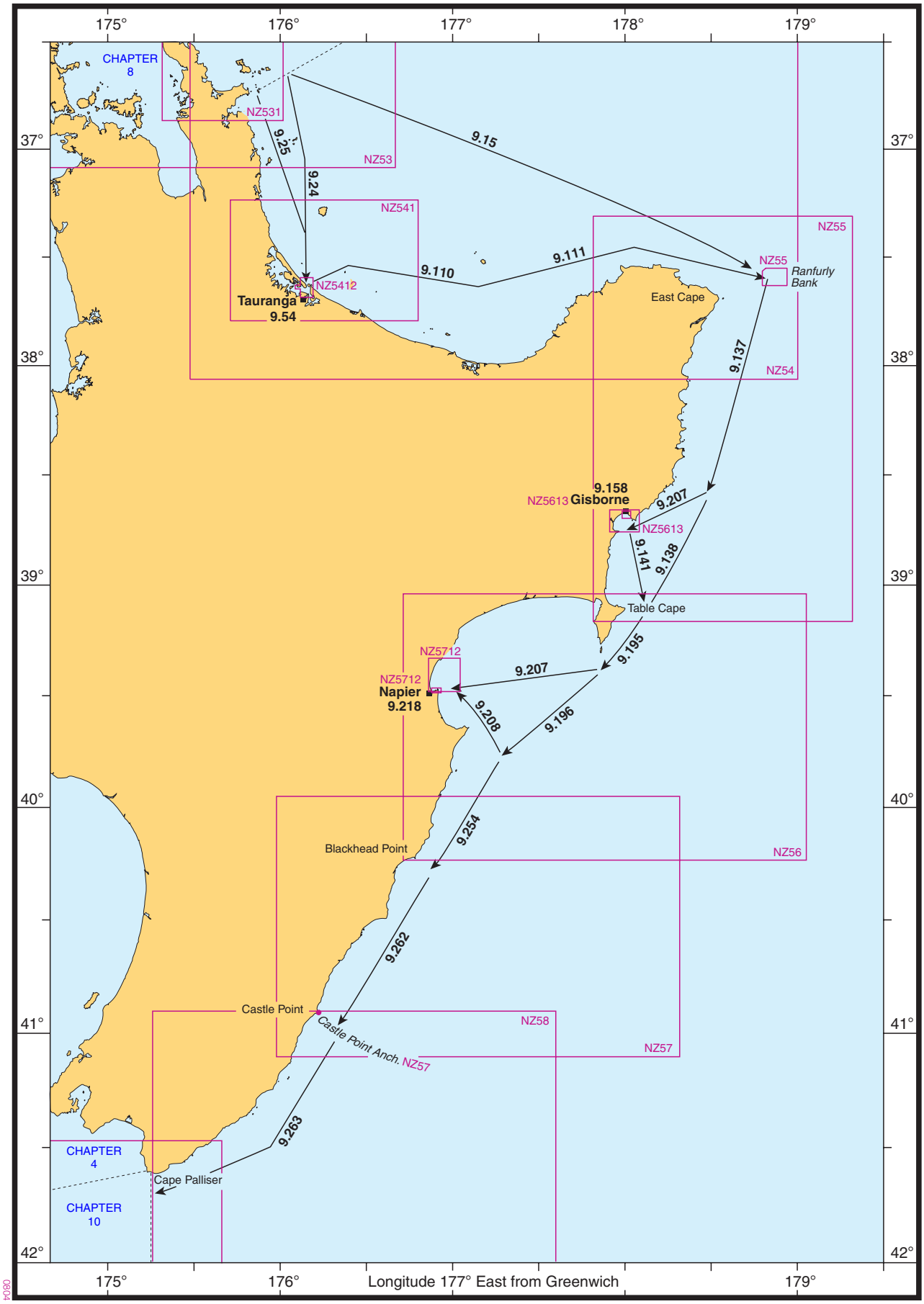
Chapter 9 - East coast of North Island from Hauraki Gulf to Cook Strait



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CHAPTER 9

EAST COAST OF NORTH ISLAND FROM HAURAKI GULF TO COOK STRAIT

GENERAL INFORMATION

Chart 4640

Scope of the chapter

9.1

1 In this chapter are described the waters on the E side of North Island, between Red Mercury Island (36°37′S, 175°56′E), lying on the S side of the approaches to Colville Channel, and Cape Palliser (41°37′S, 175°17′E), which is the SE entrance point to Cook Strait. The description includes the offshore passage between Red Mercury Island and East Cape (37°41′S, 178°33′E), coastal routes in the area, and ports, harbours and anchorages, of which the most important are the deep-water ports of:

Tauranga (37°39′S, 176°11′E) (9.54) in Bay of Plenty.
Gisborne (38°41′S, 178°01′E) (9.158) in Poverty Bay.
Napier (39°29′S, 176°55′E) (9.218) in Hawke Bay.

2 The chapter is divided into the following sections:

Mercury Islands to East Cape including Tauranga (9.8).
East Cape to Mahia Peninsula including Gisborne (9.129).
Mahia Peninsula to Cook Strait including Napier (9.191).

Topography

9.2

1 In general, the coast is moderately high to high, being formed of, or backed by hills or mountains including Raukumara Range, W of East Cape. There are, however, some long stretches of beach and areas of low-lying land, notably at the head of Bay of Plenty.

Hazard

9.3

1 Surf is usually heavy on the coast between East Cape (37°41′S, 178°33′E) and Cape Palliser, about 280 miles SSW, even though the wind may be light. Landing should not be attempted through surf, except in surf-boats and with local knowledge.

Shelter

9.4

1 After clearing the approaches to Hauraki Gulf, Tauranga is the only deep-water port accessible in all weathers until Napier (39°29′S, 176°55′E) (9.218) is reached, a distance of about 280 miles from Tauranga. Vessels must proceed alongside at Tauranga as the harbour affords anchorage for small craft only.

2 Beyond Tauranga the only place in Bay of Plenty which affords anchorage with shelter from NE gales is Motuhora Island (Whale Island) (37°51′S, 176°58′E) until Whangaparaoa Bay (37°35′S, 177°57′E) is reached, about 85 miles from Tauranga.

Diving

9.5

1 Recreational diving is frequent in the following areas:

The offshore islands in Bay of Plenty.
Off the steep-to cliffs in the vicinity of 37°21′S, 175°57′E.
Motiti Island (37°38′S, 176°25′E).
Rurima Island group (37°50′S, 176°52′E).
Moutohora Island (37°51′S, 176°58′E).
Waiotahi Beach, 2 miles W of Waioeka River (37°59′S, 177°16′E).
Te Kaha Point (37°44′S, 177°40′E).
Cape Runaway (37°32′S, 177°59′E).

2 Lottin Point (37°32′S, 178°10′E).
Horoera Point (37°38′S, 178°29′E).
Marau Point (38°17′S, 178°22′E).
Gable End Foreland (38°32′S, 178°17′E).
SW of Table Cape (39°07′S, 178°00′E).
Off the S end of Portland Island (39°18′S, 177°52′E).
Off Long Point (39°10′S, 177°49′E).
In the vicinity of Pania Rock (39°26′·8S, 176°56′·7E).
Off Cape Kidnappers (39°39′S, 177°06′E).

Flow

9.6

1 **Current** sets generally S into Bay of Plenty but is not much felt. In the vicinity of East Cape it is SE where part is deflected offshore and the remainder sets generally S to the vicinity of Cape Turnagain (40°30′S, 176°37′E), where it meets a NE-going current from Cook Strait and is deflected seaward; see 1.107.

Tidal streams set generally N and W following the coast with a rising tide, and S with a falling tide.

Reporting system

9.7

1 A voluntary code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

MERCURY ISLANDS TO EAST CAPE INCLUDING TAURANGA

GENERAL INFORMATION

Chart NZ 54

Area covered

9.8

1 This section describes an offshore route and a coastal route commencing from a position NE of Red Mercury Island (36°37′S, 175°56′E). The offshore route leads ESE to East Cape (37°41′S, 178°33′E). The coastal route leads S to Tauranga (37°39′S, 176°11′E), and then follows the shores of Bay of Plenty, leading E to rejoin the offshore route N of Cape Runaway (37°32′S, 177°59′E).

2 Also described is the port of Tauranga and harbours and anchorages associated with the coastal route. An inshore

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route from a position ENE of Mercury Bay (36°47′S, 175°48′E) leads SSE to join the coastal route W of Mayor Island (37°17′S, 176°15′E). The section is arranged as follows:

Offshore route including White Island and Volkner Rocks (9.13).
Mercury Islands to Tauranga Harbour (9.20).
Tauranga (9.54).
Tauranga to East Cape (9.102).

Topography

9.9

1 The coast on both sides of Bay of Plenty is moderately high, with cliffs rising to hills or mountains with elevations from about 300 to 550 m in the W and rising to over 1000 m in the E. The head of the bay, from Waihi Beach (37°24′S, 175°56′E) to Haurere Point (37°58′S, 177°27′E), a distance of about 80 miles, is generally low, but backed by moderately high land which reaches the coast in a few places.

2 The coast of the N end of the peninsula which forms the E side of Bay of Plenty is high and steep, except at the heads of bays where it is low-lying. The salient points are easily identified on a radar display.

Exercises

9.10

1 **Submarines** exercise off Bay of Plenty; see the chart. Details are given in *Annual Summary of New Zealand Notices to Mariners Nos 5 and 8*.

Flow

9.11

1 **Current.** See 9.6.

Tidal streams. The streams follow the coast around Bay of Plenty, as indicated on the chart; see 9.6.

Regulations

9.12

1 **Wildlife sanctuaries** are designated as follows:

The Aldermen Islands (36°58′S, 176°05′E).
Hauturu Island (37°13′S, 175°54′E) and adjacent islands and rocks off Whangamata Harbour.
Mayor Island (37°17′S, 176°15′E).
Karewa Island (37°32′S, 176°08′E).
Motunau Island (37°40′S, 176°34′E).
White Island (37°31′S, 177°11′E).
East Island (37°42′S, 178°34′E).

For regulations see 1.51.

OFFSHORE ROUTE INCLUDING WHITE ISLAND AND VOLKNER ROCKS

General information

Charts NZ 54, NZ 55

Route

9.13

1 From a position NE of Red Mercury Island (36°37′S, 175°56′E), the offshore route leads ESE about 145 miles passing, in deep water, seaward of all the islands and dangers in Bay of Plenty, to a position between East Cape (37°41′S, 178°33′E) and Ranfurly Bank, 13½ miles ENE.

Principal marks

9.14

1 **Landmarks:**

Cuvier Island (36°26′S, 175°47′E) (8.12).
White Island (Whakaari) (37°31′S, 177°11′E), an active volcano rising to 321 m, continually ejecting steam.
Cape Runaway (37°32′S, 177°59′E), dark, oval shaped, appearing from a distance as an island.
Hikurangi (37°55′S, 178°04′E), an often snow-capped summit, elevation 1751 m, standing about 27 miles WSW of East Cape is the highest mountain backing East Cape. It is conspicuous from Bay of Plenty and from seaward of East Cape. On W bearings it appears as two distinct peaks, close together.

2 East Cape (37°41′S, 178°33′E), composed of white clay-like sand, giving it a prominent appearance, rises to 143 m. The cape stands at the E point of New Zealand, which is a very mountainous area, the summits of five distinct ranges backed by Hikurangi mountain being visible from seaward in clear weather.

East Island (Whangaokeno Island), 1 mile E of East Cape, is of the same composition as East Cape, very steep with a little vegetation, and conspicuous. On the highest point of the island there is a white beacon, used for surveying.

3 **Major lights:**

Cuvier Island Light (36°26′·5S, 175°47′·2E) (8.12).
East Cape Light (white round metal tower, 14 m in height) (37°41′·3S, 178°32′·9E), exhibited near the summit of the cape.

Directions

(continued from 8.13)

9.15

1 From a position NE of Red Mercury Island (36°37′S, 175°56′E), the offshore route leads ESE, passing:

NNE of The Aldermen Islands (36°58′S, 176°05′E) (9.37), thence:
NNE of Mayor Island (Tuhua) (37°17′S, 176°15′E) (9.40), thence:
NNE of White Island (37°31′S, 177°11′E) and Volkner Rocks, 3 miles NW, thence:
NNE of Cape Runaway (37°32′S, 177°59′E) from which a light (white round tower, 2 m in height) is exhibited, thence:

2 NNE of Matakaoa Point (37°34′S, 178°19′E) from which a light (white square metal tower, 4 m in height) is exhibited.

Thence the track leads to a position between East Cape (37°41′S, 178°33′E) and Ranfurly Bank, 13½ miles ENE. Ranfurly Bank has a least charted depth of 14·8 m. As indicated on the charts, a current of 3 to 4 kn, sometimes 5 or 6 kn, sets constantly SE over the bank, causing heavy rips and, with S winds, a very heavy sea.

(Directions continue, for coastal route, at 9.137)

White Island and Volkner Rocks

Chart NZ 5423 (see 1.19)

Description

9.16

1 **White Island** (37°31′S, 177°11′E), standing in the middle of Bay of Plenty, is a rugged, barren island formed by an active volcano. At intervals large volumes of steam and vapour rise from the island, sometimes as high as

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3000 m. The points of the island frequently appear white from the numbers of sea-birds which breed here. On the SW coast of the island are the remains of a settlement.

Volkner Rocks, 3 miles NW of White Island, consist of four steep, rocky, inaccessible islets and some rocks.

Directions

9.17

1 The chart is sufficient guide for navigation of the waters around White Island and Volkner Islands, care being taken to avoid (with positions from White Island):

A 9·9 m patch (about 1¼ miles WNW).

Numerous pinnacle rocks which border White Island to a distance of about 1 cable.

Club Rock, 23 m high (3 cables S).

Shoal (3·1 m) close SW of Club Rock.

Landing places

9.18

1 On the E and SE sides of White Island there are beaches where a landing can be made in moderate weather. The beaches lie in front of two gaps in the wall of the crater, separated by Troup Head, a mass of rock about 90 m in elevation. At the SE end of the beaches there is a ruined stone jetty. The island is privately owned and permission must be obtained before landing.

Caution. The ground in the crater is often dangerous where it appears firm and some of the fumaroles give off suffocating fumes.

Anchorage

9.19

1 Sheltered anchorage may be found close to the coast in reasonable conditions. The most regularly used anchorages are off the E and S coasts. Small craft can use Te Awapuia Bay.

Caution. A sheltered anchorage will usually mean the vessel is downwind of the volcano, consequently fumes and fine ash will be encountered.

MERCURY ISLANDS TO TAURANGA HARBOUR

General information

Charts NZ 54, NZ 534, NZ 541, NZ 5318 (see 1.19)

Routes

9.20

1 **The coastal route** leads S from a position NE of Red Mercury Island (36°37′S, 175°56′E) about 67 miles to Tauranga Harbour (37°38′S, 176°10′E), passing E of The Aldermen Islands (36°58′S, 176°05′E) and W of Mayor Island (37°17′S, 176°15′E). The recommended route for vessels carrying oil or other potentially harmful bulk liquid cargoes to Tauranga from N is to pass at least 5 miles W of Mayor Island; see voluntary code 9.7.

2 **The inshore route** leads SSE from a position ENE of Mercury Bay (36°47′S, 175°48′E), SSE of the entrance to Hole in the Wall, about 34 miles SSE to a position W of Mayor Island, where it joins the coastal route.

Topography

9.21

1 **Mercury Bay to Tairua Harbour.** The NW shore of Mercury Bay (36°47′S, 175°48′E) is grassy and wooded and the S shore is mostly barren and covered with scrub. From the head of the bay, formed by Buffalo Bay, a long flat plain extends W to the high ranges above Coromandel Harbour. Between Hereheretaura Point and the entrance to Tairua Harbour the coast is indented by bays with sandy beaches between points with cliffs. Hot Water Beach, 2 miles S of Hereheretaura Point, is the most extensive stretch.

2 **Tairua Harbour to Wharekawa Harbour.** From Tairua Harbour entrance (37°00′S, 175°52′E), Pauanui Beach extends SSE for 1½ miles; thence there are cliffs for 2½ miles succeeded by Opoutere Beach which extends to the entrance to Wharekawa Harbour. Most of the coast is backed by moderately high land covered with scrub and trees. The S part is the higher, with elevations over 300 m.

3 **Wharekawa Harbour to Waihi Beach.** Between Wharekawa Harbour (37°07′S, 175°53′E) and the entrance to Whangamata Harbour, 5½ miles S, the coast is indented by sandy bays and backed by moderately high land with pine trees. On the N side of the entrance of Whangamata Harbour there are cliffs. On the S side there is sandy beach for 1¾ miles, in front of the town of Whangamata, to the entrance to Otahu River. For about 10 miles SSE from Otahu River, as far as the town of Waihi Beach, there are scrub-covered cliffs, with occasional low-lying parts containing sandy beaches with streams and settlements. Hills, over 300 m high in places, back the coast.

4 **Waihi Beach to Tauranga Harbour.** Waihi Beach (37°24′S, 175°56′E) is sandy and extends about 5 miles to Katikati Entrance (37°28′S, 175°59′E). Thence the coast as far as Tauranga Harbour Entrance, 13 miles SSE, is fronted by Matakana Island, which is generally low, formed of sand dunes backed by pine trees at the NW end and Panepane Point, the SE end, with scrub in the middle. The island rises to a bare hill near the middle of the W side.

Depths

9.22

1 There are depths over 20 m at a distance of 2½ miles from the coast, except for charted dangers in the vicinity of Slipper Island (37°03′S, 175°57′E) and a depth of 8·2 m (37°25′S, 176°01′E).

Principal marks

9.23

1 **Landmarks:**

Radio mast (36°43′·9S, 175°48′·8E).

Radio mast (36°47′·0S, 175°44′·3E), on Maungatawhiri (height 302 m) which is a prominent treble-peaked hill, the upper part densely wooded.

Moturoa Island (elevation 57 m) (36°49′·0S, 175°47′·4E), which is a prominent pillar-shaped rock.

The Aldermen Islands (36°58′S, 176°05′E) (9.37).

Pylon (36°58′·1S, 175°49′·1E), standing at an elevation of 324 m.

2 Summit (elevation 141 m) (37°02′·3S, 175°56′·7E) of the steep N end of Slipper Island; the S end of the island is undulating and low.

Rock (37°13′·8S, 175°52′·9E), close N of Otahu River entrance.

Mayor Island (37°17′S, 176°15′E) (9.40).

Te Keho (37°18′·5S, 175°53′·9E), which is a prominent peak.

3 Hill (37°27′·9S, 175°59′·4E), elevation 88 m, prominent on Bowentown Heads, and another prominent hill of similar elevation, 3 cables W.

Mount Maunganui (37°37′·8S, 176°10′·3E) an extinct volcano covered with scrub and surmounted by a red obstruction light, which is prominent on the E

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side of Tauranga Harbour Entrance and from seaward appears as an island.

4 **Major lights:**

Cuvier Island Light (36°26′·5S, 175°47′·2E) (8.12).

The Mount Light (37°37′·6S, 176°10′·4E) (white square concrete structure, 2 m in height), exhibited on Mount Maunganui.

Directions

(continued from 8.213)

Coastal route

9.24

1 From a position NE of Red Mercury Island (36°37′S, 175°56′E) and clear of a 5·8 m charted danger, 1¼ miles SE, the coastal route leads initially SE, passing:

NE of Cobra Rock (36°41′S, 175°59′E), thence:

NE of Sugarloaf Rocks (36°55′S, 176°05′E), elevation 20 m, thence (with positions from Sugarloaf Rocks):

NE of Ruamahuanui Island (2 miles SSE), the NE island of The Alderman Islands, and a shoal extending 1 mile NE. Thence the track leads S, passing:

E of Ruamahuaiti Island (3¼ miles S), thence:

E of a rocky patch (depth 8 m) (4½ miles SSE).

2 Thence the track continues S to a position at least 5 miles W of Mayor Island, from the S point of which a light is exhibited (white metal column, 4 m in height) (37°18′·6S, 176°15′·5E) (see recommended route at 9.20). Thence the track leads SSE, passing (with positions from Mayor Island Light):

ENE of Katikati Entrance (15½ miles SW), with sand banks extending 1½ miles ENE, and a rocky patch (depth 8·2 m), 3 miles N, thence:

WSW of Penguin Shoal (9 miles SSE), thence:

ENE of Karewa Island, rugged and scrub-covered (14½ miles SSW), and an above-water rock, 1 cable E, thence:

WSW of Pudney Rock (12½ miles SSE).

3 Thence the track leads to a position ENE of "A" Light-beacon (N cardinal) (37°36′·1S, 176°10′·7E), at the seaward end of No 1 Reach, the approach channel to Tauranga Harbour. The pilot boarding position lies 2 miles NE of the light-beacon.

Useful marks:

Old Man Rock Light (36°42′·6S, 175°50′·8E) (8.216).

Ohinau Island Light (36°44′S, 175°53′E) (8.216).

(Directions continue for Tauranga at 9.80 and for the coastal route at 9.110)

Inshore route

(continued from 8.216)

9.25

1 From a position ENE of Mercury Bay (36°47′S, 175°48′E) the inshore route from Hole in the Wall passage leads S across Mercury Bay to a position E of Hereheretaura Point (36°50′·4S, 175°49′·1E), passing (with positions from the point):

E of Motukoranga Island (5¾ miles N), thence:

E of The Twins (Motumanga) (4¾ miles NNW), elevation 19 m, thence:

E of South Sunk Rock (1¼ miles N), which usually breaks, thence:

E of Mahurangi Island (Goat Island) (5 cables N).

2 From Hereheretaura Point the inshore route leads generally SSE, passing:

ENE of islets off Te Pupuha Point (7 cables SE), thence:

Either side of Castle Island (3¾ miles ESE), thence:

ENE of a rock (5 miles SSE), which dries 1·1 m, thence:

ENE of Waipapa Island (5¾ miles SSE), thence:

ENE of Te Ororoa Point (6¼ miles SSE) and of a rock, 2 cables NNE, which dries 0·1 m, thence:

3 ENE of Little King Rock (elevation 8 m) and Big King Rock (elevation 22 m) (10½ miles SSE), which are two black rocks lying 1 cable apart, 6 cables E of Shoe Island.

Thence the track leads ENE of Slipper Island (37°02′·9S, 175°57′·2E) (9.39), near the E extremity of which a light (white tower, 4 m in height) is exhibited, and clear, depending on draught, of an 11·0 m shoal lying about 4 cables NE, thence (with positions from the light):

4 ENE of Rabbit Island (1¾ miles SW), with a 7·5 m patch, 3 cables SE, and a rock, 3 cables S; thence:

ENE of Wharekawa Harbour (5 miles SW), and:

ENE of a 13·3 m depth (5 miles S), thence:

ENE of Hauturu Island (10½ miles SSW), elevation 84 m, lying in the entrance to Whangamata Harbour, and clear of islets and rocks extending to Te Whatipu Rocks, 1¾ miles SE.

Thence the track continues SSE to a position on the coastal route at least 4 miles W of Mayor Island (19 miles SE) (9.40).

Side channel

Te Ororoa Point to Wharekawa Harbour

9.26

1 From a position on the inshore route in the vicinity of Te Ororoa Point (36°56′·5S, 175°51′·5E), vessels can proceed S inshore of Shoe and Slipper Islands, in general depths of more than 12 m, at least 8 cables from the coast. The track leads W of Shoe Island (37°00′S, 175°54′E), which has the appearance of a shoe when bearing SE or NE, passing (with positions from Shoe Island):

2 E of Tokaroa Point (1½ miles WSW) and Te Huruhuru Point, which are the NE and S points of a peninsula on the N side of the entrance to Tairua Harbour (9.44), thence:

W of Roller Patch (2¼ miles SE) which breaks during strong E gales, thence:

W of Blind Rock (2¾ miles SSE), which has a depth of 0·9 m over it but seldom breaks, thence:

W of Watchman Rock (3¼ miles SSE), elevation 10 m, thence:

Clear of a sandy 8·9 m patch (4 miles S), thence:

W of Rabbit Island (4¼ miles SSE), elevation 53 m, thence:

W of a rock (elevation 14 m) (5 miles SSE).

3 Thence the track leads S to a position E of Ruahiwihiwi Point (37°06′·9S, 175°53′·4E), the S entrance point of Wharekawa Harbour.

Small craft channel

Chart NZ 5318 (see 1.19)

Wigmore Pass

9.27

1 Wigmore Pass, between Hereheretaura Point (36°50′·4S, 175°49′·1E) and Te Karaka Island, 1 cable NNE, is only about ½ cable wide between rocks on both sides, but has a least depth of 4·3 m in it, and is navigable with local knowledge.

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Mercury Bay

General information

9.28

1 **Description.** Mercury Bay (36°47′S, 175°48′E) has general depths from 30 m, in the entrance, to 5 m, about 1 mile off Buffalo Beach at the head of Buffalo Bay (36°49′S, 175°43′E). At times a sandbar is formed about ½ cable off the beach. Anchorage, exposed E, can be obtained in the bay. At the head of the bay is Whitianga, a small fishing port, standing on the W shore of Whitianga Harbour.

2 The bay was named by Lieutenant James Cook RN, HMS *Endeavour*, who observed the transit of the planet Mercury here, in 1769.

Tidal streams. In Mercury Bay the tidal streams have a maximum rate of about ¼ kn, except in Buffalo Bay. To W of a line drawn NNW from Shakespeare Cliff (36°49′·6S, 175°43′·9E) the out-going tidal stream is rotary clockwise, and is fairly strong in the shallow N part of the bay.

Directions

9.29

1 From a position on the inshore route (9.25), E of The Twins (36°45′·7S, 175°48′·1E), two conical rocks, the track through Mercury Bay leads generally SW, passing (with positions from The Twins):

SE of Motukoranga Island (1¼ miles NE), and two islets close SE, thence:

SE of The Twins, thence:

NW of South Sunk Rock (3½ miles SSE), thence:

NW of Motueka Island (3½ miles S), precipitous and broken, and clear of two rocky patches (about 2¼ and 2½ miles S), with depths of 7·4 m and 12·8 m over them, thence:

2 NW of Moturoa Island (Tower Rock) (3 miles SSW) and a rock, 1 cable N, which dries 1 m, thence:

Either side of Motukorure Island (Centre Island) (2¾ miles SSW) and reefs extending 3 cables ENE and 1½ cables SE, thence:

SE of Mahungarape Island (Round Island) (3 miles SW), which is steep and rocky with bushes on top, thence:

NW of Cook Bluff (4 miles SSW) and a rock, 1½ cables NW, elevation 0·6 m, thence:

3 NW of Shakespeare Cliff (5¼ miles SW), elevation 72 m, and a drying rock (1·2 m), close ENE.

Thence the track leads WSW to a position about 1 cable NW of Whakapenui Point (36°49′·6S, 175°42′·8E) from which Whitianga Entrance Light (white mast, height 5 m) is exhibited. The red sector (239°–246°) of the light which covers Motukorure Island and reefs extending from it, is partially obscured by the island. The sector also covers Pandora Rock (36°49′·5S, 175°43′·3) and a drying rock (1·1 m), close NE of Whakapenui Point.

Whitianga Harbour

9.30

1 **General information.** Whitianga Harbour (36°50′·5S, 175°42′·5E) which lies in the SW corner of Buffalo Bay, is approached from NE, over a bar with a controlling depth of 3·5 m, and entered W of Whakapenui Point (36°49′·6S, 175°42′·8E). South of the entrance, the harbour narrows to a width of 1¼ cables before opening out to extensive mud and mangrove flats with several narrow channels between them. The harbour is used by a local fishing fleet which serves processing plants in Whitianga, where there is a pier (36°50′·0S, 175°42′·5E). In summer, the harbour is frequented by big-game fishing craft. There is a Harbour Master.

2 The best time to enter and berth alongside is at HW slack tide, when there is more room to turn in the harbour where the flow is sometimes strong. If seeking shelter on the approach of an E gale, however, it is advisable to enter as early as possible as a rising sea soon breaks on the bar.

3 The limit of navigation is 6 miles at HW on a draught of 2·4 m. At all states of the tide, boats may reach as far as Coroglen on Waiwawa River (not charted), one of several rivers which flow into the harbour. An overhead power cable with a vertical clearance of 9 m spans the river about 3 miles within the entrance.

9.31

1 **Tidal streams** in the harbour entrance are as follows:

Approximate interval from Auckland	*Remarks*
–0030 HW	Tidal stream slack
+0015 HW	Out-going stream begins, attaining a rate of 2¼ kn at spring tides
–0010 LW	Tidal stream slack
+0035 LW	In-going stream begins, attaining a rate of 1½ kn at spring tides

2 The rates of the streams vary considerably with freshets, which are liable to bring down driftwood. At spring tides there is an outflow with a rate of 7 kn in the harbour, although the normal spring rate is 4 kn. During the out-going stream an eddy extends about ½ cable from the E shore of the harbour, in the narrows. During the in-going stream there is an eddy in the same locality, but it is neither so strong nor so extensive. Eddies form in the vicinity of the pier during both streams and there is a set off the pier during flood and ebb tides, and especially in the first half of the out-going stream.

3 **Tidal levels.** Mean spring range about 1·6 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

9.32

1 **Directions.** Daylight conditions and local knowledge are recommended. From a position about 1 cable NW of Whakapenui Point (36°49′·6S, 175°42′·8E) the track to Whitianga pier leads about 5 cables SSW through a channel marked by buoys. The pier and the sand spit to the seaward of the pier suffer from silting. The spit is marked by two E cardinal marks, not shown on the chart

9.33

1 **Anchorage.** Moorings are laid in a controlled area which occupies much of the inner harbour. Vessels may anchor in emergency only. Prohibited anchorage exists in the vicinity of a submarine telephone cable laid from Whitianga to the opposite shore of the harbour. The cable and beacons marking the landing places are indicated on the charts. In addition, there is an illuminated sign "Caution — cable upstream" on the harbour pier.

2 **Pier** at Whitianga has length 61 m and a depth alongside of up to 4 m on the outer face.

9.34

1 **Repairs:** minor; ramp for pleasure craft E of the pier.
Facilities. Small hospital in Whitianga.
Supplies: marine diesel, fresh water and provisions.
Communications:
Ferry service across the harbour.
Internal air service from airfield 2 miles N of Whitianga.

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2 **Small craft.** Waiwawa River is navigable by boat for several miles, on a rising tide.

Marina. A marina has recently been constructed, 3 cables SW of the entrance.

Anchorages

9.35

1 Sheltered anchorage from W winds can be found in or off the sandy bays around the shores of Mercury Bay, except for Buffalo Bay (36°49′S, 175°43′E), in depths from 7 to 20 m, depending on distance offshore, in sand. The NW shore of Mercury Bay between a ledge of rocks (36°44′·9S, 175°48′·1E), off the W entrance point of Matapaua Bay, and the N entrance point of Buffalo Bay, is clear of charted below-water dangers at a distance of 2½ cables. Fishermen use Matapaua Bay as anchorage during winds from E through N to NW.

2 Cooks Bay, on the E side of Shakespeare Cliff (36°49′·6S, 175°43′·9E), is sheltered except from NE and affords anchorage in depths of 5 to 7 m, fine sand.

Small craft

9.36

1 **Purangi River** (36°50′·1S, 175°45′·5E) which flows through a narrow entrance into the SE corner of Cooks Bay, is navigable by small boat but care is necessary at LW. At the entrance there is a bar with a least depth of 0·6 m over it and the river, although of some width, is full of sandbars and mud flats. Close within the entrance the channel passes beneath overhead cables; the least vertical clearance is 10 m under a power cable.

Facility. Boat ramp on the S shore of Cooks Bay, in front of a township of the same name.

Adjacent Islands

Chart NZ 534

The Aldermen Islands

9.37

1 **Description.** The Aldermen Islands (36°58′S, 176°05′E) are a prominent group of four main islands and some islets and rocks lying about 9 miles offshore. They include Sugarloaf Rocks, situated 2 miles N of Middle Island, which lies in the centre of the main group. The islands are precipitous, very rocky and covered in dense vegetation. Hongiora Island (Flat Island), elevation 74 m, the W island of the group, is regular in outline. Ruamahuanui Island, elevation 167 m, the E island, has a high, spike-shaped islet close off the E side.

2 **Tidal streams.** See information on Charts NZ 534 and NZ 54.

9.38

1 **Directions.** Vessels should navigate with caution in the vicinity of The Aldermen Islands as the rocks and shoals in the group rise abruptly from the sea bed. Without local knowledge it is advisable to keep in depths over 50 m, to avoid Sugarloaf Rocks (36°55′·2S, 176°04′·7E) and also the following dangers, (with positions from Sugarloaf Rocks):

An 8·9 m shoal (about 1¼ miles SSW), the NW danger of the group.

2 An 8 m shoal situated close NE of a drying rock (1·6 m) (1¾ miles SE), which are the outermost dangers on the N side of the main group.

A detached 8 m shoal (4¾ miles SSE), lying 1¾ miles SE of Ruamahuaiti Island, elevation 178 m, the S and highest island in the group.

A detached 26 m patch (6 miles SSE), if deep-draught.

Slipper Island

9.39

1 **Description.** Slipper Island (Whakahau) (37°03′S, 175°57′E) lies about 2½ miles off the mainland coast and contains a jetty and an airstrip on the W side of the island. It has a prominent summit, elevation 141 m, at its N end.

2 **Anchorages.** A vessel can ride out a SE gale W of the S end of the island in depths not less than 8 m. With strong N winds a heavy swell sets into this anchorage. Small coasting vessels can anchor in a bay on the W side of the island, at the S end, in a depth of 3 m, sand and weed, good holding ground, but this anchorage is also subject to swell with strong N winds.

Boat passage exists through the reef between Slipper Island and Penguin Island, 2½ cables SW.

Mayor Island

9.40

1 **Description.** Mayor Island (Tuhua) (37°17′S, 176°15′E), elevation 319 m, dominates the N part of Bay of Plenty. The island is of volcanic origin and large blocks of obsidian, which crop out through bush cover, give it a remarkable glistening appearance in the sun. The central and E parts of the island are entirely occupied by a large crater forming a basin which contains two small lakes. The W side of the crater is covered with low forest growth; a narrow and comparatively low ridge separates the crater basin from the sea on the E side. The island is a wildlife sanctuary.

2 **Marine Reserve,** marked on the chart, extends N from the island.

9.41

1 **Directions.** The chart is sufficient guide for navigation of the waters around Mayor Island, the only dangers lying more than a short distance offshore are (with positions from Mayor Island Light (37°18′·6S, 176°15′·5E) (9.24)):

A rock with a depth of 3·3 m over it (3 miles N).

A dangerous rock (2½ miles NNW).

Tuhua Reef (1½ miles E).

9.42

1 **Anchorage** can be found in calm weather, in depths from 18 to 37 m almost anywhere around the island from 3 to 5 cables offshore. In E winds, sheltered anchorage can be obtained in a bight in the W side of the island, in a depth of 18 m, with the NW point bearing 016° and the SW extremity 158°.

2 **Landing places.** Good landing can be made in South East Bay (Opo Bay) (37°18′·5S, 176°15′·7E), close E of an old Maori fort at the S end of the island, except in strong E winds, when fair landing can be made on the W side of the island, at the S end of a dark beach.

Facilities. Clubhouse and extensive small craft amenities at a big-game fishing base in South East Bay.

Small craft

Tapuaetahi Bay

9.43

1 Tapuaetahi Bay boat harbour (36°56′·0S, 175°51′·3E) is entered close S of Waipapa Island, offering shelter during offshore winds.

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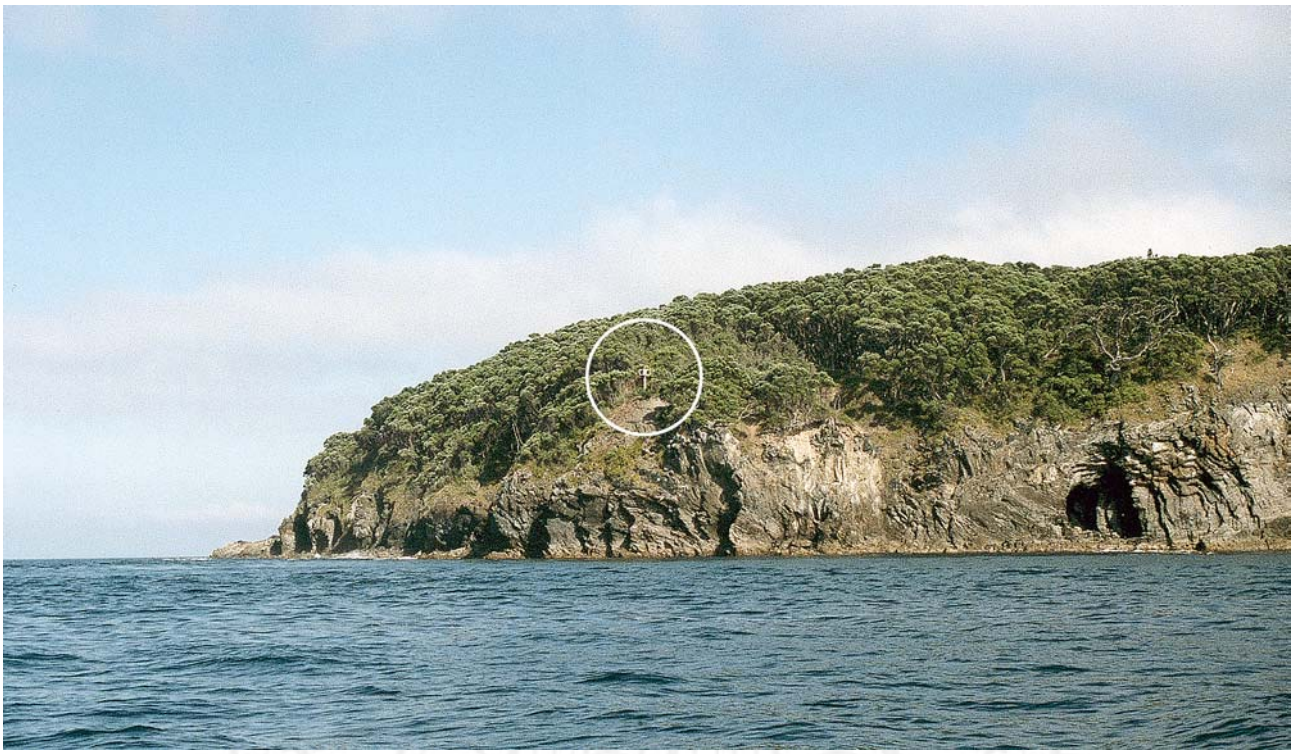

Mayor Island Light (9.40)
(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

Tairua Harbour

9.44

1 **Description.** Tairua Harbour (37°00′S, 175°52′E) lies at the mouth of Tairua River. The river is entered from E over a bar, depth 1·2 m, which breaks in an E swell, between Te Huruhuru Point, on the N, and Royal Billy Point, which is low and pine-covered, on the S. Within the bar depths increase to 5·6 m as far as a wharf at the town of Tairua. Extensive sand flats, between which is a narrow, shifting channel, encumber the harbour.

2 **Tidal levels.** Mean spring range about 1·5 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

Recent local knowledge is essential to enter Tairua Harbour, as the bar can be extremely dangerous, particularly in E weather.

Directions. The alignment of two small beacons (white posts, orange and white triangular topmarks), situated about 30 m apart S of Royal Billy Point, leads over the bar in the deepest water.

9.45

1 **Berths:**

Wharf at Tairua, and a smaller wharf 6½ cables NE.

Wharf on inner side of Royal Billy Point with a landing pontoon from which a light is exhibited.

Facilities. Ramps around the harbour.

Supplies. Small quantities of fresh water, provisions and fuel oil.

Communications. Airstrip on E side of harbour.

Wharekawa Harbour

9.46

1 **Wharekawa Harbour** (37°07′S, 175°53′E) affords access to boats in fine weather. Hikunui Island lies off the entrance.

Whangamata Harbour

9.47

1 **Description.** Whangamata Harbour (37°12′S, 175°53′E) is approached from ESE on the alignment of leading lights and is entered over a bar, depth about 3 m, S of Te Karaka Point, the E entrance point. Within the narrow entrance the harbour opens out but is almost filled with flats between which several streams flow through narrow channels. The resort town of Whangamata, population about 1600, stands on the S shore of the harbour. The harbour is used by big-game fishing and pleasure craft.

2 **Recent local knowledge** is required to cross the bar which is subject to change and is dangerous.

9.48

1 **Directions**. Front and rear leading lights (grey concrete posts) (37°12′·3S, 175°52′·7E) stand 18 m apart, close S of the W entrance point to the harbour. From a position on the coastal route ESE, the alignment (288¼°) of the lights leads towards the entrance, passing (with positions from the leading lights):

NNE of a dangerous rock (1½ miles SE), off Rawengaiti Island, which is the outer danger in the approach to harbour, thence:

2 NNE of Whenuakura Island (1¼ miles SE), 52 m high, and Maukaha Rocks, close NW, thence:

NNE of Hauturu Island (7½ cables SE), thence:

SSW of Te Karaka Point (3 cables ESE), the S extremity of a pine-covered peninsula which rises to 148 m and forms the E side of the harbour entrance.

Thence the track leads N into harbour.

9.49

1 **Berths.** Wharf, from which a light is exhibited, close inside W entrance point.

Marina about 5 cables within the harbour entrance.

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Katikati Entrance (9.50)

(Photograph – Captain Frank A. Lawrence FRIN) *(Original dated 2004)*

Chart NZ 5411 (see 1.19)

Katikati Entrance and north-west part of Tauranga Harbour

9.50

1 **General information.** Katikati Entrance (37°28′S, 175°59′E) gives access to a drying channel, navigable with local knowledge, which leads through the NW part of Tauranga Harbour, W of Matakana Island. This channel connects with channels leading through the SE part of the harbour to the port of Tauranga (37°39′S, 176°11′E) (9.54), about 14 miles SE. Katikati Entrance lies between Bowentown Heads (37°27′·9S, 175°59′·4E), 88 m in elevation, and Matakana Island, 2 cables S, and is approached from E over a bar. Depths on the bar are subject to frequent change and it is dangerous to cross for mariners without local knowledge. During strong NE winds and swell, the bar breaks heavily, particularly during an ebb tide; see notes on the chart.

2 The NW part of Tauranga Harbour extends from Katikati Entrance to Matakana Point (37°36′S, 176°02′E), a distance of about 8 miles, and is almost filled with drying flats of sand and mud, intersected by narrow channels. The main channel leads generally S to a position 1½ miles WNW of Matakana Point, and thence into the SE part of the harbour.

Tidal streams. In the channel close W of the narrows of Katikati Entrance, at spring tides, the in-going stream attains a rate in excess of 2½ kn and the out-going stream a rate of 3 kn. Strong eddies develop in the narrows.

9.51

1 **Directions.** Leading marks:

Yellow Point (37°28′·1S, 175°58′·7E) the W extremity of Bowentown Heads (9.23).

Transit Hill, about 2½ miles W, which is scrub-covered.

2 The alignment (about 272°) of these marks leads from E across the bar towards Katikati Entrance. When clear of the bar, the track leads W, passing close S of Papatu Point whence the track divides, with the route to Tauranga Harbour leading SSW, passing SE of Bowentown Light-beacon (E cardinal) (37°28′·4S, 175°58′·7E). Thence the channel is marked by beacons up to position 37°35′·2S, 176°00′·0 and then by stakes. The general direction of buoyage is reversed about 3 cables S of this position and the track passes, at the S end, over a buried power cable about 1½ miles WNW of Matakana Point. Thence the track leads to a position in the channel NE of Omokoroa Point (37°37′·6S, 176°03′·2E). Directions for the channel SE of Omokoroa Point are given at 9.87.

3 **Side channel.** From a position close S of Papatu Point (37°28′·1S, 175°59′·2E) the track leads W about 3½ cables to Yellow Point and then N into Blakneys Channel leading to Tuapiro Channel, which are both marked by beacons, thence to Tanners Point.

4 **Useful marks:**

Kauri Point Light (grey metal column, 3 m in height) (37°31′·0S, 175°58′·5E) exhibited from Kauri Point Jetty.

Kauri Point Beacon (preferred channel to port) (5½ cables S of Kauri Point).

Uretara Light-beacon (N cardinal) (37°32′·3S, 175°57′·4E) at the mouth of Uretara Stream, which leads to Katikati.

9.52

1 **Anchorage** can be obtained E of Ongare Point (37°29′·7S, 175°58′·1E) in depths from 7 to 8 m, about 1½ miles S of Katikati Entrance, at the junction of the main channel and the S entrance to Blakneys Channel, marked by a beacon (preferred channel to port). Anchorage in Katikati Entrance, or close within, is not safe on account of the strong tidal streams and the shifting nature of the sandy bottom. Anchorage is prohibited in the vicinity of a submarine pipeline laid E from a position on the mainland (37°33′·6S, 175°55′·7E) S of Katikati to Matakana Island.

9.53

1 **Berths and facilities:**

Pio's Landing (37°27′·3S, 175°58′·3E); jetty.

Tanners Point (37°28′·9S, 175°56′·8E); jetty and ramp.

Potu (37°30′·0S, 175°58′·1E); jetties and ramps.

Kauri Point (37°31′·0S, 175°58′·5E); jetty.

Katikati (37°32′·9S, 175°57′·1E); ramp.

TAURANGA

General information

Charts NZ 5412, NZ 5411 (see 1.19)

Position

9.54

1 The majority of the facilities of the port of Tauranga (37°39′S, 176°11′E) are situated at Mount Maunganui on

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the E side of the SE entrance to Tauranga Harbour. The city of Tauranga, where the remainder of the port facilities are located, stands about 3 miles S of the entrance.

Function
9.55

1 Tauranga, with a population in the urban area of about 82 832, is a major commercial and customs port, serving a large, mainly rural, hinterland and local industries in the Bay of Plenty, Waikato and Auckland areas.

Principal exports are forest and dairy products, fruit, steel and general merchandise.

Principal imports are petroleum products, fertilizer bases, chemicals, cement, vehicles, textiles and general merchandise.

Port limits
9.56

1 The seaward limits are:

The arc of a circle radius 1·6 miles centred on the summit of Bowentown Heads (37°27′·9S, 175°59′·4E).

The arc of a circle radius 2 miles centred on the summit of Mount Maunganui (37°37′·8S, 176°10′·3E), from the NE coast of Matakana Island to a position 093° from North Rock Light, 4¼ cables NNE of Mount Maunganui summit, thence 273° to the light and thence S to the coast of Mount Maunganui, as indicated on Chart NZ 5411.

Approach and entry
9.57

1 From sea, Tauranga Harbour is approached from the vicinity of ″A″ Light-beacon (37°36′·1S, 176°10′·7E), through a channel dredged across Matakana Bank, and is entered W of Mount Maunganui, 2 miles SSW. Small craft can approach the port through Katikati Entrance (9.50), but the channel is only navigable at HW and local knowledge is required.

Traffic
9.58

1 In 2003, 1254 ship movements were recorded, totalling 27 923 766 dwt.

Port Authority
9.59

1 Port Authority is Port of Tauranga Ltd.
Postal address: Post Bag 1, Mount Maunganui.
E-mail address: reception@port-tauranga.co.nz
Office: Salisbury Avenue, Mount Maunganui.

Limiting conditions

Controlling depths
9.60

1 **Approach channel,** No 1 Reach**,** had a dredged depth of 14·1 m, in 1996, with a minimum width of 200 m, on the NW side; the SE side was dredged to a depth of 10·4 m. See the chart.

Main harbour channel from the entrance to Sulphur Point (37°40′S, 176°10′E) was dredged to 12·9 m in 1996.

Caution. Depths in dredged areas may not be regularly maintained. The latest depths should be obtained from the Harbour Master. See note on the chart.

Deepest and longest berth
9.61

1 **Deepest berths** are at Sulphur Point Nos 23–25.
Longest berth is Mount Maunganui Wharf No 5.

Tidal levels
9.62

1 Mean spring range about 1·6 m. Mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels
9.63

1 Tsunamis (see 1.50) may affect Tauranga Harbour. Warning is given verbally. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water
9.64

1 Density of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled
9.65

1 Maximum length: 290 m. Maximum draught: 13·0 m at HW; 11·7 m at LW.

Arrival information

Port operations
9.66

1 Owing to tidal streams in the entrance in excess of 4 kn at springs, vessels generally enter and leave between slack water and a maximum tidal rate of 1·5 kn by day or night, depending upon size, engine power and manoeuvrability. Tankers are berthed and unberthed 24 hours a day at a designated tanker berth (9.92). Tankers are berthed starboard side to, to hasten departure in an emergency.

Port radio
9.67

1 Tauranga Port Radio is located at the Customer Service Centre in Port of Tauranga Offices (37°38′·5S, 176°10′·9E) as shown on the chart. The station is manned continuously for control and regulation of shipping, and is equipped with radar and video surveillance cameras covering the entire port.

2 Before entering harbour, vessels are required to establish communication with the the port radio to obtain berthing and other instructions. The rate of tidal flow at the entrance and sea and swell conditions at “A” Light-beacon can also be obtained. Vessels outward bound should also contact the port radio on clearing harbour limits.

For full details see *Admiralty List of Radio Signals Volume 6 (4).*

Notice of ETA
9.68

1 ETA and request for pilot should be sent to Tauranga Port Radio 24 hours and 4 hours in advance.

Outer anchorages
9.69

1 Vessels awaiting a pilot may anchor in depths from 25 m to 27 m in anchor berths numbered 1 to 3 S and SE of the pilot boarding position (37°34′·9S, 176°12′·5E). Vessels can also anchor closer to the shore, about 1½ miles NE of North Rock (37°37′·4S, 176°10′·5E) (Chart NZ 5411), in depths from 20 to 22 m. But an area, radius 5 cables, centred on North Rock should be avoided during strong NE winds and swell owing to breaking seas, see warning note on the chart.

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A quarantine anchorage is established about 3 miles ENE of Mount Maunganui, as indicated on Chart NZ 5411.

Prohibited anchorages

9.70

1 Prohibited anchorage exists in the Harbour Approach Area, which is the sector of a circle radius 2½ miles, centred on No 1 Reach Rear Leading Light (37°38′·1S, 176°09′·4E), contained between the bearings 026° and 037° from the light; see the chart.

The channels leading from the harbour entrance to Tauranga and off the berths are also prohibited anchorages, except with permission of the Harbour Master.

Submarine cables

9.71

1 Submarine cables, where the landing positions are marked by white beacons and in the vicinities of which anchorage is prohibited, are laid in the harbour as follows:

From the vicinity of Tauranga airport runway (37°40′·7S, 176°11′·3E), across drying sandbanks to a railway bridge, 8½ cables SSW and thence to the shore 1 mile farther SW.

From No 2 Reach Rear Leading Light (37°39′·3S, 176°09′·8E) and a point 9 cables S, on the NW side of the entrance of Waikareao Estuary.

2 Anchorage is unrestricted in Western Channel but submarine cables, with unmarked landing points, are laid as follows:

From Omokoroa Point (37°37′·6S, 176°03′·2E) ENE to Matakana Island.

From a position (37°38′·7S, 176°04′·1E) on Motuhoa Island SSE to the mainland.

Pilots

9.72

1 **Pilotage district** comprises all the waters of Tauranga Harbour bounded:

Seaward by the arc of a circle radius 2½ miles centred on the summit of Mount Maunganui (37°37′·8S, 176°10′·3E).

To the W by a line drawn 335° from a position about 2½ cables S of Omokoroa Point (37°38′S, 176°03′E) to Matakana Point, distant about 2 miles.

2 **Pilotage** is compulsory for vessels over 100 grt unless exempted by law. The notice for a pilot is the same as for ETA; see 9.68.

Pilot boarding position is 3 miles NE of The Mount Light (37°37′·6S, 176°10′·4E), as indicated on the chart. If prevented by weather conditions from boarding the pilot will, if requested, lead a vessel into harbour, or give directions from the pilot-boat, boarding before Tanea No 2 Light-buoy, 6 cables SSW of The Mount Light, is reached.

Pilot boat is a 13·7 m launch, painted orange.

Tugs

9.73

1 Three tugs, some for fire-fighting and salvage, are available. They usually join vessels in the vicinity of the harbour entrance and provide own hawsers.

Regulations concerning entry

9.74

1 In No 1 Reach, N of the latitude of North Rock Light (37°37′·4S, 176°10′·5E), vessels may pass starboard to starboard, by prior agreement between the masters and pilots, and provided radio communication is established.

Quarantine

9.75

1 See 1.55.

Harbour

General layout

9.76

1 Tauranga Harbour is an extensive harbour, with a mostly low, sandy foreshore, formed between Matakana Island (37°35′S, 176°05′E) and the mainland to the W. The NW part of the harbour is described at 9.50.

Much of the SE part of the harbour is occupied by shallow or drying banks of sand and shell between which are a number of navigable channels. Those leading from the Mount Maunganui entrance (37°38′S, 176°10′E) are:

Tauranga Harbour from S (9.76)

(Photograph – Port of Tauranga Ltd)

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2 The main harbour channel, which leads ESE through Cutter Channel to Maunganui Roads and thence S through the roads and Stella Passage, into Town Reach on the E side of the city of Tauranga. The main berths and port facilities are situated along Mount Maunganui Wharf (9.92), on the E side of Maunganui Roads, in front of the town of Mount Maunganui. Extensive reclamation N of Sulphur Point (37°40′S, 176°10′E) completed in 1992 provides 600 m of berths and container handling facilities. In Town Reach there is a marina and mooring areas for small craft.

3 No 3 Reach, which passes S of Mount Maunganui and connects with a channel leading SE into the N end of Maunganui Roads. On the NE side of this channel there is a small craft mooring area.

Western Channel, a small craft channel, which passes S of Matakana Island and connects with channels leading to the NW part of Tauranga Harbour.

Otumoetai Channel, another small craft channel, leads W from the S end of Maunganui Roads and connects with Western Channel, about 1½ miles W of Sulphur Point. On the S side of Otumoetai Channel there is a large marina.

4 **Dredging** is undertaken in the harbour and approaches in the areas shown on Chart NZ 5412.

Natural conditions

9.77

1 **Local magnetic anomaly.** Local deflection of the magnetic compass may be experienced inside the 30 m depth contour in the approaches to the Mount Maunganui entrance to Tauranga Harbour. See note on the chart.

Local weather. The prevailing wind is W. During E winds, whirlwinds develop in the vicinity of Mount Maunganui. Weather conditions can greatly influence tidal streams in the harbour entrance and channels.

9.78

1 **Tidal streams:**

No 1 Reach, SSW of "A" Light-beacon (37°36′·1S, 176°10′·7E), see the chart.

Off North Rock (37°37′·4S, 176°10′·5E), the in-going stream begins about +0555 HW Auckland and sets W. Another in-going stream sets S over Matakana Bank. The two streams meet off North West Rock, 5¼ cables SW of North Rock. The combined stream sets S through No 2 Reach, attaining a rate up to 4 kn at spring tides, and through the harbour entrance as indicated on the chart, before fanning out over the sandbanks in the harbour to the S.

2 At the S end of No 2 Reach, in the fairway on the W side, the out-going stream begins about HW Auckland but it may be delayed up to about 30 minutes; at the N end of the reach the stream begins about +0030 HW Auckland. The stream, setting W round Stoney Point Light-beacon (37°38′·2S, 176°10′·1E), joins a stream setting out of Western Channel. The combined stream sets through the harbour entrance, as indicated on the chart, and through No 2 Reach. At the N end of No 2 Reach, where it attains a rate up to 4 kn at spring tides, it sets NE to the vicinity of North Rock and then generally E. On the E side of the reach the out-going stream begins to set N about 30 minutes before the turn of the S-going stream on the W side. When the out-going stream off Stoney Point attains its maximum rate, a distinct line is clearly seen where it meets the out-going stream from Western Channel. The line extends NW into No 2 Reach from a position about 2 cables W of Stoney Point Light-beacon.

3 Slack water is of short duration and sometimes barely discernible at the S end of No 1 Reach. At the S end of No 2 Reach, W and NW of Stoney Point, slack water occurs about HW Auckland and lasts up to about 20 minutes. S of Stoney Point, slack water lasts from 10 to 30 minutes.

Harbour channels, see information on the chart. In Cutter Channel the in-going stream attains a rate of 1¼ kn at spring tides.

Principal marks

9.79

1 **Landmarks:**

Signal station on the summit of Mount Drury (37°38′·1S, 176°11′·0E).

Two buildings (37°37′·9S, 176°10′·7E).

Silos and floodlight towers on Mount Maunganui Wharf, the positions of which can best be seen on the chart.

Gantry crane (red lights) at No 10 Berth.

Chimney (red light) (37°40′·0S, 176°10′·9E), at the S end of the port area.

Two container cranes (red lights) (37°39′·8S, 176°10′·5E), on Sulphur Point container wharf.

2 **Major light:**

The Mount Light (37°37′·6S, 176°10′·4E) (9.23).

Directions from sea to Tauranga

(continued from 9.24)

No 1 Reach

9.80

1 **No 1 Reach leading lights:**

Front light (white rectangle, black stripe, 13 m in height) (37°38′·0S, 176°09′·5E), stands on the SE end of Matakana Island. A direction light is shown on request from the same structure; vessels requiring this service should contact Port of Tauranga Radio.

Rear light (white triangle point down, black stripe) (1½ cables SSW of front light).

2 From a position ENE of "A" Light-beacon (N cardinal) (37°36′·1S, 176°10′·7E), at the seaward end of No 1 Reach, the alignment (209°) of these lights, or the white sector (208¼° – 209¾°) of the direction light when in use, leads SSW in the centre of a channel dredged in Matakana Bank, which sometimes breaks during N or E gales particularly during the out-going tide, to No 2 Reach passing:

WNW of North Rock Light (red metal column, concrete base, 5 m in height) (37°37′·4S, 176°10′·5E), thence:

ESE of B Light-buoy (starboard hand) (37°37′·4S, 176°09′·8E) and WNW of C Light-buoy (port hand), 1½ cables ESE.

3 Thence the track leads to a position on the line of No 2 Reach leading lights.

No 1 Reach E limit lights in line:

Front light (white truncated triangle, black stripe) (37°38′·0S, 176°09′·4E).

Rear light (white truncated triangle, inverted, black stripe) (about 1 cable SW of front light).

These lights in line (217°), standing close NW of No 1 Reach Leading Lights, mark the E limit of No 1 Reach dredged channel.

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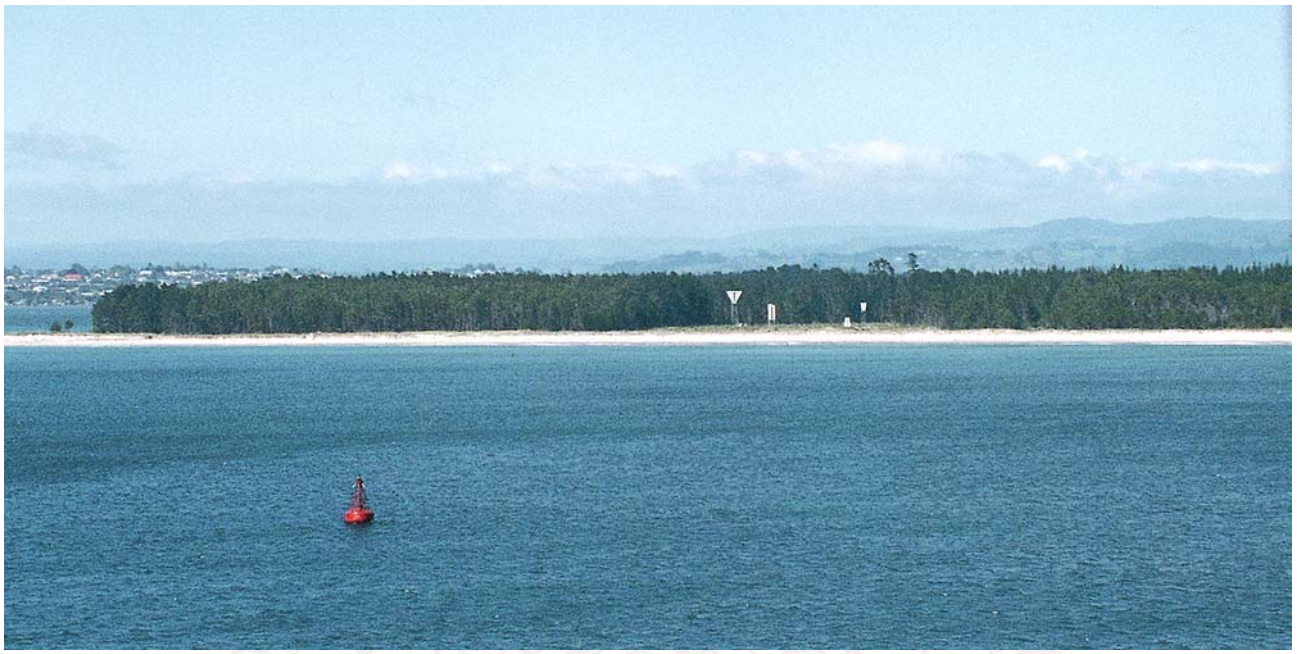

Approach to Tauranga – No.1 Reach Leading Lights (9.80)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

Tauranga – North Rock Light from NW (9.80)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

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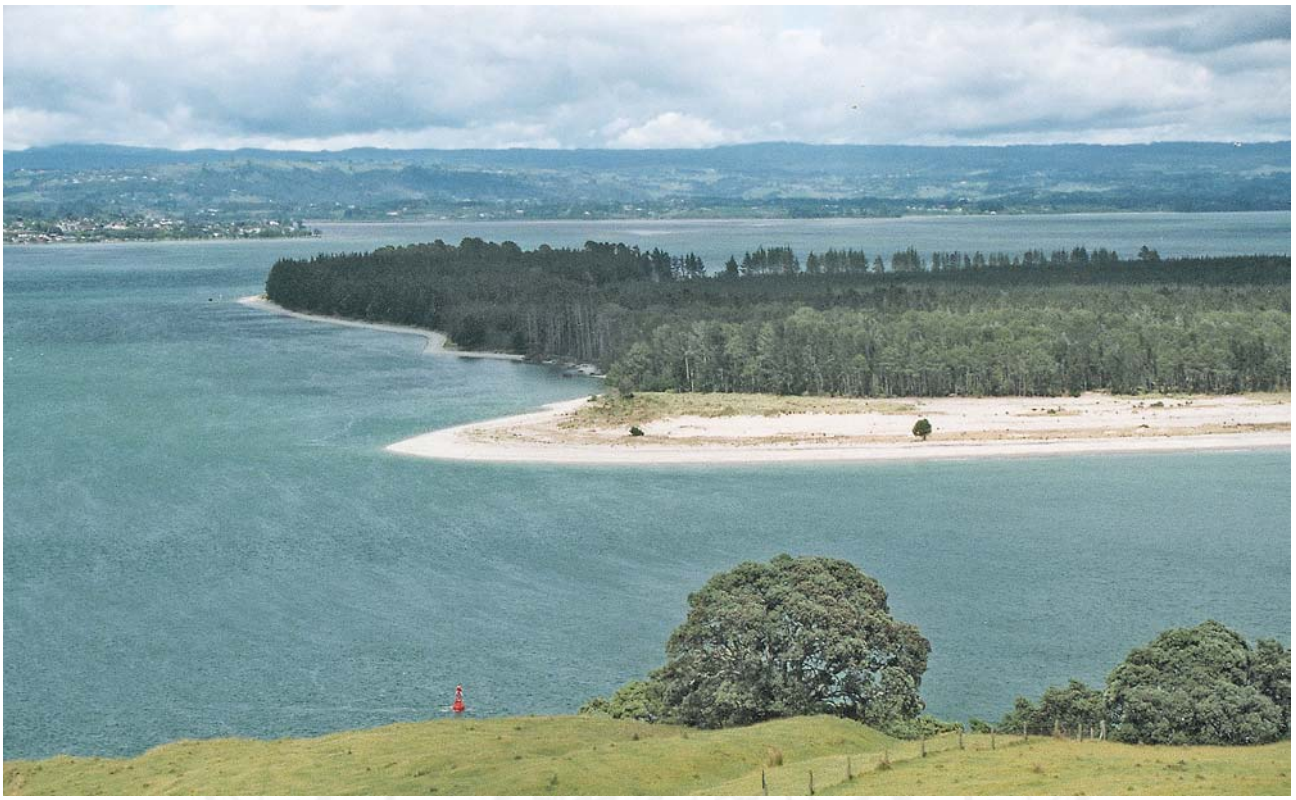

Tauranga Harbour Entrance from Mt. Maunganui (9.81)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

No 2 Reach

9.81

1 **No 2 Reach leading and direction light-beacons:**

Front light (white triangle on concrete pile) (37°38′·9S, 176°09′·8E), standing about 7½ cables S of the entrance.

Rear light (orange triangle on metal tripod, concrete base, 15 m in height) (4 cables S of front light).

2 From the vicinity of B Light-buoy the alignment (180°) of these lights leads in the white sectors of the direction lights, S through No 2 Reach into the harbour entrance, passing (with positions from Panepane Point (37°38′·1S, 176°09′·7E)):

W of North West Rock Light (white column, red bands on wooden base, 7 m in height) (4½ cables NNE), thence:

W of Tanea No 2 Light-buoy (port hand) (2 cables ENE) which marks the limits of a dredged area on the E side of the entrance.

3 Thence the track leads to a position ESE of Panepane Point, the W entrance point of the harbour.

4 **Cautions**. During dredging operations Tanea No 2 light-buoy may be moved about 180 m in the direction of 335° from its charted position, or replaced by a large unlit spherical buoy, laid nearby.

No 2 Reach to Maunganui Roads

9.82

1 From the vicinity of Panepane Point (37°38′·1S, 176°09′·7E) the line of bearing (118¼°) of the Cutter Channel Light-beacon (tower with vertical rectangular topmark) (37°38′·6S, 176°10′·9E) standing on Mount Maunganui Wharf leads ESE towards the N end of Maunganui Roads, passing (with positions from Panepane Point):

2 SSW of No 4 Light-buoy (port hand) (2½ cables E), and:

NNE of No 1 W Light-buoy (starboard hand) (2 cables SSE), thence:

SSW of Stoney Point Light-beacon (port hand) (3¼ cables ESE), and:

NNE of Banks Light-buoy (N cardinal) (3¼ cables SE), thence:

SSW of No 1 Light-beacon (W cardinal) (4 cables ESE), at the junction with No 3 Reach.

3 Thence the track leads ESE through Cutter channel which is marked on both sides by light-beacons to a position SSW of No 7 Light-beacon (S cardinal) (8 cables ESE), which marks the junction of Cutter Channel and Maunganui Roads.

Caution. When SW of Stoney Point (37°38′·2S, 178°10′·1E) a set towards the point may be experienced. Off No 4 Light-buoy the out-going stream tends to set a vessel entering harbour to the N and inshore, particularly during strong W winds.

9.83

1 **Outward passage.** The white sector (298°–298½°) of a direction light exhibited from No 1 Reach Front Leading Light (37°38′·0S, 176°09′·5E) is a guide for a vessel outward bound WNW through Cutter Channel.

Maunganui Roads and Stella Passage

9.84

1 From the vicinity of No 7 Light-beacon the track leads S through Maunganui Roads and Stella Passage, which are marked by light-beacons, passing E of The Leaner, No 19, Light-beacon (preferred channel to port) (37°39′·4S,

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Cutter Channel from NW (9.82)

(Photograph – Port of Tauranga Ltd)

176°10′·6E), which stands at the S entrance point to Otumoetai Channel. Thence the track leads to a position E of No 21 Light-beacon (starboard hand), which marks the S limit of the dredged, deep water channel.

2 **Useful marks:**

Lights (37°38′·5S, 176°10′·9E) exhibited at the N end of Mount Maunganui Wharf, and at a Ro-Ro berth, 4¾ cables S.

Lights (37°39′·6S, 176°10′·9E) exhibited at the S end of Mount Maunganui Wharf, and from both ends of Cement/Tanker Berth, 3 cables S.

(Directions continue at 9.86)

Side channels

Pilot Bay Shipping Channel to Maunganui Roads

9.85

1 Pilot Bay Shipping Channel, including No 3 Reach (37°38′·2S, 176°10′·3E), with a least charted depth of 7 m, affords alternative access to Maunganui Roads. From E, it is entered SSE of Stoney Point Light-beacon (port hand) (37°38′·2S, 176°10′·1E), which stands close S of a reef extending from Stoney Point on the extremity of which is the conspicuous statue of a Maori warrior, 2 m in height, and NNW of No 1 Light-beacon (W cardinal), 1 cable SE. Thence the track leads ENE, passing NNW and then SE of a shallow bank marked by light-beacons. Thence it leads into the N end of Maunganui Roads W of Salisbury Wharf (37°38′·4, 176°10′·9E), from which a light (mast) is exhibited, and E of No 7 Light-beacon (S cardinal), 1½ cables W. The channel may be closed to shipping for use as a large yacht anchorage.

2 **Useful marks:**

Beacons (port hand) on the extremities of four groynes, close N of Salisbury Wharf.

Lights exhibited from Tug Berth Jetty, close S of Salisbury Wharf.

Town Reach

9.86

1 **General information.** Town Reach, with a least charted depth of 3·4 m, is navigable by vessels of suitable draught as far as Coronation Pier, above which small craft moorings and a railway bridge, with a vertical clearance of 4 m, preclude navigation by craft other than boats (9.91).

Directions *(continued from 9.84).* From E of No 21 Light-beacon the track leads SSW through Town Reach, passing (with positions from No 21 Light-beacon):

WNW of No 8 Light-beacon (port hand) (1¾ cables SSW), and:

2 WNW of No 10 Light-beacon (port hand) (3 cables SSW).

Thence the track leads to Railway Wharf (8 cables SSW) and Coronation Pier (1 mile SSW) passing underneath Tauranga Bridge. The navigable spans of the bridge, which have a vertical clearance of 9 m, lie between piers 5 and 6, on the W side, for S-bound traffic, and between piers 6 and 7, for N-bound traffic. The sides of each navigable span are marked by red and green shapes and floodlit at night.

3 **Useful marks:**

Light-beacon (37°40′·1S, 176°10′·8E) exhibited at Butters Crane Landing.

Lights (37°40′·4S, 176°10′·4E) exhibited close SE of a slipway.

Flagstaff (37°40′·8S, 176°10′·2E) on Monmouth Redoubt Hill.

Light exhibited from Coronation Pier (37°41′·0S, 176°10′·3E).

Small craft channels

Western Channel

9.87

1 **General information.** From within Mount Maunganui Entrance (37°38′S, 176°10′E), Western Channel leads SW round the SE end of Matakana Island and thence W to Opunui Point, the SW extremity of Rangiwaea Island, 2¾ miles W. A swashway (9.88) leads into the S side of the channel from Otumoetai Channel. From the W end of Western Channel, other channels lead on both sides of Motuhoa Island, 1 mile W of Rangiwaea Island, to the vicinity of Omokoroa Point (37°38′S, 176°03′E), whence a channel (9.51) leads NW into the NW part of Tauranga Harbour. Western Channel is marked by beacons and light-beacons.

The channel leading into the NW part of Tauranga Harbour dries at the NW end, off Matakana Point (37°36′S, 176°02′E).

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2 **Directions.** From a position about 2½ cables SE of Panepane Point (37°38′·1S, 176°09′·7E) the track through Western Channel leads SW, passing (with positions from Panepane Point):

SE of No 1W Light-buoy (starboard hand) (2 cables SSE) which marks a 4·9 m patch, and NW of Banks Light-buoy (N cardinal) (3¼ cables SE), thence:

NW of No 2W Light-buoy (port hand) (5 cables S), thence:

3 SE of No 3W Light-buoy (starboard hand, with conical topmark) (5 cables SSW), whence the track is generally W through the marked channel, passing:

S of Hunters Creek Light-beacon (preferred channel to port) (1½ miles WSW), which marks the junction with Hunters Creek, to the vicinity of Opunui Point (37°38′·4S, 176°06′·4E) whence the channel divides into marked channels leading N and S of Motuhoa Island (4 miles W). The channels join up again NE of Omokoroa Point (37°37′·6S, 176°03′·2E), whence the track leads into the NW part of the harbour; see 9.51.

Otumoetai Channel

9.88

1 **General information.** Otumoetai Channel leads W from Maunganui Roads in the vicinity of The Leaner Light-beacon (37°39′·4S, 176°10′·6E) to Tauranga Marina, 5 cables W, and thence generally WNW to connect with Western Channel NW of W. Otumoetai Light-beacon (W cardinal) (37°39′·1S, 176°08′·9E). A swashway, entered opposite the marina connects the two channels. Otumoetai Channel has a least charted depth of 5·3 m over a width of about ½ cable for the first 1½ miles, whence it shoals to 2·1 m towards its junction with Western Channel and the swashway has a least charted depth of 2·2 m.

2 From the S side of Otumoetai Channel, a channel leads S, passing W of the marina, to Waikareao Estuary, on the W side of Tauranga city, which has a least charted depth of 0·2 m. Otumoetai Channel also connects with Tilby Channel (37°39′·3S, 176°08′·3E) which leads SW to Wairoa River. Both channels are marked by beacons.

9.89

1 **Directions.** From a position ½ cable NE of The Leaner Light-beacon (37°39′·4S, 176°10′·6E) the track through Otumoetai Channel leads generally W, passing (with positions from The Leaner):

SE of Otumoetai 1 Light-beacon (starboard hand) (1 cable NNW), thence:

S of Otumoetai A Light-beacon (starboard hand) (3½ cables W), thence:

N of a breakwater at the seaward end of which a light (platform) is exhibited (5 cables WSW), on the N side of the entrance to Tauranga Marina.

2 Thence the track leads to a position N of the entrance to the channel leading to Waikareao Estuary, marked by Martha Light-beacon (port hand) (6 cables WSW) and Otumoetai C Light-beacon (preferred channel to starboard), about ½ cable farther WSW. From this position the track leads a farther 1¼ miles W to a beacon (starboard hand) (37°39′·3S, 176°08′·3E) marking the entrance to Tilby Channel, leading to Wairoa River.

9.90

1 **The swashway** is entered about 1 cable W of Otumoetai A Light-beacon (37°39′·4S, 176°10′·1E), whence the track leads generally WNW, passing (with positions from the light-beacon):

SSW of No 2 Reach Rear Leading Light (2¾ cables WNW) (9.81), thence:

SSW of Otumoetai B Light-beacon (starboard hand) (5 cables W), thence:

SSW of Otumoetai D Light-beacon (starboard hand) (9 cables W), thence:

SSW of W Otumoetai Light-beacon (port hand), whence the track leads NW into Western Channel.

Channel above Tauranga

9.91

1 The channel S of Tauranga railway bridge (37°41′·3S, 176°10′·4E) (9.86), is suitable only for boats. From the bridge, it is marked and leads SSE for about 1 mile and then divides. The SW channel leads through Waimapu Estuary. The E channel leads beneath an overhead power cable with a vertical clearance of 8 m, and a road bridge with a vertical clearance of 2·7 m, into Rangataua Bay.

Berths

9.92

1 **Mount Maunganui** (37°39′S, 176°11′E) consists of a continuous concrete wharf of length 2055 m, comprising 11 numbered berths, as shown on the chart. The deepest and longest berths are as follows:

Deepest berth: No 8; 180 m in length; depth alongside 12·5 m; maximum draught 11·7 m.

Longest berth: No 5; 228 m in length; depth alongside 9·5 m; maximum draught 9·0 m.

There is a Ro-Ro berth with a linkspan at the S end of No 5 berth.

2 **Cement/Tanker Berth** (37°39′·9S, 176°10′·8E). This berth, extended by dolphins, has a length of 81·0 m, depth alongside of 12·9 m, and a maximum draught of 12·0 m.

Sulphur Point Tauranga Wharf Container Terminal (37°40′S, 176°10′E) contains 600 m of berthing space divided into three berths. Each berth is 200 m long, with a

Cement/Tanker Berth from NW (9.92)

(Photograph – Port of Tauranga Ltd)

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Sulphur Point Container Terminal from NE (9.92)

(Photograph – Port of Tauranga Ltd)

depth of 14·5 m alongside and a maximum draught of 13·0 m.

Railway Wharf (37°40′·8S, 176°10′·3E): length 165 m; depth alongside 4·5 m; maximum draught 4·5 m.

Port services

Repairs

9.93

1 All types of repair can be effected, but only minor underwater repairs for which a diver is available.

A slipway, on W side of Town Reach, has a lifting capacity of 600 tonnes for vessels up to 60 m in length.

Other facilities

9.94

1 Compass adjustment; issue of deratting exemption certificates; refuse collection by truck; limited facilities for reception of oily waste; comprehensive salvage equipment; hospital in Tauranga; clinic in Mount Maunganui town.

Current meter is located near Panepane Point to measure flow in the harbour entrance.

Supplies

9.95

1 Fresh water; provisions; fuel and lubricating oil.

Communications

9.96

1 Passenger ferry service between Salisbury Wharf (37°38′·4S, 176°10′·9E) and Coronation Pier (37°41′·0S, 176°10′·3E).

Internal air service from Tauranga airport on S side of Mount Maunganui town.

Regulations

9.97

1 Tankers must use side connections. Discharge of cargo and disconnection of hoses is permitted during darkness. Boiler and galley fires need not be extinguished.

Small craft

Prohibited anchorage

9.98

1 Submarine cable area extends from position 37°40′·6S, 176°11′·3E, on shore in the vicinity of Tauranga airport runway, across drying sandbanks, to the E end of a railway bridge, 8½ cables SW. The limits of the area and the landing places (1.27) are marked by beacons.

Mooring areas

9.99

1 Registered mooring areas are established, as indicated on the chart:

Off the shore between Pilot Bay Jetty (37°38′·1S, 176°10′·4E) and Salisbury Wharf, 4¾ cables SE.

Within the area surrounded by Beacon Nos 1, 3, 5, 7, C4 and C2 to the N of Cutter Channel.

At the S end of Town Reach, S of position 37°40′·7S, 176°10′·5E.

Tauranga Bridge Marina (37°40′·3S, 176°10′·7E), dredged to 3 m.

Alongside berths

9.100

1 **Tauranga Marina** (37°39′·6S, 176°10′·0E) is entered from the S side of Otumoetai Channel (9.88). It is protected by breakwaters, from which lights are exhibited, and contains pontoon berths for 540 craft, with dredged depths 2·0 to 3·0 m, a fuelling jetty and ramp. The facility houses the Tauranga Yacht and Power Boat Club.

2 **Other berths between Mount Maunganui and Town Reach:**

Pilot Bay Jetty (37°38′·1S, 176°10′·4E), a pier, ½ cable NE, and ramps in Pilot Bay.

Salisbury Wharf (37°38′·4S, 176°10′·9E), length 61 m, mainly used by ferries.

Tug Berth Jetty, ½ cable S of Salisbury Wharf.

Aerodrome Wharf (37°40′·1S, 176°10′·8E).

Jetty and ramp, 1 cable SE of Aerodrome Wharf.

Sandfords Wharf and ramp (37°40′·3S, 176°10′·3E) and a jetty close S.

Coronation Pier (37°41′·0S, 176°10′·3E), mainly used by ferries.

Fuelling jetty and ramps, 1 cable S of Coronation Pier.

3 **Other berths in the SE part of Tauranga Harbour:**

Jetty with ramp (37°40′·2S, 176°09′·9E), E of the entrance to Waikareao Estuary.

Jetty and ramp (37°39′·6S, 176°10′·2E) at N end of Sulphur Point. The jetty is 63 m long with a pontoon 9 m long across its head. Craft drawing 2·0 m can berth alongside the jetty which is used to transport forest product trucks from Matakana Island.

Jetty (37°38′·7S, 176°08′·9E) at S end of Matakana Island, used for transportation of forest products.

4 Rangiwaea Island Jetty (37°38′·2S, 176°07′·6E) on the W side of the entrance of Hunters Creek, and some wharves, 1¾ miles NNW, on the E side of the creek.

Jetty and ramps (37°39′·7S, 176°02′·8E), on Puna Estuary.

Jetties and ramps at Omokoroa (37°38′·0S, 176°03′·2E), near a yacht club.

Wharf (37°37′·2S, 176°04′·3E) at Opureora.

Facilities

9.101

1 Ramps collocated with jetties are shown above. For locations of other ramps see the charts.

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Slipways (37°40′·4S, 176°10′·3E), on W side of Town Reach.

Small slipway (37°42′·7S, 176°11′·4E) on W side of Rangataua Bay, SE of road bridge.

TAURANGA TO EAST CAPE

General information

Charts NZ 5413 NZ 541, NZ 542, NZ 54 (see 1.19)

Route

9.102

1 The coastal route between Tauranga Harbour Entrance (37°38′S, 176°10′E) and East Cape (37°41′S, 178°33′E), about 114 miles E, passes, clear of a number of charted dangers, about 5 miles N of Motiti Island (37°38′S, 176°25′E), at least 5 miles S of White Island (Whakaari) (37°31′S, 177°11′E) and at least 5 miles N of Cape Runaway (37°32′S, 177°59′E); see 9.7. Thence the coastal route leads E to Matakaoa Point (37°34′S, 178°19′E) and thence ESE, passing seaward of numerous charted dangers off East Cape.

Topography

9.103

1 Between the SE end of the town of Mount Maunganui (37°41′S, 176°14′E) and the entrance to Kaituna River (37°45′S, 176°25′E) the coast is formed by a sandy beach about 9½ miles long backed by sandhills. Thence there is a sandy neck, 2 miles long, which fronts Maketu Estuary. The narrow entrances to this estuary and to Waihi Estuary, 1 mile E, are separated by Okurei Point (Town Point), a peninsula with conspicuous white cliffs on its E side. Maketu and Little Waihi are situated on the W and E sides, respectively of the peninsula.

2 About 1½ miles inland from the coast between the SE end of Tauranga Harbour and Papamoa, 3½ miles E, densely wooded mountain ranges extend SW, rising to over 600 m; thence they gradually recede from the coast behind low-lying land intersected by canals around the two estuaries.

9.104

1 From the entrance to Waihi Estuary (37°46′S, 176°29′E) the coast is formed by a sandy beach about 9 miles long through which flow several small rivers. The NW part of the beach is backed by a low plain and the SE part by hills rising to about 230 m.

From the SE end of the beach there are cliffs for about 6 miles; the cliffs rise gradually to 180 m and are white at the E end where the town of Matata (37°54′S, 176°45′E) stands SW of a narrow lagoon at the mouth of Tarawera River.

2 Between the entrances of Tarawera River and Whakatane River, 11 miles ESE, there are low scrub-covered sandhills, backed by an extensive cultivated plain intersected by canals. Rangitaiki River flows over this plain into the sea through an entrance subject to frequent change.

3 Rurima Island (37°50′S, 176°52′E), situated 9¼ miles NW of Whakatane River entrance, is the W and higher of two small islands lying in the middle of a group of rocks and shoals. It consists of two scrub-covered parts connected by a grass-covered sandspit, and still retains volcanic heat. Moutoki Island, 35 m in elevation, 5 cables E of Rurima Island, is also covered with scrub.

9.105

1 From the E side of Kohi Point a sandy beach extends for 19½ miles to Tarakeha (37°58′S, 177°26′E), 158 m in elevation. The beach is backed by low hills broken by a wooded bluff, which rises to 102 m about 5 cables E of Ohiwa Harbour entrance (37°59′S, 177°09′E). The bluff is the extremity of one of a number of spurs of moderately high land which approach the coast. The entrances to Ohiwa Harbour and Waioeka River, 5½ miles E, are obstructed by shifting bars.

2 Between Haurere Point (37°58′S, 177°27′E), and Pehitari Point, 2½ miles NE, there is a sand and shingle beach, thence to Waikawa Point, 19 miles farther NE, the coast consists of sand and shingle beaches separated by rocky points. From Waikawa Point (37°41′S, 177°44′E) to Otiki Point, 4¼ miles ENE, the coast is steep, rugged and bush-covered, thence to Orete Point, 5½ miles farther NE, around Papatea Bay, it is sandy and backed at the NE end by a steep bank.

3 For 2½ miles from Orete Point (37°36′S, 177°54′E) the foreshore is rocky with patches of sand, thence for 1½ miles NNE there are white cliffs 24 m in elevation. These are succeeded by a sand and shingle beach which extends 1½ miles NE to the mouth of Whangaparaoa River. Thence the coast to Cape Runaway, 2 miles N, is rocky.

4 Between Cape Runaway (37°32′S, 177°59′E) and Matakaoa Point, 16 miles E, the coast is backed by steep, densely wooded hills, with elevations above 400 m. Between Matakaoa Point and Awatere River, 5 miles farther SSE, the coast is indented by Hicks Bay and an unnamed sandy bay, separated by Haupara Point. At the E end of the sandy bay there are some conspicuous white cliffs, 200 m in elevation. The remainder of the coast, to East Cape, is backed by hills over 300 m in elevation.

Depths

9.106

1 From the approaches to Tauranga, the coastal route to East Cape is deep at a distance of 5 miles from land; see 9.102.

Hazards

9.107

1 **Debris.** After continuous heavy rain the many rivers, particularly Motu River (37°51′S, 177°36′E), that flow into the Bay of Plenty, carry debris, including logs up to 10 m in length, to a distance of 2½ miles off the coast. The debris line is easily recognised by water discolouration and presents a danger to navigation throughout the E part of the bay.

Fishing. Cray fishing is carried out from Pehitari Point (37°56′S, 177°29′E) along the coast to the E, and small buoys marking crayfish pots extend up to 1 mile offshore.

Natural conditions

9.108

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur in the vicinity of East Cape.

Tidal streams along the coast set W with the flood and are greatly influenced by prevailing weather conditions, see information on the chart. Off East Island (37°42′S, 178°35′E), and in the channel W of the island, the rates of the tidal streams are much greater than off the open coast.

2 **Local winds.** At East Cape, SE winds are frequent. During SW gales, violent squalls from high land can be expected in the anchorages between Cape Runaway and East Cape. Winds on either side of East Cape are often very different even when strong. When the wind is W in Bay of Plenty and also well to seaward of East Cape, winds S of the cape and within about 5 miles of the coast, are probably NW and lighter.

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Principal marks

9.109

1 **Landmarks:**

Mount Maunganui (37°37′·8S, 176°10′·3E) (9.23).

Otanewainuku mountain (639 m in elevation) (37°54′S, 176°12′E), which stands at the SE end of a prominent flat-topped range of hills.

Mayor Island (37°17′S, 176°15′E) (9.40).

White cliffs on the NE side of Okurei Point peninsula (37°45′S, 176°28′E).

Prominent hill (229 m in elevation) (37°51′S, 176°33′E).

2 Mount Edgecumbe (820 m in elevation) (38°06′S, 176°44′E), rising abruptly from Rangitaiki River plain.

Moutohora Island (Whale Island) (37°51′S, 176°58′E), 352 m in elevation, which is prominent and, from seaward, bell-shaped.

White Island (Whakaari) (37°31′S, 177°11′E), an active volcano, continually ejecting steam.

Te Paraua (37°40′S, 177°49′E), 365 m in elevation, a prominent hill, bare on the seaward side.

3 Cape Runaway (37°32′S, 177°59′E), dark, oval in shape and prominent, appearing from a distance as an island.

Hikurangi (37°55′S, 178°04′E) (9.14).

Lottin Point (37°32′S, 178°10′E), 148 m in elevation, which appears yellow from seaward.

Pukeamaru (37°39′S, 178°15′E), 989 m in elevation.

A scrub-covered hill (383 m in elevation) (37°39′S, 177°24′E), which rises prominently above conspicuous white cliffs.

4 Maungakaka (37°39′S, 178°28′E), 308 m in elevation, the summit of Horoera Point.

East Cape (37°41′S, 178°33′E) (9.14).

East Island (9.14), 1 mile E of East Cape.

Major lights:

The Mount Light (37°37′·6S, 176°10′·4E) (9.23).

East Cape Light (37°41′·3S, 178°32′·9E) (9.14).

Directions

(continued from 9.24)

Coastal route

9.110

1 From a position ENE of "A" Light-beacon (N cardinal) (37°36′·1S, 176°10′·7E), at the seaward end of No 1 Reach to Tauranga Harbour, the coastal route leads initially ENE passing clear of Pudney Rock (37°31′S, 176°19′E), depending on draught. Thence the track either continues ENE to pass N of Volkner Rocks (37°29′S, 177°08′E) and thence to a position N of Cape Runaway, 41 miles E, or it leads E. The E track passes (with positions from Motiti Island Light (white metal column, 4 m in height) (37°36′·4S, 176°25′·1E)):

2 N of Okaparu Reef (3 miles WNW), where the sea breaks with a heavy swell particularly during NE or N gales, and:

N of Brewis Shoal (3 miles NW), thence:

Either side of Astrolabe Reef (4 miles N), which in calm weather appears like a boat, thence:

N of Motuhaku Island (Schooner Rocks) (5 miles E), and a reef with a depth of 1·2 m over it which does not always break, extending 5 cables NNE, thence:

N of Motunau Island (Plate Island) (7½ miles ESE).

3 **Caution.** The passages between Motunau Island and Motunau Patch, 5 cables S, and Tokeroa Shoal, 1¼ miles WSW, should not be used.

9.111

1 From the vicinity of Motunau Island the coastal route continues E, passing:

N of Rurima Island (37°50′S, 176°52′E) (9.104), and dangers outlying to a distance of 2 miles, thence:

N of Moutohora Island (Whale Island) (37°51′S, 176°58′E) (9.109), standing 5 miles NNW of Kohi Point and Whakatane River entrance, thence:

S of Volkner Rocks (37°29′S, 177°08′E), thence:

S of White Island (37°31′S, 177°11′E) (9.109) and Club Rock, 5 cables S, 23 m in elevation.

2 Thence the track leads ENE to Cape Runaway (37°32′S, 177°59′E), passing (with positions from Cape Runaway):

NNW of Haurere Point (36 miles SW), backed by several peaks, up to 149 m in elevation, thence:

NNW of Pehitari Point (33½ miles SW), which is a bold bluff, 168 m in elevation, thence:

NNW of Tokata Point (26 miles SW), backed by a hill, 244 m in elevation, thence:

NNW of Pokahinu Point (24 miles SW), which rises steeply to a sharp reddish peak, thence:

3 NNW of Motunui Island (22 miles SW), 22 m (charted as 72 m) in elevation, on the NE side of the entrance of Omaio Bay, thence:

NNW of Te Kaha Point (19 miles SW), which is low and flat with rocks extending 3 cables W, and on which is a prominent church in the town of Te Kaha, thence:

NNW of Waikawa Point (15 miles SW), thence:

NNW of Otiki Point (11 miles SW), backed by Te Parua (9.109), thence:

4 NNW of Orete Point (6 miles SW), thence the track leads E, passing:

N of Cape Runaway from which a light (white round tower, 2 m in height) is exhibited, and avoiding tide-rips close N, thence:

N of Midway Point (11 miles E), thence:

N of Matakaoa Point (16 miles E) from which a light (white square metal tower, 4 m in height) is exhibited.

5 Thence the track leads ESE, passing NNE of Horoera Point (24½ miles ESE), to a position between East Island (37°41′·5S, 178°34′·5E) and Ranfurly Bank, 13½ miles ENE. See also 9.15.

Useful mark

9.112

1 Aero light (37°55′·6S, 176°55′·3), occasionally exhibited from Whatakane Airport.

(Directions continue at 9.137)

Minor harbours and anchorages

Motiti Island

9.113

1 **Landings** can be made on the W side of Motiti Island (37°38′S, 176°25′E):

At the head of Wairanaki Bay (37°36′·5S, 176°25′·0E).

At a charted landing point (37°37′·5S, 176°24′·4E); see Chart NZ 5413.

Motuhora Island (Whale Island)

9.114

1 The island is administered by the Department of Conservation and a permit is required to land.

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2 **Anchorage** can be obtained off the SW side of Motuhora Island (37°51′S, 176°58′E). The best berth is in a depth of 13 m, sand, good holding ground, with the SW extremity bearing 335° and the SE extremity 080°. Gales generally beginning from N and backing SW, bring a heavy sea into the anchorage. Volcanic activity still occurs on the S side of the anchorage.

3 **Tidal levels.** Mean spring range about 2·0 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

Waioeka River

9.115

1 **Anchorage** can be obtained about 1 mile N of Waioeka River entrance (38°00′S, 177°16′E) off the town of Opotiki, in depths of 10 to 13 m, sand and mud.

Omaio Bay

9.116

1 **Anchorage** can be obtained in Omaio Bay (37°47′S, 177°38′E), in a depth of 17 m, mud, with Motunui Island, which is connected to the NE entrance point by a reef of rocks, bearing 027° distant 4 cables. Alternative anchorages can be found in 10 m, mud and sand, at the N and S sides of the bay. Anchorage is good but not recommended during or after strong winds with a W component.

Whangaparaoa Bay

9.117

1 **Description.** Whangaparaoa Bay lies between Orete Point (37°36′S, 177°54′E) and Cape Runaway, 5½ miles NE. The S side of the bay is bordered by a rocky bank. Foul ground extends 5 cables offshore from the N part of some white cliffs at the head of the bay. The settlement of Waihau Bay is situated in the SW corner of Whangaparaoa Bay.

2 **Anchorage** can be obtained in the S part of the bay, sheltered from SW winds, in depths from about 13 to 20 m, find sand and mud. With N winds, a long swell sets in. HMNZS *Monowai* (3800 tonnes), drawing 5·2 m, anchored on fine sand and mud 8 cables from Orete Point, with the mound on the point bearing 259°.

3 During NE or SE winds there is anchorage in the N part of the bay. Small vessels can anchor about 2 miles S of Cape Runaway. Larger vessels should not approach the shore in depths less than 22 m and should anchor about 1 mile W of an uncharted conical hill (37°33′·8S, 177°59′·4E), 149 m high situated about 5 cables NNW of Whangaparaoa River entrance. A heavy sea is sent into the anchorage by NW and W winds.

4 **Landing** can generally be made:

About 6 cables SSE of Orete Point, on the E side of Waihau Bay.

About 2½ miles ESE of Orete Point, at the end of a tableland which backs the S shore of Whangaparaoa Bay.

Supplies: store in Waihau Bay; small quantities of fuel oil available.

9.118

1 **Small craft** can obtain anchorage, sheltered from W winds by Orete Point, ¾ to 1 cable N of a small uncharted harbour, known locally as The Haven, at Waihau Bay. The harbour is suitable for craft up to 8 m in length but local knowledge is advisable as there are dangerous rocks near the entrance. There is a wharf, 17 m in length, and a ramp in the harbour. Crayfishing is carried on in the area from September to April.

Chart NZ 5551 plan of Hicks Bay (see 1.19)

Hicks Bay

9.119

1 **Description.** Hicks Bay is entered between Matakaoa Point (37°33′·6S, 178°19′·4E) and Haupara Point, 2 miles S. The N and S sides of the bay are very steep and generally faced by cliffs; the head of the bay is a sandy beach. The settlement of Hicks Bay is situated near the S end of the beach.

Tidal levels. Mean spring range about 1·7 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

2 **Anchorage.** A recommended anchor berth (37°34′·6S, 178°19′·2E), shown on the chart, is in a depth of about 16 m, mud and fine sand. Good shelter is afforded from winds in the W semi-circle, but see 9.108 regarding SW gales. A vessel can obtain shelter from SE winds close to the cliffs of Haupara Point but should a gale be approaching, it is advisable to put to sea or proceed to Whangaparaoa Bay (9.117), 17 miles W, as a heavy sea rolls in on this coast. Sufficient warning of gales from NE, which generally begin from E, is given by swell which comes in a day or two in advance.

3 **Berths:**

Wharf on N side of bay about 1¼ miles within the entrance, used for brief periods by local fishing vessels.

Boat harbour between the wharf and a ridge of rocks extending from N shore of bay.

Landing can be made by boat on a rock shelf which forms the N side of Onepoto Bay, in the SW corner of Hicks Bay. The place is marked by white posts.

Chart NZ 54

Bay south-east of Haupara Point

9.120

1 **Description.** The bay (37°37′S, 178°21′E) SE of Haupara Point fronts a sandy beach, 3½ miles long, which extends from the inner end of the point to the entrance to Awatere River. The township of Te Araroa stands on the W side of the river entrance.

Anchorage, with some shelter from SE winds, can be obtained in depths from 17 to 22 m, about 1½ miles offshore, NW of the entrance to Awatere River, but see 9.108 regarding SW gales.

Small craft

Charts NZ 541, NZ 542 (see 1.19)

Kaituna River

9.121

1 Kaituna River entrance (37°45′S, 176°25′E) is entered over a bar, with a depth of 0·9 m, and navigable for about 8 miles. There is a wharf on the E side of the entrance.

Chart NZ 542 plan of Whakatane River Entrance (see 1.19)

Whakatane River

9.122

1 **Description.** Whakatane River (37°56′·6S, 177°00′·6E) is entered through a bar, SW of Kohi Point. The bar, with a least depth of 2·1 m, can be very dangerous and breaks right across in weather from NE to NW, even in moderate conditions. The town of Whakatane, population about 11 500, stands on the E bank of the river which is used by fishing vessels and pleasure craft.

2 **Abnormal water levels.** Tsunamis may affect the river; warning is given by verbal message.

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Bar signal. Red ball by day or red fixed light at night, hoisted on the flagstaff of a signal station indicates the bar is unworkable. The Whakatane Volunteer Coastguard provides advice on bar conditions; see *New Zealand Nautical Almanac*.

Recent local knowledge is essential for entry to Whakatane River.

9.123

1 **Directions.** The entrance channel is marked by light-beacons, beacons and buoys (lateral) and lies between large boulder-shaped rocks.

Outer Leading Lights:

Front light (white triangle) (37°56′·6S, 177°00′·7E).

Rear light (white triangle) (75 m SSE of front light).

From a position NNW of the river entrance, the alignment (171½°) of the lights, leads through the outer part of the entrance channel.

2 **Inner Leading Lights:**

Front light (post) (37°56′·8S, 177°00′·5E).

Rear light (post) (160 m SSW of front light).

The alignment (201¼°) of the lights leads into the harbour.

Useful mark:

N end, E groyne light (red spar) (37°56′·5S, 177°00′·7E).

9.124

1 **Berths.** Two wharves at Whakatane accommodating vessels up to 18 m in length with a maximum draught of 2·3 m.

Supplies: fresh water; fuel; provisions.

Communications. Airport NW of Whakatane, distant about 5 km.

Chart NZ 542 plan of Ohiwa Harbour Entrance (see 1.19)

Ohiwa Harbour

9.125

1 **Description.** Ohiwa Harbour entrance (37°59′S, 177°09′E) is unmarked and lies between shifting sand bars which extend about 8 cables offshore. Their location may be indicated by breakers, depending on weather and tidal conditions. Local knowledge is essential and bar crossing is recommended ½ hour before HW for vessels drawing up to 3 m.

2 **Tidal levels.** Mean spring range about 1·5 m; mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

Directions. From inside the entrance the unmarked main harbour channel leads about 2 miles WNW to Port Ohope, in a least depth of 1·5 m. Ski lane marker buoys are placed in the channel; see the chart.

Berth. Wharf, 30 m in length, at Port Ohope.

Supplies. Fuel and provisions.

Chart NZ 542 (see 1.19)

Waioeka River

9.126

1 Waioeka River (37°59·5′S, 177°16′·0E) is navigable by boat through a shifting bar within 2½ hours either side of HW. The bar is dangerous during N winds. Local knowledge is required. About 8 cables within the entrance there is a concrete ramp and a disused wharf near the town of Opotiki.

Supplies. Fuel and provisions at Opotiki.

Chart NZ 54

Motu River

9.127

1 Motu River (37°52′S, 177°36′E) is navigable by boat at HW. There is a settlement at the entrance.

Waikawa Point

9.128

1 **Landing** can be effected, in moderate weather, in a boat harbour formed by a split in Waikawa Point (37°41′S, 177°44′E).

EAST CAPE TO MAHIA PENINSULA INCLUDING GISBORNE

GENERAL INFORMATION

Chart NZ 55

Area covered

9.129

1 This section describes the waters on the E side of North Island between East Cape (37°41′S, 178°33′E) and Mahia Peninsula (39°10′S, 177°52′E) including Poverty Bay, about 65 miles SSW of East Cape, in which Gisborne (38°41′S, 178°01′E), the only port, is situated. The section is arranged as follows:

East Cape to Table Cape (9.132).

Gisborne (9.158).

Topography

9.130

1 The coast between East Cape and Mahia Peninsula is moderately high, formed of cliffs interspersed with beach, and backed by hills or mountains, rising to about 400 m within 3 miles of the coast, except in Poverty Bay, W of Gisborne, where the land is low-lying.

South of Poverty Bay the coast is hilly or mountainous, except for a sandy neck (39°03′S, 177°52′E) which joins Mahia Peninsula to the mainland.

Shelter

9.131

1 Gisborne is suitable for deep-draught vessels but is not always easy of access on account of weather conditions. For details see 9.170. Vessels must proceed alongside as there is no anchorage in the port.

2 Anchorages are available along the coast for small vessels, but most are exposed to the E. Between East Cape and Hawke Bay, about 100 miles S, larger vessels, depending on their size, can find anchorage in Waipiro Bay (38°02′S, 178°21′E) (9.143), Tokomaru Bay (38°08′S, 178°22′E) (9.144), Anaura Bay (38°14′S, 178°20′E) (9.145), Tolaga Bay (38°22′S, 178°20′E) (9.146) and Poverty Bay (38°43′S, 178°00′E) (9.147). However, these are only suitable in fine weather, or with offshore winds.

EAST CAPE TO TABLE CAPE

General information

Chart NZ 55

Routes

9.132

1 From a position E of East Cape (37°41′S, 178°33′E) the coastal route leads about 90 miles SSW to Table Cape

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(39°07′S, 178°00′E), passing seaward of numerous charted dangers which border the coast to a distance of up to 2 miles, mostly in depths less than 20 m. Exceptions are Monowai Rocks (38°36′S, 178°16′E) and shoals along Ariel Bank (38°41′S, 178°20′E), which may be passed either side.

The route to Poverty Bay and Gisborne (38°41′S, 178°01′E) leads inshore of Ariel Bank.

Topography

9.133

1 Between East Cape and Waikahawai Point (37°58′S, 178°23′E), 18 miles SSW, the coast is formed by white-streaked cliffs interspersed with sandy beaches. Midway along this coast, in the hills S of Whakariki Point, there are several landslips. Waipiro Bay (38°02′S, 178°21′E) and Tokomaru Bay (38°08′S, 178°22′E) indent the coast between Waikahawai Point and Mawhai Point. The bays are separated by high cliffs and at their heads are sandy beaches with areas of rock in places. Along the coast described there are some settlements and small towns. Hills or mountains back the coast.

2 From Tokomaru Bay to Gable End Foreland (38°32′S, 178°18′E) the coast is formed by stretches of cliff interspersed with sandy beaches, the latter mostly at the heads of bays. Hills back the coast rising to mountains farther inland except around the lower reaches of Uawa River (38°20′S, 178°17′E) where the land is flat.

Between Gable End Foreland and Tuaheni Point, 15 miles SW, the NE entrance point of Poverty Bay, the coast is rugged and rocky, with sandy bays between the projecting points. Hills up to about 250 m high back the coast.

3 From Young Nicks Head (Te Kuri) (38°46′S, 177°58′E) the coast, for about 16 miles S, as far as Pukenui Beach (39°02′S, 177°53′E), is bold and backed by hills or mountains up to about 580 m high, with occasional patches of scrub. Near the N end of this part of the coast there is a beach, 1¾ miles long, which extends S from the entrance to Maraetaka River (unnamed on the chart), 2¾ miles SW of Young Nicks Head, nearly as far as Mapiri.

4 Pukenui Beach is the E side of a sandy neck which connects Mahia Peninsula to the mainland. Mungawhio Lake lies at the S end of the beach and when in flood gives the peninsula the appearance of an island. From the S end of Pukenui Beach to Table Cape the N coast of Mahia Peninsula is steep.

Hazards

9.134

1 **Sea** is very heavy along the coast between Waiapu River (37°47′S, 178°29′E) and the settlement of Tuparoa, 9 miles SSW, during S winds.

Fishing. Large numbers of crayfish pots are laid off the coast between Waiapu River and Tuparoa.

Large logs, brought down by flooding and dangerous to small craft, may be encountered between Waiapu River and Tuparoa.

Natural conditions

9.135

1 **Current.** Between East Cape and Gable End Foreland (38°32′S, 178°18′E), between depths of about 100 to 200 m, a current sets S at a rate of about ¾ kn, but this rate is greatly dependent on the wind; see 9.6.

2 **Tidal streams.** Off the coast between East Cape and Gable End Foreland the rates of the streams are from ½ to 1 kn but their influence is not felt more than 5 miles offshore; see 9.6. Outside Poverty Bay the tidal streams turn at local HW and LW; their influence is felt 10 miles offshore. Rates average ½ kn, but are much affected by winds occurring locally or at a distance.

3 **Winds** generally blow offshore and navigation of the coast between East Cape and Gisborne by small craft is not recommended except in fine, calm weather. East of Ariel Bank (38°41′S, 178°20′E) where the depths are very irregular, the sea is confused with any wind.

Principal marks

9.136

1 **Landmarks:**

East Cape (37°41′S, 178°33′E) (9.14).

East Island, 1 mile E of East Cape (9.14).

Prominent white mast (37°48′S, 178°22′E) on Tutara, a scrub-covered hill.

Whakariki Point (37°50′S, 178°27′E), a prominent rounded rocky point with land rising to 338 m behind it.

Hikurangi mountain (37°55′S, 178°04′E) (9.14), which is visible from off the entire coast in clear weather.

2 Otuauri (37°57′S, 178°21′E), a summit, elevation 506 m.

Prominent hill (37°58′·8S, 178°21′·2E), shaped like an anvil, situated 5 cables W of Mataahu, 297 m high, which is the highest hill of the coastal range in this vicinity.

Tawhiti (38°04′·6S, 178°20′·9E), 519 m in elevation, the highest summit near the coast between East Cape and Tokomaru Bay.

Mawhai Point (38°11′S, 178°22′E).

3 Whakaari summit (38°14′S, 178°14′E), 442 m in elevation, conspicuous from SSE.

Marau Point (38°17′S, 178°22′E), a prominent rounded bluff of light colour with steep cliffs on the N side and steep grassy slopes on the S side.

Te Karaka Point (38°21′S, 178°20′E) which is sheer on the S side, white and prominent and rises to 161 m.

Gable End Foreland (38°32′S, 178°18′E), which is conspicuous from a distance but less remarkable within 3 miles.

4 Gable Islet (4 cables S of Gable End Foreland), elevation 33 m, which is prominent from N.

Young Nicks Head (Te Kuri) (38°46′S, 177°58′E), with prominent white cliffs, which rises to a summit, 6 cables W, elevation 176 m.

Major lights:

East Cape Light (37°41′·3S, 178°32′·9E) (9.14).

Gable End Foreland Light (square metal tower, 4 m in height) (38°31′·5S, 178°17′·4E).

Directions

(continued from 9.15 and 9.112)

East Cape to Gable End Foreland

9.137

1 From a position between East Island (37°41′·5S, 178°34′·5E) and Ranfurly Bank, 13½ miles ENE, the coastal route leads about 56 miles SSW to the vicinity of Gable End Foreland. Vessels can take advantage of the tidal streams (see 9.135) by standing offshore or inshore, passing (with positions from East Island):

ESE of Waikori Bluff (3½ miles SW) and a bank with a least depth of 9·8 m extending 2¼ miles E, thence:

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2 ESE of Waiapu River (7 miles SW) (9.142), thence:
ESE of Eclipse Rock (9½ miles SW), which lies off Port Awanui (9.150) and only breaks in a moderate swell, but has a swirl over it in calm conditions. Thence:
ESE of a detached 17·0 m patch, 1½ miles S of Eclipse Rock, thence:
ESE of Koutuamoa Point (15 miles SW) and a reef extending 1¾ miles ENE, which nearly always breaks, thence:
3 ESE of Kaimoho Point (37°57′S, 178°24′E), a rounded bluff, and a reef of rocks extending 3 miles SSW, about 8 cables offshore, to the N entrance point to Waipiro Bay (9.143).

Thence from Koutunui Head (38°03′S, 178°22′E), which is a bold cliff rising to a sharp summit on the S side of the entrance to Waipiro Bay, the track leads SSW passing, (with positions from Koutunui Head):
4 ESE of Moutahiauru Island (1 mile SSE), 37 m high, and rocks extending 5 cables E, which border the coast S to Koutunui Point (3½ miles S), the N entrance point of Tokomaru Bay (9.144), thence:
ESE of Mawhai Point (7½ miles S), elevation 101 m, which is easily recognised, thence:
ESE of Motuhine Island (9½ miles SSW), elevation 25 m, thence:
ESE of Motuoroi Island (12 miles SSW), which is a barren, precipitous island, and a 5·2 m depth, 7 cables E.

5 Thence the track continues SSW passing ESE of Marau Point (38°17′S, 178°22′E) (9.136) and Tokamapuphia Reef, which lies 1 mile ESE and usually breaks. Thence (with positions from Marau Point):
ESE of Tatara Reef (3 miles S), which dries and always breaks, thence:
ESE of Pourewa Island (5½ miles S) bordered by a rocky bank to a distance of 5 cables. The cliffs of the island are honeycombed with caves. Thence:
6 ESE of an unnamed islet (8 miles S) lying 2 cables E of a bluff, elevation 189 m, which is formed of cliffs, thence:
Either side of an 18·9 m patch (13 miles S).

Thence the track leads to a position ESE of Gable End Foreland (38°32′S, 178°18′E), pasing ESE of numerous charted dangers extending up to 1¼ miles off the headland, of which the outermost are Gable Rocks.

Useful marks:
A break in the cliffs where Reporua village (37°53′S, 178°24′E) is situated.
Tuparoa (37°55′·8S, 178°22′·8E), a brown hill, elevation 232 m, with a landslip scar on its E side.

(Directions for Poverty Bay and Gisborne continue at 9.139)

Gable End Foreland to Table Cape

9.138

1 From a position ESE of Gable End Foreland (38°32′S, 178°18′E) the outer coastal route leads SW towards Table Cape (39°07′S, 178°00′E), passing:
SE of Penguin Rock (38°40′S, 178°21′E), at the NE end of Ariel Bank, thence:
SE of Ariel Rocks (38°44′S, 178°18′E), at the SW end of Ariel bank, thence:
SE of a 12 m patch (38°46′S, 178°21′E), thence:
SE of Young Nicks Head (Te Kuri) (38°46′S, 177°58′E).

2 Thence the track continues SW to a position E of Table Cape from which a light (white round tower, 3 m in height) (39°06′·9S, 177°59′·7E) is exhibited.

(Directions continue for coastal route at 9.195)

Charts NZ 55, NZ 5613

Gable End Foreland to Poverty Bay

(continued from 9.137)

9.139

1 From a position ESE of Gable End Foreland (38°32′S, 178°18′E) the track leads SW to Poverty Bay (38°43′S, 178°00′E), passing (with positions from Penguin Rock (38°40′S, 178°21′E)):
SE of Monowai Rocks (5½ miles NW), and a 12·8 m shoal, 5 cables SSE. A pillar buoy (special) is moored in the vicinity marking the NE end of a marine reserve. Thence:
NW of Penguin Rock and Ariel Bank, which extends about 5 miles SW, thence:
2 SE of Turihaua Reef (7½ miles WNW), and a pillar buoy (special), close E, marking the SW end of a marine reserve. Thence:
NW of Ariel Rocks (4½ miles SW), which break in heavy weather, thence:
SE of Tatapouri Point (9½ miles E), which rises steeply to a bare, wedge-shaped, hill, and a reef which extends 8 cables SE, thence:
SE of a bank (11 miles WSW) with a depth of 8·2 m over it, thence:
3 SE of Tuaheni Point (13 miles WSW), a narrow light-grey point, with a disused lighthouse close off the S extremity, and clearing Tuaheni Rocks, 1½ miles SE of the point, which break only in bad weather. In the locality of the rocks the sea is generally confused and discoloured.

Thence the track leads W into Poverty Bay to a position SW of Tuamoto Island (38°42′·4S, 178°02′·9E), keeping clear to the NE of Kuri Banks, 2¼ miles SW, as depths decrease rapidly in their vicinity.

4 **Caution.** Care is necessary when navigating off the coast between Gable End Foreland and Poverty Bay in summer as visibility is sometimes reduced to a few cables by thick smoke from the occasional burning of vegetation. The smoke may come over about noon, settling down quickly to a distance of 6 miles offshore, and lifting at night.

9.140

1 **Useful marks:**
Tatapouri (38°38′·5S, 178°08′·0E), a table-topped, thinly wooded hill, elevation 238 m, separated from Tatapouri Point by a valley.
Tuaheni Point Light (white metal tower 4 m in height) (38°42′·1S, 178°03′·9E).
Radio mast (38°41′·6S, 178°03′·7E), about 9 cables NNW of Tuaheni Point.

(Directions for Gisborne continue at 9.180)

Gisborne and Poverty Bay to Table Cape

9.141

1 From a position SW of Tuamoto Island (38°42′·4S, 178°02′·9E) and NE of Kuri Banks, 2¼ miles SW, the track leads S, passing:
E of Young Nicks Head (Te Kuri) (38°46′S, 178°58′E) (9.136), thence:
E of Mapere Point, 4½ miles SSW of Young Nicks Head, which is a sheer bluff.

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Gisborne – Tuaheni Point Light (9.140)
(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

Thence the track continues to a position E of Table Cape (39°07′S, 178°00′E) from which a light (9.138) is exhibited.

(Directions continue for coastal route at 9.195)

Anchorages and landing places

Waiapu River
9.142

1 **Anchorage** can be obtained during offshore winds, on either side of the entrance of Waiapu River (37°47′S, 178°29′E), about 1 mile offshore in depths from 13 to 15 m, fine sand. Anchorage directly off the entrance, which is a gap in a sandy beach, is unsafe as freshets come down the river from mountains inland with considerable force.

Chart NZ 5551 plan of Waipiro Bay (see 1.19)

Waipiro Bay
9.143

1 **Description.** Waipiro Bay is entered between Koutunui Head (38°03′·0S, 178°22′·3E) and an unnamed point 4 miles N. The township of Waipiro Bay is situated in the middle of the bay with a reef surrounded by drying rocks extending 3½ cables E. A dangerous rock lies 5 cables E of the reef, depth 1·1 m. Other rocks lie in various places up to 3 cables offshore. Many crayfish pots are laid in the bay.

Tidal levels. Mean spring range about 1·5 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

2 **Anchorage** can be obtained about 8 cables NW of Koutunui Head, in a depth of 15 to 17 m, as indicated on the chart. There is a drying rock (38°02′·4S, 178°21′·1E), 2½ cables W of the marked anchorage, off Pokurakura Point. This is the most sheltered berth in Waipiro Bay and SE gales can be safely ridden out here although the sea breaks heavily in the bay, with winds from NE to S. Local knowledge is required when anchoring in the vicinity of Waipiro Bay township and further N.

3 **Landing** can be effected, in moderate weather, in the lee of the reef off Waipiro Bay township; also on an uncharted concrete ramp in a small cove, 7½ cables W of Koutunui Head, in all states of the tide but not in E winds above 15 kn.

Chart NZ 5551 plan of Tokomaru Bay (see 1.19)

Tokomaru Bay
9.144

1 **Description.** Tokomaru Bay is entered between Koutunui Point (38°06′·6S, 178°21′·5E) and Mawhai Point, 4 miles S. In Waima Cove, close W of Koutunui Point, there is a derelict wharf near the ruins of a disused freezing works. The town of Tokomaru Bay stands at the head of the bay, on a sandy beach.

A reef extends 4 cables S from Koutunui Point and dangerous rocks lie in various places around the bay up to 3 cables offshore. Hikutu Rock (38°08′·1S, 178°20′·8E), a dangerous rock with two rocks awash, close N and S, lies in the centre of the bay with a dangerous rocky shoal, 1¼ miles S. Many crayfish pots are laid in the bay.

2 **Anchorage,** which is good can be obtained about 5 cables S of the derelict wharf, in a depth between 20 and 25 m, fine sand and broken shells.

Supplies. Provisions from Tokomaru Bay township.

Chart NZ 5551 plan of Anaura Bay (see 1.19)

Anaura Bay
9.145

1 **Description.** Anaura Bay is entered between rocks fringing its unnamed N entrance point (38°13′·2S, 178°20′·1E) and Motuoroi Island, 1½ miles S. A reef extends 4 cables S from the unnamed point to two drying rocks and 3 cables E to a dangerous rock, depth 0·5 m. There is a sandy beach at the head of the bay.

2 **Anchorage** can be obtained, during offshore winds, in the middle of the bay, in depths from 12 to 15 m. East winds send in a heavy swell. A recommended anchor position is shown on the chart.

Boat channel between Motuoroi Island and the mainland is usable at HW.

Chart NZ 5551 plan of Tolaga Bay (see 1.19)

Tolaga Bay
9.146

1 **Description.** Tolaga Bay is entered S of a chain of islands extending 9 cables NE of Te Karaka Point (38°21′·3S, 178°19′·8E). Tatara Reef lies 3 cables farther NE. Mitre Rocks, 1½ miles SSE of Te Karaka Point, extend about 1 mile E of the S mainland entrance point to the bay. Mitre Rocks are honeycombed with caves, the E-most being 9 m in elevation and shaped like a beehive. Close SE there is a prominent arch at the entrance to Cooks Cove. Both sides of the bay are formed by cliffs and the head of the bay is a sandy beach backed by fertile flats. Uawa River flows into Tolaga Bay over a bar which breaks heavily in E swell and is dangerous. The township of Tolaga Bay, a sheep-farming centre and holiday resort, stands on the N bank of the river close within the entrance.

2 **Tidal levels.** Mean spring range about 1·4 m; mean neap range about 1·1 m. See the relevant *Admiralty Tide Tables* for the latest information.

Wharf. A derelict wharf lies about 1½ miles SSW of Te Karaka Point, in the SW corner of the bay, having a length of 76 m with depths of about 4 m on both sides. It is

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connected to the shore by a roadway on piles, 3½ cables long, and is not suitable for vessels to lie alongside. Landing is possible, in fine weather, via a ladder on the N side, midway along the roadway. The structure is subject to considerable surge and swell.

3 **Anchorage.** Tolaga Bay affords anchorage during winds from the W semicircle. Vessels should anchor as far into the bay as possible as the holding ground in the entrance is reported to be poor, but noting that any swell increases closer inshore. A recommended berth is indicated on the chart, about 1¼ miles SSW of Te Karaka Point, in a depth of 10 m. In 1996 HMNZS *Monowai* (3800 tonnes, 98 m in length) anchored about 7 cables from the end of, and in line with, the derelict wharf, in a depth of 16 m, fine sand and mud and reported good holding ground. Smaller vessels can anchor closer inshore and fishing vessels often lie close off the end of the wharf.

Chart NZ 5613

Poverty Bay

9.147

1 **Description.** Poverty Bay is entered between Tuaheni Point (38°42′·5S, 178°04′·2E) and Young Nicks Head (38°46′S, 177°58′E), forming the approach to Gisborne Harbour (9.158). The coast on the NE side of the bay is rugged and rocky with sandy beaches. The head and W side of the bay are sandy beach backed by low flat land through which flows Waipaoa River (9.155).

Depths. Depths in the bay are 25 m decreasing to 5·5 m about 6 cables from its head.

2 **Tidal streams.** In Poverty Bay the tidal streams are barely perceptible. The S-going stream circulates anti-clockwise round the bay with an eddy in the reverse direction close off the NW shore.

Anchorage. Vessels can anchor in the W part of Poverty Bay, about 2 miles N of Young Nicks Head, in a depth of about 18 m, fine sand, as indicated on the chart. This is the best anchorage during S gales. Vessels using it should keep in depths more than 18·3 m when rounding Kuri Banks. Small vessels may find shelter NW of Young Nicks Head during strong SW or S winds. A considerable swell can occur with S winds but the holding ground is good in these anchorages.

Chart NZ 55

Pukenui Beach

9.148

1 **Anchorage** can be obtained during SW winds about 1½ miles off Pukenui Beach (39°02′S, 177°53′E), in a depth of about 18 m.

Whangawehi Road

9.149

1 **Anchorage,** with shelter during S and W winds, can be found in Whangawehi Road (39°05′S, 177°57′E), in a depth of 18 m, mud, but it must be vacated if the wind shifts E.

Small craft

Port Awanui

9.150

1 **Anchorage** can be found, with local knowledge, off Port Awanui (37°50′S, 178°27′E) which stands at the head of a bay NW of Whakariki Point.

Landing can be effected, during fine weather, on the N side of Whakariki Point, within the reefs, but there are several rocks in the channel leading to the landing which break in a moderate swell. It should only be attempted with local knowledge.

Mawhai Point

9.151

1 Boats can shelter in a cove, situated on the S side of Mawhai Point (38°10′·7S, 178°21′·4E).

Whangara Island

9.152

1 **Anchorage** can be obtained by small coasting vessels close N of Whangara Island (38°34′·4S, 178°14′·2′E) which has the same general appearance as the coast and is connected to Te Anaopaikea Point, close W, 52 m in elevation, by a ledge of rocks that dries at half tide. Local knowledge is required and it is necessary to put to sea should the wind shift SE.

Tatapouri Point

9.153

1 **Landing** can be effected by boat at a small break in the coastal reef about 4 cables N of Tatapouri Point (38°39′S, 178°09′E). This is a good landing place, except with fresh E winds.

Chart NZ 5613 plan of Gisborne Harbour and entrance

Kaiti Beach

9.154

1 **Description.** Kaiti Beach is fronted by a rocky shelf which extends about 3 cables offshore. Gisborne Yacht Club (38°41′·0S, 178°01′·8E) is situated on the beach, about 6 cables SE of Gisborne Harbour breakwater light. Small beacons mark the approach to the yacht club.

Facility. Ramp in front of the clubhouse.

Chart NZ 5613 plan of Poverty Bay and approaches to Gisborne

Waipaoa River

9.155

1 **Description.** Waipaoa River (38°42′·8S, 177°56′·5E) flows into the W side of Poverty Bay over a shallow, shifting bar.

Limiting conditions. The river is much affected by surf and even during calm weather is not safe for a boat except at HW. At LW the sea breaks across the bar.

The river is navigable for 5 miles from the entrance.

Chart NZ 55

Mahanga

9.156

1 **Landing** can be made in a boat harbour at Mahanga (39°00′S, 177°54′E).

Whangawehi Stream

9.157

1 **Anchorage** can be obtained in Whangawehi Stream (39°06′S, 177°57′E), in a depth of 2 m.

Facility. Concrete ramp for boats.

GISBORNE

General information

Chart NZ 5613

Position

9.158

1 Gisborne Harbour (38°41′S, 178°01′E), in which the port of Gisborne is situated, is formed at the mouth of Turanganui River, in the NE corner of Poverty Bay.

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Function
9.159

1 Gisborne is a modern commercial and fishing port with a population of 43 974 in 2001.

Exports: forestry products and horticultural crops.

Imports: motor vehicles; bulk fertilizer; cement; petroleum; and general merchandise.

Port limits
9.160

1 The harbour limit is a line joining Tuaheni Point (38°42′·5S, 178°04′·2E) and Young Nicks Head (38°46′S, 177°58′E). Port waters include Turanganui River, but not other rivers.

Approach and entry
9.161

1 The harbour is approached through Poverty Bay (9.147) and entered by a dredged channel which passes NW of The Foul Grounds (38°41′·3S, 178°00′·5E) into the harbour between breakwaters.

Traffic
9.162

1 In 2003, 64 port calls were recorded, totalling 1 188 186 dwt.

Port Authority
9.163

1 Port Authority is Port Gisborne Ltd, represented by a General Manager.

Postal address: PO Box 549, Gisborne.
E-mail address: ben@portgisborne.co.nz
Office: No 7 Wharf.

Limiting conditions

Controlling depths
9.164

1 **Entrance channel:** 10·1 m, dredged over a width of about ½ cable, as far as the Swinging Basin.

Channel to Kaiti Basin: 4·0 m, in 1998.

Depths in dredged areas may not be regularly maintained. The latest depths should be obtained from the Port Authority.

2 **Under keel clearance.** Under certain meteorological conditions (1.106), long period swell waves can significantly reduce under keel clearance in the approaches to Gisborne Harbour.

Caution. Mariners should proceed with caution when such swell conditions are experienced.

Deepest and longest berth
9.165

1 Deepest and longest berth is Wharf No 7 (9.184).

Tidal levels
9.166

1 Mean spring range about 1·4 m. Mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels
9.167

1 Tsunamis (see 1.50) may affect Gisborne Harbour. Warning is given verbally. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water
9.168

1 Density of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled
9.169

1 Maximum length 200 m; maximum draught 8·5 m. A vessel drawing 9·0 m has entered.

Local weather
9.170

1 With S or E swell the harbour entrance may be difficult or even impracticable to negotiate and swell may cause vessels to surge alongside, but suitable berthing hawsers are provided by the port authority. Vessels are recommended to turn in the swinging basin and berth bows SW.

Arrival information

Port operations
9.171

1 Vessels less than 175 m are berthed and unberthed by day or night. Those between 175 and 200 m are berthed daylight only but may depart at night. Those drawing less than 5·6 m are handled at any stage of the tide. The movement of deeper draught vessels depends on the berth and height of tide.

Swell sometimes causes vessels to surge alongside but suitable berthing hawsers are provided by the port authorities.

Port radio
9.172

1 Gisborne Harbour Radio is located in a signal station, situated near the middle of the S breakwater. The station maintains a VHF watch during weekday working hours and at other times by arrangement. For full details see *Admiralty List of Radio Signals Volume 6 (4).*

On arrival off the harbour, maximum draught is to be reported to the signal station, from which the latest depth in the entrance channel can be obtained and a berth allocated. Vessels must await permission to enter.

2 In S weather a vessel bound into Gisborne Harbour should not proceed beyond Waihora Rocks buoy (38°42′·2S, 178°01′·6E) until so advised by the signal station. If entry is delayed by adverse weather conditions, or by movements in the harbour, a vessel will be informed by the signal station.

Notice of ETA
9.173

1 ETA should be sent at least 24 hours in advance and before 1600 Friday for a weekend arrival.

Outer anchorages
9.174

1 **Recommended anchorage** is in Poverty Bay; see 9.147. The N part of Poverty Bay comprises Gisborne Roads, which is available but no longer used. The roadstead is exposed to SE winds which, even when light, send in a heavy sea. Vessels should remain at immediate notice to shift berth and, if the bay becomes rough, get under way.

2 **Prohibited anchorage** exists in the vicinity of a submarine pipeline, which extends 6 cables SW from a position on the shore, 1 mile SE of S Breakwater Head Light (38°40′·7S, 178°01′·1E), as shown on the chart.

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Pilots

9.175

1 **Pilotage district** is bounded seaward by the arc of a circle, radius 3 miles, centred on the S end of Butlers Wall (38°40′·6S, 178°01′·2E).

Pilotage is compulsory for merchant vessels of 100 grt or more, unless exempted by law. The notice for a pilot is the same as for ETA; see *Admiralty List of Radio Signals Volume 6 (4)*.

Pilot boarding place is 3 miles S of the S Breakwater Head Light (38°40′·7S, 178°01′·1E), on the alignment of Gisborne Harbour Leading Lights (9.180), as indicated on the chart.

Tugs

9.176

1 Two tugs are available, one is equipped for fire fighting. Tugs join outside the breakwaters.

Aircraft approach area

9.177

1 Vessels with a height above the waterline of more than 20 m should remain more than 400 m from the shore in the aircraft approach area in the N part of Poverty Bay.

Harbour

General layout

9.178

1 From the S entrance point of Turanganui River (38°40′·6S, 178°01′·4E) a breakwater, with a below-water rubble bed at the outer end, extends about 2 cables SW on the SE side of the harbour entrance. From the W entrance point of Kaiti Basin (38°40′·2S, 178°01′·7E) a training wall curves S and W forming the NW side of the harbour and diverting the discharges of Turanganui and Waimata Rivers to the N of the harbour. From the outer end of the training wall, Butlers Wall extends S, on the N side of the harbour entrance.

2 Between Butlers Wall and the S breakwater there is a turning basin. The entrance channel has been dredged to 10·1 m (2004), as shown on the chart. The port area extends along the SE side of Turanganui River from the root of the breakwater to Kaiti Basin.

Dredging is undertaken in the harbour.

3 **Development.** Between 2000 and 2020 it is provisionally planned to provide three more berths and expand storage capacity by land reclamation to the south of S breakwater, to meet the demands of the future forestry industry.

Principal marks

9.179

1 **Landmarks:**

Young Nicks Head (38°46′S, 177°58′E) (9.136).
Chimney (38°40′·4S, 177°59′·4E).
Cement silo (38°40′·0S, 178°00′·9E).
Silos (38°40′·5S, 178°01′·5E), in the port area at Gisborne.

Gisborne Harbour from W (9.178)

(Photograph – Port of Gisborne Ltd)

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Gisborne – Titirangi Tower with observatory (9.179)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

Tower (38°40′·7S, 178°01′·9E) on Titirangi, elevation 128 m.

Observatory with a prominent white dome, about 1 cable SSE of the tower.

Directions

(continued from 9.140)

Approach

9.180

1 **Gisborne Harbour Leading Lights:**

Front light (metal framework tower, orange triangle, point up, black stripe, 10 m in height) (38°40′·5S, 177°59′·3E), about 1½ miles W of Gisborne Harbour entrance.

Rear light (metal framework tower, orange triangle, point down, black stripe, 21 m in height) (2¼ cables NNW of front light).

2 From a position SW of Tuamoto Island (38°42′·4S, 178°02′·9E), which is light-grey in colour, in the entrance to Poverty Bay, the alignment (332°) of these lights leads through the bay to the vicinity of the seaward end of the entrance channel to Gisborne Harbour, passing (with positions from Tuamoto Island):

Close NE of a 17·5 m rocky patch (2 miles SW) thence:

Through the charted pilot boarding position for Gisborne (1¾ miles SW), thence:

3 SW of Waihora Rocks (1 mile WNW), which are marked by a buoy (isolated danger), thence, subject to the caution given below:

SW of a buoy (S cardinal) (2 miles WNW) marking the SE extremity of The Foul Grounds, about 1½ cables S of Temoana Rock.

Gisborne Leading Lights (9.180)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

Thence the track leads to a position SW of a light-buoy (starboard hand) (2¼ miles WNW), moored close W of Tokomaru Rock, at the seaward end of Gisborne Harbour entrance channel.

4 **Caution.** In S weather, a vessel should not proceed into Poverty Bay beyond the buoy marking Waihora Rocks; see 9.172 regarding entry to Gisborne Harbour.

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9.181

1 **Useful marks:**

Tuaheni Point Light (38°42′·1S, 178°03′·9E) (9.140).

Light (white metal tower) (38°40′·7S, 178°01′·1E) exhibited from the head of Gisborne Harbour S breakwater.

Aero light (38°39′·7S, 177°58′·9E), exhibited occasionally.

Entrance channel leading lights

9.182

1 Front light (black metal tower; orange triangle, point up, with black stripe; 7 m in height) (38°40′·4S, 178°01′·6E), on the training wall.

Rear light (black metal tower; orange triangle, point down, with black stripe; 11 m in height) (1½ cables NE).

2 From a position WSW of a light-buoy (starboard hand) (38°41′·1S, 178°00′·4E) the alignment (054½°) of these lights, at night in the green sector (053°–056°) of the front light, leads through the centre of the entrance channel, between rocks or shoals with a least depth of 6·2 m, within 1 cable of the track, into harbour, passing (with positions from the head (38°40′·7S, 178°01′·1E) of the S breakwater):

3 NW of the light-buoy (7 cables SW), moored close W of Tokomaru Rock, thence:

NW of the head of the S Breakwater Head, from which a light (white metal tower) is exhibited. Rocky shoals, with a least depth of 3·1 m over them, extend ½ cable SW of the head of the breakwater. Thence:

SE of the S end of Butlers Wall (1¼ cables NNE), which is illuminated at night, thence:

4 Through the swinging basin (2 cables NE), E of Butlers Wall, to the berths (9.184) and the channel leading to Kaiti Basin (7 cables NE).

Caution. Difficulty may be experienced in distinguishing the changes in colour of the sectors of the front leading light, shown on the chart, due to the brilliance of a neon light exhibited from the rear light-tower.

9.183

1 **Useful marks:**

Cook Monument (38°40′·5S, 178°01′·5E), situated close SE of a large shed on reclaimed land at the root of the S breakwater. Gisborne is notable as the place where Lieutenant James Cook RN, HMS *Endeavour*, landed in 1769, this being the first landing by Europeans in New Zealand, as recorded by the monument. The monument is screened at sea level by a sea wall.

Lookout flagstaff, 1½ cables E of Cook Monument.

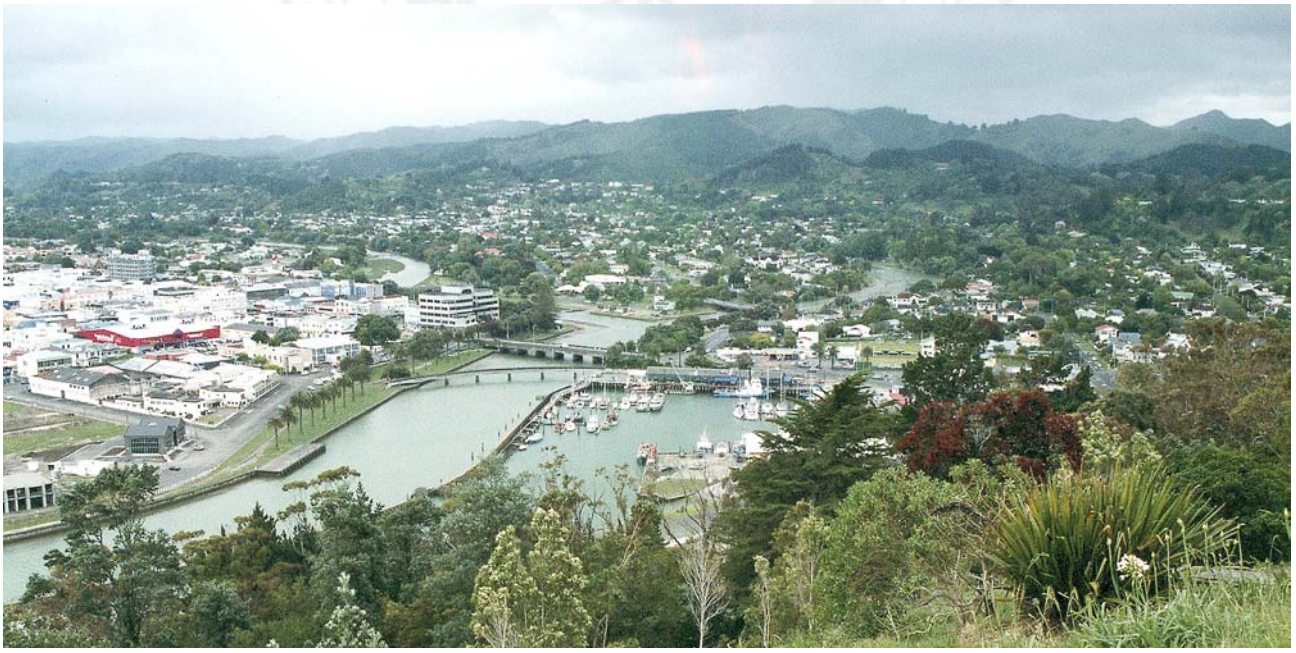
Berths

Alongside berths

9.184

1 Particulars of berths, listed NE to SW, are given below:

Position, number and notes	*Length (m)*	*Alongside depth (m)*
Kaiti Basin berths are used only for fishing and pleasure vessels. Caution. There are charted depths of less than 5·0 m alongside berths No 2 and 3 and the reported depth at No 1 is 3·8 m.		
No 1 (N side)	128	5·5
No 2 (E side)	125	5·5
No 3 (S side)	95	5·5
No 5	140	5·5
No 6. Coastal bulk cement trade.	182	5·5
No 7. General cargo and Ro-Ro.	214	10·5
No 8. General cargo.	150	10·5



Gisborne Harbour – Kaiti Basin (9.190)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

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Port services

Repairs
9.185

1 Minor types of repair, except underwater repairs, can be effected. Divers are available for inspections. A small patent slip is located in the NE corner of the swinging basin. Limited to 400 tonnes.

Other facilities
9.186

1 Compass adjustment; issue of deratting exemption certificates; refuse collection; salvage equipment; hospital; limited facilities for reception of oily waste.

Supplies
9.187

1 Provisions; fresh water; fuel oil.

Communications
9.188

1 Internal air service from airport, distant 6 km.

Small craft

Waimata River
9.189

1 Waimata River, which flows into Turanganui River about 1½ cables N of Kaiti Basin (38°40′·2S, 178°01′·8E), is navigable by shallow-draught craft for about 1½ miles. The river is spanned by bridges.

Yacht marina
9.190

1 Yacht berths are located in the NW part of Kaiti Basin (38°40′·2S, 178°01′·8E).

MAHIA PENINSULA TO COOK STRAIT INCLUDING NAPIER

GENERAL INFORMATION

Chart 4640

Area covered
9.191

1 This section describes the waters on the E side of North Island between Mahia Peninsula (39°10′S, 177°52′E) and Cape Palliser (41°37′S, 175°17′E), which is the SE entrance point to Cook Strait. The waters include Hawke Bay, in which the deep-water port of Napier (39°29′S, 176°55′E) (9.218), the only port, is situated. The section is arranged as follows:

Table Cape to Cape Kidnappers (9.193).
Hawke Bay (9.197).
Napier (9.218).
Cape Kidnappers to Blackhead Point (9.251).
Blackhead Point to Cape Palliser (9.256).

Regulation
9.192

1 **Wildlife sanctuary.** Cape Kidnappers; for regulations see 1.51.

TABLE CAPE TO CAPE KIDNAPPERS

General information

Charts NZ 56, NZ 57, NZ 571

Route
9.193

1 From a position E of Table Cape (39°07′S, 178°00′E) the coastal route leads about 15 miles SSW to a position ESE of Portland Island (39°18′S, 177°52′E) passing, in deep water, seaward of numerous charted dangers which lie up to 3½ miles offshore. Thence the route leads about 40 miles SW from Portland Island to a position SE of Cape Kidnappers (39°39′S, 177°06′E), passing through waters which are deep and clear of dangers.

Principal mark
9.194

1 **Landmark:**
Prominent white pinnacle rock (39°38′·5S, 177°05′·9E), elevation 41 m, situated close off Cape Kidnappers.

Directions
(continued from 9.138 and 9.141)

Table Cape to Portland Island
9.195

1 From a position E of Table Cape (39°07′S, 178°00′E) from which a light is exhibited (9.138) the track leads SSW, passing (with positions from Table Cape):
ESE of Hawini Rocks (3½ miles SSW), the outermost of numerous dangers off the E side of Mahia Peninsula, thence:
ESE of a 7·6 m bank (5¼ miles SSW), thence:
ESE of a group of rocks (7¼ miles SSW), 0·6 m high, thence:
2 ESE of Bull Rocks (9¾ miles SW), a detached group which only breaks in a swell when covered, thence:
ESE of Scott Shoal (11 miles SSW), which breaks occasionally.

The track then leads to a position ESE of Price Shoal (12½ miles SSW), which lies 2 miles ESE of Portland Island Light (white square tower, 8 m in height) (39°18′·3S, 177°52′·0E). Portland Island has a flat summit with a few bushes on it and the light is exhibited from the S extremity.

(Directions for the approaches to Napier continue at 9.207)

Portland Island to Cape Kidnappers
9.196

1 From a position ESE of Price Shoal the offshore route leads SW across the approaches to Hawke Bay to a position SE of Cape Kidnappers (39°39′S, 177°06′E) keeping seaward of foul ground, with depths less than 9·1 m, extending up to 7½ cables offshore from the cape.

The cape terminates at a high point, with white cliffs on both sides, from which Cape Kidnappers Light (white square tower, 4 m in height) is exhibited.

(Directions for coastal route continue at 9.254)

HAWKE BAY

General information

Charts NZ 56, NZ 571

Description
9.197

1 Hawke Bay is a large indentation in the E coast of North Island between the S extremity of Mahia Peninsula

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(39°10′S, 177°52′E) and Cape Kidnappers (39°39′S, 177°06′E), about 43 miles WSW. The bay is open SE but, in places, there are anchorages (9.210) with shelter from winds in this semicircle.

The deep-water port of Napier (9.218) is situated on the W side of the bay, 13 miles NW of Cape Kidnappers, with the city of Hastings, 12 miles W of the cape, about 5 miles inland.

Routes

9.198

1 Two routes are described as leading into Hawke Bay, one from ENE and one from SE. The ENE route leads from a position ESE of Portland Island (39°18′S, 177°52′E) WSW across Hawke Bay to the approaches to Napier. The route from the SE leads NW from Cape Kidnappers (39°39′S, 177°06′E) also to the approaches to Napier.

Topography

9.199

1 The coast on the N side of Hawke Bay from the W coast of Mahia Peninsula to Wairoa River (39°03′S, 177°26′E), about 20 miles W, is mostly sandy beach. The rivers which enter the sea through this beach are unnavigable, except for Wairoa River, which flows through a fine wooded valley.

9.200

1 From Wairoa River entrance to Tangoio Bluff (39°20′S, 176°56′E), 28 miles SW, the coast consists of cliffs up to about 150 m high, except in the vicinity of Matangimomoe, the summit of an earthquake slip, where they are much higher. On the S side of Tangoio Bluff the cliffs are white and backed by undulating downs. The only major breaks in the line of cliffs are the entrances to unnavigable rivers; from the entrance to Mohaka River, 11 miles WSW of Wairoa River, and on the W side of Tangoio Bluff, fine wooded valleys extend inland through mountainous country.

9.201

1 From the cliffs of Tangoio Bluff to the entrance to Inner Harbour (39°28′·9S, 176°53′·6E), at Napier, a distance of 9 miles, the coast consists of beach, mostly shingle or gravel, broken in only two places by the entrances to unnavigable rivers. The beach is backed by hills which closely approach the coast at Whirinaki Bluff, 2½ miles SW of Tangoio Bluff, and then gradually recede inland. The suburbs of Napier and an airport back the S part of the coast, where it is sandy for about 1½ miles, nearly as far as Inner Harbour.

9.202

1 Between Inner Harbour and Breakwater Harbour, 1 mile E, the coast is strewn with boulders. Breakwater Harbour is overlooked by Bluff Hill, the NE of a group of hills which, rising from flat land, forms a peninsula with cliffs that appears from seaward as an island. The coast S of Bluff Hill is low and fronted by a sandy beach about 11 miles long, through which flow some rivers navigable by small craft. Between the S end of the beach and Cape Kidnappers, about 4 miles E, the coast is sheer.

Depths

9.203

1 Hawke Bay is generally deep; except on the W side of Mahia Peninsula and in the approaches to Napier Harbour, all the charted dangers lie on the coastal bank in depths less than 10 m.

Submarine springs, which can give rise to false echo soundings are charted between 15 miles N and 17 miles NE of Cape Kidnappers in depths from about 55 m to 90 m; for further information see *The Mariner's Handbook*.

Hazards

9.204

1 **Fishing.** Large numbers of crayfish pots are laid in the vicinity of Mahia Peninsula, S of Table Cape (39°07′S, 178°00′E).

Kelp appears in large concentrations around Mahia Peninsula after heavy storms.

Large logs, brought down by flooding and dangerous to small craft, may be encountered around Mahia Peninsula.

Surf. See 9.3.

Natural conditions

9.205

1 **Tidal streams.** See information on the chart. Heavy tide-rips occur off the E coast of Mahia Peninsula. In Hawke Bay streams are weak, but strong in the entrances to rivers. The streams set N with a rising tide and S with a falling tide, except off Napier Harbour where they set NW, strongly at times, and SE, respectively.

Winds may blow strongly within 2 miles of Table Cape raising heavy seas against the tidal stream.

Swell from S and E is prevalent in Hawke Bay.

Principal marks

9.206

1 **Landmarks:**

Whirinaki Light (metal tower, red and white bands, 16 m in height) (39°21′·8S, 176°54′·1E) which stands on Whirinaki Bluff.

Chimney (red with white bands) (39°22′·7S, 176°53′·3E), height 56 m and a pulp mill, 2 cables S, at Whirinaki. They may be identified from a distance by a plume of white smoke and steam from the chimney, and steam clouds in the vicinity of the mill.

2 Clump of trees (39°26′S, 176°46′E), standing at an elevation of 350 m. The trees are conspicuous on the skyline.

Bluff Hill (39°28′·7S, 176°55′·0E) with bold white cliffs extending from it to Ahuriri Bluff, 1¾ cables SE, and a water tower, height 116 m, 1¾ cables SSW.

Building (39°30′·0S, 176°55′·0E), on the coast SE of Napier.

3 Chimney (39°33′·3S, 176°55′·2E) at a fertilizer works, with a mast 27 m high, close NE, on the coast.

Major light:

Whirinaki Light exhibited from the summit of Whirinaki Bluff.

Directions

(continued from 9.195)

Portland Island to Napier approaches

9.207

1 From a position ESE of Price Shoal the coastal route leads WSW across Hawke Bay, passing:

S of Portland Island Light (39°18′·3S, 177°52′·0E) and a 10 m patch, 1 mile S. Overfalls may occur 2 miles S, probably due to the uneven bottom in this vicinity.

2 Thence the track leads, at night in the white sector (231°–326°) of Whirinaki Bluff Light (39°21′·8S, 176°54′·1E) (9.206), to No 2 pilot boarding position (39°25′·1S 176°58′·6E), for deep draught vessels, in the

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main approach to the port of Napier, or to No 1 pilot boarding position, 3 miles S.

(Directions for Napier continue at 9.238)

Cape Kidnappers to Napier approaches

9.208

1 From a position SE of Cape Kidnappers (39°39′S, 177°06′E) the coastal route leads NW to the pilot boarding positions off Napier, passing (with positions from Cape Kidnappers):

NE of Black Reef (1¼ miles N), with a depth of 5·2 m at the outer end.

NE of two light-buoys (special) (7 miles NW), marking the seaward end of a submarine pipeline. Lights in line (orange triangular topmarks), 1½ miles WSW, are exhibited onshore marking the pipeline direction (246°). Thence:

2 NE of Town Reef (12½ miles NW), which breaks in low swell, thence:

NE of a light-buoy (N cardinal) (14 miles NNW) marking Pania Rock, thence:

The track then leads to the vicinity of No 2 pilot boarding position (39°25′·1S 176°58′·6E).

(Directions for Napier continue at 9.238)

Small craft channel

Portland Island

9.209

1 **Description.** A passage (39°16′S, 177°52′E) navigable by small boats separates Mahia Peninsula from Portland Island, 7½ cables S. The navigable channel is 2½ cables wide, with a depth of 5·5 m in the middle, and requires local knowledge.

Tidal streams. See information on the chart; the streams attain a maximum rate of 2 kn.

Landing can be made on the NW side of Portland Island as shown on the chart.

Anchorages and landing places

North coast of Hawke Bay

9.210

1 **Anchorage** can be found off the N coast of Hawke Bay in fine weather, although a heavy ground swell sets in. On the approach of a S wind the sea sometimes breaks in depths of about 22 m.

2 **Landing** is possible at the entrances to Wairoa River (39°04′S, 177°25′E) and Mohaka River, 11 miles WSW, but great care is necessary as there are shifting bars at their mouths and, except after a period of strong land breezes, heavy surf on the beach. Tidal streams are strong in Wairoa River entrance and Mohaka River bottom is foul. The entrance to Nuhaka River (39°04′S, 177°45′E) is blocked by a sand bar.

South-west coast of Hawke Bay

9.211

1 **Anchorage,** sheltered from SW gales, can be obtained about 4 miles NW of Cape Kidnappers (39°39′S, 177°06′E) in depths from 9 to 13 m. Black Reef, 1 mile NW of the cape, affords partial shelter from SE and S winds. Winds N of E send a heavy swell into the anchorage.

2 **Useful marks:**

Submarine pipeline marker lights, 8 miles WNW of Cape Kidnappers (9.254).

Prohibited anchorage exists between two light-buoys (special) (39°35′S, 176°58′E), moored 2½ cables apart, about 1½ miles offshore, at the seaward end of the submarine pipeline.

Small craft

Black Reef

9.212

1 **Anchorage** can be obtained, with partial shelter, in the lee of Black Reef (39°15′S, 177°51′E), suitable for small coasting vessels. Local knowledge is required.

Long Point

9.213

1 **Anchorage** with shelter from winds between NE and SE can be obtained off Long Point (39°10′S, 177°49′E). There is good protection for small coasting vessels from NE winds, 7½ cables NNE of the point, but a spit with a depth of 4·9 m over the outer end, about 1½ miles NNE of Long Point, extends from Moemoto Head and should be avoided.

Local knowledge is advisable for the inshore anchorages.

Waikokopu Harbour

9.214

1 **Description.** Waikokopu Harbour (39°05′S, 177°51′E) is a bay on the W side of the sandy neck which connects Mahia Peninsula to the mainland. A beach forms the head of the harbour and the settlement of Opoutama is situated at the NW end of the bay.

Tidal levels. Mean spring range about 1·4 m; mean neap range about 1·1 m. See the relevant *Admiralty Tide Tables* for the latest information.

Wairoa River

9.215

1 **Boats** can enter Wairoa River (39°04′S, 177°25′E), but recent local knowledge is required. The entrance is narrow and difficult with a shifting bar, which is dangerous except in calm conditions. The tidal streams are strong.

Tidal levels. Mean spring range about 1·4 m; mean neap range about 1·2 m. See the relevant *Admiralty Tide Tables* for the latest information.

Tutaekuri River, Ngaruroro River and Clive River

9.216

1 **Small boats** can enter Tutaekuri River, Ngaruroro River and Clive River through a common, narrow entrance (39°34′·2S, 176°55′·8E), which is liable to change and requires local knowledge. Ngaruroro River is navigable for some miles. About 3 miles within the entrance a line of trees marks an overflow channel which connects with Tutaekuri River to the NE. All rivers are crossed by road and rail bridges.

Tukituki River

9.217

1 **Small boats** can use Tukituki River (39°35′·9S, 176°56′·7E), the entrance to which is liable to change. A road bridge crosses the river 7½ cables within the entrance.

NAPIER

General information

Charts NZ 5712, NZ 571 (see 1.19)

Position

9.218

1 Napier Harbour, comprises Breakwater Harbour (39°28′·4S, 176°55′·1E), the commercial harbour, and Inner Harbour, about 1 mile W. These together form the port of Napier which is situated on the W side of Hawke Bay,

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adjacent to the city of Napier. Inner Harbour, which was the commercial harbour prior to a severe earthquake in 1931, is now only suitable for small craft.

Function
9.219

1 The port of Napier is a customs port, serving an extensive, mainly rural hinterland, and industries in the Hawke's Bay region including the cities of Napier and Hastings. The population of Hawke's Bay in 2001 was 142 947.

Principal exports include meat, fruit, vegetables, sawn timber, wood pulp, tallow, wool, sulphuric acid, cement and general cargo.

Principal imports include petroleum and products, phosphate, sulphur, fertilizers, steel, machinery, vehicles and general cargo.

Port limits
9.220

1 The seaward limit of the port is the arc of a circle radius 3½ miles centred on East Pier Light (39°28′·7S, 176°53′·7E).

Approach and entry
9.221

1 Breakwater Harbour can be approached from N or S of Pania Reef (39°27′S, 176°56′E). Vessels drawing more than 7·3 m approach from N. It is entered through a dredged channel on the alignment of leading lights.

Traffic
9.222

1 In 2003, 661 ship movements were recorded, totalling 14 270 234 dwt.

Port Authority
9.223

1 Port Authority is Ports of Napier Limited.
Postal address: PO Box 947, Napier, New Zealand.
E-mail address: garthc@portofnapier.co.nz

Limiting conditions

Controlling depths
9.224

1 **Entrance channel** was dredged to 11 m in 1996.

Breakwater Harbour was dredged to 10·8 m in 1996.

2 **Under keel clearance.** Under certain meteorological conditions (1.106), long period swell waves can significantly reduce under keel clearance in the approaches to Napier harbour. A system is in operation for the entrance to Napier harbour which predicts an individual vessel's dynamic under keel clearance in given weather, tidal and sea conditions. This information is available to mariners via the pilot service.

Caution. Mariners should proceed with caution when such swell conditions are experienced.

Deepest and longest berth
9.225

1 **Deepest berth** is No 1 (9.242).

Longest berth is at Higgins Wharf No 2 (9.242).

Caution. Depths in dredged areas, shown on the chart, may not be regularly maintained and lesser depths than those indicated by the dredged depth legends on the chart have been reported by the Port Authority. The latest depths should be obtained from the Harbour Master.

Tidal levels
9.226

1 Mean spring range about 1·4 m. Mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels
9.227

1 Tsunamis (see 1.50) may affect Napier Harbour. Warning is given verbally. See *Admiralty List of Radio Signals Volume* 3 (2) for details of warning systems.

Density of water
9.228

1 Density of water in the harbour is 1·026–1·027 g/cm^3.

Maximum size of vessel handled
9.229

1 Maximum length 250 m; maximum draught 11·0 m.

Arrival information

Port operations
9.230

1 Vessels drawing 10 m or less may arrive or depart at any time. The movement of vessels drawing more than 10 m is dependent on the height of tide.

Port radio
9.231

1 Napier harbour radio is located at the port operations centre. For full details see *Admiralty List of Radio Signals Volume 6 (4)*.

Notice of ETA
9.232

1 An ETA should be sent 24 hours prior to arrival.

Outer anchorages
9.233

1 **Anchor berths,** indicated on the chart, are established as follows:

No 1 berth (39°27′·1S, 176°58′·9E), about 3 miles ENE of Breakwater Harbour, in a depth of 21 m, fine sand and mud.

No 2 berth (39°24′·4S, 176°58′·3E), about 4¾ miles NE of Breakwater Harbour, in a depth of 21 m, fine sand and mud.

2 **Quarantine anchorage** is the same as No 1 Berth.

The anchorages are often affected by swell, which is heavy, even with offshore winds. Napier Roads, situated NW of Breakwater Harbour and N of the Inner Harbour, is unsuitable as an anchorage because the sea breaks heavily there during N and E winds.

Pilots
9.234

1 **Pilotage district** comprises all port waters (9.220) between latitudes 39°25′S and 39°29′S, to W of longitude 176°59′E.

Pilotage is compulsory for merchant vessels over 40 m LOA unless exempted by law. Notice for pilot is the same as for ETA.

2 **Pilot boarding positions:**

Pilot boarding station No 1 (39°28′·1S, 176°58′·9E) is adjacent to anchorage area No 1, on the alignment of the Southern Leading Lights, as shown on the chart. In very heavy swell conditions vessels approaching pilot station No 1 should do so with

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caution and may be directed by Napier harbour radio to pilot station No 2.

3 Pilot boarding station No 2 (39°25′·1S, 176°58′·6E) is adjacent to anchorage area No 2 on the alignment of the Northern Leading Lights, as shown on the chart. Inward bound vessels exceeding 7·3 m draught should proceed to this pilot boarding station unless otherwise directed.

On departure from the port the pilot disembarks at the seaward end of the dredged entrance channel. For further details see *Admiralty List of Radio Signals Volume 6 (4)*.

Tugs

9.235

1 Two tugs are available, one of which is equipped for fire-fighting and salvage. The tugs provide towing hawsers.

Breakwater Harbour

General layout

9.236

1 Breakwater Harbour is an artificial harbour contained between Bluff Hill (9.206) to the S, an area of reclaimed land, to the W, and to the E by a breakwater and mole which extend N and W from Ahuriri Bluff, affording good shelter from the E wind and swell prevailing in Hawke Bay.

The main berths and port facilities are situated around the harbour. The area off the berths provides a turning basin which is maintained by continual dredging.

Natural conditions

9.237

1 **Current.** A current has been reported to set in a NE direction at a rate of up to 1 kn across the entrance to Breakwater Harbour, when SE conditions prevail. This set appears to be unrelated to tides and cannot be accurately predicted. It has the effect of hindering the turn to port into the harbour, as the bow passes into slack water.

2 **Swell.** A swell is sometimes felt in the harbour but this has been greatly reduced by the construction of the breakwater. Hurricane hawsers, tensioned by a tractor and a purchase system on the wharf, are provided by the Port Authority to counter the surge. In certain weather conditions the surge may make conditions alongside untenable.

Climatic table. See 1.155 and 1.159.

Directions for Breakwater Harbour and Napier Roads

(continued from 9.207 and 9.208)

Northern approach

9.238

1 **Northern Leading Lights:**

Front light (white post, green stripe, 18 m in height) (39°26′·9S, 176°52′·2E), exhibited on the W shore of Napier Roads.

Rear light (white beacon, red stripe) (2¼ cables WSW of front light).

2 From No 2 pilot boarding position (39°25′·1S 176°58′·6E), the alignment (249¾°) of these lights leads WSW through Hawke Bay, passing:

Napier Breakwater Harbour from Bluff Hill (9.236)

(Original dated 1999)

(Photograph – Captain G Bird, mv Doulos)

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Northern and Southern Leading Lights (9.238)

(Original dated 1999)

(Photograph – Captain G Bird, mv Doulos)

NNW of a light-buoy (N cardinal) (39°25′·8S, 176°57′·5E), marking the NE end of Pania Reef. The reef consists of a line of below-water rocky outcrops, about 2½ miles long, extending NE/SW. Thence:

NNW of Pania Rock (39°26′·7S, 176°56′·8E), which breaks in a low swell.

9.239

1 **Approach direction light.** The white sector (188°–191°) of a direction light (pink tower, white band, 4 m in height) (39°28′·7S, 176°54′·5E), situated on the shore W of Breakwater Harbour, leads to the dredged entrance channel, passing (with positions from the light):

Close E of a light-buoy (special) (2·6 miles N), thence:

W of Pania Rock (2·4 miles NE), thence:

W of a light buoy (S cardinal) (1½ miles NE), marking the SW end of Pania Reef, thence:

W of a light-buoy (pillar) (1· 2 miles NE).:

2 Thence the track leads to a position midway between A Light-buoy (starboard hand) (8 cables N) and B Light-buoy (port hand) (8 cables NNE), moored at the outer end of the entrance channel.

Caution. The direction light-tower may not be easy to identify.

9.240

1 **Breakwater Harbour Leading Lights:**

Front light-beacon (red triangle, point up) (39°28′·5S, 176°54′·8E).

Rear light-beacon (red triangle, point down) (1¾ cables S of front light-beacon).

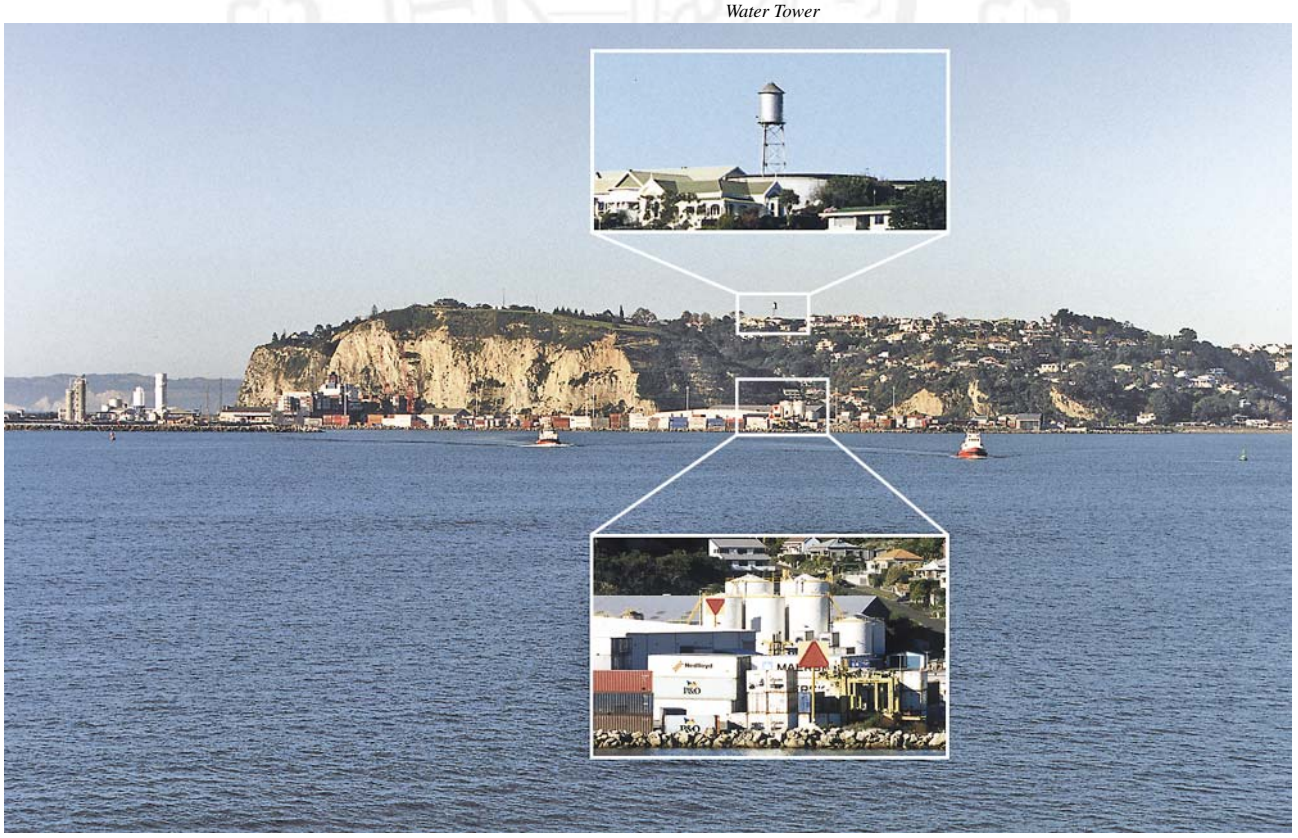
The alignment (168°) of these lights, situated on the reclaimed land W of Breakwater Harbour, leads through the outer part of the entrance channel, passing (with positions from the front leading light):

2 E of C Light-buoy (starboard hand) (2¾ cables NW), thence:

W of mole head (2½ cables NE), from which a light (white metal tower, 7 m in height) is exhibited, which is difficult to see at night against shore lighting.

Lights in line. The alignment (171°) of a pair of lights (39°28′·5S, 176°54′·7E) exhibited from reclaimed land W of Breakwater harbour indicates the W limit of the dredged Breakwater Harbour approach channel.

Inner direction light. The white sector (107°– 116°) of a direction light (tower, floodlit) (39°28′·4S, 176°55′·3E)



Breakwater Harbour Entrance and Leading Lights from N (9.240)

(Original dated 1999)

(Photograph – Captain G Bird, mv Doulos)

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leads ESE into the turning basin of Breakwater Harbour, passing SSW of the breakwater head.

3 **Caution.** At night, the light-buoys are sometimes difficult to see against shore lighting.

Southern approach

9.241

1 **Southern Leading Lights:**

Front light (pink tower, white band) (39°27′·0S, 176°52′·2E).

Rear light (white beacon, red stripe) (1¾ cables WNW).

2 From No 1 pilot boarding position (39°28′·1S 176°58′·9E), the alignment (282°) of these lights leads WNW through Hawke Bay into Napier Roads. A conspicuous clump of trees (Chart NZ 571) is on the alignment of the leading lights. By day, in hazy conditions, the trees, on the skyline, may be more easily seen from a distance than the low-lying light-structures. The track passes (with positions from Bluff Hill (39°28′·7S, 176°55′·0E)):

3 SSW of a wave rider light-buoy (special) (1½ miles NE), thence:

Close SSW of a light-buoy (S cardinal) (about 1½ miles NE), marking the SW end of Pania Reef, thence:

NNE of a light (white mast, 4 m in height) (5¾ cables NNE) exhibited from the breakwater, but which is difficult to see at night against shore lighting, thence:

NNE of B Light-buoy (port hand) (8¼ cables N), which may be difficult to see at night against shore lighting.

4 Thence the track leads SSW into Breakwater Harbour (9.240).

Caution. The swell prevalent in Hawke Bay builds up considerably as it passes the SW end of Pania Reef and may affect the steering of small vessels inward bound.

(Directions for Inner Harbour are given at 9.249)

Berths

Alongside berths

9.242

1 Five wharves of concrete construction are available in Breakwater Harbour. Particulars of berths, listed from E to W, are:

Name, number and notes	*Max. length of vessel (m)*	*Maximum draught (m)*
No 1 Wharf (Cassidy Quay)	250	11·0
Higgins Wharf (No 2)		
(longer vessels may berth	190	11·0
with permission)	190	11·0
N berth		
S berth (Ro-Ro berth)		
A Wharf	82	5·5
Geddis Wharf (No 3)		
E side	158	9·2
W side	168	9·7
East Jetty	25	-
Herrick Wharf (No 4)		
E side	180	9·0
W side	190	9·8
West Jetty	20	-
Kirkpatrick Wharf (No 5) (Ro-Ro and container berth)	250	11·0

Port services

Repairs

9.243

1 Major repairs, and limited underwater repairs, can be effected; divers are available for inspections.

Other facilities

9.244

1 Compass adjustment; issue of deratting exemption certificates; refuse collection; no facilities for reception of oily waste; salvage equipment; hospital.

Supplies

9.245

1 Fresh water; provisions; fuel and lubricating oil.

Communications

9.246

1 Internal air service from airport distant 5 km.

Regulations

9.247

1 **Tankers.** Side connections are to be used. Discharge of cargo is permitted at night.

Small craft

Inner Harbour

9.248

1 **General information.** Inner Harbour, part of the port of Napier, is situated 1 mile W of Breakwater Harbour. It is used by a local fishing fleet and pleasure craft and contains a privately owned slipway. The harbour is entered by a narrow channel, 30 m wide, over a bar with a least depth of 2·4 m which is dangerous with swell. It opens out to a maximum width of 2 cables and is bounded, on the W, by a road bridge.

2 **Port Authority** is Napier City Council represented by the Inner harbour Manager. Postal address: Private Bag 6010, Napier.

9.249

1 **Directions.** Local knowledge is required for entry to Inner Harbour which is entered from Napier Roads on a line of leading lights:

Front light (yellow diamond) (39°29′·1S, 176°53′·5E), exhibited at the S end of West Quay.

Rear light (yellow diamond) (1 cable S of front light), exhibited on the white roof of a shed.

The alignment (191°) of these lights leads into the harbour entrance, passing (with positions from the front leading light):

2 W of East Pier (5 cables NNE), from which a light is exhibited from a blue hut, thence:

E of two drying rocks (4¾ cables N), thence:

E of a light-beacon (green wooden pile) (4½ cables N) marking a line of broken piles, some of which cover at HW, thence:

W of a boulder bank on the E side of the entrance channel.

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Caution. The rear leading light may be obscured by containers stacked in the vicinity.

3 From abreast the W entrance point of the harbour (3 cables NNE) the channel curves SE towards Iron Pot basin and the N end of West Quay on a line of leading lights:

Front light (orange diamond on pole) (39°28′·9S, 176°53′·7E), on the S side of the entrance to Iron Pot.

Rear light (orange diamond on pole) (40 m SE of front light), on the corner of a shed.

4 The alignment (143½°) of these lights passes close SW of the inner end of the boulder bank on the E side of the entrance channel.

9.250

1 **Berths** are available as shown on the chart:

In Iron Pot basin and alongside a jetty on the E end.

At West Quay which is 381 m long with depths alongside of 3·0 m.

At Napier Sailing Club jetties and yacht moorings.

At two jetties on the N side, W of the entrance.

Services:

Slip on N side of W part of harbour with a lifting capacity of 120 tonnes.

Slip at Napier Sailing Club.

2 **Facilities** include ramps situated around the harbour, as shown on the chart, and Napier Sailing Club, on the SW side of the harbour.

Supplies. Fuel at West Quay.

CAPE KIDNAPPERS TO BLACKHEAD POINT

General information

Charts NZ 56, NZ 57

Route

9.251

1 From a position SE of Cape Kidnappers (39°39′S, 177°06′E) the coastal route leads SSW for about 36 miles to a position ESE of Blackhead Point (40°13′S, 176°47′E)

Topography

9.252

1 Between Cape Kidnappers and Te Wainohu, 12½ miles SSW, the coast is formed by a sandy beach backed by hills. Thence to Blackhead Point (40°13′S, 176°47′E), a distance of about 25 miles, it consists of hills with cliffs and beach, in places.

Principal mark

9.253

1 **Landmark:**

Prominent white pinnacle rock (39°38′·5S, 177°05′·9E), elevation 41 m, situated close off Cape Kidnappers.

Directions

(continued from 9.196)

9.254

1 **Caution.** Areas of the coast between Cape Kidnappers (39°39′S, 177°06′E) and Blackhead Point, 34 miles SSW, are unsurveyed and vessels should remain at least 1½ miles offshore.

From SE of Cape Kidnappers the route leads generally SSW, passing (with positions from Cape Kidnappers):

ESE of Mercia Rock (1¼ miles S), thence:

ESE of a 12·5 m depth (7 miles SSW), thence:

2 ESE of Bare Island (Motuokura) (12 miles SSW) (9.255), elevation 105 m, and a dangerous rock, 6 cables SE, which breaks, thence:

ESE of Hinemahanga Rocks (19 miles SSW), thence:

ESE of Paoanui Point (28 miles SSW) and a shoal extending about 2¼ miles SE, to the vicinity of Tuingara Point, 3 miles S.

Thence the track leads to a position ESE of Blackhead Point (40°13′S, 176°47′E) from which a light (white tower, 5 m in height) is exhibited and, from which, a reef extends about 2 miles S.

(Directions continue at 9.261)

Small craft

Bare Island

9.255

1 **Anchorage** can be obtained, with local knowledge, off the W side of Bare Island (39°50′S, 177°02′E), where there is a narrow channel with a least charted depth of 7·6 m, between rocks on both sides. From N, the channel is entered W of a reef with a depth of 7 m over its outer end, 7 cables N of Bare Island. From S it is entered E of Capstan Rock, which is not named on the chart, 6 cables WSW of Bare Island, 1·5 m in elevation.

BLACKHEAD POINT TO CAPE PALLISER

General information

Charts NZ 57, NZ 58

Route

9.256

1 From Blackhead Point (40°13′S, 176°47′E) to Cape Palliser (41°37′S, 175°17′E), about 108 miles SW, the coastal route passes seaward of areas of uncharted coast and numerous charted dangers, which lie up to 3 miles offshore, in depths of less than 35 m.

Topography

9.257

1 The coast between Blackhead Point and Cape Palliser is generally hilly, and backed by mountains. At Blackhead Point the hills recede and a beach extends 8 miles SW around a bay into the head of which flows Porangahau River. From the SW end of the bay to Cape Turnagain (40°30′S, 176°37′E) there are hills for 11 miles with prominent white cliffs at the S end. Thence to Castle Point (40°54′S, 176°14′E) the coast is rocky, except for sandy beaches at both ends, and backed by grassy hills with small wooded valleys between.

2 Along the coast described above there are some settlements, mostly at the entrances to small unnavigable rivers, and beach resorts. Inland there are mountains up to about 650 m high.

Between Castle Point and Uruti Point (41°08′S, 176°04′E) the high land which backs the coast gradually decreases in elevation. Behind Uruti Point the land is lower and more open than on any other part of the coast between Cape Kidnappers (39°39′S, 177°06′E) and Cape Palliser. From Uruti Point a sandy beach extends 7½ cables SSW, whence the coast is rocky, with cliffs in places, to Flat Point (41°15′S, 175°58′E).

3 From Flat Point the coast is low and formed by a sandy beach for about 3 miles, thence it is rocky to Honeycomb Rock (41°22′S, 175°49′E). Between Honeycomb Rock and

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Cape Palliser, about 28 miles SW, ranges of hills about 300 m high generally run parallel to the coast, presenting a succession of level table steps which increase in elevation towards Cape Palliser, and terminate at the S end of the high, steep and bare Aorangi Range. Along this coast there are some scattered settlements, mostly at the entrances to small unnavigable rivers, and beach resorts. Inland there are mountains up to about 900 m high.

Exercise area

9.258

1 **Submarines** exercise in an area SSW of Cape Palliser. Details are given in *Annual Summary of New Zealand Notices to Mariners Nos 5 and 8*.

Natural conditions

9.259

1 **Flow.** See 9.6.

Gales from NW are common between Blackhead Point and Cape Palliser. Beginning with a N wind the squalls blow out of valleys along the coast with great violence. When the wind backs it usually moderates but soon afterwards pressure rises and SW and S gales follow. These conditions may be dangerous for small craft. As there is no shelter from onshore winds only experienced mariners with thorough local knowledge should attempt to navigate this part of the coast.

Principal marks

9.260

1 **Landmarks:**

Cooks Tooth (40°22′S, 176°37′E) which is a prominent rocky outcrop on a high ridge.

White cliffs (40°28′S, 176°38′E).

Cape Turnagain (40°30′S, 176°37′E), a cliff projection, 284 m in elevation, which appears as a conspicuous white bluff from N and as a tableland from S.

Patch of drifting sand (40°46′S, 176°17′E), about 215 m high, which is conspicuous.

2 White building (41°14′·0S, 175°57′·5E) in Flat Point settlement.

White building (41°19′·2S, 175°50′·7E) in Glenburn settlement.

Major lights:

Castle Point Light (white tower, 23 m in height) (40°54′S, 176°14′E), exhibited from the N end of Reef Island.

Cape Palliser Light (41°37′S, 175°17′E) (4.49), exhibited from Rocky Point, 6 cables E of Cape Palliser.

Directions

(continued from 9.254)

9.261

1 **Caution.** The majority of the coast inshore between Blackhead Point (40°13′S, 176°47′E) and Cape Palliser (41°36′·8S, 175°17′·4E) is unsurveyed, as shown on the chart, and should not be approached closer than 2 miles without local knowledge. Owing to the pinnacle nature of the bottom between Castle Point Light (40°54′S, 176°14′E) and Cape Palliser it cannot be certain that all dangers have been discovered. Deep-draught vessels navigating off this coast should keep in depths more than 55 m. Surface disturbance or an unusual sounding may indicate an uncharted danger.

Blackhead Point to Castle Point

9.262

1 From a position ESE of Blackhead Point the coastal route leads SSW, passing:

ESE of a reef extending about 2 miles S of Blackhead Point.

ESE of Cape Turnagain (40°30′S, 176°37′E) (9.260).

Thence the track leads SW, passing (with positions from Castle Point Light):

2 SE of Coast Bluff (22½ miles NE), thence:

SE of a rock (18 miles NNE), awash, thence:

SE of a 9·4 m shoal (3 miles NNE).

Thence the track leads to a position SE of Reef Island, 49 m high, not named on the chart, from which Castle Point Light is exhibited. Castle Point, a bluff, 161 m in elevation, which has the appearance of a square tower at the end of a low point from S, stands 1 mile SW.

Castle Point to Cape Palliser

9.263

1 From the vicinity of Castle Point the coastal route leads SSW, passing (with positions from Honeycomb Light (41°20′·6S, 175°49′·7E)):

ESE of a bank which extends 1½ miles SSE of Castle Point with a depth of 12·2 m over the S end, thence:

ESE of Uruti Point (16¾ miles NE), a low triangular-shaped bluff off which there are a number of dangerous rocks, thence:

Clear of a 25 m bank (17 miles NE), thence:

2 ESE of a rock (14½ miles NE), awash, thence:

ESE of a rocky ledge off Flat Point (8 miles NE), which is a low point with a short sandy tongue extending from it, thence:

ESE of two dangerous rocks (4 miles NE and 3 miles NE respectively), thence:

ESE of a rocky shoal extending about 2½ miles ENE and ESE from Honeycomb Light (white metal column, 4 m in height). A white rectangular daymark, 2 m in height, stands in front of the light-structure.

3 From the vicinity of Honeycomb Light the track leads SW, passing (with positions from Honeycomb Light):

SE of Kahau Rocks (2 miles ESE), thence:

SE of Honeycomb Rock (1½ miles SW), which is a high limestone rock, reported to give good radar echoes, situated on the foreshore. There is a stranded wreck beside the rock. Thence:

SE of a 14·3 m shoal (2½ miles SSW), thence:

SE of Tokorakau Reef (7½ miles SW), awash, thence:

SE of an 18·9 m bank (10 miles SW), and a 20 m patch, 1 mile farther SW, thence:

4 SE of monument (14 miles SW), elevation 134 m, at Te Awaiti, standing above the E entrance point of Oterei River, thence:

Clear of a bank (20 miles SW), with a depth of 18·3 m over the N end, thence:

SE of Te Kaukau Point (41°34′·4S, 175°25′·9E).

Thence the track leads ESE, passing (with positions from Te Kaukau Point):

SSE of White Rock (2 miles W), thence:

5 SSE of Te Rakauwhakamataku Point (3¼ miles W), thence:

SSE of Cod Rocks (5 miles WSW).

Thence the track leads WSW to a position about 6 miles S of Cape Palliser (41°37S, 175°17′E), off which a spit,

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with depths less than 20 m over it, extends 1¾ miles S. There are strong tide-rips in the vicinity of the spit.

Useful marks

9.264

1 Mount Percy (40°49′S, 176°15′E), elevation 472 m.
Mount Adams (41°19′S, 175°46′S), elevation 662 m, which can be distinguished from higher mountains behind it by its conical summit.
Mount Barton (41°33′S, 175°20′E), the highest of the S summits of Aorangi Range.

(Directions for coastal route W of Cape Palliser are given at 4.103 and for coastal route E of South Island at 10.20)

(Directions for offshore route E of South Island are continued at 10.14)

Small craft anchorages and landing places

Porangahau River

9.265

1 Porangahau River (40°15′S, 176°42′E) can be entered by boat through a channel, which is fringed in places by mangroves and passes beneath a road bridge. Local knowledge is required as the entrance is liable to change.

Whangaehu

9.266

1 **Landing,** which is good, can be effected in the lee of a reef (40°24′·2S, 176°38′·2E) at Whangaehu, about 5½ miles N of Cape Turnagain.

Mataikona River

9.267

1 **Landing** can be made by surf-boat about 5 cables S of the entrance to Mataikona River (40°47′S, 176°16′E).

Castle Point

9.268

1 **Anchorage** can be obtained, during winds from SSW through W to NNW, in a small bay about 2 cables NW of Castle Point Light (40°54′S, 176°14′E) in a depth of 7 m. The bay must be vacated if the wind backs from SSW.

Tidal levels. Mean spring range about 1·2 m; mean neap range about 1·0 m. See the relevant *Admiralty Tide Tables* for the latest information.

Landing for boats is available near the E end of a wooden causeway, constructed on a drying sandspit, which connects Reef Island (40°54′S, 176°14′E) to the coast W.

Honeycomb Light

9.269

1 **Anchorage,** with shelter from N winds, can be obtained by small vessels in the area between Honeycomb Light (41°20′·7S, 175°49′·6E) and Kahau Rocks, 1¾ miles SE. Local knowledge is necessary and vessels must leave the anchorage on the first indication of S winds.

Oterei River

9.270

1 **Boats** can shelter in a harbour near the mouth of Oterei River (41°29′·2S, 175°34′·5E). Anchorage cannot be found in this vicinity during fresh winds.

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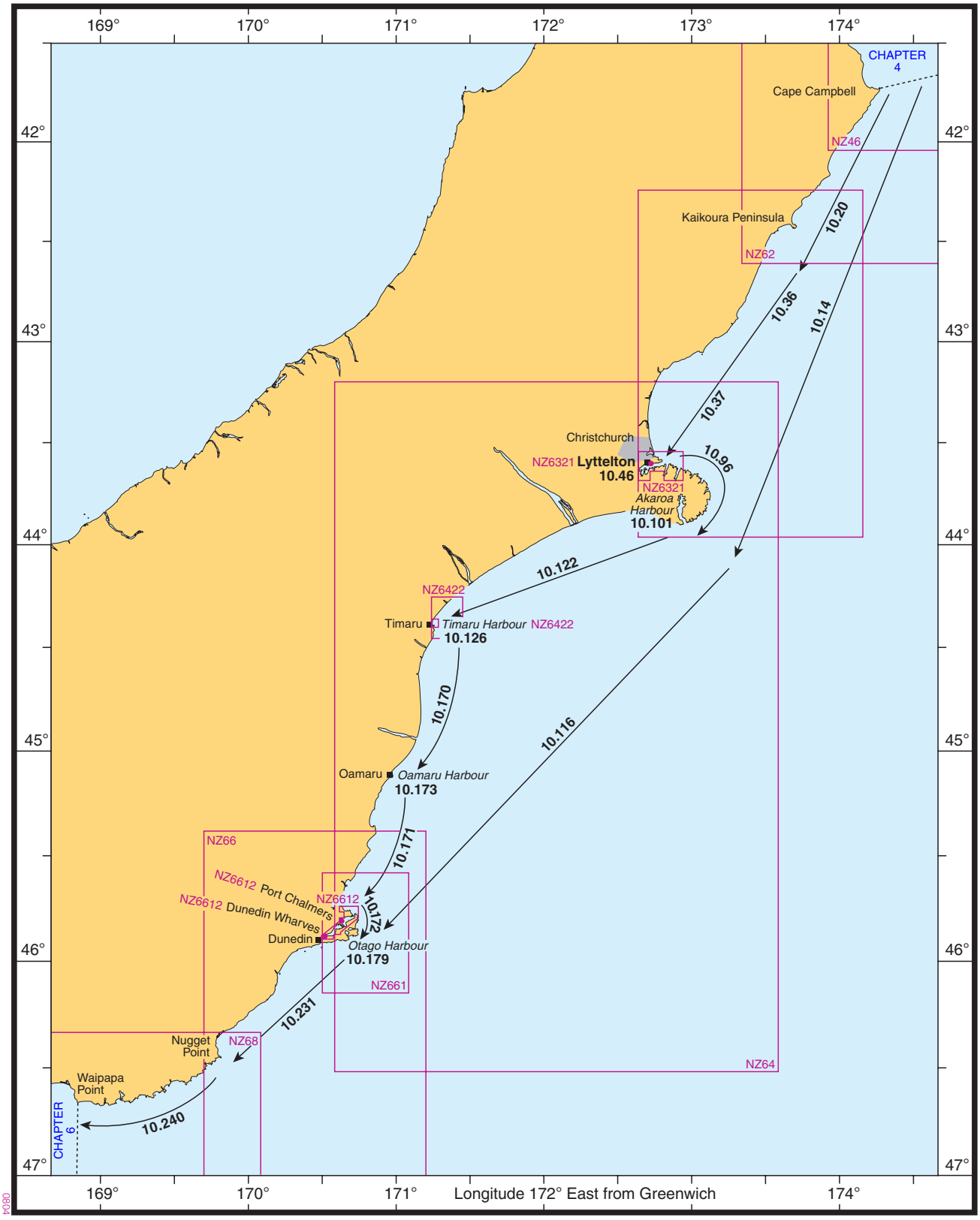
Chapter 10 - East coast of South Island



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CHAPTER 10

EAST COAST OF SOUTH ISLAND

GENERAL INFORMATION

Chart 4648

Scope of the chapter

10.1

1 In this chapter are described the waters off the E coast of South Island, from the S entrance to Cook Strait, between Cape Campbell (41°44′S, 174°17′E) and Cape Palliser (41°37′S, 175°17′E), and Waipapa Point (46°40′S, 168°51′E), at the entrance to Foveaux Strait. The description includes an offshore route between Cook Strait and Otago Peninsula (45°50′S, 170°40′E) (10.14 and 10.116), and the ports, harbours and anchorages along the coast, of which the more important are:

2 Lyttelton Harbour (43°36′S, 172°49′E) (10.46).
Timaru Harbour (44°23′S, 171°16′E) (10.126).
Otago Harbour (45°47′S, 170°43′E) (10.179) in which are Port Chalmers and the port of Dunedin.

The chapter is divided into the following sections:
Cook Strait to Banks Peninsula (10.8).
Banks Peninsula to Otago Peninsula (10.112).
Otago Peninsula to Foveaux Strait (10.223).

Topography

10.2

1 The N part of the coast, between Cape Campbell and Waipara River (43°09′S, 172°48′E) is backed by mountains which reach the coast, in places, thence the coast is backed by plains as far as Otago Harbour, except for Banks Peninsula (43°45′S, 172°55′E) (10.91). The remainder of the coast is generally low, except for Otago Peninsula (10.224), but backed by high land until the vicinity of Waipapa Point is reached.

Shelter

10.3

1 Except for a few places suitable for coasting vessels or small craft, the only shelter from onshore winds is in the main harbours, or anchorages around Kaikoura Peninsula and Banks Peninsula.

Diving

10.4

1 Recreational diving is frequent in the following areas:
Needles Point (41°52′S, 174°10′E).
Kekerengu settlement (42°00′S, 174°00′E).
Kaikoura Peninsula (42°25′S, 173°42′E).
Gore Bay (42°52′S, 173°19′E).
Motunau Island (43°04′S, 173°05′E).
Le Bons Bay (43°44′S, 173°07′E).
Pompeys Pillar (43°51′S, 173°05′E).
Te Oka Bay (43°52′S, 172°47′E).
Karitane Point (45°39′S, 170°40′E).

Flow

10.5

1 **Current** which flows generally NE along the coast is almost constant off the E extremity of Banks Peninsula. Between Cape Campbell and the peninsula a N set will usually be experienced but, occasionally off this part of the coast and also between Moeraki Peninsula (45°22′S, 170°52′E) and Otago Harbour, 25 miles SSW, the current has been found to set S. For a distance of 20 miles S of Cape Campbell and seaward as far as about the 200 m depth contour, a SE set up to 1½ kn may be experienced; it has been suggested that a bottom current is forced to the surface between that contour and the coast, and turned back.

2 The rate of current in summer in the open sea may sometimes be as much as 1½ kn, especially after strong S winds, with rates up to 2 kn off Banks Peninsula; in winter, the maximum is about 1 kn. Near the coast greater rates may occur locally.

Tidal streams set N with a rising tide and S with a falling tide at rates of about 1½ kn. Inshore, between Cape Campbell and Banks Peninsula, they attain a rate of about 1½ kn.

General directions

10.6

1 Owing to the exceptional pinnacle formation of the bottom off the E coast of South Island it cannot be certain that all dangers have been discovered. Deep-draught vessels off recommended or recognised routes are advised to keep in depths of more than 50 m. Mariners navigating sparsely sounded areas, of which they do not have local knowledge, should exercise caution, particularly when approaching the coast in depths of 50 m or less. A lookout should be kept for surface disturbances or unusual soundings which may indicate a potential danger.

2 Since no indication of the S sets mentioned at 10.5 can be obtained from meteorological or other conditions, care should be exercised when navigating between Cape Campbell and Banks Peninsula and between Moeraki Peninsula and Otago Harbour. The N coasts of peninsulas and promontories should always be approached with caution.

Reporting system

10.7

1 A voluntary code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

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COOK STRAIT TO BANKS PENINSULA

GENERAL INFORMATION

Charts NZ 62, NZ 63

Area covered

10.8

1 This section describes the waters to the E of South Island, S of the S entrance to Cook Strait between Cape Campbell (41°44′S, 174°17′E) and Cape Palliser (41°37′S, 175°17′E) and the Banks Peninsula (43°45′S, 172°55′E).

The section is arranged as follows:

Offshore passage to Banks Peninsula (10.11).
Cape Campbell to Haumuri Bluffs (10.15).
Haumuri Bluffs to Lyttelton Harbour (10.31).
Lyttelton Harbour (10.46).
Lyttelton Harbour to Akaroa Harbour (10.90).

Exercise area

10.9

1 Submarines exercise off the S entrance to Cook Strait in an area extending S and E from position 41°45′S, 175°00′E. See *Annual Summary of NZ Notices to Mariners.*

Regulations

10.10

1 **Wildlife sanctuary** is established on Motunau Island (43°04′S, 173°05′E); see 1.51 for regulations.

OFFSHORE PASSAGE TO BANKS PENINSULA

General information

Charts NZ 62, NZ 63

Routes

10.11

1 From positions in the S entrance to Cook Strait (41°41′S, 174°44′E) and S of Cape Palliser (41°37′S, 175°17′E), offshore routes lead SSW, in deep water clear of charted dangers, to a position SE of the entrance to Akaroa Harbour (43°49′S, 172°56′E) on Banks Peninsula.

Principal marks

10.12

1 **Landmark:**

Cape Campbell Lighthouse (41°43′·8S, 174°16′·5E) (4.260).

Major lights:

Cape Palliser Light (41°36′·8S, 175°17′·4E) (4.49), exhibited from Rocky Point.
Cape Campbell Light (4.260).
Steep Head Light (43°45′S, 173°08′E) (10.94).

Other aid to navigation

10.13

1 **Radiobeacon:**

Radiobeacon 4 cables S of Cape Campbell Light.

See *Admiralty List of Radio Signals Volume 2* for details.

Directions

(continued from 4.13 and 9.264)

10.14

1 Attention is drawn to the general directions at 10.6.

From a position in the vicinity of 41°41′S, 174°44′E, the offshore route from Cook Strait leads SSW to a position ESE of Cape Campbell (41°43′·8S, 174°16′·5E) where it is joined by the offshore route leading SW from a position S of Cape Palliser (41°37′S, 175°17′E).

The track then leads SSW, passing ESE of East Head (43°46′S, 173°08′E), the E point of Banks Peninsula, to a position SE of the entrance to Akaroa Harbour (43°49′S, 172°56′E). The chart is sufficient guide.

2 The appearance of the peninsula as an apparently isolated piece of land is so remarkable that there is no possibility of the mariner mistaking his position when in the vicinity; approaching at night, without radar, confidence can be derived from the fact that a bank, with depths gradually decreasing from less than 100 m, extends about 30 miles E and 20 miles NE from East Head, a feature almost peculiar to the E side of South Island.

(Directions for the offshore route continue at 10.116 and for coastal route SW of Akaroa Harbour at 10.122)

(Directions for Lyttelton Harbour are given at 10.74)

CAPE CAMPBELL TO HAUMURI BLUFFS

General information

Chart NZ 62

Route

10.15

1 From Cape Campbell (41°44′S, 174°17′E) to Haumuri Bluffs (42°33′S, 173°31′E), about 60 miles SSW, the coastal route passes seaward of a number of dangers charted within 1½ miles of the coast.

Topography

10.16

1 From the vicinity of a hill (321 m in elevation) (41°48′S, 174°10′E), 6½ miles SW of Cape Campbell, a limestone ridge extends to the entrance to Flaxbourne River, 2½ miles SSE. Weld Cone stands about 6 cables WSW of the river entrance. Between the entrances to Flaxbourne River and Clarence River (42°10′S, 173°56′E), a distance of about 22 miles, the coast consists of sand and shingle beaches, with rocky points, inland from which the ground generally rises steeply. Clarence River is obstructed by a sandbank. The settlement of Clarence lies at the foot of a cliff, 1 mile N of the river entrance, with an airfield, not charted, on low ground to the SE. From the entrance to Clarence River to Waipapa Point, 3½ miles SW, the coast is sandy beach backed by sand dunes.

2 Inland Kaikoura Range and Seaward Kaikoura Range rise within the coast between Cape Campbell and Kaikoura Peninsula (42°25′S, 173°42′E), about 50 miles SSW. Both ranges are lofty and snow-clad, with numerous sharp and rugged peaks. Inland Kaikoura Range, the higher, rises to nearly 3000 m, midway and about 14 miles inland. Seaward Kaikoura Range reaches the coast at Waipapa Point (42°13′S, 173°52′E). In places, steep spurs descend from the mountains giving the coast a bold and rugged appearance.

3 From Waipapa Point to the entrance to Hapuku River, 9½ miles SW, the coast is fringed with rocks. The coast S of Hapuku River is backed by the suburbs of the town of Kaikoura, 5 miles SSW, situated on the NE side of the root of Kaikoura Peninsula behind a sandy beach. The suburbs stand on a plain which extends W from the town to the foothills of the Seaward Kaikoura Range and to Kowhai River. By contrast, Kaikoura Peninsula is a tongue of moderately high land, comprising cliffs and hummocks.

4 Between Kaikoura Peninsula and Pinnacle Rock (42°27′S, 173°35′E), about 5 miles WSW, there is a sandy beach around the head of Gooch Bay. From Pinnacle Rock

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to Haumari Bluffs, 7 miles SSW, the coast is steep and bush-covered.

Natural conditions

10.17

1 **Current.** See 10.5 and information on the charts. Off Kaikoura Peninsula the usual set is N at a rate from ¾ to 1½ kn, but generally stronger on approaching the coast. The S-going current sometimes experienced has a rate of about 1 kn. Rates are increased by about 1 kn within 3 miles of the peninsula.

2 **Tidal streams.** See 10.5. Rates are generally influenced by the prevailing winds. Within 3 miles of Kaikoura Peninsula they are increased by about 1 kn.

Swell from NE rolls into Ingles Bay, on N side of Kaikoura Peninsula, and is said to be a sure sign of NW weather in Cook Strait.

Principal marks

10.18

1 **Landmarks:**

Cape Campbell Lighthouse (41°43′·8S, 174°16′·5E) (4.260).

Ben More (41°55′S, 174°00′E) a mountain, steep and in places precipitous, bush-covered on the SW side.

Major light:

Cape Campbell Light (4.260).

Other aid to navigation

10.19

1 **Radiobeacon:**

Radiobeacon 4 cables S of Cape Campbell.

Directions

(continued from 4.262)

10.20

1 Attention is drawn to the general directions at 10.6. Kelp extends as much as 1¼ miles offshore into depths of 18 m outside foul ground bordering the coasts, for a distance of about 5 miles SSW from Cape Campbell (41°44′S, 174°17′E) to the entrance to Flaxbourne River (10.21).

From a position E of Cape Campbell the coastal route leads SSW passing:

2 ESE of Shepherdess Reef (41°45′S, 174°18′E), the SE extremity of foul ground around Cape Campbell, thence:

ESE of a 5·5 m rocky patch (41°49′S, 174°15′E), position approximate, off Long Point.

Thence the track leads SW, passing (with positions from Clarence River estuary (42°10′S, 173°56′E)):

SE of Chancet Rocks (23 miles NE), thence:

SE of Needles Point (21 miles NE), thence:

3 SE of Blue Slip (13 miles NE), a cliff, 91 m in elevation, and Willawa Point, close NE, thence:

SE of the entrance to Clarence River which is narrow between low sandspits. The river valley, winding through high wooded gorges, shows well from seaward. Thence:

SE of Waipapa Point (4 miles SW) and a dangerous rock, 1 mile SSW, thence:

SE of the entrance to Hapuku River (13 miles SW), spanned close within by a long railway bridge.

4 Thence the track continues SSW around Kaikoura Peninsula, passing (with positions from Point Kean (42°25′·4S, 173°43′·0E)):

SE of Davidson Rocks (1¾ miles NNW), situated on the N side of the approach to Ingles Bay, thence:

SE of Point Kean from which a light (yellow tower, 4 m in height) is exhibited, and clear of charted dangers extending up to 6 cables from the coast around Kaikoura Peninsula, thence:

5 SE of Atia Point (1½ miles SW), situated on the SE side of the approach to South Bay, thence:

SE of Gooch Bay (3 miles W), thence:

SE of Pinnacle Rock (6 miles WSW), thence:

SE of Rileys Lookout, two islets (7½ miles WSW), thence:

SE of two rocks (elevation 3 m) (10¼ miles SW), off Oaro settlement, where the coastal road turns inland.

Thence the track leads to a position SE of Haumuri Bluffs (12 miles SW), which are high and bare.

Caution. Mariners without recent local knowledge should only approach Kaikoura Peninsula during daylight and in good visibility.

(Directions continue at 10.36)

Anchorages and landing places

Flaxbourne River

10.21

1 **Anchorage** can be obtained about 4 cables E of the entrance to Flaxbourne River (41°51′S, 174°11′E), known locally as Ward Beach, in depths from 15 m to 18 m. In moderate weather and with offshore winds temporary anchorage can be found in depths from 9 to 11 m within the line of reefs NE and SW of the river entrance. Local knowledge is required.

Landing can be made by boat in fine weather NE of the entrance, sheltered by Chancet Rocks.

Waipapa Point

10.22

1 **Landing** can be effected on Waipapa Point (42°13′S, 173°52′E). Two white streaks in wooded cliffs indicate the landing place.

Haumuri Bluffs

10.23

1 Small coasting vessels can shelter close N of Haumuri Bluffs (42°33′S, 173°31′E), behind reefs which extend 4 cables NE from the NE extremity of the bluffs. Local knowledge is required.

Kaikoura Harbour

Charts NZ 6212 (see 1.19)

General information

10.24

1 **Position.** Kaikoura Harbour is situated on the NE and SW sides of Kaikoura Peninsula (42°25′S, 173°42′E).

Function. A fishing fleet operates out of the harbour and much of New Zealand's crayfish catch is packed in Kaikoura, situated at the head of Ingles Bay (10.28).

Port limits are the arc of a circle, radius 3 miles, centred on the summit of Kaikoura Peninsula, as shown on the chart.

2 **Approach and entry.** North Wharf (42°24′·8S, 173°42′·2E), the main wharf in Ingles Bay on the NE side of Kaikoura Peninsula, is approached from NE on the alignment of leading lights between numerous dangers.

Port Authority. Canterbury Regional Council, Harbour Master at Lyttelton.

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Limiting conditions

10.25

1 **Depth** alongside North Wharf is 3 m, with greater depths in the approach.

Tidal levels. Mean spring range about 1·4 m; mean neap range about 1·4 m. See the relevant *Admiralty Tide Tables* for the latest information.

Swell. Ingles Bay is open to swell from the prevailing NE wind and it is only possible to remain alongside for short periods.

Harbour

10.26

1 **General layout.** Kaikoura Harbour is formed by:

Ingles Bay and Fyffe Cove which lie on the NE side of Kaikoura Peninsula NW and SE, respectively, of Observation Point (42°25′·0S, 173°42′·5E). North Wharf is situated in Ingles Bay and South Wharf in Fyffe Cove.

South Bay and Gooch Bay which form the SW side of Kaikoura Peninsula, SE and NW, respectively, of Baxter Reef (42°25′·8S, 173°40′·7E).

2 **Tidal streams** are weak and variable. Most currents are locally generated by winds or are the result of offshore currents meeting coastal waters. The state of the tide has little effect. See the chart.

Directions for North Wharf

10.27

1 From a position on the coastal route the track to Kaikoura Harbour North Wharf passes NE of the dangers between Point Kean (42°24′·5S, 173°43′·0E), at the NE extremity of Lynch Reef, and Davidson Rocks, 1¾ miles NW. Lynch Reef should be given a wide berth in bad weather, especially from S or SE. Local knowledge is required.

Leading lights:

Front light (42°24′·8S, 173°42′·2E), exhibited from the head of North Wharf.

Rear light (¾ cable SW of front light).

2 From NE of Nine Pin Rock (42°24′·5S, 173°42′·3E) the alignment (221½°) of these lights leads through the approach to North Wharf, passing:

About ½ cable SE of a dangerous rock (4·6 m), 1½ cables NE of Nine Pin Rock.

Thence the track passes ½ cable SE of Nine Pin Rock and close NW and SE of charted dangers lying either side of the track, within 2 cables of the NE end of North Wharf.

Berths

10.28

1 **Ingles Bay** (42°24′·4S, 173°42′·0E) is well sheltered from NNW through W to SE with good holding ground in depths from 11 to 18 m, between 5 cables and 1 mile offshore. The anchorage is open to NE and E gales. With NE gales there is not much sea but with E gales a heavy sea runs into the bay, although it is partly protected by Kaikoura Peninsula and Lynch Reef.

Care should be taken not to anchor near the submarine cable extending E and then NE from 42°23′·4S, 173°40′·8E.

Saint Kilda Rocks. There is good anchorage about 2 cables NE of Saint Kilda Rocks (42°24′·8S, 173°42′·8E), in depths from 6·9 to 20 m, dark sand. See the chart.

2 **Lynch Reef.** Small coasting vessels can obtain temporary shelter from S and SE gales 4 cables NE of Point Kean Light (42°25′·4S, 173°43′·0E), in the lee of Lynch Reef, in depths from 13 to 17 m, sand.

Gooch Bay affords anchorage about 3 cables WNW of Cone Rock (42°25′·9S, 173°40′·5E) sheltered from all winds, except those from SE to S, in depths from 15 to 17 m, sand, good holding ground. See the chart.

3 The alignment (064°) of the following lights exhibited from the E shore of Gooch Bay leads NE through the anchorage to a disused lifeboat station:

Front light (street lamp) (42°25′·4S, 173°40′·9E).

Rear light (street lamp) (1 cable ENE of front light).

New Wharf (42°24′·8S, 173°42′·2E) has about 43 m of berthing space at the outer end. Vessels normally berth on the W side.

Port services

10.29

1 **Facilities:** minor repairs, including slipway; ship chandlers; ramps at various locations are shown on the chart.

Communications. There is an airfield near the settlement of Puketa, distant about 7 km, at the W end of Gooch Bay.

Small craft

10.30

1 **Ingles Bay.** A boat mooring area is located in the SE part of Ingles Bay, close NW of North Wharf.

Fyffe Cove (42°25′·0E, 173°42′·5E) affords anchorage for craft drawing not more than about 2·4 m. The bottom is sand and rocks, and does not afford good holding ground.

Craft 8 m in length, drawing 1·8 m, can berth on South Wharf, standing on the N side of Fyffe Cove. Local knowledge is required.

2 **South Bay Safe Harbour** (42°25′·5S, 173°40′·9E) comprises a wharf and slipway for use by tourist vessels and a coastguard rescue boat. Depth alongside is 0·9 m. Local knowledge is required.

The harbour is approached from WSW, N of Cone Rock (42°25′·9S, 173°40′·5E).

Front mark (black and white post) (42°25′·5S, 173°40′·9E).

Rear mark (orange and yellow on side of house) (60 m ENE of front mark).

3 The alignment (062½°) of the leading marks leads through a channel, passing:

Close NNW of a buoy (starboard hand), 3¾ cables NE of Cone Rock, thence:

Close NNW of Kaikoura South Breakwater Head Light (metal post, black and white bands, 3 m in height), 1 cable farther ENE.

HAUMURI BLUFFS TO LYTTELTON HARBOUR

General information

Chart NZ 63

Route

10.31

1 From Haumuri Bluffs (42°33′S, 173°31′E) to Motunau Island (43°04′S, 173°05′E), about 36 miles SSW, the coastal route passes clear of numerous charted dangers lying up to 4 miles offshore. Thence there are some charted dangers within 1½ miles of the shore as far as Double Corner (43°08′S, 172°50′E). South of Motunau Island the coastal route across Pegasus Bay to Lyttelton Harbour has no charted dangers with the exception of a dangerous wreck, 4½ miles SE of Double Corner.

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2 The recommended routes (10.7) for vessels carrying oil and other potentially harmful bulk liquid cargoes to Lyttelton are:

From N remain at least 5 miles offshore until approaching the pilot boarding position.

From S remain at least 5 miles off Steep Head (43°45′S, 173°08′E) and 3 miles off Long Lookout Point, 6½ miles NNW, thence steer for the pilot boarding position.

Topography

10.32

1 From Haumuri Bluffs to the entrance to Hurunui River (42°55′S, 173°17′E), the coast is generally steep with occasional cliffs, and backed by hills or mountains, for about 45 miles, as far as Double Corner (43°08′S, 172°50′E).

On both sides of the entrance to Conway River, 3½ miles SSW of Haumuri Bluffs, sandy beaches extend for about 1½ miles. Between the S beach and the entrance to Waiau River (42°47′S, 173°22′E), a distance of about 9 miles, the coast is fronted by cliffs about 30 m high.

2 From Waiau River entrance to Gore Bay, 5½ miles SSW, the coast is steep and bare. Thence there is a sandy beach about 7½ cables long, terminating at the N entrance point of Port Robinson (42°53′S, 173°19′E), on which there are pine trees. Between Point Gibson, the SE entrance point of Port Robinson, and the entrance to Hurunui River, 2¼ miles SW, the coast is steep. From Hurunui River entrance to Double Corner, 24 miles SW, the coast is generally cliffs broken by the entrances to some small rivers and sandy beaches and fringed with reefs, in places. Between Motunau River (43°03′S, 173°05′E) entrance and Double Corner, 12 miles WSW, the land behind the coast is steep, covered with tussock and scattered scrub in the gullies.

3 From Double Corner to Lyttelton Harbour, on the N side of Banks Peninsula, the coast is generally low-lying around Pegasus Bay, the shore of which forms the seaward face of the N part of the great Canterbury Plains. Banks Peninsula is mountainous.

4 From Double Corner a sand and shingle beach extends about 27 miles S to the entrance to Heathcote and Avon Estuary (43°34′S, 172°45′E). A number of rivers enter Pegasus Bay through this beach which is backed, as far as New Brighton, on the N side of the estuary, by dunes covered in places with vegetation or pine trees. Waipara River (43°09′S, 172°48′E), the N river, is obstructed by sandbanks and the channel changes frequently. About 9 miles inland from this stretch of coast, an uncharted mountain (43°11′S, 172°33′E), elevation 415 m, rises from Canterbury Plains, its seaward face being covered by forest.

5 Between Sumner Head (43°34′·3S, 172°46′·3E), about 1 mile SE of the entrance to Heathcote and Avon Estuary, and Godley Head, 1¾ miles SE of Sumner Head, the N entrance point of Lyttelton Harbour, the coast is faced with cliffs around a bay at the head of which is a beach called Taylors Mistake (Chart NZ 6321).

Rescue

10.33

1 Lifeboats are stationed on the inner side of Sumner Head (43°34′·3S, 172°46′·3E) (Chart NZ 6321).

Flow

10.34

1 **Current.** See 10.5 and information on the chart. In the offing from Motunau Island, after SSE gales, strong currents setting N are experienced, often attaining a rate of 1½ kn.

2 **Tidal streams.** South East of the entrance to Waiau River (42°47′S, 173°22′E), which flows into the sea about 6 miles SW of a bank on which lie Bushett Shoal and Bushett Rocks, tidal streams have been observed to be very erratic over a 25 hour period. They set SSW along the coast for 5 hours at a rate from 1½ to 2 kn, and then NNE along the coast for the remaining 20 hours, showing no signs of turning. The weather at the time was fine with a slight E breeze.

Principal mark

10.35

1 **Major light:**

Godley Head Light (tower, brown cupola, white base, 6 m in height) (43°35′S, 172°48′E) which, owing to its elevation, may sometimes be obscured by fog.

Directions

(continued from 10.20)

10.36

1 Attention is drawn to the general directions at 10.6.

From a position SE of Haumuri Bluffs (42°33′S, 173°31′E) the coastal route leads SW, passing (with positions from Point Gibson (42°53′S, 173°19′E):

SE of the entrance to Conway River (17½ miles NNE) which flows into the sea through a narrow channel between low flat land, thence:

SE of Bushett Shoal (13½ miles NE), a steep-to patch of rocks with a least depth of 3·6 m over the SW end, thence:

2 SE of Bushett Rocks (12½ miles NE), which are steep-to but marked by kelp, thence:

SE of Waiau River entrance (7 miles NNE) (10.38), the S side of which is formed by Cheviot Hills, which resemble hummocks, thence:

SE of Shag Rock (4¼ miles NNE), situated close to the coast, thence:

SE of Gore Bay (1½ miles NNW), off which the sea has been known to break in depths of 10 m during SE gales, thence:

3 SE of Point Gibson from which a light (red metal tower, white bands, 3 m in height) is exhibited. A depth of 3·6 m is found near the edge of foul ground extending 5 cables ENE from Point Gibson. Thence:

SE of Hurunui River entrance (2¼ miles SW), which lies between the steep S end of Cheviot Hills and a shingle and boulder peninsula, 7½ cables long, and is similar to Waiau River entrance, thence:

4 SE of dangerous rocks off the entrance of Blythe River (3¼ miles SW) and bordering the coast SW, thence:

SE of Sail Rock (6½ miles SSW) which appears white in bright weather, thence:

Clear of a number of shoals and patches (7 miles to 11½ miles SW), with depths from 5·2 to 9·1 m over them, the NE of which is marked by kelp, lying up to 2¼ miles from the coast off Black Birch Creek, noting that the depths are irregular about 5 cables to seaward, thence:

5 SE of a coastal reef (13½ miles SW), thence:

SE of Motunau Island (43°04′S, 173°05′E), the "Table Island" of Captain Cook, which appears white in bright weather, and a reef, extending 1 mile SE.

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Lyttleton – Godley Head from pilot station (10.37)

(Original dated 2004)

(Photograph – J.M. Rendle)

10.37

1 Thence the coastal route continues SW to the entrance to Lyttelton Harbour, passing (with positions from Motunau Island):

SE of shoals, with a least depth of 2·4 m over them, and dangerous rocks, the positions of which can be seen on chart NZ 63, lying up to 1¼ miles from the coast between Motunau River entrance (6 cables N) and Double Corner (12 miles WSW); thence:

2 Clear of a dangerous wreck (43°11′·5S, 172°53′·0E), thence:

SE of Ashley River entrance (20 miles SW), obstructed by islets and banks, which may be recognised by trees on both entrance points; thence:

SE of Waimakariri River entrance (25½ miles SW).

3 Thence the track leads to the Lyttelton pilot boarding position (43°35′S, 172°51′E), 2 miles ENE of Godley Head, a dark red volcanic cliff with a white patch on its face, which forms the N side of the entrance to Lyttelton Harbour. The head has some buildings and trees close W of its summit, from which a light is exhibited (10.35). Adderley Head, 1¼ miles SE of Godley Head, is bold and precipitous and forms the S entrance point to Lyttelton Harbour.

4 **Useful marks:**

Radio mast (42°42′·7S, 173°21′·0E), near the summit of a mountain, 598 m in elevation.

Radio mast (42°48′·5S, 173°20′·0E), near the summit of a mountain, 449 m in elevation.

Radio mast (42°53′·5S, 173°17′·4E), on the SE side of Mount Seddon.

(Directions for Lyttelton Harbour continue at 10.74)

(Directions for the coastal route continue at 10.96)

Anchorages and landing places

Waiau River

10.38

1 **Anchorage** can be obtained off the entrance to Waiau River (42°47′S, 173°22′E), in depths not less than 11 m, as the sea breaks some distance offshore in S and SE breezes.

Port Robinson

10.39

1 **Anchorage** can be obtained for small coasting vessels in Port Robinson. The best berth is in a convenient depth to the N of Point Gibson (42°53′S, 173°19′E). Although exposed to winds from N to SE these are seldom violent.

Vessels may anchor about 5 cables off the beach, N of a rocky shelf, 5 cables NNW of Point Gibson, in a depth of 7 m, sand and clay. Should a S swell set in there is generally fair shelter for about 24 hours, when preparations should be made to leave.

2 **Landing** can be made in a bight on the N side of Point Gibson, on the S side of a ruined slipway. The beach at the head of Port Robinson is comparatively steep and is protected by high land to the S, but is exposed from NE to SE.

Small craft

Waiau River to Gore Bay

10.40

1 **Landing** might be made at the entrances to five streams, where there are shingle beaches, on the coast between Waiau River and Gore Bay, 5½ miles SSW, except when a S sea is running.

Motunau Island

10.41

1 **Anchorage** can be obtained by boats in the lee of Motunau Island (43°04′S, 173°05′E), and in the lee of reefs between the island and the entrance to Motunau River, 6 cables N.

Motunau River

10.42

1 Motunau River may be entered on the alignment of leading lights (43°03′·0S, 173°04′·5E), which are exhibited from masts standing 73 m apart. Local knowledge is required.

Double Corner

10.43

1 **Landing** can be made at Double Corner (43°08′S, 172°50′E) in fine weather.

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Chart NZ 6321

Heathcote and Avon Estuary

10.44

1 **General information.** Heathcote and Avon Estuary (43°33′·8S, 172°45′·0E) lies between the resort towns of New Brighton, on the N, and Sumner, to the S, and the city of Christchurch, to the W. Heathcote River and Avon River enter Pegasus Bay through the estuary, the NW side of which is occupied by oxidation ponds. Elsewhere it is shallow and intersected by narrow tortuous channels. The estuary is much frequented by pleasure craft.

2 **Approach and entry.** The estuary is approached from E and entered over a bar, with a least charted depth of 1·2 m, through channels liable to change.

Tidal streams attain rates of 5 to 6 kn in the entrance to the estuary. The out-going stream causes the sea to break on the bar.

Climatic table for Christchurch see 1.155 and 1.163.

Directions. Local knowledge is essential. The bar should only be attempted at HW, with a smooth sea. Conditions are generally best after SW winds. Breaking seas are often intermittent, permitting entry during a lull.

Adderley Head

10.45

1 **Caution.** Adderley Head (43°36′·2S, 172°49′·6E) (10.37) should be given a wide berth, except in calm conditions, owing to a dangerous backwash from the cliffs.

LYTTELTON HARBOUR

General information

Chart NZ 6321

Position

10.46

1 Lyttelton Harbour (Whakaraupo) (43°36′S, 172°49′E) lies in the SW corner of Pegasus Bay, on the NW side of Banks Peninsula (10.91).

Function

10.47

1 Lyttelton (population about 3000 in 2001), situated on an inner harbour in the middle of the N side of Lyttelton Harbour, is a customs and fishing port. It is the principal port for the Canterbury Region of New Zealand, capital Christchurch (population 316 227 in 2001), which is located about 12 km to the NW. Main commodities traded are:

Exports: coal, dairy products, wool, meat, fish, fruit, timber and manufactured goods.

Imports: petroleum, fertilizers, motor vehicles.

Container trade: 150 000 teu in 2002.

Port limits

10.48

1 Arc of a circle radius 3 miles centred on Adderley Head (43°36′·2S, 172°49′·6E).

Approach and entry

10.49

1 The harbour is approached through Pegasus Bay, between Motunau Island (43°04′S, 173°05′E) and East Head (43°46′S, 173°08′E) of Banks Peninsula.

Entry is between Godley Head (43°35′·3S, 172°48′·5E) and Adderley Head, 1¼ miles SE.

Traffic

10.50

1 In 2003, 909 ship movements were recorded, totalling 18 302 983 dwt.

Port Authority

10.51

1 Lyttelton Port Company Ltd, represented by a Chief Executive Officer.

Postal address: Private Bag 501, Lyttelton.

E-mail address: marketing@lpc.co.nz

Office: Norwich Quay, Lyttelton.

Limiting conditions

Controlling depths

10.52

1 Depths in dredged areas which may not be regularly maintained are:

11·9 m in the approach channel, which is 1 cable wide.

10·5 m in the inner harbour.

The latest depths should be obtained from the Port Authority.

Under keel clearance. Under certain meteorological conditions (1.106), high swell waves can significantly reduce under keel clearance in the approaches to Lyttelton harbour.

Caution. Mariners should proceed with caution when such conditions are experienced.

Deepest and longest berth

10.53

1 Cashin Quay; see 10.78.

Tidal levels

10.54

Mean spring range about 1·9 m. Mean neap range about 1·7 m. See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels

10.55

1 Tsunamis (see 1.50) may affect Lyttelton Harbour. Warning is given by siren from the signal station. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water

10.56

1 Density of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled

10.57

1 Length 300 m; beam 36 m; draught 12·4 m.

Local weather

10.58

1 The prevailing winds are NE and SW. Gales from SW blow out of the harbour with great violence, making access difficult. Winds from NW are gusty and unpredictable.

Climatic table for Christchurch see 1.155 and 1.163.

Arrival information

Port operations

10.59

1 No vessel may enter harbour, nor take up a berth, without instructions from the signal station.

All vessels exempt from pilotage can arrive and sail at any time, subject to draught.

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Vessels subject to pilotage are berthed and sailed at any time subject to draught.

Port radio.

10.60

1 Lyttelton Harbour Radio is located in a signal station (43°36′·5S, 172°43′·5E), situated on the tower of the container terminal administration building, maintaining a VHF and visual watch. For full details see *Admiralty List of Radio Signals Volume 6 (4)*.

Notice of ETA required

10.61

1 Vessels should send ETA, and maximum draught 24 hours and 4 hours before arrival.

Outer anchorages

10.62

1 A vessel awaiting a pilot, and all vessels drawing more than 8·5 m which require to anchor, should do so about 1½ miles NE of Godley Head (43°35′·3S, 172°48′·5E) in depths from 16 to 18 m; see the chart.

Harbour anchorages

10.63

1 **East Part of harbour,** E of a line drawn 022° from a flagstaff on Ripapa Island (43°37′·2S, 172°45′·3E), is generally considered to be a good anchorage but the outer part is somewhat open and at times subject to considerable swell. As the greater part of the bottom is very soft mud, vessels are liable to drag their anchors during strong NE winds. At such times it is recommended to lie at single anchor with 110 to 140 m (4 to 5 shackles) of cable, rather than to moor. A second anchor should always be ready for letting go.

2 **Camp Bay.** With the Port Authority's permission and provided the draught of the vessel does not exceed 8·5 m, anchorage can be obtained off Camp Bay (43°37′S, 172°47′E), with light-beacons (white) (43°37′·4S, 172°46′·8E) in line bearing 195½°. The beacons stand, 46 m apart, at the head of the bay, W of a row of piles. A vessel may anchor W of this line but must not proceed farther W than a line drawn 345° from the rear light-beacon. In fog, or poor visibility, Camp Bay is not to be used by vessels wishing to anchor.

Prohibited anchorages

10.64

1 Anchoring is prohibited:

In the vicinity of a submarine telephone cable laid across the harbour 4 cables within the entrance. The landing place on the N side is indicated by two white patches on a cliff, and on the S side by one white patch.

Within ½ cable of the dredged approach channel leading line (10.75).

In the dredged channel off inner harbour entrance.

W of a line drawn 022° from the flagstaff on Ripapa Island (10.63).

Pilots

10.65

1 The seaward limit of pilotage is E of a line joining Godley Head and Adderley Head.

Pilotage is compulsory for merchant vessels over 500 grt, and 40 m LOA.

Notice for pilot is the same as for ETA.

Pilot boarding position is 2 miles ENE of Godley Head (43°35′·3S, 172°48′·5E); as shown on the chart.

Pilot vessel is an orange launch.

Tugs

10.66

1 Two tugs are available, both equipped with VHF, one for fire-fighting. For berthing, they normally meet a vessel off Parson Rock Light-beacon (43°36′·8S, 172°45′·1). Tug lines are used.

Regulations concerning entry

10.67

1 **Entry.** All vessels must proceed at a moderate speed when passing Cashin Quay (10.78).

Quarantine

10.68

1 See 1.55. Vessels liable to quarantine are required to anchor in the outer anchorage (10.62) while awaiting inspection.

Harbour

General layout

10.69

1 Lyttelton Harbour, formed by the crater of an extinct volcano, extends about 8 miles WSW from the entrance and is about 1 mile wide as far as Lyttelton (43°36′·5S, 172°43′·0E). It then opens out to form a basin about 3 miles wide with depths less than 5 m. From within the entrance a dredged channel leads through the E part of the harbour to Cashin Quay (10.78) and thence to the entrance to Lyttelton port area.

2 The N shore of the harbour, between the entrance and Sticking Point (43°36′·6S, 172°44′·0E), is indented by small bays backed by cliffs rising to a bare tableland on which stands Mount Pleasant, 1¼ miles N. Between Sticking Point and Erskine Point, 1½ miles W, is the port area, which includes the inner port area entered between moles extending from reclaimed land and a marina, close E of Erskine Point.

10.70

1 The S shore is indented by bays in some of which there are berths for small craft and there is anchorage for vessels off Camp Bay (43°37′S, 172°47′E), midway along this shore.

Shallow or drying bays indent the basin forming the W part of the harbour, where there are berths for small craft. Quail Island (Otamahua) (43°37′·7S, 172°41′·5E), tree-covered, lies in the middle of the basin and is joined to the shore SW by a drying sandbank. To W of the basin the land rises steeply to several remarkable peaks up to about 570 m high.

2 A number of scattered settlements and groups of houses stand on the shores of the harbour.

Dredging

10.71

1 Parts of the harbour are dredged as shown on the chart.

Tidal streams

10.72

1 The streams are weak in the harbour, except near the entrance of inner harbour where rates up to 1 kn are not uncommon.

Principal marks

10.73

1 **Landmarks:**

Mount Herbert (43°41′S, 172°44′E), 5½ miles S of Lyttelton, the highest peak of Banks Peninsula

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(10.91). The mountain is prominent to a vessel approaching Lyttelton Harbour from N. See Chart NZ 63.

Television tower (red lights) (43°36′·2S, 172°39′·0E) on the summit of Sugar Loaf, 3 miles W of Lyttelton.

2 Gondola Building (43°35′·4S, 172°43′·0E), on a summit, elevation 444 m, 5 cables W of Mount Pleasant, another summit on which stands two radio masts.

Directions

(continued from 10.37)

Chart NZ 6321

Entry

10.74

1 **Direction light.** The white sector (240°–242°) of a direction light (grey concrete shed, red roof, 3 m in height) (43°37′·5S, 172°44′·6E) is exhibited from the W side of Purau Bay. The light, which has a daylight range of 5 miles, leads from the vicinity of the pilot boarding place (43°35′S, 172°51′E), 2 miles ENE of Godley Head (10.36), into the harbour, passing:

SE of Godley Head and NW of Adderley Head, 1¼ miles SE, thence:

2 SE of a light-buoy (special), 1 mile SW of Godley Head, which marks the outer edge of a spoil ground.

Thence the track crosses the seaward end of the dredged approach channel leading to Lyttelton.

Approach to Lyttelton

10.75

1 **Direction light**. From a position about 060° distant 2¾ miles from the direction light in Purau Bay, the white sector (260°–261°) of a direction light (grey concrete shed, red roof, 3 m in height) (43°37′·3S, 172°38′·9E), exhibited from the shore of the NW corner of Governors Bay, leads through the entrance to the dredged approach channel. The light has a daylight range of 8 miles.

2 **Shag Reef (Kamautaurau) Leading lights:**

Front light (white conical tower, radar reflector) (43°36′·8S, 172°42′·8E), exhibited 3 cables SSW of inner harbour entrance.

Rear light (white concrete tower, red and yellow chequered E face) (5 cables W of front light), exhibited at the W end of Shag Reef.

3 The alignment (260¾°) of these lights leads through the dredged approach channel, passing:

N of Parson Rock Light-beacon (port hand) (43°36′·8S, 172°45′·1E), standing 2¼ cables N of Parson Rock, a small detached pinnacle, thence:

S of a breakwater, 8 cables WNW of Parson Rock Light-beacon, which extends S from Sticking Point and protects Cashin Quay. A light (white pile) is exhibited from the breakwater head. A set to the S may be experienced off the breakwater.

4 Beacons (white triangular topmarks, front points up, rear points down) in line mark the N and S limits of the dredged approach channel:

North front beacon (43°36′·8S, 172°42′·8E), close N of Front leading light.

North rear beacon, 5 cables WSW of front beacon.

South front beacon, close S of Front leading light.

South rear beacon, 5 cables WSW of front beacon.

10.76

1 **Naval Point Leading lights:**

Front light (white triangle, point up) (43°36′·6S, 172°42′·8E).

Rear light (white triangle, point down) (3¼ cables WNW of front light).

The alignment (302°) of the leading lights situated on the reclaimed land on the W side of the entrance to Port of Lyttelton, W of Naval Point, indicates the turn towards the entrance and leads through the inner end of the dredged channel.

10.77

1 Light-beacons and beacons in line, standing on the reclaimed land W of Naval Point, mark the limits of the dredged channel leading to Port of Lyttelton entrance. The positions of both pairs can be seen on the chart:

Lyttleton Harbour approaches from E (10.75)

(Original dated 2004)

(Photograph – J.M. Rendle)

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NE limit front beacon (white triangle, point up), ½ cable ENE of Naval Point Front light.

NE limit rear beacon (white triangle, point down), 3¼ cables WNW of front beacon.

SW limit front light-beacon (white triangle, point up), 1¼ cables WSW of Naval Point Front light.

2 SW limit rear light-beacon (white triangle, point down), 2½ cables WNW of front light-beacon.

The harbour is entered between E mole, from the head of which a light (white tower, green top) is exhibited, obscured from SE, and W mole, from the head of which a light (black and white pylon) is also exhibited on Naval Point.

Useful mark:

Flagstaff (43°36′·4S, 172°43′·6E), on top of a cliff above Cashin Quay.

Basins and berths

Alongside berths

10.78

1 Port of Lyttelton berths, listed W and N from Cashin Quay (43°36′·5S, 172°43′·8E) are as follows:

Cashin Quay. Four container berths, total length 850 m and depth alongside 12·7 m.

Z Berth. One berth for fishing vessels, length 160 m and depth alongside 10·1 m.

Gladstone Pier. One berth for general cargo or fishing vessels, length 275 m and depth alongside 10·0 m.

No 1 Breastwork. One berth for discharge of cement, length 140 m and depth alongside 9·5 m.

2 **No 2 Jetty.** One general cargo berth on each side:

E side, length 272 m and depth alongside 11·7 m.

W side, length 169 m and depth alongside 10·5 m.

No 3 Jetty. One lay-up and repair berth on each side:

E side, length 195 m and depth alongside 10·0 m.

W side, length 223 m and depth alongside 10·8 m.

No 4 Jetty. One berth on each side for lay-up, foot access only:

E side, length 148 m and depth alongside 11·0 m.

W side, length 170 m and depth alongside 9·0 m.

3 **No 7 Jetty.** One berth on each side:

E side , length 187 m and depth alongside 10·5 m.

W side Ro-Ro berth length 200 m and depth alongside 10·7 m.

Cattle Jetty. One berth, length 60 m and depth alongside 10·0 m.

Oil Wharf. One berth for discharging oil and bunkering, length 202 m and depth alongside 12·5 m.

Port services

Repairs

10.79

1 Repairs of all kinds can be effected.

Dry dock, can accommodate a vessel with maximum dimensions of:

Length 141 m, breadth 16·3 m and draught 5·8 m, dependent upon vessel type.

Slip, close S of the dry dock has a lifting capacity of 150 tonnes.

Other facilities

10.80

1 Compass adjustment; de-ratting and exemption certificates; refuse collection; limited facilities for reception of oily waste; salvage equipment; hospital in Christchurch; medical facilities in Lyttelton.

Supplies

10.81

1 Fresh water; provisions; fuel and lubricating oil.

Lyttleton berths (10.78)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

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Communications

10.82

1 Passenger ferry service from Lyttelton to Diamond Harbour (10.86).

Air services from Christchurch international airport, distance 23 km.

Regulations

10.83

1 Masters exempt from pilotage are required to contact the signal station 5 minutes before sailing.

Tankers may load and discharge at night but hoses are not to be disconnected without the permission of the Port Authority. Side connections are to be used.

Engines may be immobilised while berthed at Oil Tanker Wharf, with the Port Authority's permission.Repairs may be effected at other berths, also with the Port Authority's permission.

Small craft

General information

10.84

1 Visiting craft should call Lyttelton Harbour Radio (10.60) for berthing instructions. Sheltered anchorage can be obtained in Diamond Harbour (10.86) or, during NW winds, in Purau Bay (10.86). The harbour is open to sea built up by NE winds and anchorage should be selected to avoid this.

Berths on north side of the harbour

10.85

1 **Mechanics Bay** (43°35′·6S, 172°48′·0E) affords temporary anchorage.

Breeze Bay, close W of Mechanics Bay, affords temporary anchorage.

Cass Bay (43°36′·4S, 172°41′·6E) contains numerous swinging moorings. See 10.64 regarding prohibited mooring area.

Berths on south side of the harbour

10.86

1 **Little Port Cooper** (43°36′·8S, 172°48′·9E) affords anchorage with shelter from NE winds off a beach on the E side. South winds blow strongly out of the bay and NW winds blow right in.

Camp Bay (43°37′S, 172°47′E) affords sheltered anchorage, mud and weed, during NE weather off a beach at the head of the bay, and in the SW corner during SW winds. The remainder of Camp Bay is usually affected by NE swell.

2 **Ripapa Island** (43°37′·2S, 172°45′·3E) has a jetty on its SW point.

Purau Bay, close S of Ripapa Island, has numerous swinging moorings for shallow-draught craft. There is a jetty on the W side, 7½ cables within the entrance. The bay is sheltered from NE and NW winds but conditions are unpleasant during S winds.

3 **Diamond Harbour** (43°37′·5S, 172°44′·0E) affords the best anchorage except during NW winds. There are moorings close S of a jetty used by ferries (10.82) on Stoddart Point, the E entrance point.

Church Bay (43°38′·0S, 172°43′·0E) contains swinging moorings at which craft ground at LW. There is a jetty on the S shore.

Berths at the head of the harbour

10.87

1 **Charteris Bay** (43°38′·6S, 172°42′·0E) contains swinging moorings at which craft ground at LW. There are jetties and ramps on the E side and a yacht club.

Quail Island, off Charteris Bay, affords anchorage with shelter from SW winds below cliffs on the N side, but is exposed to NE swell. Shallow-draught craft can find anchorage, with shelter from NE and NW winds, in a sandy bay on the S side of island. There are jetties on the SE side.

2 **Rapaki Bay** (43°36′·5S, 172°40′·9E) contains a jetty at the head of the bay.

Governors Bay (43°38′·0S, 172°39′·5E) contains swinging moorings at which craft ground at LW. There is a jetty in the N corner at Governors Bay settlement.

Port of Lyttelton

10.88

1 Small craft moorings, as shown on the chart, together with a jetty, slipways and ramps, are situated in the NW corner of the inner harbour. Fresh water and electricity are available.

Prohibited anchorage and fishing areas

10.89

1 Anchoring and mooring are prohibited within 15 m N and 30 m S of a submarine pipeline laid across the entrances to Cass Bay (43°36′·4S, 172°41′·6E) (10.85) and Corsair Bay, close E, as shown on the chart. The pipeline contains flammable gas under high pressure.

Anchoring and fishing are prohibited within 50 m of a submarine pipeline laid from the shore about 4 cables WSW of the entrance to Port of Lyttelton (43°36′·5S, 172°43′·0) to the E end of Quail Island, 1 mile SSW, and Pauaohinekotau Head, 1 mile SSE, as shown on the chart.

LYTTELTON HARBOUR TO AKAROA HARBOUR

General information

Charts NZ 63, NZ 632 (see 1.19)

Route

10.90

1 From a position in the entrance to Lyttelton Harbour off Adderley Head (43°36′S, 172°50′E), the coastal route follows the coast of Banks Peninsula for about 35 miles to Timutimu Head (43°54′S, 172°57′E) on the W side of the entrance to Akaroa Harbour. The track is clear of charted dangers which lie up to 3½ cables offshore.

2 The recommended route (10.7) for vessels carrying oil and other potentially harmful bulk liquid cargoes from Lyttelton to S is:

From the pilot boarding position steer to pass 3 miles off Long Lookout Point, 9½ miles SE, then at least 5 miles off Steep Head (43°45′S, 173°08′E).

Topography

10.91

1 Banks Peninsula is a mass of rugged and, in parts, densely wooded mountains, with summits up to about 900 m, which fall steeply W to Canterbury Plains. From Adderley Head (43°36′S, 172°50′E) around to Ohahoa Bay, 14 miles SSW, the coast is generally rocky and faced with high cliffs, except at the heads of bays where there are beaches. The hinterland is scattered with coarse vegetation.

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Marine reserves

10.92

1 **Marine mammal sanctuary** is established within 4 miles of the coast around Banks Peninsula between position 43°31′S, 172°50′E and Rakaia River (43°57′S, 172°15′E); see the chart.

Marine reserve and prohibited fishing area are established in the vicinity of Flea Bay (43°53′S, 173°02′E); see the chart.

Flow

10.93

1 **Current** sets almost constantly N off the E extremity to Banks Peninsula, at a rate from 1 to 2 kn, according to the wind. Occasionally, after S winds, it sets in the opposite direction and during calm weather a strong S set has been experienced.

Tidal streams. See information on the chart.

Principal marks

10.94

1 **Major lights:**

Godley Head Light (43°35′S, 172°48′E) (10.35).

Steep Head light (white metal tower, 4 m in height) (43°45′S, 173°08′E) exhibited about 5 cables SSE of Steep Head. Owing to its elevation the light is liable to be obscured by fog.

Akaroa Head Light (white tower, 3 m in height) (43°53′·4S, 172°58′·8E).

Directions

(continued from 10.37)

10.95

1 Attention is drawn to the general directions at 10.6.

Adderley Head to Timutimu Head

10.96

1 From the vicinity of Lyttelton pilot boarding position (43°35′S, 172°51′E), 1¾ miles NE of Adderley Head, the coastal route leads initially ESE following the coast for about 20 miles, passing (with positions from the pilot boarding position):

NNE of Baleine Point (1¼ miles S), the E entrance point to Port Levy (10.97), and Beacon Rock, 4 cables E, thence:

2 NNE of a reef (2 miles SE) which extends 2 cables ENE from the W entrance point of a bight in the coast and is the outermost of several dangers which border the coast between Beacon Rock and the bight. Thence:

NNE of a dangerous rock (3½ miles SE), off Pigeon Point, the W entrance point of Pigeon Bay (10.98), thence:

3 NNE of Wakaroa Point (4¼ miles SE), thence:

NNE of Otohuaho Head (6½ miles SE), thence:

NNE of a reef (7½ miles ESE), which extends 2 cables ENE from the W entrance point of Decanter Bay, thence:

NNE of Long Lookout Point (9½ miles ESE), which is prominent.

4 Thence the track leads SE, passing (with positions from Steep Head Light (43°45′S, 173°08′E)):

NE of West Head (5 miles NNW), the W entrance point of Okains Bay (10.99), thence:

NE of Sail Rocks (4 miles NNW), in the immediate vicinity of which the coast is low, adding to their sail-like appearance when seen as an extremity of the land, thence:

5 NE of a rock (2¼ miles N), 5 m high, off the N entrance point of Lavericks Bay, thence:

NE of Steep Head (6 cables N), the S entrance point of Le Bons Bay (10.100), which is a sheer cliff, about 120 m high, with Long Boat islet, close NE, thence:

Clear of a light-buoy (special) (5½ miles E).

6 Thence the track leads S around East Head (1 mile S) and a 7·3 m depth, 2 cables E, and follows the coast to the SW, passing:

E of Putakolo Head (2 miles S) and two above-water rocks, close E, thence:

SE of Goat Point (5½ miles SSW), thence:

SE of Pompeys Pillar (7 miles SSW), a remarkable columnar rock, thence:

7 SE of a two drying rocks (7½ miles SSW), thence:

SE of Dyke Head (9½ miles SW), and a rock 3½ cables SW, thence:

SE of Akaroa Head Light (43°53′·4S, 172°58′·8E) (10.94), the E entrance point to Akaroa Harbour.

8 Thence the track leads to a position SE of Timutimu Head, a dark grey perpendicular cliff, 159 m in elevation, 1¼ miles WSW of Akaroa Head. A rock which dries 1·8 m is the outermost of several rocks, including Wright Rock, which lie up to 2½ cables off Timutimu Head. This rock is not marked by kelp and only breaks in a heavy sea.

(Directions continue for coastal passage at 10.122 and for Akaroa Harbour at 10.104)

Minor harbours and anchorages

Chart NZ 6321

Port Levy

10.97

1 **Description.** Port Levy (Potiriwi) is entered between Adderley Head (43°36′S, 172°50′E) and Baleine Point, 1 mile E. It is a 3½ mile long inlet, open to N winds, with charted depths of 14 m decreasing to 5 m in the S part, 2 miles within the entrance.

2 **Anchorage** can be found in good holding ground, mud, and gales have been ridden out at anchor.

Small craft can find anchorage with shelter from most directions, by shifting berth as necessary, close offshore between 1 and 2 miles from the head of the harbour. There is a jetty at Puari village on E side of harbour, 2¾ miles within the entrance, and a wharf at Port Levy, 7 cables W.

Pigeon Bay

10.98

1 **Description.** Pigeon Bay is entered between Pigeon Point (43°37′·4S, 172°54′·6E) and Wakaroa Point, 9 cables E. It is an inlet of similar length to Port Levy, also open to N winds, and with charted depths of 15 m decreasing to 5 m within about 3 miles of the entrance. A marine farm has been established on the W shore about 1 mile within the entrance.

Anchorage can be found in good holding ground and gales have been ridden out at anchor.

2 **Small craft:**

Anchorage and moorings with shelter from most winds can be found in Holmes Bay on the W shore, about 3½ miles within the entrance. Shelter

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from SW winds is better here than in any other part of Banks Peninsula.

Jetty on the E shore, 5 cables SE of Holmes Bay, at Pigeon Bay settlement, depth alongside about 1·8 m. A sailing club and ramps are situated near the jetty.

3 Fresh water is available at the jetty; provisions and small quantities of fuel can be obtained at Pigeon Bay settlement.

Chart NZ 632 (see 1.19)

Okains Bay

10.99

1 Okains Bay (43°41′S, 173°05′E) affords temporary anchorage for small vessels, exposed to E and NE winds, in charted depths from 5 to 10 m. The holding ground of hard sand is poor. A small jetty at the head of the bay is in ruins.

Le Bons Bay

10.100

1 **Description.** Le Bons Bay is entered between Katawa Head (43°43′·7S, 173°07′·1E) and Steep Head, 5 cables SSE. It is exposed to E and NE winds. The bay is not recommended during SW or prolonged NW winds. In SE winds a heavy scend develops causing breakers close inshore.

Anchorage is available for small coasting vessels in depths of 5 to 7 m, up to 1 mile within the entrance.

Akaroa Harbour

Chart NZ 6324 (see 1.19)

General information

10.101

1 **Position.** Akaroa Harbour (43°49′S, 172°56′E) lies on the S side of Banks Peninsula.

Function. The harbour affords secure landlocked anchorage and alongside berths for fishing vessels and small craft.

Limiting conditions

10.102

1 **Tidal levels.** Mean spring range about 1·9 m; mean neap range about 1·5 m. See the relevant *Admiralty Tide Tables* for the latest information.

Local weather. Winds generally blow up or down the harbour, which is easy of access in moderate weather. During strong SW winds, however, there is a heavy cross-sea and, usually, a heavy ground swell in the harbour entrance, with violent and variable squalls caused by high, steep land.

Harbour

10.103

1 **General layout.** From its entrance, Akaroa Harbour extends 9 miles N and is about 1 to 2 miles wide between high land on both sides. The coast on the E side of the S part is cliff-faced and steep. Akaroa, a resort and fishing centre, stands in the middle of the E side of the harbour.

Marine farms are located in various parts of the harbour, generally marked by buoys, beacons or lights; see note on the chart.

2 **Tidal streams** in the harbour are weak.

Landmarks:

Onawe (43°46′·6S, 172°55′·6E), a peninsula 107 m high, which projects prominently from the head of the harbour.

Old light-tower (43°48′·7S, 172°57′·4E), on SE side of French Bay.

Directions

(continued from 10.96)

10.104

1 **Leading lights:**

Front light (wooden mast, 7 m in height) (43°49′·1S, 172°54′·2E), exhibited from Wainui.

Rear light (wooden pole) (9 cables NNW of front light).

From a position SE of Timutimu Head (43°54′S, 172°57′E), the alignment (331¼°) of the lights leads into Akaroa Harbour, passing (with positions from Timutimu Head):

2 ENE of rocks extending 2½ cables SE from Timutimu Head, and:

WSW of The Long Boat (1 mile ENE), a black rock, 1·2 m high, which from a distance has the appearance of a boat, thence:

WSW of Te Ruahine Point (1 mile NE), which is bold, thence:

WSW of Nine Fathom Point (2½ miles N). The track then leads N, passing:

3 E of Cape Three Points (43°49′·8S, 172°54′·6E), elevation 15 m, thence:

W of Green Point from which a light (43°48′·9S, 172°56′·7E) is exhibited from the W end of a reef extending 1¼ cables from the shore. A grey stone monument, 19 m high, stands on the shore 1½ cables E of Green Point, and an old light-tower stands 4 cables ENE.

4 From the vicinity of Green Point the track leads NE through French Bay to Akaroa, 1 mile ENE, or continues N to the head of the harbour.

Berths

10.105

1 **Anchorages:**

Anchorage can be obtained for about 2 miles NNW of Nine Fathom Point, in depths which decrease gradually from 14 m to 11 m, sand and then mud.

2 French Bay (43°48′·5S, 172°57′·0E) affords excellent anchorage in depths from 5 to 7 m, mud, between 3 and 7 cables W of the old light-tower.

Good anchorage can be obtained in the N part of the harbour, in depths not less than 6 m, mud, for about 2 miles N of Green Point.

3 Anchoring is not recommended S of Nine Fathom Point as there is usually a swell and the holding ground is not good.

Port services

10.106

1 **Repairs.** Facilities for minor repairs in Akaroa.

Facilities. Hospital in Akaroa.

Supplies: fresh water; marine diesel; provisions.

Regulations. A wildlife sanctuary is established at Dan Rogers Creek (43°52′·3S, 172°58′·0E). See 1.51 for regulations.

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Small craft

10.107

1 **Berths and services:**

Wainui Bay (43°49′·2S, 172°54′·4E) has a jetty and two slips.

French Bay (43°48′·5S, 172°57′·0E) contains small craft moorings and affords anchorage NE of Green Point during SW winds, off the E shore during NE winds and off the N shore during NW winds. There are two wharves and two jetties, a sailing club and three ramps. The larger S wharf has a length of 155 m and a depth alongside of 3 m.

2 Tikao Bay (43°48′·0S, 172°55′·3E) contains small craft moorings and affords shelter in winds from SW to NE. There is an L-shaped jetty on the W shore, depth alongside 3·0 m.

Takamatua Bay (43°46′·8S, 172°57′·2E) contains small craft moorings and affords shelter during SW winds. There is a jetty and two slips on the S shore.

French Farm Bay (43°46′·8S, 172°54′·7E) contains small craft moorings and a jetty on the NW side.

3 Barrys Bay (43°45′·8S, 172°55′·0E) has a slip on its SW side.

Robinsons Bay (43°46′·0S, 172°57′·5E) has two jetties on the S shore.

Duvauchelle Bay (43°45′·5S, 172°56′·1E) contains small craft moorings, a jetty and ramp on the W side and a slip on the E side. A sewer outfall pipe leads about 1 mile S from the head of the bay, marked at the outer end by a buoy (special).

Small craft

Chart NZ 6321

Caution

10.108

1 Adderley Head (43°36′S, 172°50′E) (10.37) should be given a wide berth, except in calm conditions, owing to a dangerous backwash from the cliffs.

Big Bay

10.109

1 There is a jetty (43°37′·2S, 172°53′·1E) in the SE corner of Big Bay.

Little Pigeon Bay

10.110

1 Little Pigeon Bay (43°37′·3S, 172°54′·4E) affords anchorage with shelter from SW and NE winds, near the head of the bay.

Chart NZ 632 (see 1.19)

Little Akaloa Bay

10.111

1 Little Akaloa Bay (43°39′·3S, 173°00′·7E) affords anchorage which is tolerable after S weather and some shelter from NE and NW winds, but none from N winds when craft should prepare to sail. The best anchorage is behind a reef on the W side of the bay, about 3 cables from its head, NE of a jetty. The jetty is located 2 cables NE of Little Akaloa settlement which stands among trees at the head of the bay.

BANKS PENINSULA TO OTAGO PENINSULA

GENERAL INFORMATION

Chart NZ 64

Area covered

10.112

1 This section describes the waters to the E of South Island between the Banks Peninsula (43°45′S, 172°55′E) and Otago Peninsula (45°50′S, 170°40′E), including an offshore route and a coastal route. The section is arranged as follows:

Offshore passage to Otago Peninsula (10.114).
Akaroa Harbour to Timaru (10.117).
Timaru Harbour (10.126).
Timaru to Cape Saunders (10.162).
Otago Harbour (10.179).

Wildlife sanctuary

10.113

1 Washdyke Lagoon (44°21′·8S, 171°15′·2E) (Chart NZ 6422) is a bird sanctuary; for regulations see 1.51.

OFFSHORE PASSAGE TO OTAGO PENINSULA

General information

Chart NZ 64

Route

10.114

1 From a position ESE of East Head (43°46′S, 173°08′E) on Banks Peninsula the offshore route leads SW in deep water clear of charted dangers, to a position SE of Cape Saunders (45°53′·0S, 170°44′·7E), the SE point of Otago Peninsula, a distance of about 165 miles.

Principal marks

10.115

1 **Landmarks:**

Puketapu mountain (45°30′S, 170°44′E) (10.167).
Mount Charles (45°52′S, 170°42′E) (10.229).

Major lights:

Steep Head Light (43°45′S, 173°08′E) (10.94).
Akaroa Head Light (43°53′·4S, 172°58′·8E) (10.94).
Taiaroa Head Light (45°46′·4S, 170°43′·7E) (10.167).
Cape Saunders Light (45°52′·9S, 170°43′·7E) (10.229).

Directions

(continued from 10.14)

10.116

1 Attention is drawn to the general directions at 10.6.

From a position SE of the entrance to Akaroa Harbour (43°49′S, 172°56′E), the track leads SW, passing:

Across the approach to Timaru Harbour (44°23′S, 171°16′E) (10.126), where ocean-going traffic may be encountered crossing the route, thence:

Across the approach to Otago Harbour10.14 (45°47′S, 170°43′E) (10.179), where ocean-going traffic may be encountered crossing the route, thence:

2 SE of Hydra Rock (45°50′·5S, 170°46′·0E), the outer charted danger off Otago Peninsula.

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Thence to a position on the coastal route SE of Cape Saunders (45°53′·0S, 170°43′·7E), from which a light (10.229) is exhibited.

(Directions for coastal route continue at 10.230)

(Directions for Otago Harbour are given at 10.204)

AKAROA HARBOUR TO TIMARU

General information

Chart NZ 64, NZ 63, NZ 6422

Route

10.117

1 From a position SE of Timutimu Head (43°54′S, 172°57′E) on the W side of the entrance to Akaroa Harbour the coastal route leads 77 miles WSW, across the N part of Canterbury Bight, to Timaru (44°23′S, 171°16′E).

The recommended route for vessels carrying oil and other potentially harmful bulk liquid cargoes from N to Timaru is to remain at least 5 miles offshore until reaching the pilot boarding position; see 10.7.

2 **Caution.** The route is clear of charted dangers but, with the exception of the approaches to Timaru Harbour, Canterbury Bight is unsurveyed within a distance of 3 to 5 miles from the coast. Mariners without local knowledge should exercise caution when approaching the coast in depths of less than 50 m. See note on the chart.

Topography

10.118

1 Between the W side of the entrance to Akaroa Harbour (43°54′S, 172°58′E), and the E end of Kaitorete Spit, 11 miles WNW, the SW side of Banks Peninsula is faced with cliffs. On the W side of Timutimu Head they are about 180 m high, decreasing to about 75 m near Peraki Bay, midway along the coast. At the E end of Kaitorete Spit a narrow strip of shingle separates the SW end of Lake Forsyth from the sea.

2 Ninety Mile Beach begins at the E end of Kaitorete Spit and extends as far as Timaru. The spit is a low strip of shingle, the seaward side of which is steep and topped with coarse vegetation. From Lake Forsyth, the spit extends 15 miles W, fronting Lake Ellesmere, to Taumutu, an artificial flood outlet. Lake Ellesmere, which lies between Banks Peninsula and the mountains inland, has depths of 2 m or less.

3 Between Taumutu and the entrance to Opihi River (44°17′S, 171°21′E), about 51 miles WSW, Ninety Mile Beach is composed of low cliffs, 12 to 18 m high, fronted by a shingle beach. Thence to Timaru, 7 miles SW, there are low cliffs fronted by a sand and shingle beach planted with coarse grass. Several rivers flow into the sea through Ninety Mile Beach and, between the rivers, there are numerous settlements on cultivated land.

Marine reserve

10.119

1 **Marine mammal sanctuary** is established within 4 miles of the coast around Banks Peninsula between positions 43°31′S, 172°50′E and 43°57′S, 172°15′E, off Rakaia River; see the chart. A light-buoy (special) is moored 2 miles SSE of the SW corner of the sanctuary.

Natural conditions

10.120

1 **Flow.** See 10.5 regarding currents and tidal stream information.

Local weather. Off the SW side of Banks Peninsula, gales from S are not unusual and blow with great violence in winter.

Principal marks

10.121

1 **Major lights:**

Akaroa Head Light (43°53′·4S, 172°58′·8E) (10.94).

Timaru Air (44°18′·3S, 171°13′·5E).

Benvenue Cliff middle direction light (44°23′·1S, 171°14′·8E) (10.152)

Directions

(continued from 10.14 and 10.96)

10.122

1 Attention is drawn to the general directions at 10.6.

From a position SE of Timutimu Head (43°54′S, 172°57′E), clear of the rocks off the headland (10.96), the coastal route leads generally WSW, passing (with positions from Timutimu Head):

SSE of Whakamoa Reef, with a depth of 3·6 m over the outer end (3 miles W), thence:

SSE of Snuffle Nose (5½ miles W), a point. A drying reef (1·8 m) lies 7 cables WNW of Snuffle Nose, along with a rock (awash), 3 cables farther WNW.

2 Thence the track continues WSW to the pilot boarding position 1 mile E of Fairway Light-beacon (safe water) (44°22′·9S, 171°18·1E), situated at the seaward end of the approach channel to Timaru Harbour. Chart NZ 64 is sufficient guide for navigation as far as the approaches to Timaru Harbour but, unless it is essential to close the land, a vessel should keep at least 5 miles offshore and guard against a set towards Ninety Mile Beach, especially after SE winds. The low coast for 20 miles NE from the harbour cannot be seen at night, or in poor visibility, until close in to breakers.

3 **Caution** should be exercised when approaching Timaru Harbour at or near LW. Coming from N there is a set into Canterbury Bight especially after SE winds; see note on the chart.

Useful marks:

Radio mast (red lights) (44°21′·1S, 171°15′·9E).

Freezing works chimney, 1½ miles SSW of radio mast.

Church spire (44°23′·7S, 171°15′·0E), in Timaru.

4 Timaru War Memorial Light (44°23′·9S, 171°15′·1E) exhibited from a mast by day and at night, with a daylight range of about 10 miles.

Tuhawaiki Point Light (44°26′·6S, 171°15′·6E) (10.170).

(Directions continue for coastal route at 10.169 and for Timaru at 10.152)

Anchorages

Chart NZ 632

Shelter

10.123

1 During N weather conditions, anchorage can be obtained off the coast of Banks Peninsula W of Akaroa Harbour, although winds may blow strongly down the valleys of the peninsula. A change to S weather may occur with little warning.

Peraki Bay

10.124

1 Peraki Bay (43°52′·5S, 172°48′·6E), in the S approach to which there are rocks, drying and awash (10.122), affords restricted anchorage during offshore winds. Depths in the bay are from 6 to 16 m.

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Small craft

Charts NZ 64, NZ 6422

Coastal rivers

10.125

1 **Limiting conditions.** Depths and the rates of the tidal streams in the rivers which flow through Ninety Mile Beach vary with the seasons and they are sometimes only navigable by boat. Without recent local knowledge they are all dangerous, even in settled weather.

Rakaia River has a very narrow entrance (43°54′S, 172°13′E), subject to change. Within the entrance the river widens to about 2¼ miles and is obstructed by scrub-covered islands and shingle banks, intersected by channels and also subject to change.

2 **Ashburton River.** Low cliffs form the E entrance point (44°03′S, 171°48′E) of this river.

Rangitata River (44°11′S, 171°30′E) is similar to Rakaia River.

Opihi River has a narrow entrance (44°17′·0S, 171°21′·0E) which widens out but is obstructed by scrub-covered islands and banks.

TIMARU HARBOUR

General information

Chart NZ 6422

Position

10.126

1 Timaru Harbour (44°23′S, 171°16′E), an artificial harbour, is situated on the open coast at the head of Canterbury Bight.

Function

10.127

1 Timaru (population about 30 000) a customs and fishing port, and chief port of the S part of the Canterbury Region of New Zealand, stands at the head of the harbour. Main commodities traded are:

Exports: frozen meat, fish, grain, livestock, wool, timber and tallow.

Imports: fertilizers, petroleum products and diesel, machinery and general cargo.

Topography

10.128

1 The E spur of The Hunters Hills (Chart NZ 64), approaches the coast inland of Timaru. The spur is formed of grassy slopes rising to over 380 m about 9 miles W of the harbour. In clear weather the mountains become visible long before the coast in the vicinity of the harbour is sighted. MacKenzie Pass, 28 miles WNW of Timaru, a remarkable gorge which shows as a distant gap in a mountain range, assists in making the harbour from E, in clear weather.

2 In winter, although the mountains may be clear, Timaru is sometimes obscured by low-lying smoke. The harbour lights may at times be obscured by smoke and haze while high floodlights on the SE and SW sides of the harbour may be seen from a considerable distance, making it difficult to distinguish the harbour lights on some bearings, when approaching from S. In this approach, however, Eastern Extension Mole Spur Breakwater Light (10.153) will be found to be clear of such interference.

3 On closer approach the low shingle beach, to the N, and moderately high cliffs to the S of the harbour, are sure guides to its location.

Port limits

10.129

1 Arc of a circle radius 2½ miles centred on a light exhibited from Eastern Extension Mole Spur Breakwater Head (44°23′·2S, 171°16′·0E) (10.153), as indicated on the chart, defines the port limits.

Approach and entry

10.130

1 The harbour is approached from the vicinity of Fairway Light-beacon (safe water) (44°22′·9S, 171°18′·1E) and is entered by a dredged channel between moles.

Traffic

10.131

1 In 2003, 356 ship movements were recorded, totalling 5 168 266 dwt.

Port Authority

10.132

1 Port of Timaru Ltd.

Postal address: PO Box 544, Timaru.

Limiting conditions

Controlling depth

10.133

1 Controlling depth in the approach channel is 11·0 m. The swinging area and some berths are maintained to 10·4 m. Dredged areas may not be regularly maintained. The latest depths should be obtained from the Port Authority; see note on the chart.

Under keel clearance. Under certain meteorological conditions (1.106), long period swell waves can significantly reduce under keel clearance in the approaches to Timaru harbour.

Caution. Mariners should proceed with caution when such conditions are experienced.

Deepest and longest berth

10.134

1 North Mole (10.155).

Tidal levels

10.135

1 Mean spring range about 1·7 m. Mean neap range about 1·3 m. See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels

10.136

1 Tsunamis (see 1.50) may affect Timaru Harbour. Warning is given by sound signal. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water

10.137

1 Density of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled

10.138

1 Length: 200 m and up to 228 m if fitted with bow thrusters; no beam restriction; draught 10 m.

Arrival information

Port operations

10.139

1 No vessel should attempt to enter the harbour without permission.

Vessels may berth and unberth by day or at night, depending on weather conditions.

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Vessels drawing not more than 8·4 m are berthed at any state of the tide. Berthing of vessels of deeper draught depends on the height of tide, swell and weather conditions.

Port radio
10.140

1 Timaru Harbour Radio is located in the signal station at the SW end of No 1 Wharf (10.155). For full details see *Admiralty List of Radio Signals Volume 6 (4)*.

Notice of ETA required
10.141

1 Vessels should send ETA and draught before 1320 local time on the last working day prior to arrival. The time should be confirmed with Timaru Harbour Radio when within range.

Anchorages
10.142

1 **Outer anchorage.** Vessels should anchor in a depth not less than 13 m and at least 1½ miles off Eastern Extension Mole (44°23′·2S, 171°16′·0E).

Quarantine anchorage is between 1 and 2½ miles E of the head of Eastern Extension Mole.

Pilots
10.143

1 **Pilotage district** limits are the same as port limits (10.129).

Pilotage is compulsory for merchant vessels. The notice for a pilot is the same as that for ETA.

Pilot boarding place is 1 mile E of Fairway Light-beacon, as shown on the chart. Vessels should remain 2½ miles to seaward of Eastern Extension Mole and S of the transit of the leading lights (10.152). Pilots disembark from outward bound vessels abreast the head of Eastern Extension Mole.

Tugs
10.144

1 One tug equipped for fire-fighting is available. The pilot-boat is used as an auxiliary tug.

Regulations concerning entry
10.145

1 **Entry.** See 1.59.

Quarantine
10.146

1 See 1.55. Vessels liable to quarantine are required to proceed to the quarantine anchorage (10.142) while awaiting inspection. Owing to the exposed nature of the anchorage, incoming vessels may be examined and pratique granted after a vessel berths. In the event of a vessel being quarantined, she will be required to return to the anchorage without any contact being made with the shore.

Harbour

General layout
10.147

1 The harbour is formed, on the W side, by North Mole from which Outer North Mole and Inner North Mole project SE, and on the E side by Eastern Extension Mole.

Timaru Harbour from NE (10.147)

(Photograph – Port of Timaru Ltd)

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Near the head of Eastern Extension Mole a spur breakwater projects 1 cable NNW, and from the root East Mole projects N. There is also a breakwater on E side of Eastern Extension Mole, about 1 cable from its head.

2 Inner North Mole and East Mole divide the harbour into inner and outer parts. A fishing harbour with alongside berths at Fishermans Wharf is situated in the NW part of the outer harbour, between Outer North Mole and Inner North Mole. The main berths and port facilities are situated in the inner harbour, on the NW side of which is a swinging area.

Dredging

10.148

1 The entrance channel and parts of the harbour are dredged, as shown on the chart.

Harbour development

10.149

1 In 2004, the area at the end of Eastern Extension Mole was being reclaimed.

Flow

10.150

1 **Tidal streams** in the harbour are minimal.

Principal mark

10.151

1 **Landmark:**
Church spire (44°23′·7S, 171°15′·0E).

Directions

(continued from 10.122)

Approach

10.152

1 **Leading lights and Benvenue Cliff middle direction light:**
Front light (orange triangle on white concrete post with fixed neon) (44°23′·1S, 171°15′·5E).
Middle light (direction light) (orange triangle on beacon, 4 m in height; fixed neon below direction light, exhibited day and night) (5¼ cables W of front light) on Benvenue Cliff.

2 Rear light (orange triangle on beacon, 4 m in height with fixed neon) (6½ cables from front light).

From a position close S of Fairway Light-beacon (safe water) (44°22′·9S, 171°18′·1E) the alignment (267¼°) of these lights, in the white sector (266¾°–267½°) of the middle light, leads through the middle of the approach channel. The channel is marked by light-buoys, the positions of which can be seen on the chart.

3 **Useful marks:**
Dolphin (44°23′·2S, 171°16′·0E), close off seaward side of spur breakwater.
Tuhawaiki Point Light (44°26′·6S, 171°15′·6E) (10.170), about 3 miles S of the harbour.

Entry

10.153

1 **Entry dredged channel NW limit lights in line:**
Front light (inclined white lattice tower) (44°23′·3S, 171°15′·6E), Inner North Mole head.
Middle light (metal box) (2·5 cables SW of front light), No 3 Wharf head.
Rear light (metal box) (4 cables SW of front light), root of No 3 Wharf.

These lights in line (228°) indicate the NW limit of the dredged channel, as far as the inner harbour entrance.

2 **Entry dredged channel SE limit lights in line:**
Front light (metal box, 4 m in height) (East Mole head).
Rear light (metal box on framework tower) (3½ cables SW of front light) at the root of No 2 Wharf.

These lights in line (228°) indicate the SE limit of the dredged channel, as far as the inner harbour entrance.

3 From the inner end of the approach channel, about 1 cable N of Eastern Extension Mole Spur Breakwater Light (tower) (44°23′·2S, 171°16′·0E), the track leads SW through the dredged entrance channel and outer harbour, passing (with positions from the molehead):
½ cable NW of Eastern Extension Mole spur breakwater, thence:
SE of Outer North Molehead (2 cables W), from which a light (white wooden mast, 8 m in height) is exhibited, thence:

4 SE of Inner North Molehead (3 cables WSW) from which a light (white lattice tower, inclined 45° from vertical) is exhibited, thence:
NW of East Molehead (3½ cables SW), from which a light (metal box, 4 m in height) is exhibited.

Thence the track leads into the inner harbour at the head of which a buoy (6½ cables SW), between No 1 Wharf and No 2 Wharf, marks the edge of a shore bank.

10.154

1 **Berthing marks.** A red flag by day, or a red light at night, is displayed on request to mark ship's bridge alignment at the berth allocated to a vessel.

Berths

Alongside berths

10.155

1 The following wharves, listed clockwise from No 1 Extension Wharf (44°23′·5S, 171°15′·6E), afford alongside berths.

No 1 Extension Wharf. Tanker or general cargo berth:
Length 232 m and depth alongside 10·0 m.

No 1 Wharf:
Length 317 m and depth alongside 9·8 m.

No 2 North Wharf:
Length 192 m and depth alongside 9·9 m.

2 **No 3 Wharf.** One berth on each side:
South side: length 209 m and depth alongside 9·9 m.
North side: length 197 m and depth alongside 9·0 m.

North Mole Wharf. Container terminal:
Length 465 m. Depth alongside 10·0 m at inner end and 11·6 m at outer end berth.

Fishermans Wharf:
Length 220 m and depth alongside 5·8 m.

Port services

Repairs

10.156

1 Most types of repair, except underwater repairs, can be effected; divers are available for inspections.

Other facilities

10.157

1 Berthing hawsers and rubber fenders are provided; compass adjustment; issue of de-ratting exemption certificates; refuse collection; comprehensive facilities for reception of oily waste; salvage equipment; hospital in Timaru.

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Supplies

10.158

1 Provisions; fresh water; fuel and lubricating oil.

Communications

10.159

1 Internal air service from airport distant 10 km.

Regulations

10.160

1 Tankers may discharge cargo at night; side connections are to be used.

Small craft

Repairs

10.161

1 Slip at root of East Mole, lifting capacity 20 tonnes.

TIMARU TO CAPE SAUNDERS

General information

Charts NZ 64, NZ 66, NZ 6422

Route

10.162

1 From Timaru Harbour (44°23′S, 171°16′E) the coastal route leads 34 miles S to Waitaki River and then 51 miles SSW to Otago Harbour entrance, and then S, along the E side of Otage Peninsula, for a further 12 miles to a position SE of Cape Saunders (45°53′·0S 170°44′·7E).

2 **Caution.** The route is clear of charted dangers but, with the exception of the approaches to Timaru Harbour, Canterbury Bight is generally unsurveyed within a distance of 3 to 5 miles from the coast. Mariners without local knowledge should exercise caution when approaching the coast in depths of less than 50 m. See note on the chart.

Topography

10.163

1 From Timaru Harbour the coast and land within are generally low as far as Moeraki Point (45°22′S, 170°51′E), about 60 miles SSW, except in a few places where the spurs of mountains inland approach the sea. The remainder of the coast is generally steep and backed by hills.

2 From Patiti Point (44°24′·7S, 171°15′·9E), 1¼ miles S of Timaru Harbour, there is sandy beach for about 1 mile and thence cliffs 9 to 15 m high, as far as Tuhawaiki Point, 2 miles S of Patiti Point; see Chart NZ 6422. Between Tuhawaiki Point and Oamaru Harbour the coast is formed by low cliffs, up to 15 m high, fronted by shingle beach and backed by farm land crossed by a number of rivers. The Hunters Hills back the N part of this coast and Mount Studholme (44°38′·6S, 170°54′·8E) is the highest summit, near the SE end of the range.

10.164

1 Between Oamaru Harbour and Cape Wanbrow, 7 cables S, the coast is faced with cliffs, topped with a pine plantation which extends from the S end of Oamaru to South Head, 1½ cables SE of the harbour. From Cape Wanbrow the coast is formed by beach backed by low cliffs for about 7 miles, and thence by beach to within 1 mile of Lookout Bluff (45°16′S, 170°52′E). The hinterland between Cape Wanbrow and Lookout Bluff is low but near the bluff the coast is approached by higher land. Between Lookout Bluff and Moeraki Point, 5 miles S, the coast, fronted by a sandy beach backed by low cliffs, forms a bay which is foul in places.

2 From Moeraki Point to Katiki Point (45°24′S, 170°52′E), about 2 miles S, cliffs face a peninsula which rises to 153 m. Thence to Shag Point, 5¼ miles SSW of Katiki Point, the coast is fronted by Katiki Beach which consists of volcanic boulders and is backed by bare hills. Between Shag Point and Cornish Head (45°37′S, 170°42′E), a distance of about 10 miles, the coast is generally steep with patches of scrub on hills inland. To SW of Cornish Head the coast is indented by Waikouaiti Bay (10.175), whence it is steep and scrub-covered as far as Blueskin Bay (45°43′S, 170°38′E).

3 At the head of Blueskin Bay a sandy spit, tree-covered at the N end, extends 1 mile S, on the E side of a tidal mud flat. The land at the S entrance point of the bay, 1½ cables S of the spit, rises to a hill, 184 m high, and is covered with trees and dense bush. Between the S entrance point of Blueskin Bay and Potato Point, 1 mile E, the coast is formed by low land covered with sandhills and vegetation, broken by the narrow entrance of Purakanui Bay, which dries. Thence there are sandy beaches, separated by high rocky points, for about 3 miles to Heyward Point (45°45′·5S, 170°41′·5E), about 1½ miles NW of the entrance to Otago Harbour.

10.165

1 Between Taiaroa Head (45°46′·4S, 170°43′·7E), on the E side of the entrance to Otago Harbour, and the N end of Victory Beach, 2½ miles S, the coast is faced with cliffs including Quoin Cliff, 2 miles S, which is prominent. Taiaroa Hill, about 2½ miles SSW of Taiaroa Head, rises sharply to an elevation of 235 m and is bush-covered. Victory Beach, the head of Wickliffe Bay, extends 1¾ miles S to the entrance to Papanui Inlet and is backed by dunes 6 to 12 m high.

2 Papanui Inlet is filled by a tidal mud flat and is bounded on the N side by a marshy flat with scattered patches of coarse vegetation; the S side of the inlet is steep. Between Papanui Inlet and Cape Saunders Light (45°52′·9S, 170°43′·7E), the coast is formed by high cliffs.

Natural conditions

10.166

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur in the vicinity of Oamaru Harbour; see the chart.

Flow. See 10.5 regarding currents and tidal stream information.

Principal marks

10.167

1 **Landmarks:**

Chimney (45°05′·3S, 170°58′·9E), at the N end of the town of Oamaru.

Church steeple (45°06′·2S, 170°58′·1E), in Oamaru.

Tower (45°29′·6S, 170°43′·8E) standing on Puketapu, a conspicuous cone-shaped mountain, the seaward slopes of which are bush-covered, situated E of the small town of Palmerston.

2 **Major lights:**

Katiki Point Light (white wooden tower, 8 m in height) (45°24′S, 170°52′E).

Taiaroa Head Light (white stone tower, 12 m in height) (45°46′·4S, 170°43′·7E), exhibited on the N slope of Taiaroa Head.

Cape Saunders Light (42°52′·9S, 170°43′·7E) (10.229).

Other aid to navigation

10.168

1 Coast radar station on Taiaroa Head (10.194).

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Directions

(continued from 10.122)

General directions

10.169

1 Attention is drawn to the general directions at 10.6.

Timaru Harbour to Oamaru Harbour

10.170

1 From the vicinity of Fairway Light-beacon (safe water) (44°22′·9S, 171°18′·1E) the coastal route leads S, passing:

E of foul ground, where the sea breaks, and shoals lie up to 8 cables offshore as far as Tuhawaiki Point (44°26′·6S, 171°15′·6E), a low cliff on which a light (white metal tower, 9 m in height) is exhibited. Thence (with positions from Tuhawaiki Point):

2 E of the entrance to Pareora River (3¾ miles SSW), close within which the river is spanned by a road and a railway bridge, and on the N bank of which is a large freezing works, thence:

E of the entrance to Makikihi River (11½ miles SSW), which is spanned close within by a road and railway bridge, thence:

3 E of Wainono Lagoon (16 miles SSW), into the N end of which flows Hook River, thence:

E of the entrance to Waitaki River (30 miles S) (10.177), about 5 cables SW of which is a mast (red lights), 59 m in elevation.

The track then leads SSW to a position ESE of Oamaru Harbour breakwater at the N end of which is a framework tower (45°06′·2S, 170°58′·1E).

Oamaru Harbour to Otago Harbour

10.171

1 From E of Oamaru Harbour breakwater, the coastal route leads SSW to the vicinity of the pilot boarding places (45°42′·8S, 170°44′·8E and 45°43′·6S, 170°43′·7E) in the N approaches to Otago Harbour, passing (with positions from Katiki Point (45°24′S, 170°52′E) (10.167)):

ESE of Cape Wanbrow (16½ miles NNE), which is cliff-faced, about 30 m high and surmounted by trees. Kelp extends about 3 cables E from the cape and Middle Shoal lies about 3 miles SE, with a depth of 15·8 m over it. Thence:

2 ESE of a drying reef (12¼ miles NNE), situated off the entrance to Kakanui River, thence:

ESE of Lookout Bluff (7 miles N) and foul ground and kelp which extends about 5 cables E, thence:

ESE of Kelp Reef (6 miles N), which is 3 miles long, awash at the S end and covered with kelp, thence:

ESE of Moeraki Point (2 miles N) and foul ground extending 5 cables from the coast S to Katiki Point, thence:

3 ESE of Taki-a-Maru (Fish Reef) (2 miles SE), which is well-marked by kelp and is steep-to on the seaward side, thence:

ESE of Shag Point (5 miles SSW) (10.178), at the S end of Katiki Beach, which is unsurveyed, and Cornish Head (15 miles SSW). Vessels should keep at least 2½ miles off the coast as this area is unsurveyed and is considered to be foul; see note on the chart. Thence:

4 ESE of Danger Reef (7 miles SSW), thence:

ESE of Bobbys Head (9 miles SSW), a bare projection, 101 m in elevation, thence:

ESE of Ahuriri Rock (13 miles SSW) over which the sea breaks. It is steep-to on the seaward side and is sometimes marked by kelp, as are other dangers fringing the coast to N and S. Thence:

5 ESE of Cornish Head (15 miles SSW), covered with trees and scrub on the seaward side, and sheer on the S side, which forms the NE entrance point of Waikouaiti Bay (10.175), thence:

ESE of Karitane Point (17 miles SSW), a peninsula with cliffs on the SE side, 41 m in elevation, and a dangerous rock, 4 cables S.

6 Thence the track leads to the pilot boarding places , 2¾ miles N and 3½ miles NNE of Taiaroa Head (45°46′·4S, 170°43′·7E) (10.167) . The recommended route for vessels from N, carrying oil and other potentially harmful bulk liquid cargoes to Otago Harbour, is to remain at least 5 miles offshore until approaching the pilot boarding places.

Useful mark:

Heyward Point Light (45°45′·5S, 170°41′·5E) (10.204).

(Directions continue for Otago Harbour at 10.204)

Otago Harbour to Cape Saunders

10.172

1 From E of Otago Harbour Fairway Light-beacon (light-beacon, port hand) (45°45′·1S, 170°43′·6E) the coastal route leads generally S to the vicinity of Cape Saunders, 8 miles S, passing (with positions from the light-beacon):

E of the sandy spit which extends about 1 mile N from Taiaroa Head (1¼ miles S). See 10.192 regarding sea on the spit. Thence:

E of rocky patches, 2½ cables NE of Taiaroa Head, thence:

2 E of Hydra Rock (5½ miles SSE), off Papanui Inlet, thence:

Around Cape Saunders (7 miles SSE), which is cliff-faced and bare and makes a good mark in the S approach to Otago Harbour.

(Directions continue at 10.230)

Minor harbours and anchorages

Chart NZ 6512 (see 1.19)

Oamaru Harbour

10.173

1 **General information.** Oamaru Harbour (45°06′·4S, 170°58′·8E) is an artificial harbour situated close E of the town of Oamaru (population about 12 900). It functions as a fishing and leisure port but is not used by commercial shipping owing to extensive shoaling in the entrance which makes it dangerous for small craft to enter or leave even with local knowledge; see note on the chart. Swell from SE, when heavy, also makes the entrance dangerous.

2 **Tidal levels.** Mean spring range about 1·6 m; mean neap range about 1·1 m. See the relevant *Admiralty Tide Tables* for the latest information.

Directions. The harbour is approached from the NE and entered between a breakwater from the head of which a light (10.170) is exhibited, and a mole on which stands a lamppost.

3 **Anchorage** can be obtained, except during onshore winds between NNE and SSW, about 1½ miles E of the harbour entrance, in a depth of about 11·0 m, but the holding ground of hard sand over shingle is very bad.

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Moeraki Harbour (with wharf) (10.174)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

Chart NZ 64

Moeraki

10.174

1 **Description.** Moeraki lies in a bay about 5 cables W of Moeraki Point (45°22′S, 170°52′E). The bay, reported to be foul in places, is unsurveyed and fronted by Kelp Reef (10.171). Local knowledge is essential.

Directions. The alignment (216½°) of leading lights (masts, 4 m in height) standing 3 cables apart on the S shore of the roads, leads into the bay. The masts are not easy to identify by day.

2 **Useful mark:**

Light (white post, red top) (45°21′·6S, 170°51′·2E) exhibited from the head of a wharf.

Anchorage for small coasting vessels, sheltered from all except N winds, can be obtained in the roads, in depths from 3 to 5 m, sand and small shells.

Small craft can berth and obtain fuel at a jetty.

Chart NZ 661

Waikouaiti Bay

10.175

1 **Description.** Waikouaiti Bay (45°38′S, 170°41′E) lies between Cornish Head (10.171), and Karitane Point, 1½ miles SW. The head of the bay is a sandy beach backed by dunes. At the NE end of the beach is the narrow entrance to a tidal lagoon, around which stands the township of Waikouaiti, at the foot of tree and bush-covered hills. At the SW end of the beach there is a narrow, sandy peninsula, S of which Waikouaiti River enters the bay. The township of Karitane stands on the W bank of the river, close within the entrance.

2 **Tidal levels** are much affected by wind, rising higher than usual with W winds, and the contrary with E winds.

Directions. The bay is approached from E and entered passing:

S of a 6·7 m shoal, 3 cables S of Cornish Head, marked by kelp, and:

N of a 6·4 m shoal, 3 cables ENE of Karitane Point.

3 **Anchorage** can be obtained in the bay in depths from 11 to 15 m, hard sand, although swell usually sets into the bay from E or SE. The heaviest seas come from these directions, but this is not a frequent occurrence.

Small craft. In moderate weather Waikouaiti River can be entered by boat, but towards the last of the out-going stream the sea breaks over a bar. Local knowledge is required.

Blueskin Bay to Heyward Point

10.176

1 **Anchorages.** Blueskin Bay (45°43′S, 170°38′E) and the sandy bights in the coast between the bay and Heyward Point, about 3 miles ESE, afford good anchorage, with local knowledge, for small coasting vessels during S or offshore winds.

Small craft

Chart NZ 64

Waitaki River

10.177

1 **Description.** Waitaki River (44°56′S, 171°08′E) flows into the SW end of Canterbury Bight. Within the entrance the river widens to about 7 cables and channels, subject to change, lead between bush-covered islands and shingle banks. About 2 miles within the entrance the river is spanned by an overhead cable and crossed by road and railway bridges.

Limiting conditions. Summer freshets make entry dangerous for boats and local knowledge is required.

Chart NZ 66

Shag Point

10.178

1 **Boats** can shelter in a small inlet close S of Shag Point (45°29′S, 170°49′E).

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OTAGO HARBOUR

General information

Chart NZ 6612 plans of Port Chalmers and Dunedin Wharves (see 1.19)

Position

10.179

1 Otago Harbour is situated at the SE end of a bay between Heyward Point (45°45′·5S, 170°41′·5E) and Taiaroa Head, 1¾ miles SE, on the NW side of Otago Peninsula. It affords access to three ports which together comprise Port Otago:

Port Chalmers (45°49′S, 170°38′E).

Ravensbourne (45°52′S, 170°33′E).

Dunedin (45°53′S, 170°31′E), which is the major city of the Otago area. In 2001, the population of the Otago area was 181 542.

Function

10.180

1 Port Chalmers and Dunedin are customs ports serving the Clutha-Central Otago Region of New Zealand. Main commodities traded are:

Exports: forestry products, wool, tallow, meat, fruit, fish and manufactured goods.

Imports: petroleum products, chemicals, fertilisers, motor vehicles and parts, sulphur, textiles and general cargo.

A wharf at Ravensbourne serves an adjacent fertiliser factory. A fishing fleet uses the harbour.

Topography

10.181

1 From N and E Otago Harbour may be identified by the gap its entrance makes in the coast, and also by Spit Beach, a remarkable bank of dazzling white sand heaped at the base of steep cliffs forming the W entrance head, and fronted by Lion Rock (45°46′·3S, 170°42′·1E); from the offing the beach is often mistaken for breakers on the coastal bank off the entrance.

2 The land behind the N shore of Lower Harbour is steep and bare, except for some patches of scrub. On the SE shore of Lower Harbour, between Taiaroa Head and Kokomuka Point (45°49′·0S, 170°40′·1E), about 3½ miles SW, opposite Port Chalmers, there are a number of sandy beaches, backed at the NE end by steep ground and elsewhere, in places, by sand dunes or flat land with some vegetation.

The NW shore of Upper Harbour is fronted by a railway embankment and backed by a steep bush-covered ridge.

Port limits

10.182

1 The seaward limit of Otago Harbour is a line drawn 020° for 3 miles from Heyward Point (45°45′·5S, 170°41′·5E), thence 126° for 1¾ miles, and thence 200° to Howletts Point on W side of Taiaroa Head.

Approach and entry

10.183

1 The harbour is approached from the vicinity of Fairway Light-beacon (light-beacon, port hand) (45°45′·1S, 170°43′·6E) situated at the seaward end of the entrance channel, dredged through a sandbank, which leads into the harbour between the head of a mole, 1¼ miles SSW, and Taiaroa Head, 3¾ cables ESE of the molehead.

10.184

1 In 2003, 357 port calls were recorded, totalling 9 374 606 dwt.

Port Authority

10.185

1 Port Otago Ltd represented by a Chief Executive Officer and a Harbour Master.

Postal address: PO Box 8, Port Chalmers.

E-mail: pol@portotago.co.nz.

Limiting conditions

Controlling depths

10.186

1 Entrance channel is dredged to 13·7 m over a width of 1 cable. The channel from the harbour entrance to Port Chalmers is dredged to 12·2 m over a width of 1 cable and a diameter of 2¾ cables in a swinging basin off Port Chalmers.

Victoria Channel, Upper Harbour, between Port Chalmers and Dunedin is dredged to 7·3 m and a width of about ½ cable before widening off the wharves at Dunedin.

Dredged areas may not be regularly maintained. Shoaling in the channels and silting at the berths occurs from time to time. The latest depths and permitted draughts should be obtained from the Port Authority.

Under keel clearance. Under certain meteorological conditions (1.106), long period swell waves can significantly reduce under keel clearance in the approaches to Otago Harbour.

Caution. Mariners should proceed with caution when such conditions are experienced.

Deepest and longest berth

10.187

1 Port Chalmers: George Street No 2, multi-purpose berth (10.210).

Tidal levels

10.188

1 **Otago Harbour entrance:**

Mean spring range about 1·7 m; mean neap range about 1·3 m.

Port Chalmers:

Mean spring range about 1·7 m; mean neap range about 1·3 m.

Dunedin:

Mean spring range about 1·8 m; mean neap range about 1·4 m.

See the relevant *Admiralty Tide Tables* for the latest information.

Abnormal water levels

10.189

1 Tsunamis (see 1.50) may affect Otago Harbour. Warning is given by sound signal. See *Admiralty List of Radio Signals Volume 3 (2)* for details of warning systems.

Density of water

10.190

1 Density of water in the harbour is 1·025 g/cm^3.

Maximum size of vessel handled

10.191

1 Port Chalmers:

Length 259 m; longer vessels by prior arrangement with the Harbour Master.

Draught 12·5 m, but see 10.193 regarding the movement of vessels drawing more than 9·9 m.

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Ravensbourne and Dunedin:
Length 184 m, but see 10.193 regarding the movement of vessels at night.
Breadth 31·5 m.
Draught 8·0 m; see 10.193 for LW draught.

Local weather
10.192

1 **Sea and swell** can cause vessels to pitch, roll and lift bodily in the entrance channel. In strong E weather the sea breaks heavily over a spit which extends N from Taiaroa Head along the E side of the dredged entrance channel and a confused sea is raised in the channel. With light SE winds there is a confused swell in some parts of the entrance, but swell goes down very quickly at all times, particularly with W winds.

Fog is generally associated with light SE winds, but is not extensive.

Arrival information

Port operations
10.193

1 Vessels may enter and leave harbour by day and night, except that vessels over 167 m in length and tankers which are not gas-free may pass through Upper Harbour in daylight only. Vessels arriving after 2200 do not normally proceed into harbour until 0500 the following day, as no working time is gained by earlier entry. Exceptions are vessels whose entry is dependent on the height of the tide.

Entry to and departure from Port Chalmers of vessels drawing more than 9·9 m is dependent on the height of tide and sea conditions (10.192) in the harbour entrance.

2 Upper Harbour channel is only navigable at LW by vessels drawing not more than 6·5 m.

Coast radar station with a range of 32 miles is located at Taiaroa Head, about 1 cable SSW of Taiaroa Head Light (10.167). In restricted visibility the position of a vessel can be requested but the Port Authority accepts no responsibility for any consequences which may arise from use of this information. See *Admiralty List of Radio Signals Volume 6 (4)* for further details.

Port radios
10.194

1 **Taiaroa Head Signal Station.** For details, see *Admiralty List of Radio Signals Volume 6 (4).*

2 Vessels can communicate by VHF with Otago harbour Control located in the Port Chalmers Harbour Control Centre. Vessels bound for Port Chalmers or Dunedin are informed of their berths, any harbour movements and any dredging in progress.

Danger signal for small craft; see 10.219.

Notice of ETA required
10.195

1 A vessel's ETA at the pilot boarding place (10.197) and maximum draught must be reported to the Duty Pilot 12 hours in advance and confirmed 4 hours before arrival.

Outer anchorage
10.196

1 The recommended anchorage, considered safe in all winds except rare E gales, is about 1¼ miles NE of Heyward Point (45°45′·5S, 170°41′·5E), in a depth of 24 m, sand and mud.

Prohibited anchorage. Anchoring is prohibited in the vicinity of the entrance channel and pilot boarding places as shown on the chart.

Pilots
10.197

1 **Pilotage** is compulsory for merchant vessels over 100 grt, unless the master is exempted by law.

Pilot boarding places are 2¾ miles N and 3½ miles NNE of Taiaroa Head, as shown on Chart NZ 66. The notice required for a pilot is the same as that for ETA.

Pilot-boats. *Otoroa* is a white wooden launch and *Potiki* is an orange fibreglass launch, both equipped with VHF.

Tugs
10.198

1 Two schottel drive tugs fitted with VHF, are available for berthing and provide their own lines.

Regulations concerning entry
10.199

1 **Entry.** Vessels awaiting a pilot must not approach within 1½ miles of Taiaroa Head Light (45°46′·4S, 170°43′·7E).

Permission to enter harbour must be obtained from the Port Authority.

No inward bound vessel may use the entrance channel while there is an outward bound vessel in the channel.

See 1.59 for general regulations.

Quarantine
10.200

1 See 1.55. Vessels liable to quarantine are required to proceed to the outer anchorage (10.196) while awaiting inspection.

Harbour

General layout
10.201

1 From the entrance Otago Harbour extends about 11½ miles SW as a narrow inlet indented by bays. Much of the harbour is occupied by shallow or drying sandbanks, marked on or near the edges by survey beacons. Considerable areas along the shores of the harbour are built-up. About 6 miles within the entrance, the harbour is divided into Lower Harbour to the NE, and Upper Harbour, to the SW, by Halfway Islands which lie between Port Chalmers and a peninsula, 6 cables SE.

2 From the harbour entrance a dredged channel leads along the N side of Lower Harbour for about 5½ miles to a dredged swinging basin off Port Chalmers, and thence between Halfway Islands. From Halfway Islands, another dredged channel, the main part of which is called Victoria Channel, extends 4½ miles along the NW side of Upper Harbour to Ravensbourne Wharf, and thence for about 1 mile to Dunedin wharves at the head of the inlet. The bottom in the channel is composed of sand, mud and clay.

Natural conditions
10.202

1 **Current** off the harbour entrance sets generally N and during S winds attains a rate of 1 to 2½ kn.

2 **Tidal streams.** See tidal arrows on the chart. There is little interval of slack water in the entrance and the out-going stream lasts about 43 minutes longer than the in-going. The streams generally run along the axis of the entrance channel at rates up to 2 kn, but see 10.205 regarding the tidal stream effect near the entrance.

In Lower Harbour the streams generally follow the channel, attaining their maximum rate of 2 to 3 kn in the

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narrow passage off Harington Point, 7½ cables within the entrance, on the E side. Local sets may be experienced in the vicinity of Light-beacons No 4 and No 6, S of Harington Point, off Pulling Point (45°47′·8S, 170°39′·3E), off Acheron Head, 4½ cables WSW, and in the approaches to Port Chalmers wharves. The average interval of slack water at Port Chalmers is 10 minutes.

3 Unusual sets may be experienced in the passage (45°49′·6S, 170°37′·7E) between Goat Island and Quarantine Island.

In Upper Harbour the streams attain a maximum rate of 2½ kn and generally follow the channel, except off Kilgours Point (45°49′·9S, 170°36′·1E) and in the vicinity of Ravensbourne Wharf where local sets are experienced. The out-going stream lasts longer than the in-going and the average interval of slack water at Dunedin is 10 minutes.

Climatic table for Taiaroa Head see 1.155 and 1.164.

Principal marks

10.203

1 **Landmarks:**

Church spire (45°48′·9S, 170°37′·2E), prominent in Port Chalmers.

Quarantine Point (45°49′·5S, 170°38′·5E), which is a prominent bare headland, 90 m in elevation, terminating in cliffs.

Major light:

Taiaroa Head Light (45°46′·4S, 170°43′·7E) (10.167).

Directions for entering harbour

(continued from 10.171)

Approach

10.204

1 From the vicinity of the pilot boarding position, 1½ miles N of Fairway Light-beacon (light-beacon, port hand) (45°45′·1S, 170°43′·6E), Otago Harbour entrance channel should be approached in the white sector (shore–259°) of Heyward Point Light (white tower, 4 m in height), 1½ miles WSW. Deep-draught vessels should avoid a disused spoil ground, with a least depth of 9·7 m, lying within 4½ cables NNE of Heyward Point. Spoil grounds which are in use lie about 7½ cables NNE and 1 mile SE of Heyward Point.

2 The sandspit to the E of the entrance channel, least charted depth 6 m, between Fairway Light-beacon and Taiaroa Head, 1¼ miles S, is covered by the red sector (259°–306½°) of Heyward Point Light.

Entry

10.205

1 **Approach Channel Direction Light.** From close W of Fairway Light-beacon, the bearing 186° in the white sector (185½°–187°) of a direction light (red triangle on white tower, 5 m in height) (45°47′·9S, 170°43′·1E), exhibited on the shore of the harbour about 1¾ miles within the entrance, leads in the centre of the dredged channel, through the harbour entrance. The light is also exhibited during the day with a daylight range of 4 miles.

Taiaroa Head Light

Taiaroa Head from W (10.205)

(Original dated 2004)

(Photograph – Captain Frank A. Lawrence FRIN)

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2 At the seaward end of the dredged entrance channel the W limit of the channel is indicated by the boundary between the green sector (183¾°–185°) and alternating white and green sector (185°–185½°) of the direction light. The E limit is indicated by the boundary between the alternating white and red sector (186¾°–187¼°) and the red sector (187¼°–188½°) of the light.

3 An "overspill" of white light is visible for 5 miles at night E of the red sector and W of the green sector of the direction light. Vessels should cross the red or green sectors before turning on to the leading bearing of the direction light, in the white sector.

The track leads through the entrance channel, passing (with positions from Taiaroa Head Light (45°46′·4S, 170°43′·7E)):

4 W of the sandy spit extending about 1 mile N of Taiaroa Head and E of the coastal bank extending 1¼ miles SE from Heyward Point, both of which have depths less than 10·0 m over them, thence:

E of the below-water extremity of a stone mole (4 cables NW) which extends NE from a low sandbank on the W side of the harbour entrance and on the head of which is a light-beacon (E cardinal), thence:

5 W of Taiaroa Head, a bold dome-shaped rocky headland on the summit of which is a signal station (10.194), thence:

E of No 1 Light-beacon (starboard hand) (4 cables WSW).

Caution. Near the harbour entrance, vessels may be set W by the in-going tidal stream and E by the out-going stream.

Lower Harbour

10.206

1 The dredged channel through Lower Harbour is marked on both sides by light-beacons some of which stand up to ¼ cable outside the channel. Their positions and characteristics can be seen on the chart.

From E of No 1 Light-beacon (starboard hand) (45°46′·5S, 170°43′·2E) a vessel bound through Lower Harbour should keep in the centre of the dredged channel, passing (positions given from No 1 Light-beacon):

2 E of a training wall which extends S from the vicinity of No 1a Light-beacon (starboard hand) (3 cables S), thence:

W of Harington Point (5 cables SSE) from which a light (metal house on cliff) is exhibited, thence:

E of a jetty (7 cables S), on which lights are exhibited from a post, situated at the extremity of a narrow sandspit near the S end of the training wall, thence:

3 NW of the extremities of four walls, two below-water, marked by light-beacons (port hand), situated on the S side of the channel between the sandspit and Ohinetu Point (1½ miles SSW) (10.222), thence:

N of a training wall extending 1¼ cables W from the outer end of the wall projecting from Ohinetu Point, thence:

S of No 11 Light-beacon (starboard hand) (45°47′·7S, 170°41′·8E).

4 **Leading lights:**

Front light (No 13a Light-beacon, starboard hand) (45°47′·5S, 170°40′·2E) 1 cable S of Tayler Point.

Rear light (white triangle on tripod) (4¾ cables WNW of front light), in Dowling Bay.

5 From No 11 Light-beacon (starboard hand) the alignment (283¼°) of the leading lights, exhibited on the N side of the channel, leads in the centre of the channel to a position ESE of No 13a Light-beacon. Thence the channel is followed to the swinging basin (45°48′·8S, 170°37′·8E) off Port Chalmers, passing (with positions from No 13a Light-beacon):

SE of Pulling Point (6½ cables WSW), a bare headland, thence:

S of Acheron Head (12 cables WSW), thence:

E of Rocky Point (45°48′·2S, 170°37′·7E).

6 Thence the channel leads through the swinging basin, about 2¾ cables in diameter, abreast Port Chalmers.

Manoeuvering aid. No 23 Light-beacon (starboard hand) (45°48′·1S, 170°38′·0E) in line with a light-beacon (red triangle), 3 cables NNE, on the shore of Deborah Bay (10.220), affords an aid to vessels manoeuvering in the swinging basin.

Port Chalmers to Halfway Islands

10.207

1 From the swinging basin the track through Lower Harbour channel leads S, passing, in the dredged channel:

E of Observation Point (45°48′·8S, 170°37′·8E), from which Beach Street Wharf Light-beacon (starboard hand) is exhibited. Back Beach log storage area extends 3 cables S from the point.

2 **Halfway Islands Leading lights:**

Front light (No 32 Light-beacon, port hand) (45°49′·2S, 170°37′·9E).

Rear light (white triangle, black stripes) (1 cable NNE of front light).

The alignment (028¼°) of these leading lights astern leads through the channel between Halfway Islands.

3 **Upper Harbour Leading lights:**

Front light (No 2a Light-beacon, port hand) (45°49′·8S, 170°37′·5E).

Rear light (white triangle, black stripe) (½ cable SSW of front light).

The alignment (208¼°) of these lights ahead also leads through the channel between Halfway Islands, passing:

4 Beneath an overhead power cable, with a vertical clearance of 51 m, supported by towers (orange and silver bands, framework), thence:

ESE of Goat Island (45°49′·5S, 170°37′·5E), on the SE end of which No 1 Light-beacon (pile) is exhibited, and:

WNW of No 2 Light-beacon (pile), about ½ cable SE, situated off the W end of Quarantine Island.

Quarantine Island Leading lights:

Front light (white triangle point up, on black pile) (45°49′·4S, 170°37′·9E).

Rear light (white triangle point down, similar structure) (1¼ cables NE of front light).

The alignment (044¾°) of these lights astern leads into Victoria channel (10.186).

Upper Harbour

10.208

1 Victoria Channel, Upper Harbour, is marked on both sides by pile light-beacons and beacons and their positions and characteristics can be seen on the chart. The channel is formed by a low tide training wall on the S side between the entrance to Eastern Channel (45°50′S, 170°36′E) and Dunedin Wharves, about 4 miles SW. On the N side a training wall extends 4½ cables WSW from Kilgours Point,

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from which No 9 light-beacon (starboard hand) is exhibited, 1 cable N of the entrance to Eastern Channel.

2 When clear of Halfway Islands a vessel should keep in the middle of Upper Harbour channel, passing:

S of Kilgours Point and N of the entrance to Eastern Channel, thence:

ESE of Curles Point (45°50′·2S, 170°35′·3), S of which large vessels are limited to a maximum speed of 8 kn, thence:

S of Ravensbourne Wharf (45°52′·2S, 170°32′·6E) from which lights are exhibited, and off which the channel has been widened to allow a vessel to swing.

3 Thence the channel leads a farther 7 cables to Dunedin Wharves where there is a swinging area with a diameter of 280 m.

Useful marks:

Grassy Point (45°50′·8S, 170°36′·3E), which is 38 m in elevation, cliff-faced and topped with scrub.

Memorial (45°53′·2S, 170°33′·9E) on a hill, elevation over 200 m.

Directions for leaving harbour

10.209

1 When leaving Otago Harbour the directions given for entering should be followed in reverse.

Berths

Anchorage

10.210

1 **Emergency anchorage.** In an emergency only, vessels up to 152 m in length may anchor in the swinging basin off Port Chalmers.

Submarine cables. Anchoring is prohibited in the vicinity of submarine cables lying between light-beacons along the sides of Lower and Upper Harbour Channels; see the chart, and:

A submarine cable area (45°49′·2S, 170°37′·8E), between Port Chalmers and Quarantine Point, as shown on the chart.

2 Submarine cables on the E side of Eastern Channel between 1 cable N of Company Bay (45°51′·5S, 170°36′·0E) to about 4 cables S.

A submarine telegraph cable laid between No 41 Light-beacon (starboard hand) (45°51′·7S, 170°34′·3E) and No 40 Light-beacon (port hand) to the shores to NW and SE. A submarine power cable also connects No 41 Light-beacon with light-beacons on the N side of Victoria Channel as far as No 63 Light-beacon, 1¾ miles WSW. The positions of the cables are shown on the chart, except for that which crosses the channel between Nos 41 and 40 light-beacons, which is buried 3 m.

Port Chalmers from SW (10.211)

(Photograph – Port Otago Ltd)

Port Chalmers

10.211

1 The following berths, listed from N to S, are available:

George Street Outer No 2 multi-purpose berth: length 296 m; depth alongside 13 m.

George Street Inner No 1 container berth: length 275 m; depth alongside 13 m.

Beach Street Wharf: two berths of total length 410 m, depth alongside 11·9 m, adjacent to Back Beach log storage area.

Port Chalmers from N (10.211)

(Photograph – Port Otago Ltd)

Ravensbourne

10.212

1 **Ravensbourne Wharf:** length 140 m; depth alongside 8·2 m; is equipped for the discharge of bulk fertiliser to an adjacent fertiliser works.

Dunedin

10.213

1 The following berths, listed from E to W, are available:

LPG Wharf: is suitable for vessels of length 100 m, depth alongside 6 m.

Leith Wharf: length 152 m; depth alongside 8 m.

Oil Wharf: length 222 m; depth alongside 8·3 m.

Victoria Wharf X and Y Berth: length 213 m; depth alongside 7·8 m.

2 **Victoria Wharf T and U Berth:** length 175 m; depth alongside 8·1 m.

Rattray Wharf: length 255 m; depth alongside 5·4 m.

Cross Wharf: length 137 m; depth alongside 5·2 m.

Birch Street Wharf: length 305 m; depth alongside 6·6 m.

Port services

Repairs

10.214

1 Repairs of all kinds, including underwater repairs for small coasting vessels, can be effected. Divers are also available for underwater inspections of larger vessels.

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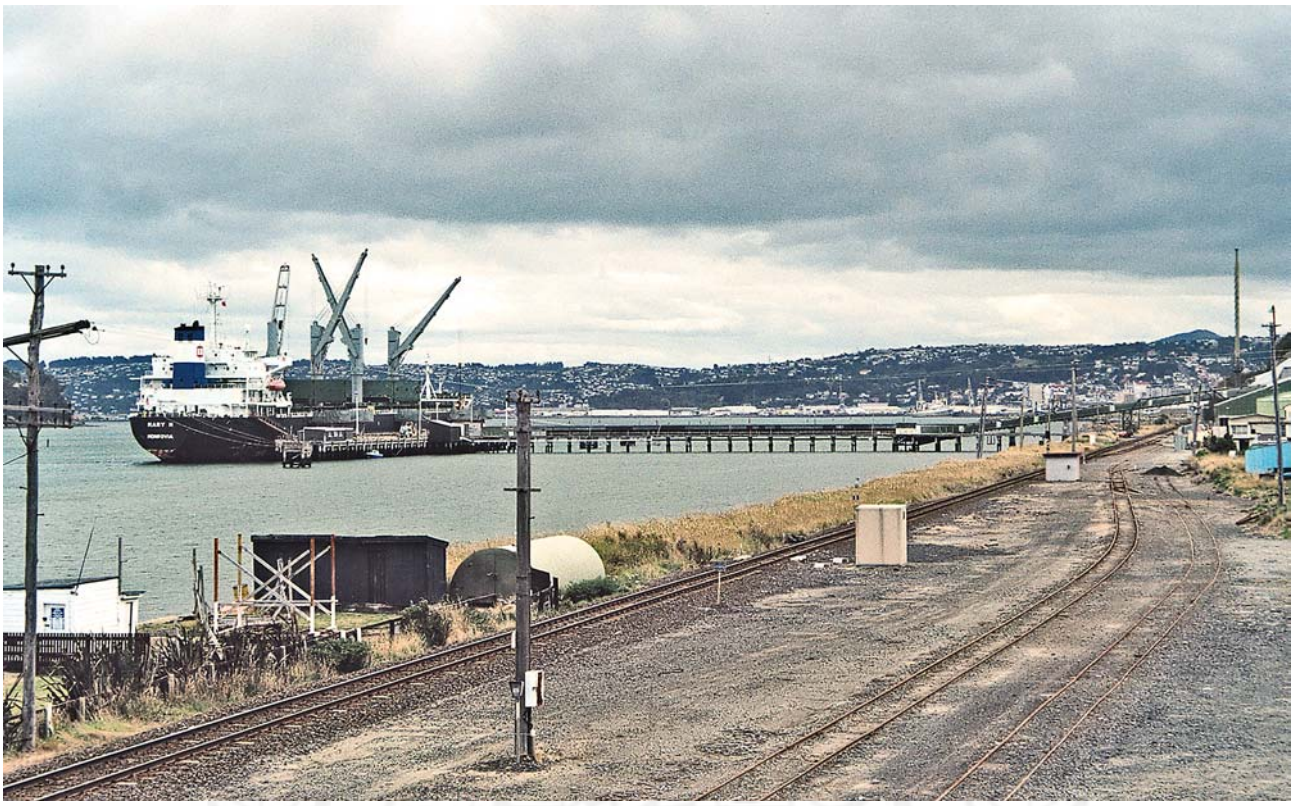

Ravensbourne Wharf (10.212)

(Original dated 2004)

(Photograph – Copyright Granted)

Slipway at Dunedin, close S of E end of Birch Street Wharf, lifting capacity 500 tonnes, for vessels of maximum length 36·5 m.

Other facilities

10.215

1 **Tide-gauge** on a pile, 7 cables SW of Taiaroa Head (45°46′·4S, 170°43′·7E), at the entrance to Lower Harbour.

Compass adjustment; de-ratting and exemption certificates at Port Chalmers and Dunedin; garbage collection and disposal; limited facilities for reception of oily waste; limited salvage equipment; hospitals in Dunedin.

Supplies

10.216

1 Fuel and lubricating oil; provisions; fresh water.

Communications

10.217

1 Internal air service from airport distant 25 km from Dunedin.

Regulations

10.218

1 Tankers may only discharge cargoes at night with the permission of the Harbour Master.

Small craft

Otago Harbour entrance

10.219

1 Rough and confused seas may be experienced in the channel entrance between Fairway Light-beacon (45°45′·1S, 170°43′·6E) and Taiaroa Head, 1¼ miles S, during NE weather, particularly when combined with an ebbing tide.

2 **Danger signal.** A red flashing light may be exhibited from the signal station on Taiaroa Head when seas are considered dangerous to small craft. See note on the charts.

Deborah Bay

10.220

1 **Description.** Deborah Bay indents the NW side of Lower Harbour between Acheron Head (45°47′·9S, 170°38′·7E) and Rocky Point, 8 cables WSW. A navigable channel, marked by beacons at its entrance leads N from Rocky Point to a yacht club and moorings, 3 cables N, passing W of a sandbank which lies across the entrance to the bay. Two charted wrecks lie 1 cable NNW of the point.

Berths:

Jetty, slip and moorings at the head of the bay.

Macandrew Bay

10.221

1 **Description.** Macandrew Bay (45°52′·1S, 170°35′·7E) is approached from N between Middle Banks, through Eastern Channel which is marked by beacons, the positions of which can be seen on the chart. The channel, which has a least charted depth of 1 m, leads 2 miles S along the E side of Upper Harbour into Macandrew Bay.

Berths: two jetties; slip; yacht club.

Other berths

10.222

1 **Ohinetu Point** (45°48′·0S, 170°42′·4E): wharf in disrepair at a disused fish factory.

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Careys Bay (45°48′·5S, 170°37′·6E): moorings at piles; L-shaped jetty used by fishing vessels.

Broad Bay (45°50′·9S, 170°37′·2E): yacht club and slip.

Leith Canal (45°52′·3S, 170°31′·6E): marina enclosed by breakwaters, on NE side of Dunedin.

2 **Birch Street Wharf** (45°52′·9S, 170°30′·4E) (10.213): at pontoons behind a breakwater at the W end of the wharf.

Burns Point (45°52′·9S, 170°31′·6E): yacht club and slips, 1½ cables SW; jetties and boat sheds up to 5 cables SW.

OTAGO PENINSULA TO FOVEAUX STRAIT

GENERAL INFORMATION

Charts NZ 66, NZ 68

Area covered

10.223

1 This section describes the waters between the entrance (45°46′S, 170°43′E) to Otago Harbour and Waipapa Point (46°40′S, 168°51′E), 94 miles SW, at the E entrance to Foveaux Strait. The section is arranged as follows:

Cape Saunders to Nugget Point (10.227).

Nugget Point to Waipapa Point (10.235).

Topography

10.224

1 At its NE end the coast, around Otago Peninsula, is formed of high cliffs interspersed with beach. The remainder of the coast is generally low, formed mostly by beach with cliffs, in places, backed by high land except near Waipapa Point, where there are dunes and swampy ground.

Between Cape Saunders (45°53′·0S, 170°43′·7E), on the SE side of Otago Peninsula, and Waipapa Point there are few good navigational marks.

Natural conditions

10.225

1 **Local magnetic anomaly.** Deflection of the magnetic compass is reported to occur between Nugget Point (46°27′S, 169°49′E) and Waipapa Point, 42 miles WSW.

Current is NE-going at a rate of 1 to 2 kn close to Nugget Point decreasing to ½ kn about 20 miles offshore between Nugget Point and Cape Saunders (45°53′·0S, 170°43′·7E), about 50 miles NE.

Regulations

10.226

1 **Wildlife sanctuaries.** Cosgrove Island (46°34′S, 169°37′E) and Rainbow Isles, 6 miles WSW, are wildlife sancuaries; for regulations see 1.51.

CAPE SAUNDERS TO NUGGET POINT

General information

Charts NZ 66, NZ 68, NZ 661

Route

10.227

1 From Otago Harbour the coastal route leads S, along the E side of Otago Peninsula to Cape Saunders, 6½ miles S, and thence a further 50 miles SW to Nugget Point (46°27′S, 169°49′E), passing clear of charted dangers lying up to 1½ miles offshore, except for a 5·5 m rocky patch (46°08′·4S, 170°16′·2E).

Topography

10.228

1 Hoopers Inlet, 2 miles W of Cape Saunders Light, is filled by a tidal mud flat; the E side of its entrance is formed by low sand-hills covered with coarse grass while the W side is a cliff, rising to Sandymount, elevation 319 m.

Between a rocky point, 3 miles WSW of Cape Saunders Light, and Seal Point, 4 miles W is a sandy beach backed by dunes. Thence there is a boulder beach followed by high cliffs to Maori Head, a farther 3 miles W. From Maori Head there are two beaches, separated by Lawyers Head, as far W as St Clair, a suburb of Dunedin.

2 From Black Head (45°56′S, 170°26′E), to the entrance to Taieri River, 12 miles SW, the coast is fronted by a shingle and sand beach. Thence to Chrystalls Beach, 9½ miles SSW of Taieri River entrance, there are sandy beaches fringed with reefs. From Chrystalls Beach to Port Molyneux, 17 miles SW, there are long stretches of beach unencumbered by reefs. A 2 mile length of cliffs stands NE of the entrance to Clutha River, 7 miles N of Nugget Point (46°27′S, 169°49′E).

Behind the coast from Black Head to Clutha River the land is moderately high and mostly bush-covered, except inland from Quoin Point (46°10′S, 170°10′E), where it is backed by forest.

Principal marks

10.229

1 **Landmarks:**

Mount Charles (45°52′S, 170°42′E), a prominent isolated bush-covered summit.

Nugget Point (46°27′S, 169°49′E), a bold scrub-covered headland which is the termination of a high prominent ridge, and is surmounted by Nugget Point Lighthouse (white stone tower, 9 m in height).

2 **Major lights:**

Cape Saunders Light (white tower, black cupola, 4 m in height) (45°52′·9S, 170°43′·7E).

Nugget Point Light.

Directions

(continued from 10.116 and 10.172)

General directions

10.230

1 Attention is drawn to the general directions at 10.6.

Cape Saunders to Nugget Point

10.231

1 From the vicinity of Cape Saunders the coastal route leads SW, passing (with positions from Cape Saunders Light (45°52′·9S, 170°43′·7E)):

SE of Tow Rock (4 miles SW), and Gull Rocks, 4½ cables N in Sandfly Bay, thence:

SE of Bird Island (7¼ miles WSW), and Tomahawk Reef, close W, thence:

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SE of White Island (10 miles WSW), and drying rock, 2 cables WSW of the island, thence:
SE of Green Island (15 miles WSW), elevation 40 m, thence:
SE of a 9·1 m rocky patch (19 miles WSW), 1 mile SE of Bruce Rocks, thence:
SE of Taieri Island (46°03′·5S, 170°13′·1E) (10.232) and dangerous rocks which extend 4 cables E.

2 The track then leads either side of a 5·5 m rocky patch, 5 miles SSE of Taieri Island, position approximate, passing (with positions from Nugget Point (46°27′S, 169°49′E)):
SE of Quoin Point (23 miles NE), which is a rounded projection, thence:
SE of Cooks Head Rock (18¼ miles NE), which is remarkable, thence:
SE of foul ground (16¾ miles NE) off the entrance of Tokomairiro River, thence:

3 SE of Australian Reef (12¾ miles NE), thence:
SE of a detached 4·9 m shoal (8¾ miles NE), lying off an area of foul ground, thence:
Across the approach to Molyneux Bay (4 miles N) (10.233), which shows prominently as a deep bight from seaward, the land on both sides being moderately high, thence:
SE of Campbell Point (2¼ miles NNW), and a reef extending about 5 cables E.

4 The track then leads to a position SE of a reef, on which lie some pointed rocky islets, extending about 6 cables SE from Nugget Point.

Useful marks.
Three radio masts centred on (45°53′·2S, 170°35′·3E).
Memorial (45°53′·2, 170°33′·9) on a hill.

(Directions continue at 10.240)

Anchorages and landings

Taieri River
10.232

1 Taieri River flows into the sea 6 cables W of Taieri Island (46°03′·5S, 170°13′·1E). The river can only be entered by small boats in fine weather. Local knowledge is required.

Molyneux Bay
10.233

1 **Description.** Molyneux Bay indents the coast for about 9 miles NE of Nugget Point (46°27′S, 169°49′E).

Matau Branch and Koau Branch of Clutha River flow into the head of the bay, 7¼ miles NNE and 6 miles N, respectively, from Nugget Point, through entrances separated by Inch Clutha, a low, flat cultivated island. The seaward side of the island is formed of dunes, up to 15 m high, topped with bush. A dangerous shifting bar fronts the entrance to Clutha River from which a sandy beach extends 3 miles SSW. Inland, Kaitangata, 2 miles NNE of Matau Branch entrance, rises to a tree-covered summit, 213 m in elevation.

2 **Tidal stream** in Clutha River attains a rate of 3 to 5 kn with a falling tide.

10.234

1 **Anchorage** can be obtained in Molyneux Bay, during offshore winds, in a depth of 15 m, about 1 mile E of Campbell Point (46°25′S, 169°48′E).

Landing place for boats, protected by a small breakwater, exists on the SW side of the bay, about 1½ miles S of Campbell Point.

Facilities. Hospitals in the towns of Kaitangata and Balclutha, 2½ miles N and 7 miles NW, respectively, of Matau Branch entrance.

Communications. Airfield at Balclutha.

NUGGET POINT TO WAIPAPA POINT

General information

Charts NZ 68, NZ 66

Route
10.235

1 From Nugget Point (46°27′S, 169°49′E) the coastal route leads 42 miles WSW to Waipapa Point (46°40′S, 168°51′E), at the E entrance of Foveaux Strait. It is clear of charted dangers lying up to 1¾ miles offshore.

Topography
10.236

1 Between Nugget Point and Waikawa Harbour, about 30 miles WSW the coast is formed of cliffs, interspersed with sandy beaches at the heads of bays between moderately high points and backed by land rising to hills and mountains.

From Waikawa Harbour to Waipapa Point, the coast is mostly low lying, formed by sandy beach backed by dunes, with areas of swampy ground and coarse vegetation.

Natural conditions
10.237

1 **Local magnetic anomaly.** Local magnetic anomalies causing fluctuations to the normal magnetic variation exist in areas noted on Chart NZ 68.

Current. See 10.5.

Tidal streams. The tidal streams of Foveaux Strait are felt as far as Long Point (46°35′S, 169°35′E), although they have slackened considerably off the coast in the vicinity of Porpoise Bay, 20 miles W. For more information see the chart.

Principal mark
10.238

1 **Major light:**
Nugget Point Light (46°27′S, 169°49′E) (10.229).

Directions

(continued from 10.231)

General directions
10.239

1 Attention is drawn to the general directions at 10.6.

Nugget Point to Tautuku Peninsula
10.240

1 From a position SE of Nugget Point the coastal route leads generally SW to that of Long Point (46°35′S, 169°35′E), passing (with positions from Long Point):
SE of False Islet (9½ miles NE), a small bare promontory connected to the mainland by a sandy isthmus, thence:
SE of Catlins Head (8 miles NE), 60 m in elevation, a cliff topped with bush which is the S entrance point of Catlins River, thence:

2 SE of Tuhawaiki Island (7 miles NE) and some above-water rocks, about 2½ cables SW, thence:
SE of White Head (6 miles NE), a bold cliff from which cliffs 60 to 180 m high extend about 4 miles SW, thence:
SE of Cosgrove Island (2 miles NE), thence:

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SE of Long Point, which is 65 m in elevation, resembles Nugget Point, and may be identified from about 5 miles, thence:

3 Across the approaches to Tahakopa Bay and Tautuku Bay (10.242), which indent the coast between Long Point and Tautuku Peninsula (6½ miles WSW), thence:

SE of Tautuku Peninsula, which is 30 m in elevation, and from the S extremity of which a light (white tower, 4 m in height) is exhibited.

Tautuku Peninsula to Waipapa Point
10.241

1 From the vicinity of Tautuku Peninsula (46°36′·8S, 169°26′·3E) the coastal route leads initially WSW, passing (with positions from Tautuku Peninsula):

SSE of Chaslands Mistake (3½ miles WSW), a black headland, with cliffs on both sides, topped with scrub, which may be identified from about 5 miles. Thence the track leads W, passing:

S of Wallace Head (5½ miles W), 28 m in elevation, and almost detached from the coast, thence:

S of The Sisters (8 miles W), a reef which extends 4 cables SE from a small rocky headland.

2 The track then leads S of The Brothers Point (46°40′S, 169°12′E), and an above-water reef extending 1 cable S, which is bare and may be identified from about 5 miles. Thence the track passes (with positions from The Brothers Point):

S of White Head (1½ miles W), thence:

S of South Head (4 miles W), on the W side of the approach to Waikawa Harbour (10.243), thence:

S of a headland (elevation 109 m) (6 miles W), on the E side of the entrance to Haldane Bay, the head of which is formed by a sandy beach backed by dunes, thence:

3 S of Slope Point (46°40′·5S, 169°00′·0E), 26 m in elevation and bare, which may be identified from about 5 miles, and on which a light (white round metal tower, 3 m in height) is exhibited. A reef extends 2 cables SE.

Thence the track leads to a position clear S of Waipapa Point (46°40′S, 168°51′E) from which a light (6.91) is exhibited, off which the sea is reported to break heavily in depths from 12 to 18 m, noting the 19·4 m rocky patch, 4¼ miles SW of the point.

4 **Useful marks:**

Hinahina Hill (46°31′S, 169°38′E), which is bush-covered.

Pillans Head (46°34′·0S, 169°32′·4E) which is bare and has a sandy beach on each side. The W beach, backed by low, scrub-covered ground forms the head of Tahakopa Bay and extends 2½ miles to the entrance of Tahakopa River.

Rainbow Isles (46°35′S, 169°28′E), situated close off a cliff. In the S islet there is a blowhole.

Kinakina Island (46°37′·5S, 169°22′·3E), a high rock.

(Directions for the coastal route through Foveaux Strait are given in the reverse direction at 6.91)

(Directions to East Cape, Stewart Island, are given in the reverse direction at 6.151)

Minor harbour and anchorage

Tautuku Bay
10.242

1 **Description.** Tautuku Bay indents the coast between Rainbow Isles (46°35′S, 169°28′E), and Tautuku Peninsula, 1½ miles SW. Tautuku River, the bar of which dries, enters the SW corner of the bay. The head of the bay is a sandy beach backed by low, scrub-covered ground.

Anchorage can be obtained in the bay in depths from 13 to 17 m during W and NW winds, but it is exposed to those from SW.

Alongside berth. Jetty on N end of Tautuku Peninsula.

Waikawa Harbour
10.243

1 **Description.** Waikawa Harbour (46°38′S, 169°09′E) is situated 1 mile within the entrance to Waikawa River which flows into the head of Porpoise Bay. The W side of Porpoise Bay is formed by a sandy beach with swampy ground behind. Waikawa River is shallow and strong freshets occur frequently.

2 **Directions.** The river is approached from S, through Porpoise Bay, between reefs extending 6 cables NE from South Head (46°39′·8S, 169°06′·4E) and 4 cables SW from the S entrance point to the river, 1½ miles NE. A dune-covered sandspit forms the N entrance to the river.

Anchorage. Vessels can anchor in depths of 9 m about 7 cables SW of the river entrance.

Small craft anchorage is secure within the entrance to the river, but recent local knowledge is required.

Alongside berth is available at a jetty at S end of Waikawa settlement on the W side of harbour.

Small craft

False Islet
10.244

1 **Berths.** Boat harbour near S extremity (46°29′S, 169°45′E).

Catlins River
10.245

1 **Description.** Catlins River enters the sea 1 mile W of False Islet, N of Catlins Head. The N side of the approach to the entrance is formed by a sandy beach, backed by dunes covered in places by scrub. Triplets, three above-water rocks, 12 m in elevation, lie off the beach. Local knowledge is required to enter Catlins River.

Limiting conditions. The bar of the river, over which there is a depth of 1·5 m, becomes dangerous during the out-going stream which starts to run 50 minutes after HW. Swell from between NE and S breaks on the bar.

Tidal streams attain a rate of 2 to 3 kn.

South Head to Waipapa Point
10.246

1 **Caution.** Between South Head (46°39′·8S, 169°06′·4E) and Waipapa Point, 10¾ miles W, the coast should not be approached, except in fine weather, owing to irregular tidal streams.

Other berths
10.247

1 **Boat harbours** are situated:

About 7½ cables NW of The Brothers Point (46°39′·8S, 169°12′·2E).

About 5 cables E of Black Point (46°40′·4S, 168°58′·1E) (Chart NZ 681).

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CHAPTER 11

OUTLYING ISLANDS AND ISOLATED DANGERS

GENERAL INFORMATION

Chart 4600

Scope of the chapter

11.1

1 In this chapter are described the waters surrounding the outlying islands and isolated dangers in oceanic waters around New Zealand. The chapter is divided into the following sections:

Kermadec Ridge and South Fiji Ridge (11.4).
Chatham Islands (11.45).
Bounty Plateau (11.79).
Campbell Plateau (11.91).

Topography

11.2

1 The islands are moderately high, with elevations ranging from 137 to 704 m, except for Bounty Islands which have a maximum elevation of 70 m.

Reporting system

11.3

1 A voluntary code has been introduced in New Zealand waters to reduce the potential for the pollution of the marine environment. Vessels laden with oil or other harmful liquid substances in bulk are to keep 5 miles off the land, any charted danger, or any island, until reaching the position where alteration is required to make port. For details of reports and other requirements see 1.53 and *Admiralty List of Radio Signals Volume 1 (2).*

KERMADEC RIDGE AND SOUTH FIJI RIDGE

GENERAL INFORMATION

Charts 4639, 4605

Area covered

11.4

1 This section describes the waters surrounding Kermadec Islands which lie along Kermadec Ridge (1.99) between Raoul Island (29°16′S, 177°56′W) and L'Esperance Rock, 132 miles SSW. Also described are the charted isolated dangers and volcanic activity which lie in the vicinity of Kermadec and South Fiji Ridges extending NNE from North Island, New Zealand to latitude 25°S. There are no ports or harbours. The section is arranged as follows:

Kermadec Islands (11.9).
Isolated dangers and volcanic activity (11.44).

Topography

11.5

1 Kermadec Islands are volcanic and are being uplifted.

Marine reserve

11.6

1 Kermadec Islands are a marine reserve and no fishing is permitted within 12 miles of their coasts. For regulations see 1.12 and note on the chart.

Hazard

11.7

1 Kermadec Islands and the surrounding seas lie in an area of known volcanic activity. There may be less water than charted in the vicinity of the islands which are not fully surveyed. See 1.103 and note on the chart.

Current

11.8

1 It was observed by HMS *Egeria*, in 1888, when E of Kermadec Islands in depths of about 3500 m or more, that little or no current was felt, but as soon as depths decreased an E set with a rate over 1 kn was experienced. See 1.107 and information on the chart.

KERMADEC ISLANDS

General information

Chart NZ 222 (see 1.19)

11.9

1 Kermadec Islands comprise three widely separated islands and some rocks, as follows:

Raoul Island (29°16′S, 177°56′W) (11.10).
Macauley Island (30°14′S, 178°26′W) (11.29).
Curtis Island (30°32′·5S, 178°33′·4W) and Cheeseman Island (11.36).
L'Esperance Rock (31°21′S, 178°50′W) (11.41), the largest above-water rock.

Raoul Island

Chart NZ 2225 plan of Raoul Island (see 1.19)

General information

11.10

1 **Description.** Raoul Island (29°16′S, 177°56′W) is the N and largest Kermadec Island with an elevation of 516 m at its highest summit, Moumoukai. A number of small islands and islets, which include Meyer Islands and Herald Islets, lie up to 2¼ miles off the NE coast. Fish are abundant.

The staff of a New Zealand Government meteorological station (29°14′·7S, 177°55′·8W), situated on a plateau in the middle of the N side of the island, above Fleetwood Bluff, are the only inhabitants but the island is visited occasionally and a supply vessel is reported to call every 6 months.

11.11

1 **Topography.** Raoul Island has an undulating landscape densely forested with sub-tropical vegetation. The central N part of the island is formed of pumice flats surrounding lakes in the base of the crater. These flats reach the sea at Oneraki Beach and form, with Bells Flat to the W, the only area of level land with any extent on the island. Elsewhere on the island the land falls precipitously to the sea except

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at Denham Bay where a sandy beach fronts a low lying marshy area backed by cliffs.

2 The islets lying offshore are formed of bare sea swept rocks at their lower levels with sparse scrub vegetation on their summits. The surface of many of the islets is deeply burrowed by sea birds and walking can be hazardous.

11.12

1 **Tidal levels.** Mean spring range about 1·2 m; mean neap range about 0·8 m. See the relevant *Admiralty Tide Tables* for the latest information.

11.13

1 **Climatic table.** See 1.155 and 1.169.

11.14

1 **Landing regulation.** See 1.51; casual visits to the island may be authorised but are usually confined to one night in the area of the metorological station.

Directions

11.15

1 Large parts of the coastline of Raoul Island are encumbered with rocks up to about 3 cables offshore.

North coast. From a position NE of Raoul Island, the coastal passage N of the island leads generally W, passing (with positions from Napier Island (29°14′·0S, 177°52′·5W)):

Either side of Nugent Island (2¼ cables E), thence:
Either side of Napier Island, avoiding a 9·1 m shoal (reported 1973) (1¼ cables S), if using the channel between Napier Island and Meyer Islands, thence:

2 N of Egeria Rock (1½ miles SW), and a 6·4 m shoal, 2 cables NE, which is the outermost of several dangers off Rayner Point, the NE extremity of the island, thence:

N of a dangerous rock (29°14′·1S, 177°58′·3W).

Thence the track leads to a position NW of Hutchison Bluff (29°14′·5S, 177°58′·9W), the NW extremity of the island.

11.16

1 **West coast.** From the vicinity of Hutchison Bluff, the track leads SSE, passing (with positions from Hutchison Bluff):

W of Wolverine Rock (1½ miles SE), thence:
W of a 7·3 m patch (2 miles SSE), thence:
Either side of Parsons Rock (3¼ miles S), over which the sea breaks heavily.

Thence the track leads to a position SW of Smith Bluff (29°17′·7S, 177°57′·6W), the SW extremity of Raoul Island.

2 **Useful marks:**

Two pine trees, 1¾ miles NNE of Smith Bluff, which are prominent.

11.17

1 **South coast.** From the vicinity of Smith Bluff the track leads E, passing:

S of D'Arcy Point (29°17′·9S, 177°55′·5W), thence the track leads ENE passing (with positions from D'Arcy Point):
Either side of a rock (awash) (4 cables ESE) thence:
SSE of Dougall Rock (5½ cables ENE), thence:
SSE of Nash Point (2 miles ENE), close S of which is a dangerous rock, thence:
SSE of Wilson Point (29°16′·6S, 177°53′·1W).

11.18

1 **East coast.** From the vicinity of Wilson Point the track leads NE, passing (with positions from Wilson Point):

Either side of of Howard Rock (4 cables NE), thence:
Either side of an 18·9 m depth (1¾ miles NE), thence.
Either side of Chanter Islands (2¼ miles NE), which form the S part of Herald Islets group, and extend 3 cables S to an unnamed group of rocks, thence:

2 W of a 6·7 m depth (2·1 miles NE) and a dangerous rock, close E, on the W side of the group, if using the channel N between Herald Islets and Meyer Islands (1¾ miles N), thence:

Either side of Dayrell Island (2½ miles NE), the N Herald Islet, avoiding a shoal with a least depth of 8·8 m over it, which extends 1½ cables W of Dayrell Island, thence:
Either side of Nugent Island (3 miles NNE).

11.19

1 **Passage west of Meyer Islands.** From the vicinity of Howard Rock (29°16′·4S, 177°52′·7E), the track also leads NNW through a channel with a least charted depth of 7·6 m in the fairway, passing (with positions from Howard Rock):

ENE of Lava Point (4 cables WNW), thence:
ENE of Egeria Rock (1¾ miles NW), and:
WSW of Meyer Islands (1½ miles N), thence:
WSW of Napier Island (2¾ miles N).

Anchorages and landing places

11.20

1 **Meyer Islands.** During strong E winds the best anchorage off Raoul Island, with smooth water, is found close W of Meyer Islands (29°14′·7S, 177°52′·6E), clear of rocks fringing the coast out to 1 cable. See 11.23 regarding conditions W of Raoul Island with strong E winds.

11.21

1 **Fishing Rock.** The best landing place on Raoul Island is on the N coast, on the W side of Fishing Rock (29°15′·0S, 177°54′·2W), but it cannot be used during strong N winds. A white winch-house identifies the landing place where there is a power-operated crane. The landing consists of an outcrop of rocks, about 5 m high, which extend about ½ cable N. The bottom is fine sand and boulders, with a depth of about 4 m near the crane.

2 The usual method of approach to the landing place is to let go an anchor about ½ cable NW in a depth of 5·5 m. The stern of the boat should be secured to the crane so as to allow the boat to lie under the jib. Stores and personnel are then hoisted ashore in a basket. An aerial ropeway runs from the landing place to cliffs about 60 m above, whence there is a road to the meteorological station, 1½ miles WNW.

In calm conditions a landing on Oneraki Beach, 1 mile W, is possible.

11.22

1 **North Anchorage** (29°13′·6S, 177°56′·9W) affords anchorage off the N coast of Raoul Island, in depths of about 24 m, gravel. See the chart.

11.23

1 **West Anchorage** (29°16′·0S, 177°59′·0W) affords anchorage off Denham Bay, which indents the whole of the W side of Raoul Island, in depths of about 22 m, gravel. During strong E winds heavy seas roll into the bay. See the chart.

11.24

1 **Denham Bay.** There is a sandy beach backed by boulders at the head of Denham Bay (29°15′·5S, 177°57′·0W), but landing here is inadvisable as there is always a heavy dangerous surf. If a landing must be undertaken, the extreme N of the beach offers the least unfavourable conditions. The stranded wreck of the fishing vessel *Kieni Maru No 10* lies on the beach.

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11.25

1 **South-East Anchorage** (29°17′·0S, 177°55′·0W) affords anchorage with limited swinging room, about 1 cable off the SE coast of the island, in depths of about 31 m.

11.26

1 **Boat Cove.** Stores and personnel may be landed in Boat Cove (29°16′·6S, 177°53′·8W), an indentation in the SE coast of the island, 2 cables N of Te Konui point. The cove is approached from S, between Te Konui and Milne Islets, 3½ cables W. Steep cliffs surround the cove.

2 The landing place consists of a concrete wharf about 9 m long with a depth of about 2·7 m alongside. The bottom in the vicinity is sand and rock. Landing is comparatively easy but a considerable surge is felt in the cove and boats, which should be well fendered, are difficult to hold alongside. There are two iron bollards on the wharf and one on each side of it. A path leads up the cliff to a hut whence a road leads to the meteorological station, 2¾ miles NW.

11.27

1 **East Anchorage** (29°15′·3S, 177°52′·7W) affords anchorage off the E coast of the island, in depths from 22 to 33 m, rock. See the chart.

Small craft

11.28

1 There are boat harbours on the W sides of both Meyer Islands; their positions can be seen on the chart.

Macauley Island

Chart NZ 2225 plan of Macauley Island (see 1.19)

General information

11.29

1 **Description.** Macauley Island (30°14′S, 178°26′W), situated about 60 miles SSW of Raoul Island, is the second largest Kermadec Island. It is uninhabited and rarely visited.

11.30

1 **Topography.** A rocky reef extends up to 1 cable offshore all around the island, with boulders on the N side. The coast is high with perpendicular cliffs and the interior is mostly covered with dense coarse tussock with sharp blades which hinder cross country travel. The soil is extensively burrowed by sea birds. The highest point is Mount Haszard, on the NW side of the island, elevation 238 m.

11.31

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur in the vicinity of Macauley Island. See note on the chart.

Directions

11.32

1 The following charted dangers exist in the waters around Macauley Island:

Macdonald Rock (30°11′·3S, 178°25′·5W), 2¼ miles N of Macauley Island.

Beats Rock (30°15′·1S, 178°26′·3W).

Haszard Islet, 1 cable E of Macauley Island, with rocks awash extending 1 cable SSE and ½ cable NE with an isolated rock awash, 2 cables SSW.

An unnamed islet lies 1 cable E of Haszard Islet, with a rock awash close W.

Boat Passage

11.33

1 Boats can use Boat Passage (30°14′S, 178°25′W) between Haszard Islet and Macauley Island.

Anchorage and landing places

11.34

1 **Anchorage.** In suitable weather, anchorage can be obtained 2 cables off the NE side of the island, in depths from 38 to 51 m, in the position shown on the chart.

11.35

1 **Sandy Bay** (30°14′·0S, 178°25′·2W), sheltered by Haszard Islet, affords landing in W winds. The bay is surrounded by precipitous cliffs that are not easily climbed, but at LW a way can be found along the wave cut platform to Lava Cascade, 3 cables N, where the cliffs can be ascended.

Landing is also possible, in very good conditions, on the NE side of the island, in the vicinity of Annexation Point.

See 1.51 regarding restrictions on landing.

Curtis Island and Cheeseman Island

Chart NZ 2225 plan of Curtis and Cheeseman Islands (see 1.19)

General information

11.36

1 **Description.** Curtis Island (30°32′·5S, 178°33′·4W) and Cheeseman Island, 3 cables W, separated by Stella Passage, lie about 19 miles SSW of Macauley Island. Both are remarkable rocky islets which have been uplifted about 18 m in recent times.

The islands, which are uninhabited, are not regularly visited.

11.37

1 **Topography.** Curtis Island rises in sheer cliffs from parts of which steam issues. In the N part of the island is the crater of a volcano which was active in 1899 and again, to a lesser extent, in 1936. The floor of the crater is only about 10 m above sea level and in the N side is a breach through which a stream of hot water flows into the sea. At the SE end of the island is a large chasm.

The surface of Curtis Island has been burrowed extensively by a large bird population. The floor of the crater is a fragile crust over boiling mud; walking on the island is dangerous.

2 Curtis Island was visited in 1989 when the island was reported to have been uplifted a further 9 m. No sign of the breach in the N side of the crater was seen.

Cheeseman Island is wedge shaped with sheer cliffs on the E and a grassy boulder strewn W side. The W shore is formed of rocky cliffs. A strong sulphurous smell is present in the vicinity of the island.

11.38

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur in the vicinity of Curtis Island.

Directions

11.39

1 **Caution.** Navigation of Stella Passage, between Curtis Island and Cheeseman Island, is not recommended as the area is subject to continued volcanic uplift, and depths in the vicinity of the islands may be less than charted; see 11.7.

The following charted dangers exist in the waters around the islands:

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2 A 5·5 m shoal (30°30′·5S, 178°33′·4W), reported 1959, 1¾ miles N of Curtis Island.
Stawell Shoal (30°31′·7S, 178°33′·5W), 5 cables N of Curtis Island.
A 12 m shoal (30°34′S, 178°31′W).
Cheeseman Shoal, 2 cables SSW of Cheeseman Island.

Anchorage and landing places

11.40

1 **Anchorage.** Under suitable conditions anchorage may be found off the N end of Stella Passage, in depths of about 24 m, as shown on the chart.

2 **Landing** by boat is hazardous on either island owing to the rugged nature of the coast and almost continuous swell. The breach in the crater wall on the NE coast affords the best possibility of landing on Curtis Island. The low ground on the W coast of Cheeseman Island may also permit a landing. Landings have been made on the SW sides of both islands.

See 1.51 regarding restrictions on landing.

L'Esperance Rock

Chart NZ 222 (see 1.19)

Description

11.41

1 L'Esperance Rock (31°21′S, 178°50′W), situated at the S end of Kermadec Islands, about 52 miles SSW of Curtis Island, is bare and desolate with sheer sides.

Directions

11.42

1 A wide berth should be given to L'Esperance Rock and to Havre Rock, 6 miles NW. Havre Rock, for which L'Esperance Rock is a good mark, has a depth of 1 m over it and breaks heavily in rough weather. At other times it may not be seen. See also 11.7 regarding depths.

Landing place

11.43

1 Landing can be made by boat on the E or W side of L'Esperance Rock, but only in very fine weather.

See 1.51 regarding restrictions on landing.

ISOLATED DANGERS AND VOLCANIC ACTIVITY

Charts 4639, 4605

Caution

11.44

1 Depths, or reported depths, less than 200 m, submarine volcanoes and vigias (see 1.5) are charted in a number of places in generally deep water in the vicinity of Kermadec and South Fiji Ridges. As much of the area has not been thoroughly surveyed other similar dangers, or potential dangers, may exist. Mariners are warned of the risk which may be involved, particularly for deep-draught vessels, when navigating in their vicinity, or when crossing the oceanic banks shown on the charts.

2 The shallower of the dangers mentioned above, with depths of 35 m or less over them, lie NNE of New Zealand in an area subject to earthquakes or volcanic activity (see 1.103), which may cause shoals to build up even in those parts which have been well surveyed. These depths and other potential dangers in this area are as follows:
Depth 64 m (25°30′S, 176°24′W), reported 1984.
Depth 70 m (25°53′S, 177°09′W), volcanic activity reported 1998, less depth may exist.

3 Depth unknown (26°01′S, 179°25′W), discoloured water reported 1983.
Depth 18 m (27°24′S, 179°14′W).
Depth 22 m (27°49′S, 177°33′W), reported 1960 and depth 40 m, 10 miles WNW, reported 1959.
Depth 30 m (28°31′S, 177°36′W) and depth 42 m, 19 miles WSW, reported 1983.
Depth 4 m (31°09′S, 178°10′W), existence doubtful.
Depth 48 m (32°28′S, 179°06′W), reported 1983.
Depth 57 m (33°03′S, 179°25′W), reported 1983.
Rumble III Seamount (35°44′S, 178°30′E), volcanic activity.

CHATHAM ISLANDS

GENERAL INFORMATION

Chart NZ 268 (see 1.19)

Area covered

11.45

1 This section describes the waters surrounding Chatham Islands comprising two main islands Chatham Island (43°55′S, 176°30′W) and Pitt Island, 11½ miles SSE, separated by Pitt Strait. Also described are Port Waitangi (43°57′S, 176°33′W) (11.63) and the harbours and anchorages around the islands. The only good harbour is Port Hutt (43°49′S, 176°42′W) (11.60). The anchorages are mostly temporary.

2 The section is arranged as follows:
Chatham Island (11.52).
Pitt Island (11.72).

Topography

11.46

1 Chatham Island consists mostly of rolling downs, intersected by belts of forest scrub, rising to Maungatere Hill, elevation 293 m, near the middle of the S part of the island. On the E side of the island the land is lower and undulating.

Pitt Island is thickly wooded and has two peaks, Waihere, elevation 240 m, on the W side of the island and Hakepa, elevation 230 m, on the E.

Tidal levels

11.47

1 Mean spring range about 0·7 m; mean neap range about 0·6 m. See the relevant *Admiralty Tide Tables* for the latest information.

Natural conditions

11.48

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur in the vicinity of Cape L'Eveque (44°07′S, 176°38′W).

2 **Tidal streams** are felt for a distance of 10 to 15 miles from Chatham Islands. With a rising tide the stream divides at the S extremity of the group and sets N along the E and W sides of the islands to rejoin N of them. With a falling

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tide the stream divides off the N end and unites off the S extremity. The streams may be strong in the vicinity of the islands and their effects should be guarded against, particularly in bad weather or, if under sail, during calms.

3 **Ice,** consisting of several large bergs and loose ice, drifted past Chatham Islands in October, 1892, an occurrence not otherwise recorded.

Climatic table. See 1.155 and 1.170.

Regulations

11.49

1 **Wildlife sanctuaries** are established on:

Mangere Island (44°16′S, 176°18′W).

South East Island (Rangatira) (44°21′S, 176°11′W).

For regulations see 1.51.

General directions

11.50

1 **Caution.** Owing to incomplete surveys, except in the vicinities of a few harbours, mariners without local knowledge of the waters around Chatham Islands should exercise caution when navigating in sparsely sounded areas, particularly approaching the coasts in depths less than 100 m.

2 Approaching the islands from W, it may be advisable to make for the SW coast of Chatham Island, which is bold and apparently free from dangers, so as to give a wide berth to Western Reef (43°53′S, 176°59′W) (11.56) and to avoid the dangers off the W entrance to Pitt Strait (11.57) and those on the W side of Pitt Island (11.73).

Recommended routes are shown on the chart.

Offshore routes

11.51

1 Deep-draught vessels proceeding on offshore routes N or S of Chatham Islands, are recommended to keep in depths of 100 m. If N of Chatham Island, pass:

Clear N of the N extremity of North West Reef (43°28′S, 176°51′W), position doubtful, the N-most danger about 16½ miles NW of Cape Young (43°42′S, 176°38′W).

If S of Pitt Island, pass:

S of Ahuru (Eastern Reef) (44°21′S, 175°52′W), thence:

S of The Pyramid (Tarakoikoia) (44°26′S, 176°14′W), elevation 173 m.

CHATHAM ISLAND

General information

Chart NZ 268 (see 1.19)

Description

11.52

1 The waters off the N coast of Chatham Island, between Point Munning (43°44′S, 176°12′W) and Point Alison (43°48′S, 176°53′W), a distance of about 30 miles, are encumbered with dangers lying as much as 15 miles offshore, inside the 100 m depth contour. The recommended E to W route along the N coast, as shown on the chart, leads through waters with a least depth of 34 m, at least 3½ miles off the coast.

2 The waters W of Chatham Island, between Point Alison and Cape L'Eveque, 22 miles SSE, are clear of charted dangers at a distance of 1½ miles from the outer coasts, except for Western Reef, which extends 3 miles SW from a position 2¾ miles SW of Point Somes (43°50′·4S, 176°52′·6W).

Petre Bay, from the shores of which a number of dangers extend up to 1½ miles, in places, indents the W side of the island between Point Somes and Point Durham, 13 miles SE. It contains Port Hutt (11.60) and Port Waitangi (11.63)**.**

3 **Pitt Strait**, which separates Chatham Island from Pitt Island, is free from uncharted dangers on a recommended route through the strait shown on the chart. A number of charted dangers lie within 3 miles of the S coast of Chatham Island between Cape L'Eveque (44°07′S, 176°38′W) and Cape Fournier, 14 miles ENE.

Rocks and reefs lie up to 2¼ miles from the S end and 1½ miles from the N end of the E coast of Chatham Island, between Cape Fournier (44°03′S, 176°20′W) and Te Wakaru Island, 20 miles NNE.

4 **Hanson Bay**, which indents the coast between Manukau Point, 1 mile N of Cape Fournier, and Okawa Point, 16 miles NNE, has not been fully surveyed but fishermen report that the coast is free from uncharted dangers 1 mile offshore.

Motuhara (Bertier or the Forty Fours) (43°57′·8S, 175°50′·4W), an islet, lies about 22 miles E of Cape Fournier.

Topography

11.53

1 The N coast of Chatham Island consists mostly of beach. The greater part, between Point Munning and Cape Pattisson (43°45′S, 176°49′W) is backed by wooded hills. Inland, E and N of Mount Diffenbach, 5 miles ESE of Cape Pattisson, there are several detached hills, some with a regular pyramidal shape.

The N shore of Petre Bay is rocky. The head of the bay is sandy beach, broken only by Red Bluff (43°54′S, 176°33′W). Long Beach forms the coast N of the bluff.

The S part of the W side of the island rises gradually from a rocky coast and is wooded to the water's edge.

2 The coast on the N side of Pitt Strait, between Cape L'Eveque and Cape Fournier, is abrupt and precipitous, with an average elevation of 180 m. The land above the cliffs is level and wooded.

The E coast of Chatham Island around Hanson Bay is backed by sandhills covered with stunted shrubs. To the NE, a bay lies between Okawa Point and Te Wakaru Island at the head of which is a sandy beach backed by low wooded hills. With E winds heavy breakers extend some distance from the beach.

Principal marks

11.54

1 **Landmarks:**

Cape Young (43°42′S, 176°38′W) which is prominent, with yellowish clay cliffs, elevation 98 m.

Mount Diffenbach (43°47′S, 176°42′W) which, seen from W, has a sharp peaked summit.

Maunganui (177 m in elevation) (43°46′S, 176°46′W), a rugged hill with a rocky precipice on the N side, which is prominent from W.

2 Te Whakahewa (44°07′S, 176°38′W), a remarkable hill with a cleft rock resembling a bishop's mitre on its summit.

Prominent chain of islets which extends W from Mangere Island (44°16′S, 176°18′W) consisting of The Fort (Tapuaenuku), close W, The Castle (Rangiwheau), 1¼ miles WSW, an islet (19 m in elevation), 1¾ miles WSW, and Sail Rock, 3½ miles W, resembling a boat with a gigantic lug sail.

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Directions

North coastal route

11.55

1 From a position NE of Point Munning (43°44′S, 176°12′W), not less than 3 miles offshore, the coastal passage for mariners without local knowledge leads W, following the general directions given at 11.50 and the recommended route shown on the chart, passing (with positions from Cape Young (43°42′S, 176°38′W)):

N of Point Munning (18½ miles E), which is low and rocky with wooded land behind, thence:

2 N of Kaingaroa (Pukerakei) Light (aluminium tower, 4 m in height) (17 miles E), exhibited from the summit of a hill.

N of The Lure (15¾ miles E), a dangerous rocky patch lying on the W side of the approach to the entrance to Kaingaroa Harbour (11.68), thence:

N of French Reef (12 to 8½ miles ESE), which extends up to 1¼ miles offshore, thence:

N of a 9·2 m depth (2¾ miles NE), thence:

About 3½ miles N of Cape Young.

3 From a position about 5½ miles NW of Cape Young the track then leads WSW, passing:

SSE of The Sisters (Rangitatahi) (10½ miles NW), which are three rocky islets, flat-topped with steep sides, covered with scanty brushwood and much frequented by birds, thence:

SSE of a 19·8 m patch (8 miles WNW), thence:

About 4½ miles NNW of Cape Pattisson (8½ miles WSW), which is the N extremity of a promontory extending NW from the foot of Manganui and is formed by a level beach backed by a perpendicular cliff, 30 m high.

4 The track then leads NNW of Tupuangi-Monau Reef which extends 2½ miles WSW from Cape Pattisson, to a position NNW of Point Alison (12½ miles WSW).

Useful mark:

Point Somes Light (aluminium tower, 4 m in height) (43°50′·4S, 176°52′·6W).

West coastal route

11.56

1 From the vicinity of Point Alison (43°48′S, 176°53′W), the coastal route W of Chatham Island leads generally S, following the general directions given at 11.50 and passing seaward of Western Reef (43°53′S, 176°59′W), on which is an islet, 3 miles SW of Point Somes Light, elevation 3 m, and a pair of rocks, 1·5 m in elevation, 2 miles farther SW. The sea may be seen at times, from a distance of several miles, to break over the reef. Cuba Channel separates Point Somes from Western Reef.

2 **Cuba Channel.** Mariners with local knowledge may pass:

Not less than 1 mile off the coast between Point Alison and Te Raki Point, 2 miles SSW, and thence to Point Somes, within which distance it appears to be fringed with rocks. Thence the track leads SE through Cuba Channel, which is reported to be free from dangers.

3 When clear of Western Reef the track leads SSE across the approaches to Petre Bay, passing (with positions from Point Durham (44°00′·5S, 176°40′·6W)):

WSW of Point Durham, from which a light is exhibited at an elevation of 38 m, and Jenny Reef, 4 cables NW, over which the sea breaks, thence:

WSW of foul ground, which extends up to 1 mile from the W coast, thence:

WSW of Point Gap (3½ miles SSE), thence:

4 WSW of Otawae Point (6 miles SSE), thence:

WSW of Cape L'Eveque (7 miles SSE), thence:

Clear, depending on draught, of a breaking 25·5m depth (13½ miles SSW), noting that Point Durham Light is obscured over a narrow sector close E of the charted position of this danger.

Thence the track leads to a position WSW of Sentry Reef (44°12′S, 176°34′W), at the W end of Pitt Strait.

(Directions for Petre Bay are given at 11.64)

Pitt Strait

11.57

1 See the general directions at 11.50. From a position in the W approach to Pitt Strait, the recommended track, shown on the chart, leads generally ENE through the strait, keeping to the S side owing to charted dangers lying up to 3 miles from the S coast of Chatham Island, passing (with position from Sentry Reef):

SSE of Sentry Reef, on which there are heavy breakers, thence:

NNW of a 14 m shoal area (8 miles SSE), which also breaks, thence:

SSE of Ko Oreao Point (8 miles NE) and dangerous rocks, existence doubtful, extending 3 miles S, thence:

2 NNW of Mangere Island (12 miles ESE), 285 m in elevation and precipitous, thence:

NNW of Rabbit Island (13 miles ESE) which lies close off Tarawhenua Point, the NW point of Pitt Island, and a reef with a depth of 11 m over it which extends 1¼ miles NW of Rabbit Island, thence:

NNW of Motutapu Point (15 miles E), and a reef, the outer end of which lies 1½ miles NE.

3 Thence the track leads to a position SSE of Cape Fournier (44°03′S, 176°20′W) from which a light (aluminium tower, 4 m in height) is exhibited. An extensive area of foul ground, dangerous rocks and reefs, including Renweeks Reef and Tapuaranga Reef, lie between 5 miles SW and 2½ miles E of the cape.

Deep draught vessels continuing E should note depths of 30 m and 28·5 m, 13 miles E and 14 miles ESE, respectively, from Cape Fournier.

(Directions for coastal passage around Pitt Island continue at 11.73)

East coastal route

11.58

1 From a position SSE of Cape Fournier, on the recommended route through Pitt Strait, the coastal route E of Chatham Island leads NNE, passing:

ESE of reefs and shoals extending 2½ miles E from Cape Fournier, the extremity of a wooded promontory, 101 m in elevation, thence:

ESE of a reef extending 1 mile NNE from Manukau Point, the NE point of Cape Fournier.

2 Thence the track leads across the approaches to Hanson Bay, passing:

WNW of Motuhara (Bertier or the Forty Fours) (43°58′S, 175°50′E), a flat-topped islet, with smaller islets lying on a bank extending about 2 miles E, thence:

ESE of Okawa Point (43°46′·6S, 176°14′·4W) and clear of Manapo Reef and kelp which surround the point out to about 1½ miles, thence:

3 ESE of Blind Reef, which extends 2 miles ENE from Okawa Point, thence:

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ESE of Te Wakaru Island (43°44′·3S, 176°11′·7W) and a reef extending 8 cables E.

The track then leads to a position NE of Point Munning (11.55). Deep draught vessels should note the 25 m patch, reported 1981, which lies 12½ miles NE of Point Munning.

Useful mark:

Kaingaroa Light (43°44′·0S, 176°14′·5W) (11.55).

Minor harbours and anchorages

Chart NZ 2681 plan of Ocean Bay (see 1.19)

Ocean Bay

11.59

1 **Anchorage** can be obtained in Ocean Bay (43°50′S, 176°47′W), in depths from 12 to 25 m, as shown on the chart. The anchorage is sheltered from winds except those between SE and S, but the holding ground, which is rocky, may be unreliable. Local knowledge is advisable.

Chart NZ 2681 plan of Port Hutt (see 1.19)

Port Hutt

11.60

1 **Description.** Port Hutt (43°49′S, 176°42′W) is an inlet in the N shore of Petre Bay. The head of the inlet is a sandy beach. Tawirikoko, a hill, elevation 108 m, stands about 1 mile NW of the head of the harbour. The alignment (about 313°) of this hill with a hill (elevation 177 m), 3 miles farther NW, backing Maunganui Beach, assists to identify Port Hutt from the inlets to the E which also have sandy beaches at their heads. A fish factory stands on the W side of the inlet, at the head of Howard Bay. The water in the harbour may be much discoloured by peat.

2 **Tidal streams.** Off the entrance the in-going stream sets N and the out-going stream sets S.

11.61

1 **Directions.** From SE in Petre Bay, the track into Port Hutt leads NW through the entrance, keeping slightly to the NE side, between rocks and reefs, over which the sea breaks heavily, which lie up to 1½ cables off the W side between Point Dorset (43°49′·5S, 176°42′·3W) and Point Gordon, 6 cables N and from Napper Point. On the E side between Napper Point (43°49′·0S, 176°41′·5W) and Point Enderby, 6 cables NW, rocks and shoals extend up to 1 cable from the shore, including a wreck in position (43°49′·0S, 176°41′·6W). A patch of kelp may extend across the entrance from Napper Reef, on the NE side, which may not be visible at HW.

2 **Useful mark:**

Stranded wreck, 2 cables NE of Point Gordon, in Howard Bay.

11.62

1 **Anchorages.** It has been reported that Port Hutt seems to be the best harbour in Chatham Islands, usually free from swell. On another occasion it was reported to be full of kelp and not recommended as an anchorage.

The inlet is sheltered from all directions but with strong W and SW winds there is a heavy sea in the entrance, and with strong winds between SE and SW some swell sets in. Vessels are recommended to anchor as far in as possible, in the positions shown on the chart:

2 1¾ cables NE of Point Gordon, in depths from 10 to 12 m, or:

3 cables N of Point Gordon, in a depth of about 7 m.

For vessels larger than coaster size there is scarcely swinging room at single anchor. If remaining any length of time vessels should moor with open hawse SE.

Alongside berths:

Disused wharf in front of fish factory.

Wharf at Point Gordon.

Chart NZ 2681 plans of Waitangi Bay and Port Waitangi Wharf (see 1.19)

Port Waitangi

11.63

1 **General information.** Waitangi (43°57′S, 176°33′W), population about 250, is situated at the S end of Petre Bay, at the head of Waitangi Bay, on the E side of the mouth of Nairn River, where there is a fish factory. Water from Nairn River causes discolouration along the W side of the Waitangi Bay.

Waitangi is a customs sub-port and the administrative centre for Chatham Islands. Visiting vessels should make arrangements in advance with the customs authorities at Christchurch (1.59), or with the Resident Government Agent at Waitangi.

2 **Approach and entry.** The port is approached from N and entered E of Hanson Point (43°56′·7S, 176°33′·7W).

Depths in Waitangi Bay decrease gradually from 20 m to 5·6 m off a wharf at Hanson Point. Throughout the bay, in depths less than 12 m, there are patches of rock which protrude above, or closely underlie the sandy bottom, and are indicated by kelp.

Mean tidal levels. See information on the chart.

11.64

1 **Landmarks:**

Conspicuous shed (43°56′·8S, 176°33′·7W), at the root of the wharf on Hanson Point.

Cliffs at Point Weeding (43°56′·5S, 176°34′·4W).

Directions From a position on the W coastal route, following the general directions given at 11.50, the recommended track on Chart NZ 268 leads E into the S part of Petre Bay, passing:

S of Western Reef (43°53′S, 176°59′W) (11.56), thence:

2 N of charted dangers which extend 1 mile NW from the shore between Point Durham (44°01′S, 176°41′W) and Point Weeding, 6 miles NE, thence:

N of Point Weeding from which a light (metal column, 3 m in height) is exhibited, on the summit of a cliff.

The track then leads SSE to the vicinity of Hanson Point, passing W of kelp beds which border the E and S shores of Waitangi Bay to a distance of up to 7 cables; see the chart.

3 **Wharf.** A wharf, 6 cables ESE of Point Weeding, should be approached from E, at a broad angle to berth bows N. Kelp, on a rocky 3·0 m shoal, extends 1¼ cables SE from the pierhead.

Useful marks:

Lights are exhibited occasionally at each end of the head of the wharf.

11.65

1 **Anchorage** may be obtained 2 cables NE of Point Hanson, in a depth of about 8 m, sand. A high, breaking sea rolls in with a NW or W gale making anchorage unsafe.

Alongside berth: wharf at Point Hanson, depths alongside 5 to 6 m; suitable for small coasting vessels.

Repairs. Minor engine repairs.

2 **Other facilities:** resident doctor and cottage hospital; hotel.

Supplies: limited supply of marine diesel; fresh provisions.

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Communications: monthly shipping service to Lyttelton; air service with mainland New Zealand from airport, 10 miles NNE of Waitangi.

11.66

1 **Small craft:**

Moorings for boats, close S of wharf.

Repairs. Slipway and boat hauling out area, 2½ cables S of wharf.

Hanson Bay

11.67

1 **Anchorages.** Local knowledge is required. Anchorage can be obtained in the positions shown on the chart:

3 miles W of Okawa Point (43°46′·6S, 176°14′·4W) in a depth of 13 m, and close offshore 6 miles WSW. East winds often set in suddenly and these anchorages can only be considered temporary.

Close SW of Tokatapu Shoal (43°56′·3S, 176°23′·8W), SE of Hikurangi Channel where the sea sometimes breaks through into Te Whanga Lagoon, which is salt.

Close inshore, 2¾ miles S of Tokatapu Shoal. A wreck lies in an exclusion zone one mile SSE of the anchorage. Only the masts are visible at chart datum.

2 **Landing place.** There is frequently a heavy surf around Hanson Bay, but a boat can land at Manawapipi, not marked, the site of an old whaling station, about 3 miles W of Okawa Point.

Owenga settlement (44°02′S, 176°22′W). With good shelter from SW winds anchorage can be obtained in depths of 9–11 m, sand and mud, good holding ground, NW of the settlement in the lee of Old Man Reef, in the position shown on the chart.

3 Front light (white triangle, orange stripe, on beacon 2 m in height) (in Owenga).

Rear light (similar structure on beacon 4 m in height) (33 m from front light).

The alignment (141¾°) of these lights indicates the anchorage, which is approached passing W of Old Man Reef. The reef extends 2 miles NNE from the coast in the vicinity of Owenga. Local knowledge is advisable.

Small craft

Chart NZ 2681 plan of Kaingaroa Harbour (see 1.19)

Kaingaroa Harbour

11.68

1 **Description.** Kaingaroa Harbour (43°44′S, 176°16′W) is situated 2½ miles W of Point Munning. On the W side of the harbour there is a fish factory and wharf. Sandhills about 9 m high front a lagoon at the head of the harbour, on the W side of which is the settlement of Kaingaroa, not charted. Local knowledge is advisable.

Approach. The harbour is approached from E of The Lure (43°43′·3S, 176°16′·1W) and entered from N on the alignment of leading lights.

11.69

1 **Directions.** Leading lights:

Front light (white triangle, orange stripe, on beacon 4 m in height) (43°44′·1S, 176°15′·4W), standing on a hill, 12 m in elevation, at the head of the harbour.

Rear light (similar structure) (53 m S of front light).

The alignment (169½°) of these lights leads into the harbour, passing (with positions from front light):

¾ cable W of a dangerous rock (6¼ cables N), which breaks occasionally, thence:

2 Close W of an 8·2 m patch (4¾ cables N), position approximate, thence:

Close E of a 3·6 m rocky patch (3¼ cables N).

Thence the track to the jetty leads W, in a least depth of 3·6 m, passing S of rocks which extend E from the W entrance point of the harbour to the middle of the entrance.

11.70

1 **Anchorage.** Small craft can anchor in the harbour in depths of about 9 m, but space for manoeuvre in strong winds is limited by rocks extending from both entrance points and by foul ground which extends about 1 cable from the E shore of the harbour.

Wharf. A wharf, about 120 m long, is situated 1 cable S of the W entrance point of the harbour.

Repairs. Small slip, close S of the wharf, not charted.

Communications. Airfield about 10 miles WSW.

Chart NZ 268 (see 1.19)

Anchorages

11.71

1 With local knowledge, anchorage for small vessels can be obtained in locations shown on the chart:

Off Otamatea in position (43°44′·2S, 176°19′·2W), in sand and mud.

SE of Taupeka Point in position (43°43′·6S, 176°28′·8W), in depths from 11 to 13 m. This is a good anchorage during W and SW winds. Small craft can find shelter inside the reef extending about 4 cables NE from the point.

2 At Takapu (43°43′·4S, 176°38′·5W), SE of a 6·4 m shoal, in a depth of 18 m. Anchorage is good during E winds.

Off a reef near the W end of Maunganui Beach in position 43°45′·1S, 176°46′·6W. This anchorage is approached from ENE, passing about 4 cables SSE of a reef which extends 1½ miles ENE from Cape Pattisson, 1 mile WNW of the anchorage.

3 Off Waitangi West Beach in position 43°46′·3S, 176°49′·0W, where there is good anchorage during E winds. The approach to this anchorage is from W, between kelp on the S side of Tupuangi-Monau Reef and a 5·5 m shoal, 4 cables S of the reef.

PITT ISLAND

General information

Chart NZ 268 (see 1.19)

Caution

11.72

1 Numerous dangers lie up to 14 miles E, 5¼ miles S and 11 miles W of Pitt Island, inside the 100 m depth contour.

Directions

(continued from 11.57)

11.73

1 From a position on the recommended route through Pitt Strait NNW of Motutapu Point (44°14′S, 176°13′W), the coastal passage around Pitt Island leads initially SE, following the general directions given at 11.50, passing clear of foul ground off the coast (with positions from Motutapu Point):

NE of the reef extending NE of Motutapu Point, thence:

NE of a dangerous rock (position doubtful) (3¼ miles E), thence:

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2 Clear of numerous dangers (5½ to 10 miles E), including a 9·1 m shoal which breaks, which terminate in Star Keys (Motuhope), a group of five small islands of which the largest is Round Island, thence:
NE of a dangerous rock (position doubtful) (3¼ miles E), thence:
NE of a depth of 18·3 m (4½ miles ESE), thence:
Clear of a small shoal area (8 miles E), SW of Star Keys, thence:
NE of a dangerous rock (5¾ miles ESE).

3 The track then leads SSW around North-East Reef (Terangi-taumaewa) (5 miles SE), passing:
Clear of a 7·3 m patch (7¾ miles ESE) and a dangerous rock (position doubtful), close W of the patch, thence:
ESE of a 7·3 m rocky patch (5¾ miles SE), thence:
Clear of a dangerous rock (11¼ miles SE) and Ahuru (11.51), thence:
Clear of William Hamilton Reef (8½ miles SE), a dangerous rock, thence:
Clear of 9·1 m patch (12¼ miles SE).

4 The track then leads ESE of South East Island (Rangatira) (7 miles S), on the NE side of which is an old whaling station, passing (with positions from The Pyramid (44°26′S, 176°15′W)):
Clear of Fancy Rock (5 miles NE), over which the sea breaks heavily, thence:
Clear of Peter Ruas Reef (3 miles NE) and clear of a 14·6 m depth, 5 cables SE of the reef, thence:
Clear of a depth of 14·3 m (reported 1978) (2 miles NE), thence:

5 Clear of The Pyramid (11.51), whence the track leads NW, passing:
SW of South Reef (3½ miles NNW), thence:
SW of an above-water rock (4 miles NW), situated at the outer end of an area of foul ground and above-water rocks which extend SW from Murumuru, the S extremity of Pitt Island, thence:
Clear of Round Rock (Rangituka) (5 miles NW), whence the track leads NNW, passing:

6 WSW of a 14·6 m shoal (8 miles NNW), the outermost of a chain of shoals which extends SW from Pitt Island, thence:
WSW of a reef (10 miles NNW), extending 6 cables WSW from The Castle (11.54), thence:
ENE of a shoal (12 miles NW), with a depth of 14 m over it, which breaks.

Thence the track passes either side of Sail Rock (44°17′S, 176°24′W) (11.54) and leads to a position on the recommended route through Pitt Strait; as shown on the chart.

(Directions for Pitt Strait are given at 11.57)

Anchorages and landing places

Flower Pot
11.74

1 There is good anchorage N of a sandy beach at Flower Pot (Onoua) for small vessels of coaster size, about 7½ cables WSW of Motutapu Point (44°14′S, 176°13′W) as shown on the chart. In 1903, HMS *Lizard* (715 tonnes) anchored in a depth of 22 m, sand, about 3 cables from the head of the bay with Motutapu Point bearing 045°. The bottom elsewhere was found to be rocky and foul with kelp.

Anchorages on east coast of Pitt Island
11.75

1 With local knowledge, anchorage for small vessels can be obtained off the E coast of Pitt Island as shown on the chart (with positions from Motutapu Point):
S of kelp beds marking a reef which extends NE from Tupuangi (1½ miles ESE).
ESE of Kokope (3 miles SE), in a depth of about 20 m.
Off the SE coast of Pitt Island (4¼ miles SSE).
Off Waipaua (5 miles SSE), NNE of Glory Bay. This anchorage, formerly used by whalers, is well sheltered from W gales.

Waihere Bay
11.76

1 Local knowledge is required for Waihere Bay (44°16′S, 176°15′W), an indentation in the W side of Pitt Island. The bay should be approached from NW, passing between the 11 m reef W of Rabbit Island (44°14′·5S, 176°17′·0W) and a dangerous rock, 1¼ miles S, off Mangere Island.

Anchorage can be obtained in the bay in depths from 22 to 27 m, during N and NE winds when it is well sheltered. A berth close inshore in depths less than 10 m is shown on the chart. A vessel should leave the anchorage on a change in the direction of the wind.

Small craft

Mangere Island
11.77

1 Landing may be made at the SW extremity (44°16′·6S, 176°18′·5W) of Mangere Island. Local knowledge is required.

Anchorage
11.78

1 **Boats** can shelter in a cove midway between Flower Pot and Taruwhenua Point, 1½ miles W.

BOUNTY PLATEAU

GENERAL INFORMATION

Chart 4600

Area covered
11.79

1 This section describes Bounty Islands (47°45′S, 179°02′E) and Antipodes Islands, 115 miles S, with their surrounding waters including anchorages. The islands are two uninhabited groups situated on the N and S sides, respectively, of Bounty Plateau. There are no ports or harbours.

The section is arranged as follows:
Bounty Islands (11.81).
Antipodes Islands (11.85).

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Regulations

11.80

1 **Nature reserves** are established on both groups of islands; for regulations see 1.51.

BOUNTY ISLANDS

General information

Chart NZ 3111 plan of Bounty Islands (see 1.19)

Description

11.81

1 Bounty Islands consist of three groups:

Main Group centred on Depot Island (47°45′·1S, 179°01′·5E), 48 m in elevation, comprises nine named islands.

Centre Group, based on Funnel Island, 7½ cables SE, 67 m in elevation.

East Group, based on Molly Cap, 1½ miles ESE, 70 m in elevation.

The groups are bare and rugged with a slippery surface which makes walking difficult. Near sea level the rocks are worn smooth by the sea and the polishing action of seals and penguins. Guano covers the islands but is mostly swept off during winter gales.

Directions

Approaches

11.82

1 **Caution.** Mariners should exercise caution when navigating in the vicinity of these islands owing to incomplete survey.

The W approaches to Bounty Islands have the following charted dangers:

Norman Rocks (47°43′·2S, 178°57′·1E), position approximate, 3½ miles NW of Main Group.

Unnamed rock (47°46′·3S, 178°59′·0E), position approximate, which breaks heavily, 2 miles SW of Main Group.

2 Rosario Rock (47°49′·0S, 178°58′·5E), position approximate, 4 miles SSW of Main Group.

The sea does not always break on Norman Rocks and Rosario Rock.

Coastal dangers

11.83

1 The islands are in most cases steep-to but the following charted dangers exist in their vicinity:

Four unnamed rocks, which break, extending 5 cables W from Penguin Island (47°45′·2S, 179°01′·2E) in Main Group.

A rock (47°45′·5S, 179°02′·7E), position approximate, 1 mile NE of Funnel Island.

A reef (47°45′·7S, 179°04′·0E), over which the sea breaks heavily, on the E side of East Group.

Anchorage and landing place

Main Group

11.84

1 **Anchorage** has been obtained on the N side of Proclamation Island, in the position 47°44′·9S, 179°01′·7W shown on the plan, in a depth of 42 m.

In stormy weather there is no place which affords even moderate shelter.

Landing on the slippery rocks is only possible about one day in four; the sea always breaks heavily on the coasts of the islands and in bad weather no part of the group is beyond reach of waves or spray. See 1.51 regarding restrictions on landing.

ANTIPODES ISLANDS

General information

Chart NZ 3111 plan of Antipodes Islands (see 1.19)

Description

11.85

1 Antipodes Islands (49°41′S, 178°47′E) consist of a main island and some small islands all of which appear to be volcanic. Bollons Island, the NE island of the group, is separated from the main island by a deep channel.

Topography

11.86

1 The coasts of the main island consist mainly of precipitous cliffs up to 200 m in elevation. The colouring of some of the rocks and cliffs is very remarkable and there are many large caverns. The surface of the island is a rough and undulating plateau, rising to several cones. The highest being Mount Galloway (49°41′·1S, 178°46′·9E), 365 m in elevation.

North Cape, the N extremity of the island, is a dark red volcanic cliff. A stream falls over the cliffs near Reef Point into Hut Cove, the NE extremity of the island.

Tidal levels

11.87

1 Mean spring range about 1·2 m; mean neap range no data. See the relevant *Admiralty Tide Tables* for the latest information.

Directions

11.88

1 **Caution.** Mariners should exercise caution when navigating in the vicinity of these islands owing to incomplete survey.

The following charted dangers, including small offshore islands, exist in the waters surrounding Antipodes Islands:

A patch of foul ground (existence doubtful), 2 cables ENE of Leeward Island (49°41′·2S, 178°48′·6E).

A 12 m depth, 4 cables E of Leeward Island.

2 A rock, 1 cable S of South Islet (49°43′·1S, 178°45′·6E), lying on a reef extending from the S point of the main island.

An islet (elevation 1·5 m), 1½ miles NW of South Islet.

W-most island (49°40′·5S, 178°43′·1E) of the Windward Islands and the E-most island, 5 cables E.

Orde Lees Islet (49°40′·3S, 178°45′·4E).

Anchorages and landing places

Anchorage Bay

11.89

1 Anchorage Bay is an open bay between North Cape (49°39′·5S, 178°47′·6E) and Reef Point, 8 cables SE, at the

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head of which is a remarkable cave. The recommended anchorage position is shown on the plan, in depths from 18 to 29 m, rock and shells, which afford poor holding ground.

In 1969, HMNZS *Endeavour* (1850 tonnes) anchored in a depth of 38 m, rock, poor holding ground, about 3 cables N of Reef Point.

2 **Landing** may be made on a small rocky beach, about 1 cable S of Reef Point. The approach is deep but fouled by kelp. See 1.51 regarding restrictions on landing.

Ringdove Bay

11.90

1 Ringdove Bay is reported to afford good anchorage, about 6 cables NE of Albatross Point (49°42′·7S, 178°47′·4E), in depths of about 37 m. There was smooth water in the bay with a heavy SW swell outside.

Landing is possible on a rock shelf below cliffs on the SE shore of the bay. See 1.51 regarding restrictions on landing.

CAMPBELL PLATEAU

GENERAL INFORMATION

Chart 4600

Area covered

11.91

1 This section describes Auckland Islands (50°45′S, 166°05′E), Campbell Island, about 150 miles SE, and their surrounding waters, including harbours and anchorages, which lie on Campbell Plateau in the Southern Ocean. There are no ports.

The section is arranged as follows:

Auckland Islands (11.94).
Campbell Island (11.113).

Regulations

11.92

1 **Nature reserves.** Auckland Islands and Campbell Island are nature reserves; for regulations see 1.51.

Communications

11.93

1 The islands are uninhabited and visited occasionally by a New Zealand Government vessel.

AUCKLAND ISLANDS

General information

Charts NZ 286, NZ 2862 plans in the Auckland Islands (see 1.19)

Description

11.94

1 Auckland Islands form a group consisting of Auckland Island (50°45′S, 166°05′E) and Adams Island (50°54′S, 166°05′E), the S island of the group, together with some smaller islands, which include Enderby Island, close NE of Auckland Island.

Between North East Cape on Enderby Island (50°30′S, 166°18′E) and Chambres Inlet, 8 miles SSW, there are a number of charted dangers lying up to 4 miles from the coast of the main island, including a chain of islands extending 4 miles ENE from Kekeno Point (50°35′S, 166°17′E), between which passage is not recommended.

2 Some of the bays and inlets on the E side of Auckland Islands afford anchorage and have been surveyed. The best is Port Ross (50°31′S, 166°18′E) (11.103) which is a good harbour of refuge.

The entire N, W and S coasts between North East Cape and Carnley Harbour (11.110) have not been surveyed; see the charts. There is no shelter in these waters except in Fly Harbour (11.112).

Topography

11.95

1 The principal islands are mountainous with peaks on both Auckland Island and Adams Island over 600 m in elevation. The majority of their coastline is comprised of cliffs, except inside Carnley Harbour (50°50′S, 166°05′E) and parts of the NE coast of Auckland Island. Enderby Island is undulating and rises to only 42 m at the W end.

2 From Black Head (50°31′S, 166°08′E) to South West Cape, 22 miles SSW, the W coast of Auckland Island forms a continuous perpendicular wall of cliffs, about 180 to 365 m high. Between North West Cape, 3 miles WSW of Black Head, and Bristow Point, 18 miles SSW of Black Head, these cliffs are split in places. Close under the cliffs there are some pointed isolated rocks, about 30 to 90 m high, but they cannot be made out unless close inshore. The whole of this coast has a most inhospitable, rugged and iron-bound appearance, washed by the heavy sea thrown on to it by the prevailing W gales. At one place only, near the head of Port Ross (11.103), at the NE end of the main island, is ascent of the cliffs possible, through a narrow cleft.

3 The SW coast of Adams Island is formed of sheer cliffs.

Natural conditions

11.96

1 **Currents** around the islands are very strong and irregular.

Tidal streams set NNE with a rising tide and S with a falling tide; see the chart.

2 **Tides** are subject to a remarkable oscillation near the time of HW. After rising to nearly its full height the tide falls about 0·06 m and then rises again about 0·09 m so as to exceed the former height by about 0·03 m. This irregular movement generally occupies rather more than an hour, of which the fall continues about 20 minutes and the rise upwards of 50 minutes of the interval.

Climatic table for Enderby Island see 1.155 and 1.167.

Principal marks

11.97

1 **Landmarks:**

North West Cape (50°32′S, 166°04′E), which is a remarkably bold high headland close off which stand Column Rocks, comprising a rocky islet and a curious conical rock.

Flat-topped Hill (50°34′S, 166°13′E).

Chapel Rock (50°40′S, 166°09′E).

Lion Rock (50°50′S, 166°11′E).

Directions

North East Cape to Carnley Harbour

11.98

1 **Caution** should be exercised when navigating in the vicinity of Aucklands Islands owing to incomplete survey.

From a position NE of Enderby Island, the coastal passage of Auckland Islands leads generally S avoiding, if possible, heavy overfalls which sometimes extend 12 miles NE from Enderby Island and present an alarming

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appearance. Thence the track passes (with positions from North East Cape (50°30′S, 166°19′E)):

E of North East Cape and across the approach to Port Ross, thence:

2 E of a dangerous rock (depth 8·5 m) (4¼ miles SSE), which is situated at the outer end of a reef lying off Kekeno Point, and is marked by breakers in heavy weather, thence:

E of Blanche Rock (5½ miles S) from which breakers are reported to extend about 1½ miles S, thence:

E of kelp which extends 4 miles S from Blanche Rock, noting that when the tidal stream is strong the kelp is towed under, leaving ripples on the surface, thence:

3 E of 6·8 m rocky patch (12½ miles SSW) and Shag Rock, 1 mile SW, close inshore, thence:

E of Waterfall Inlet (19¼ miles S) (11.109), at the head of which is a waterfall visible from the offing, thence:

E of Cape Bennett (20¼ miles S) and Archer Rock, about 2 cables N, which is steep and prominent and 15 m in elevation.

The track then leads SW across the E approaches to Carnley Harbour (22½ miles S) (11.110).

Carnley Harbour to Victoria Passage

11.99

1 From the E approach to Carnley Harbour the track continues SW, passing (with positions from South Cape (50°55′·7S, 166°04′·4E)):

SE of Cape Thomson (2 miles E), the S entrance point to Fly Harbour, thence:

S of South Cape, whence the track leads WNW, passing:

SSW of Amherst Rocks (3 miles W), thence:

SSW of Astrolabe Point (4½ miles WNW), and Lantern Rocks, 5 cables W.

2 The track then leads NW, passing:

SW of Logan Point (7 miles WNW), thence:

SW of Adams Rocks (8 miles WNW), which extend 3 cables from Embrasure Point, the SE entrance point of Victoria Passage, which leads to Western Arm (11.110).

Victoria Passage to Enderby Island

11.100

1 The track then leads N, passing (with positions from South West Cape (50°50′·3S, 165°53′·2)):

W of South West Cape, and a reef, extending 1½ cables SW, thence:

W of Cape Lovitt (2½ miles N), the W point of Auckland Island, thence:

W of Detached Rock (4 miles N), the outermost of several rocks off Bristow Point, thence:

W of Disappointment Island (50°36′·5S, 165°58′·0E) a rocky, generally inaccessible island, 317 m in elevation, which has the appearance of three sugarloaf hills from a distance.

2 Thence the track leads generally NE, passing (with positions from North West Cape (11.97)):

NW of Column Rocks (3 cables W), thence:

NW of Black Head (3 miles ENE), a dark-looking promontory with a deep cavernous indentation at the base, thence:

Clear of Bristow Rock (10 miles NE), which seldom breaks and in the vicinity of which there are heavy overfalls.

The track then leads to a position NE of Enderby Island.

Small craft channels

Passage east of Kekeno Point

11.101

1 **Directions.** Passage E of Kekeno Point (50°35′S, 166°17′E) cannot be recommended but if attempted by small craft care should be taken to avoid kelp or ripples, passing from N (with positions from Kekeno Point):

E of a depth of 5·5 m (5 cables N), thence:

Clear of a depth of 6·4 m (7½ cables ENE), and:

W of Dundas Island (1½ miles ENE), situated at the inner end of a reef marked by breakers in heavy weather, on which lies Green Island, 1½ miles ENE of Dundas Island, thence:

W of a dangerous rock (1¼ miles SE), lying 4 cables WSW of Blanche Rock.

Passage east of Disappointment Island

11.102

1 A strong current sets between Disappointment Island (50°36′·5S, 165°58′·0E), Sugar-loaf Rocks, 1 mile E and Auckland Island, 3½ miles E. Although the passage is deep, it is only suitable for boats even in fine weather owing to uncharted pinnacle islets and rocks.

Minor harbours and anchorages

Chart NZ 2862 plan of Enderby Island to Smith Harbour (see 1.19)

Port Ross

11.103

1 **Description.** Port Ross is situated at the NE end of Auckland Island. The harbour is approached from E and entered between Enderby Island (50°30′S, 166°18′E) and Ewing Island, 1 mile S. There is a least charted depth of 16·4 m, 2½ miles within the entrance.

Topography. The S coast of Enderby Island is formed of basalt columnar cliffs, topped with a scrub-covered tableland. At a gap in the cliffs, at the head of Sandy Bay, there is a sandy beach extending to a line of low dunes composed mostly of shell. These are the only dunes on Auckland Islands.

2 The harbour is bordered on both sides by high land, covered with trees and large ferns to the water's edge; the bays are bordered by basaltic rocks. Deas Head (50°31′·6S, 166°13′·5E), formed by high basaltic columns, is remarkable. Shoe Island, 7 cables S of Deas Head, is bold.

Local magnetic anomaly. Shoe Islet is highly magnetic.

Local weather. At the harbour entrance violent squalls blow down from the hills during strong W winds.

11.104

1 **Directions.** The harbour is entered S of strong overfalls and dangerous eddies off the SE point of Enderby Island. The passage between Ewing Island and Frenchs Island, 5 cables SW, is not recommended as it is encumbered with very thick patches of kelp and has only been partially surveyed.

The bays in the shores of the harbour are easy of approach.

2 **Anchorages and landing place.**

Sandy Bay (50°30′S, 166°17′E) is a convenient temporary anchorage, being protected from all except SE winds, with holding ground of tenacious

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clay. An anchorage suitable for vessels of coaster size is shown on the plan.

3 **Terror Cove** (50°32′·2S, 166°13′·0E) and Erebus Cove, close S, afford nearly landlocked anchorage, in the positions shown on the plan. Sir James Ross anchored HMS *Terror* and fixed his observatory in Terror Cove, in 1840. There is a good landing beach on the shore of Erebus Cove, W of Johnson Point, which separates the coves. See 1.51 regarding restrictions on landing.

4 **Laurie Harbour** is entered SE of a rocky shoal, extending 2½ cables E of Beacon Point (50°32′·9S, 166°13′·0E), which has a least charted depth of 4 m over it. The harbour is almost landlocked and affords the most secure anchorage in Port Ross, in the position shown on the plan.

11.105

1 **Small craft.** On both sides of Rose Island (50°31′S, 166°15′E) there are narrow boat channels but the tidal streams set very strongly through them and the sea occasionally breaks right across. Passage is not recommended. See the chart.

Between Ocean Island, 8 cables ESE of Rose Island, and Tucker Point, 1½ cables SSW, there is a narrow boat channel with a depth of 5·5 m across a shoal flat.

Smith Harbour

11.106

1 **Description.** Smith Harbour (50°42′S, 166°08′E), which is landlocked and safe, has a least width of 2 cables.

Directions. The harbour is approached from E on a recommended route, as shown on the plan.

Anchorage can be obtained in the entrance to Smith Harbour, in a depth of 54 m, and in the SW part of the harbour, in depths from 6 to 17 m. The anchorage positions are shown on the plan.

Norman Inlet

11.107

1 **Description.** The entrance to Norman Inlet (50°43′S, 166°10′E) is not easy to identify lying N of a 13·6 m patch, marked by kelp, S of which lies the entrance to Hanfield Inlet.

Directions. The inlet is approached from E on a recommended route, as shown on the plan.

Useful mark:

Shag Rock, 7½ cables N of the entrance, which is a large, flat, black rock, about 8 m in elevation.

2 **Anchorage** may be obtained as follows:

In the entrance, in a depth of about 53 m, as shown on the plan.

About 2 miles inside the entrance on a bank, about 3 cables wide, marked by kelp, which extends across the inlet, in depths from 8·9 to 14·5 m.

At the head of the inlet, where there is a width of 2 cables. This is a perfectly landlocked anchorage in depths from 13 to 22 m.

3 **Caution.** The land on both sides of the inlet is high and at the head are three deep gorges which draw the wind from various directions, causing gusts and whirlwinds of great strength and making the safety of vessels at anchor doubtful.

Hanfield Inlet

11.108

1 **Description.** Hanfield Inlet (50°44′S, 166°10′E) is entered between West Head and East Head. The inlet has two arms separated by Middle Head, 1 mile within the entrance. In North Arm there is a small sandy beach and in South Arm there is a magnificent waterfall, 1 mile WSW of Middle Head. The inlet is open NE, but the wind seldom blows from this quarter.

2 **Directions.** The inlet is approached from E on a recommended route, as shown on the plan.

Anchorage can be obtained, in North Arm, in a depth of 13 m. The holding ground S of Middle Head is bad. See the positions shown on the plan.

Waterfall Inlet

11.109

1 **Description.** Waterfall Inlet anchorage is entered through a channel, 1 cable wide, N of Shelter Point (50°49′·0S, 166°12′·6E). The channel opens into a basin about 2½ cables wide, which has bold shores and is free from dangers, except for some drying rocks among the inner part of a patch of kelp off Shelter Point.

2 **Anchorage** can be obtained near the S shore of the basin, in a depth of about 6·4 m mud, well sheltered from all winds.

Carnley Harbour and Western Arm

11.110

1 **Description.** Carnley Harbour is entered from E between Cape Farr (50°51′·7S, 166°13′·4E), and Gilroy Head, 1½ miles SSW and forms the E part of the channel between Auckland Island and Adams Island. From its E entrance the harbour extends 6½ miles WNW to Flagstaff Point, the S point of Musgrave Peninsula. There it is joined by Western Arm which separates the W part of Auckland Island from Adams Island.

At the W end of Western Arm, Victoria Passage, about ½ cable wide, leads to the open sea S of Monumental Island (50°50′S, 165°55′E), in a least depth of 3·7 m (50°50′·2S, 165°55′·2E), reported in 1993.

2 Between Musgrave Peninsula and McClure Head, 8½ cables WNW, the harbour N is divided into two inlets, North Arm and Musgrave Harbour, by Circular Head. North Arm, to the E, is spacious.

Tidal levels. Mean spring range about 1·0 m; mean neap range about 0·5 m. See the relevant *Admiralty Tide Tables* for the latest information.

Local magnetic anomaly. Deflection of the magnetic compass is reported to occur in Carnley Harbour.

3 **Local weather.** The E entrance is exposed to heavy ocean swell with an outflow from the harbour. When the wind is not blowing directly in or out, violent gusts often come from all directions off high, precipitous land on both sides of the entrance. In bad weather, the wind comes down over high land in severe squalls and whirlwinds, which are dangerous for boats under sail.

11.111

1 **Anchorages.** Depths are generally too great for anchorage in Carnley Harbour and Western Arm. Anchorage, sheltered from S wind and heavy swell, may be found in the following positions, in depths of about 41 m, as shown on the chart:

Tagua Bay (50°49′S, 166°05′E), mud, and:

Camp Cove (50°51′S, 166°01′E).

In 1939, HMS *Leander* (7270 tonnes) anchored in a depth of 46 m about 1 mile SE of Figure-of-Eight Island (50°45′·9S, 166°01′·4E). The vessel remained overnight without dragging, in spite of gales.

2 There is good anchorage within Figure-of-Eight Island in depths from 7 to 18 m. The channel SW of the Island is obstructed by reefs and the anchorage should be entered

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passing NE of a 2·7 m rocky shoal extending about 2 cables SE of the island.

Landing can be made in the NW part of Tagua Bay as shown on the chart.

Fly Harbour

11.112

1 **Anchorage.** According to a report in 1890, Fly Harbour (50°54′S, 166°06′E) affords perfect shelter inside a remarkable bar of kelp which extends across the entrance.

CAMPBELL ISLAND

General information

Chart NZ 3111 plan of Campbell Island (see 1.19)

Description

11.113

1 Campbell Island (52°32′S, 169°11′E) lies on Campbell Island Rise, about 360 miles S of South Island, New Zealand.

The waters off the E coast of Campbell Island between Bull Rock (52°28′S, 169°14′E) and South Point, 6½ miles S, are deep and clear of charted dangers about 5 cables offshore. They afford shelter in North East Harbour, 2½ miles S of Bull Rock, and in Perseverance Harbour, 3½ miles farther S.

2 In the waters N, W and S of Campbell Island, between Bull Rock and South Point, there are a number of islands and rocks lying up to 2 miles offshore. There is no shelter in these waters.

Topography

11.114

1 The island is of volcanic origin, the coasts are bold, and the rocks and islets lying off them have remarkable forms. On the NW coast, Mount Azimuth, 4 miles SW of Bull Rock, rises vertically as part of an almost continuous high plateau which forms the N end of the island. Elsewhere hills of less elevation and low ground back the remainder of this coast. Mount Lyall, 4½ miles SSW of Bull Rock, elevation 419 m, extends as an E/W ridge separating Northeast Harbour (52°31′S, 169°12′E) from Perseverance Harbour, 1½ miles S.

2 The W part of the S coast between the W point of the island (52°33′S, 169°01′E) and Monument Harbour, 5½ miles SE, rises almost vertically from the sea to mountains. In the vicinity of Monument Harbour and South East Harbour, 1½ miles E, the S coast has a desolate storm-beaten appearance and is backed by Mount Honey (52°34′·2S, 169°09′·8E), the highest point of the island, which occupies all the SE part.

Natural conditions

11.115

1 **Tides** have the same irregularities as Port Ross, Auckland Islands (11.103), being subject to a remarkable oscillation near the time of HW. After rising to nearly its full height the tide falls about 0·06 m and then rises again about 0·09 m so as to exceed the former height by about 0·03 m. This irregular movement generally occupies rather more than an hour, of which the fall continues about 20 minutes and the rise upwards of 50 minutes of the interval.

2 **Tidal levels.** Mean spring range about 1·0 m; mean neap range about 0·6 m. See the relevant *Admiralty Tide Tables* for the latest information.

Tide-rips are strong in the passage between Courrejolles Point, (52°28′·6S, 169°08′·2E) and Isle de Jeanette Marie, 5 cables NW. See the plan.

Climatic table. See 1.155 and 1.168.

Directions

Bull Rock to South Point

11.116

1 **Caution** should be exercised when navigating in the vicinity of Campbell Island owing to incomplete survey; see the plan.

From a position NE of Bull Rock (52°28′S, 169°14′E), elevation 28 m, with a drying rock close NE, the coastal passage around Campbell Island leads initially SSE, passing (with positions from Bull Rock):

ENE of an area of foul ground, position doubtful, (1 mile S), thence:

2 ENE of Cossack Rock (2 miles SSE), elevation 36 m, situated off the N entrance point of North East Harbour (11.119), thence:

ENE of Macdonald Point (3½ miles S), surrounded by rocks at the N entry point to Smooth Water Bay, thence:

ENE of East Cape (5 miles SSE), a dark, sheer bluff, rising to 147 m, with a dangerous rock lying close E.

3 The track then leads SW, passing:

SE of foul ground which fronts the coast between East Cape and Erebus Point (5¾ miles SSE), the NE entrance point of Perseverance Harbour (11.120), thence:

SE of South Point (6½ miles S), clear of kelp which extends about 5 cables SSE from the point.

South Point to Hook Keys

11.117

1 The track then continues generally SW to Jacquemart Island (52°37′S, 169°08′E), passing (with positions from the island):

SE of South East Harbour (2½ miles ENE), thence:

S of a dangerous rock (3 cables S), over which there are heavy breakers, thence the track leads NW, passing:

SW of Survey Island (3 miles NW), thence:

2 Clear of Wasp Island (4½ miles NW), Seagull Rock, 8 cables E, and Monowai Island, 1 mile ENE, thence:

Clear of Hook Keys (6 miles NW), elevation 207 m, and an islet (elevation 117 m), 2 cables SW.

Hook Keys to Bull Rock

11.118

1 The track then leads NE passing (with positions from Bull Rock):

NW of Penguin Point (8½ miles SW) and rocks extending about 1 mile SW, thence:

NW of Dent Island (6¾ miles SW), off Cattle Bay and North West Bay, thence:

NW of Gomez Island (4½ miles SW), surrounded by a small group of rocks, thence:

2 Clear of Isle de Jeanette Marie (3¾ miles W), 5 cables NW of Courrejolles Point which is a perpendicular, jagged promontory, 244 m high, joined to the coast by a low neck and with three rocks close on its SW side. See 11.115 for tide-rips in the vicinity.

The track then leads to a position NE of Bull Rock.

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Minor harbours and anchorages

North East Harbour

11.119

1 **General information.** North East Harbour is approached from E and entered S of Cossack Rock (52°30′·4S, 169°14′·5E). It is easier of access than Perseverance Harbour but anchorage is more restricted. Winds from E seldom blow here. At the head of the harbour is an abandoned whaling station.

Anchorage can be obtained for vessels of coaster size in depths from 10 to 25 m, in most parts of the harbour.

Chart NZ 3111 plan of Perseverance Harbour (see 1.19)

Perseverance Harbour

11.120

1 **General information.** Perseverance Harbour is approached from ESE and entered between Erebus Point (52°33′·8S, 169°15′·7E) and South Point, 1 mile SW, on the alignment of beacons.

The sides of the harbour are steep, rising abruptly to elevations over 200 m. On the N shore, S of Beeman Hill, there is a New Zealand Government automatic meteorological station, 4¼ miles W of Erebus Point.

The inner part affords anchorage and is clear of charted dangers at a distance of about 1½ cables from the shore.

11.121

1 **Directions.** Boyack Point (52°32′·7S, 169°10′·4E) leading marks:

Front beacon (white and orange with triangular topmark, 2 m in height).

Rear beacon (similar structure) (about 1 cable WNW of front beacon).

The alignment (299½°) of these beacons leads into and through the outer part of the harbour, passing:

NNE of a 6 m rocky patch, 1½ cables NE of South Point.

2 Beeman Point (52°33′·0S, 169°09′·1E) leading beacons:

Front beacon (white and orange with triangular topmark, 2 m in height).

Rear beacon (similar structure) (18 m W of front beacon).

The alignment (262°) of these beacons leads through the inner part of the harbour, passing N of Terror Reef, 3 cables S of Boyack Point, off Shoal Point, to the anchorage.

3 **Useful mark:**

Mount Lyall (52°32·1S, 169°10′·6E), on the summit of which there is a prominent pyramid of light-coloured rock.

11.122

1 **Anchorage,** which is secure and almost landlocked, can be obtained in the inner part of the harbour. A recommended position is in a depth of about 20 m, approximately 3 cables SE of Beeman Point, and 3·2 cables from the wharf.

2 **Small craft berth.** Wharf for boats at Beeman Point.

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