

Navigation and Safety Bylaws

Wellington region

Purpose: These Bylaws are made for the purpose of navigation and safety.

It is hereby certified that this and the following pages are a true copy of the Wellington Regional Navigation and Safety Bylaws adopted by Greater Wellington Regional Council at its meeting on 11 December 2003.

W HASTIE

Authorised Signatory

Contents

1	Preliminary provisions	4
1.1	Title and commencement	4
1.2	Areas within which these Bylaws apply	4
1.3	Definition of terms	4
2	General matters	9
2.1	Lifejackets	9
2.2	Persons to avoid swimming or diving around wharves	10
2.3	Use of vessel engine around wharves, ramps	10
2.4	Vessels to be serviceable or removed	10
2.5	Seaplanes	11
2.6	Anchoring and mooring	11
2.7	Prohibited anchorages	11
2.8	Obstructions	12
2.9	Notification of collisions or accidents	12
2.10	Damage to buoys	13
2.11	Vessels not to sound whistles	13
2.12	Use of distress signals	13
3	Operating requirements	14
3.1	Minimum age for operating powered vessels	14
3.2	Speed of vessels	14
3.3	Use of lights	16
3.4	Lights for power-driven vessels underway	16
3.5	Lights for sailing vessels underway and vessels under oars (including paddles)	17
3.6	Lights for anchored vessels	17
3.7	Diving from vessels	17
3.8	Lookouts on vessels used for water skiing and towing any person	18
3.9	Water skiing or towing between sunset and sunrise	18
3.10	Conduct in access lanes	18
3.11	Marking of access lanes	19
3.12	Reserved areas	19
3.13	Special events	19
3.14	Moorings	20
4	Tankers, hazardous cargoes, hazardous works and dangerous materials	22
4.1	Vessels carrying explosives	22
4.2	Signals to be displayed by oil tankers	22
4.3	Distance from vessels showing Flag B	22

4.4	Duties of master while tanker is in harbour	22
4.5	Oil tankers not to lie close to other vessels	23
4.6	Hot work operations	23
5	Administrative matters	24
5.1	Appointment of Harbourmaster and Enforcement Officers	24
5.2	Application to master/owner	24
5.3	Vessels to be licensed	24
5.4	Fees and charges	25
6	Wellington Harbour	26
6.1	Directions for transiting Wellington Harbour entrance	26
6.2	General directions for navigating in Wellington Harbour	26
6.3	Duties of persons in charge of motor boats, yachts, launches etc. in Wellington Harbour	27
6.4	Wellington Harbour — radio reporting procedures for vessels sailing from wharves or anchorages	27
6.5	Radio reporting for vessels taking part in organised events within Wellington Harbour	27
6.6	Navigational documents required for Wellington Harbour	28
6.7	Reporting of vessels air draught prior to entering Evans Bay	28
6.8	Speed limits in Lambton Harbour area	28
6.9	Restricted access for non-commercial vessels	28
	Schedule 1 — areas defined	29
	Schedule 2 — location-specific information	30
	Prohibited anchorages	30
	Explosives anchorage	30
	Bulk oil discharges	30
	Restricted access area for non-commercial craft	30
	Schedule 3 — regional access lanes and reserved areas	31
	Part A — Access lanes for use by waterskiers	31
	Part B — Reserved areas	34
	Schedule 4 — hot work permit	37
	Schedule 5 — fees	38
	Mooring licence	38
	Commercial vessel licence	38
	Public notices	38

1 Preliminary provisions

1.1 Title and commencement

1.1.1 These Bylaws are the Wellington Regional Navigation and Safety Bylaws 2003.

1.1.2 These Bylaws come into force on 22 December 2003.

[Explanation: These bylaws replace the Wellington Regional Navigation and Safety Bylaws 2000]

1.2 Areas within which these Bylaws apply

These Bylaws apply to the waters within the Region.

1.3 Definition of terms

In these Bylaws, unless the context otherwise requires:

access lane	means those areas defined by words and maps in part A of schedule 3 in these Bylaws.
anchorage	in relation to vessels, means a place (enclosed or otherwise) used for the anchoring of vessels to the bed of waters, whether the place is reserved for such purposes by the Council or not.
anchoring	means the securing of a vessel to the bed of waters by means of an anchor, cable or other device, that is normally removed with the vessel when it leaves the anchorage.
beacon	means a light or mark set up as a navigation mark or a warning to vessels.
buoy	means an anchored float serving as a navigation or locational mark, or to indicate a mooring, reef or other hazard.
buoyancy aid	means anything that complies with NZ Standard 5823:2001 or a buoyancy aid that the Director of Maritime Safety is satisfied substantially complies with the Standard and that provides a minimum of 53 newtons of buoyancy.
Class 3 packing group I oil products	means oil having an initial boiling point less than or equal to 35 degrees centigrade.
Class 3 packing group II oil products	means oil having a flashpoint of less than 23 degrees centigrade and an initial boiling point greater than 35 degrees centigrade.
Class 3 packing group III oil products	means oil having a flashpoint equal to or greater than 23 degrees centigrade up to and including 61 degrees centigrade and an initial boiling point greater than 35 degrees centigrade.
commercial vessel	has the same meaning as commercial ship in section 2 of the Maritime Transport Act 1994.

Council	means the Wellington Regional Council as constituted under the Local Government (Wellington Region) Reorganisation Order 1989.
crew	means the persons employed or engaged in any capacity on board a vessel, but does not include the master, a pilot, or a person temporarily employed on the vessel while in a harbour.
Director of Maritime Safety	means the person who is for the time being the Director of Maritime Safety under section 439 of the Maritime Transport Act 1994.
Distress signal	means a distress signal as prescribed in Maritime Rule 23 Appendix 3.
Enforcement Officer	means a person appointed under subclause 5.1.2 of these Bylaws.
explosive	has the same meaning as in Class 1 Substances under the Hazardous Substances (Classifications) Regulations 2001.
flag A	means flag A of the International Code of Signals (the diver s flag), a burgee (swallow-tailed) flag coloured in white and blue with white to the mast, or a rigid equivalent.
flag B	means flag B of the International Code of Signals, a burgee (swallow-tailed) flag coloured in red, or a rigid equivalent.
Harbour	means: <ul style="list-style-type: none"> (a) Wellington Harbour; and (b) Porirua Harbour as defined by Order in Council, dated 24 March 1969, New Zealand Gazette, 2 April 1969, page 609 (schedule 1 of these Bylaws).
Harbourmaster	means a person appointed under subclause 5.1.1 of these Bylaws, and shall include any Deputy Harbourmaster.
Honorary Enforcement Officer	means a person appointed under subclause 5.1.3 of these Bylaws.
kite surfer	has the same meaning as sailboard.
length	in relation to a vessel, means overall length.
lifejacket	means a serviceable personal floatation device that meets NZ Standard 5823:2001 or a national or international standard that the Director of Maritime Safety is satisfied substantially complies with that Standard.
Maritime Rules	means maritime rules made under the Maritime Transport Act 1994.

master	means any person having command or charge of a vessel, but does not include a pilot.
mean high water spring	means the average of each pair of successive high waters during that period of about 24 hours in each semi-lunation (approximately 14 days), when the range of tides is the greatest.
mooring	means any weight or article placed in or on the bed of waters for the purpose of securing a vessel or floating structure; and (a) includes any wire, rope, buoy or other device attached or connected to the weight; but (b) does not include an anchor that is removed with the vessel or floating structure when it leaves the anchorage.
mooring area	means any area described as a mooring area in Appendices 5 and 7 of the Regional Coastal Plan for the Wellington Region (June 2000).
navigate	means the act or process of managing or directing the course of a vessel on, through, over or under the water.
oil	has the same meaning as in section 222 of the Maritime Transport Act 1994.
owner	includes: (a) in relation to a vessel, the agent of the owner and also a charterer; and (b) in relation to any dock, wharf, quay or slipway, includes a lessee of the dock, wharf, quay or slipway.
personal water craft	has the same meaning as in section 684B(g)(iii) of the Local Government Act 1974.
person in charge of a vessel	means the master.
pilot	in relation to any vessel means any person not being the master or a member of the crew of the vessel who has the conduct of the vessel.
pleasure craft	has the same meaning as in section 2 of the Maritime Transport Act 1994.
powered vessel	means any vessel that is not solely powered manually or by sail.
proper speed	means speed through the water.
public notice	means a notice published in a newspaper circulating generally in the area adjacent to the waters to which the subject matter of the notice relates.

Region	means the Wellington Region as constituted under the Local Government (Wellington Region) Reorganisation Order 1989.
reserved area	means those areas defined by words and maps in part B of schedule 3 of these Bylaws.
reward	means the payment to, or for the benefit of, the owner or master of a vessel, of a contribution towards the expenses of a voyage by, or on behalf of, persons; but does not include payment of any contributions by part owners of the vessel or by persons engaged as bona fide crew members.
river mouth	means a straight line representing the continuation of the line of mean high water spring on each side of the river at the river outlet, provided that: (a) the river mouth of the Hutt River shall be the boundary of Wellington Harbour; and (b) the river mouth of the Ruamahanga River shall be the boundary of Lake Onoke.
sailboard	means any type of board that is propelled by a detachable sail apparatus and operated by a person standing on the board.
seaplane	means a flying boat or any other aircraft designed to manoeuvre on the water.
seaworthy	means being in a fit condition or readiness to safely undertake a sea voyage.
shore	when referring to distance from shore, means distance from the water's edge.
structure	means any building, equipment, device or other facility which is fixed to land; and (a) includes slipways, jetties, pile moorings, swing moorings, rafts, wharves, marine farms and other objects whether or not these are above or below the waterline; but (b) does not include buoys, beacons or anchored floats.
sunrise	has the same meaning as stated in the New Zealand Nautical Almanac, NZ204.
sunset	has the same meaning as stated in the New Zealand Nautical Almanac, NZ204.
surfboard	means any type of board that is designed to be used for surf riding.

- tanker** means any vessel which:
- (a) is constructed, or has a compartment constructed, for the carriage in bulk of any Class 3 oil products; and
 - (b) either:
 - (i) has on board, or is about to take on board, a cargo the whole or any part of which consists of any Class 3 oil products in bulk; or
 - (ii) has discharged any cargo consisting of any such oil products in bulk, but the holds, tanks and compartments of which have not been rendered and certified gas-free and includes any tanker designed for carriage of bulk liquid harmful substances.
- vessel** has the same meaning as ship in section 2 of the Maritime Transport Act 1994, and shall include a seaplane when operating on waters.
- waters** means all that area of:
- (a) seawater in estuaries, fiords, inlets or harbours, the outer boundary being three nautical miles from the shore of the Region and the inner boundary being the water's edge, except where that line crosses a river, in which case the boundary is deemed to be the river mouth; and
 - (b) Lake Wairarapa, as defined by Order in Council (the National Water Conservation (Lake Wairarapa) Order 1989), dated 6 March 1989, New Zealand Gazette 9 March 1989 (schedule 1 of these Bylaws); and
 - (c) Lake Onoke, as defined by map in schedule 1 of these Bylaws.
- Wellington Harbour** means Wellington Harbour as defined by Order in Council, dated 17 January 1985 and amended 1 April 1985, New Zealand Gazette 14 February 1985, page 524 (schedule 1 of these Bylaws).
- windsurfer** has the same meaning as sailboard.

2 General matters

2.1 Lifejackets

- 2.1.1 No person in charge of a pleasure craft may use it or allow it to be used unless it carries, at the time of use, in a readily accessible location, lifejackets of an appropriate size for each person on board.
- 2.1.2 Subclauses 2.1.1 and 2.1.7 shall not apply to:
- (a) any surfboard or similar unpowered craft; and
 - (b) any sailboarder, windsurfer or kite surfer if a wetsuit is worn at all times; and
 - (c) a diver on a boat of six metres or less in length overall that is used for recreational diving within five nautical miles of shore, if a full body dive suit is worn at all times; and
 - (d) a person training for or participating in a sporting event, if the training or the event is supervised in accordance with the safety system of a national sporting organisation approved by the Director of Maritime Safety under Maritime Rule 91.4(3); and
 - (e) a member of a visiting foreign watersports team, if the person carries or wears a lifejacket that is approved by the competent authority for use in that person's country of residence.
- 2.1.3 In respect of any sporting event, training activity, ceremonial event or other organised recreational activity, subclause 2.1.1 shall not apply if a support vessel that is capable of providing adequate assistance in the event of an emergency remains in the immediate vicinity of the pleasure craft and the support vessel carries lifejackets or buoyancy aids of an appropriate size for each person on board the support vessel and the pleasure craft.
- 2.1.4 In respect of any sporting event, training activity or other organised recreational activity, the organising body may, where it is not practical to meet the requirements of subclause 2.1.3, apply for a written exemption to subclause 2.1.1. The Harbourmaster may grant an exemption for a specified time period, provided that the Harbourmaster is satisfied that adequate safety precautions are made for rescuing any persons participating in the event or activity.
- 2.1.5 No person in charge of a vessel may use it to tow any person and no person may cause himself or herself to be towed by any vessel, unless the person being towed wears a properly secured lifejacket of an appropriate size for that person.
- 2.1.6 Subclause 2.1.5 does not apply to a person:
- (a) training for any trick water skiing element of a sporting event administered by a national sporting organisation approved under Maritime Rule 91.4(3); or
 - (b) participating in a sporting event that is administered by a national sporting organisation approved under Maritime Rule 91.4(3).

- 2.1.7 No person in charge of a pleasure craft may use that craft or allow it to be used in circumstances where:
- (a) tides, river flows, rough seas; or
 - (b) adverse weather, adverse visibility or emergencies
- cause a danger or a risk to the safety of persons on board, unless each person on board is wearing a lifejacket of an appropriate size.

2.2 Persons to avoid swimming or diving around wharves

- 2.2.1 Without the permission of the Harbourmaster no person may dive or swim within 50 metres of:
- (a) any structure in the commercial port area as defined in the Regional Coastal Plan for the Wellington Region (June 2000); or
 - (b) any other wharf or boat ramp when a vessel is manoeuvring within 50 metres of the wharf or boat ramp.
- 2.2.2 Any person given permission under subclause 2.2.1 must display flag A.

2.3 Use of vessel engine around wharves, ramps

- 2.3.1 No person may operate the propulsion system of a vessel while it is lying at any wharf, or while it is loading to or from a boat trailer at any ramp, in such a way that it may damage any property, scour the bed of the waters, or injure any person. However, this subclause does not preclude the use of the propulsion system for the safe berthing or unberthing of any vessel at a wharf.
- 2.3.2 The master of any commercial vessel must:
- (a) ensure that crew members are stationed both forward and aft on any vessel while that vessel is lying at any wharf and about to test or is testing a propulsion system; and
 - (b) warn all persons or vessels in the immediate vicinity of that vessel that the engines are being tested; and
 - (c) notify the Harbourmaster before testing a propulsion system while that vessel is lying at any wharf.

2.4 Vessels to be serviceable or removed

- 2.4.1 The master and the owner of any vessel anchored or moored in any waters must keep the vessel in a seaworthy condition at all times, unless the Harbourmaster has given prior written approval for it to be anchored or moored in an unseaworthy condition and subject to such conditions that the Harbourmaster may determine appropriate to ensure navigation safety.

- 2.4.2 If any vessel is a hazard to navigation by reason of it being unseaworthy:
- (a) the Council may give a written direction to the owner and/or the master of the vessel to move the vessel to an alternative location or to remove it from the waters within a reasonable time as specified in the direction; and
 - (b) the owner and master are jointly and severally responsible for ensuring the direction is complied with.
- 2.4.3 If the owner or master of the vessel fails to move the vessel in accordance with a direction given under subclause 2.4.2, the Council may move that vessel to a position where it is no longer a hazard to navigation, or remove it from the water. The costs incurred may be recovered from the owner, master or agent of the vessel in any court of competent jurisdiction as a debt due to the Council.
- 2.4.4 No person may operate any unseaworthy vessel except to comply with the directions, under these Bylaws, of the Harbourmaster or an Enforcement Officer to move the vessel to an alternative location.

2.5 Seaplanes

No person navigating a vessel may impede a seaplane in the process of landing or taking off.

2.6 Anchoring and mooring

- 2.6.1 No person may anchor a vessel so as to:
- (a) obstruct the passage of other vessels or obstruct the approach to any wharf, pier or jetty; or
 - (b) create a hazard to other vessels at anchor.
- 2.6.2 Except in an emergency involving danger to life or property, no person may cut, break, destroy or unlawfully detach:
- (a) the mooring of any vessel; or
 - (b) the fastening securing any vessel lying in, at or near a wharf, dock or at or near any wharf or landing place.
- 2.6.3 When a vessel is moored in, at or alongside a wharf or dock or other landing place, the owner or master must ensure that adequate and safe means of access to the vessel is provided, properly installed, secured and adjusted to suit all tidal conditions.
- 2.6.4 The owner or master of a vessel berthed at a wharf must ensure that it is securely fastened at all times and, if required by the Harbourmaster, maintain a person on board to keep watch.

2.7 Prohibited anchorages

No person may anchor or moor any vessel within any prohibited anchorage as defined by words in schedule 2 of these Bylaws.

2.8 Obstructions

- 2.8.1 No person may obstruct the access by waters to any wharf, landing place, boat ramp, slipway or mooring.
- 2.8.2 No person may place any obstruction, including any fishing apparatus, in any waters that is liable to:
- (a) restrict navigation; or
 - (b) cause loss of life or injury to any person; or
 - (c) cause damage to any vessel or any property.

2.9 Notification of collisions or accidents

- 2.9.1 The master of any vessel that:
- (a) has been involved in a collision with any vessel or property, or has been sunk or grounded or become stranded in any waters; or
 - (b) by reason of accident, fire, defect or otherwise is in such a condition as to affect its safe navigation or to give rise to danger to any person, other vessels or property; or
 - (c) in any manner gives rise to an obstruction; or
 - (d) causes any damage to any navigation aid or structure, or to anything on the structure;

must, as well as complying with any accident reporting requirements of the Maritime Transport Act 1994, as soon as is practicable report the occurrence to the Harbourmaster and within 48 hours provide the Harbourmaster with full written details of the occurrence.

- 2.9.2 A report under subclause 2.9.1 must include:
- (a) a full description of any injury to persons, and their names and their addresses; and
 - (b) a full description of any damage to vessels, navigation aids or structures; and
 - (c) the names and addresses of persons in charge of the vessel; and
 - (d) the time and date of the occurrence; and
 - (e) an outline of events relating to the occurrence.
- 2.9.3 If an incident described in subclause 2.9.1 involves damage to a vessel that affects, or is likely to affect, its seaworthiness, the master may not move the vessel except:
- (a) to prevent the vessel from creating a hazard to navigation; or
 - (b) in accordance with the directions of the Harbourmaster or an Enforcement Officer.

- 2.9.4 Nothing in subclause 2.9.1(a) shall apply to any pleasure craft involved in organised racing if there are no serious injuries sustained.

2.10 Damage to buoys

- 2.10.1 No person may tie a vessel to any buoy, beacon or other device or structure erected as a navigation aid or warning, without the prior written permission of the Harbourmaster.
- 2.10.2 No person may damage, remove, deface or otherwise interfere with any buoy, beacon or other device or structure erected as a navigation aid or warning.
- 2.10.3 No person may erect, maintain or display any beacon, buoy or other device, which may be used as, or mistaken for, a recognised navigation aid, without the written permission of the Harbourmaster and the Director of Maritime Safety.

2.11 Vessels not to sound whistles

No person may blow or sound, or cause to be blown or sounded, the whistle, siren or horn of a vessel, within any harbour, except as a navigation safety signal. However, nothing in these Bylaws precludes the testing of such a whistle, siren or horn before the vessel leaves any wharf.

2.12 Use of distress signals

- 2.12.1 A person must not make a distress signal, or cause or permit a distress signal to be made, unless that person is satisfied that:
- (a) the vessel that is on the water (or any person from that vessel) to which the person belongs is in serious and imminent danger and requires immediate assistance; or
 - (b) another vessel (or any person from that vessel) is in serious and imminent danger and cannot itself make the signal and requires immediate assistance.
- 2.12.2 A person must not use signals which may be confused with the distress signals unless in distress.
- 2.12.3 The Director of Maritime Safety may, for the purpose of allowing instruction in the use of distress signals, authorise in writing the making of distress signals at such times and places, and subject to such other conditions, as the Director thinks fit.

3 Operating requirements

3.1 Minimum age for operating powered vessels

- 3.1.1 No person under the age of 15 years shall be in charge of, or propel or navigate, a power-driven vessel that is capable of a proper speed exceeding 10 knots unless he or she is under the direct supervision of a person over the age of 15 years who is in immediate reach of the controls.
- 3.1.2 The owner of a powered vessel that is capable of a proper speed exceeding 10 knots must not allow any person who is under the age of 15 years to propel or navigate that vessel in contravention of subclause 3.1.1.
- 3.1.3 Subclause 3.1.1 does not apply to any person who has a written exemption from the Harbourmaster. Written exemptions may be given for training, competitions or other sporting events, and the Harbourmaster, when considering whether or not to grant such an exemption, shall have regard to the competence of the person, the level of supervision, and awareness of other relevant navigation safety matters.

3.2 Speed of vessels

- 3.2.1 No person may, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or some object) at a proper speed exceeding 5 knots:
- (a) within 50 metres of any other vessel, floating structure or person in the water; or
 - (b) either within 200 metres of the shore or of any structure, or on the inshore side of any buoy(s) demarcating that distance from the shore or structure; or
 - (c) within 200 metres of any vessel or floating structure that is flying flag A.
- 3.2.2 No person may propel or navigate a powered vessel at a proper speed exceeding 5 knots while any person has any portion of his or her body extending over the fore part, bow or side of that vessel.
- 3.2.3 No person may cause or allow himself or herself to be towed by a vessel or any other means (whether or not on a water ski, aquaplane or other towed object) at a proper speed exceeding 5 knots in any circumstances specified in any of paragraphs (a) to (c) of subclause 3.2.1.
- 3.2.4 No person in charge of a vessel may permit the vessel to continue onwards, after any person being towed by that vessel has dropped (whether accidentally or otherwise) any water ski which may cause danger to any other person or vessel, without taking appropriate action to recover that water ski or take measures to ensure that the water ski is visible to other water users.

3.2.5 Subclause 3.2.1(a) shall not apply to:

- (a) a vessel over 500 gross tonnage, if the vessel cannot be safely navigated in compliance with subclause 3.2.1(a); or
- (b) a vessel powered by sail in relation to any other vessel powered by sail, while the vessels are participating in a yacht race or training administered by:
 - (i) a club affiliated to Yachting New Zealand; or
 - (ii) a non-profit organisation involved in sail training or racing; or
- (c) a craft training for or participating in competitive rowing or paddling; or
- (d) a tug, pilot vessel, harbourmaster vessel, emergency response craft or police vessel, if the vessel's duties cannot be performed in compliance with subclause 3.2.1(a).

3.2.6 Subclause 3.2.1(b) shall not apply to:

- (a) a vessel operating in an access lane or a reserved area for the purpose for which the access lane or reserved area was declared, unless, in the case of a reserved area, a navigation bylaw provides otherwise; or
- (b) a vessel over 500 gross tonnage, if the vessel cannot be safely navigated in compliance with subclause 3.2.1(b); or
- (c) a vessel powered by sail in relation to any other vessel powered by sail, while the vessels are participating in a yacht race or training administered by:
 - (i) a club affiliated to Yachting New Zealand; or
 - (ii) a non-profit organisation involved in sail training or racing; or
- (d) a windsurfer; or
- (e) a craft training for or participating in competitive rowing or paddling; or
- (f) a tug, pilot vessel, harbourmaster vessel, emergency response craft or police vessel when the vessel's duties cannot be performed in compliance with subclause 3.2.1(b).

3.2.7 Subclauses 3.2.1(b) and 3.2.2 shall not apply to a craft operated by a Surf Lifesaving Club affiliated to Surf Lifesaving New Zealand, that is being operated in accordance with its Inflatable Rescue Boat training policy that has been approved by the Director of Maritime Safety.

3.2.8 Wake

Subject to subclause 3.2.1, every person who propels or navigates a pleasure craft must ensure that its wake does not cause unnecessary danger or risk of damage to other vessels or structures, or of harm to other persons.

3.3 Use of lights

- 3.3.1 Lights required by clauses 3.4 to 3.6 are to be exhibited from sunset to sunrise. During this time the only other lights which may be exhibited are those lights which:
- (a) cannot be mistaken for lights specified in Part 22 of the Maritime Rules; and
 - (b) do not impair the visibility or distinctive character of lights specified in Part 22 of the Maritime Rules; and
 - (c) do not interfere with the keeping of a proper lookout.
- 3.3.2 The lights specified must, if carried, also be exhibited during the day in restricted visibility. They may also be exhibited in all other circumstances where it is considered necessary.
- 3.3.3 The lights and shapes specified in clauses 3.4 to 3.6 must comply with the provisions of Appendix 1 of Part 22 of the Maritime Rules.

3.4 Lights for power-driven vessels underway

- 3.4.1 Subject to subclauses 3.3.1 and 3.3.2, a power-driven vessel underway must exhibit:
- (a) a masthead light forward; and
 - (b) a second masthead light abaft of and higher than the forward one, except that a vessel of less than 50 metres in length is not obliged to exhibit such light but may do so; and
 - (c) sidelights; and
 - (d) a sternlight.
- 3.4.2
- (a) Instead of the lights prescribed in subclause 3.4.1:
 - (i) a power-driven vessel of less than 12 metres in length may exhibit an all-round white light and sidelights; and
 - (ii) a power-driven vessel of less than seven metres in length whose maximum speed does not exceed seven knots may exhibit an all-round white light, and must, if practicable, exhibit sidelights.
 - (b) The masthead light or all-round white light on a power-driven vessel of less than 12 metres in length may be displaced from the fore and aft centreline of the vessel if:
 - (i) a centreline fitting is not practicable; and
 - (ii) sidelights are combined in one lantern which must be either:
 - (aa) carried on the fore and aft centreline of the vessel; or
 - (bb) located as nearly as practicable in the same fore and aft line as the masthead light or all-round white light.

3.5 Lights for sailing vessels underway and vessels under oars (including paddles)

3.5.1 Subject to subclauses 3.3.1 and 3.3.2, a sailing vessel underway must exhibit:

- (a) sidelights; and
- (b) a sternlight;

except that a sailing vessel of less than 20 metres in length may combine the sidelights and sternlight into one tricoloured lantern carried at or near the top of the mast where it can best be seen.

- 3.5.2
- (a) A sailing vessel of less than seven metres in length must, if practicable, exhibit the sidelights and sternlight as prescribed in subclause 3.5.1, but if it does not do so, it must have ready an electric torch or lighted lantern showing a white light which must be exhibited in sufficient time to prevent collision.
 - (b) A vessel under oars may exhibit the lights prescribed in this subclause for sailing vessels, but if it does not do so, it must have ready an electric torch or lighted lantern showing a white light which must be exhibited in sufficient time to prevent collision.
 - (c) In Wellington and Porirua Harbours any of the vessels in paragraphs (a) and (b) above who are not able to exhibit the lights prescribed in subclause 3.5.1 must exhibit an all-round white light where it can best be seen.

3.6 Lights for anchored vessels

3.6.1 A vessel at anchor must exhibit where it can best be seen:

- (a) in the fore part, an all-round white light or one black ball; and
- (b) another all-round white light at or near the stern at a lower level than the light in the fore part;

but if the vessel is less than 50 metres in length it may exhibit an all-round white light where it can best be seen instead of the lights referred to in paragraphs (a) and (b) of this subclause.

3.6.2 A vessel of less than 7 metres in length at anchor, not in or near a narrow channel, fairway, anchorage or where other vessels normally navigate, is not required to exhibit the light or shape prescribed for a vessel at anchor.

3.7 Diving from vessels

3.7.1 Every person diving from a vessel must ensure that flag A is displayed in such a manner that it can be clearly identified by the watchkeeper of another vessel at a distance in excess of 200 metres.

- 3.7.2 The master of every vessel from which dive operations are in progress must ensure that flag A is displayed in such a manner that it can be clearly identified by the watchkeeper of another vessel at a distance in excess of 200 metres.

3.8 Lookouts on vessels used for water skiing and towing any person

- 3.8.1 No person in charge of a vessel may use it to tow any person at a speed exceeding 5 knots unless at least one additional person is on board who is responsible for immediately notifying the person in charge of every mishap that occurs to the person who is being towed.
- 3.8.2 No person may cause or allow himself or herself to be towed at a speed exceeding 5 knots by or from any vessel unless at least one additional person is on board who is responsible for immediately notifying the person in charge of every mishap that occurs to the person who is being towed.
- 3.8.3 No person who is under the age of 10 years is permitted to act as the additional person required by subclauses 3.8.1 and 3.8.2.

3.9 Water skiing or towing between sunset and sunrise

- 3.9.1 No person may operate, between sunset and sunrise, a vessel that is towing any person, whether or not that person is on a water ski, aquaplane, paraglider or other similar object.
- 3.9.2 No person may allow himself or herself to be towed by a vessel or any other means, between sunset and sunrise.

3.10 Conduct in access lanes

- 3.10.1 No person may, in any access lane, propel, navigate or manoeuvre a vessel except by the most direct route through the access lane and on that side of the access lane that lies to the starboard or right-hand side of the vessel.
- 3.10.2 No person may:
- (a) while being towed by a vessel in any access lane, cause himself or herself or any water ski, aquaplane or other towed object, on or by which he or she is being towed; or
 - (b) cause any object that is being towed by a vessel in any access lane
- to travel other than by the most direct route through the access lane and on that side of the access lane that lies to the starboard or right-hand side of the vessel.
- 3.10.3 No person within an access lane may proceed in any manner that is dangerous in relation to any vessel or other person in the access lane.
- 3.10.4 No person may obstruct any other person while that other person is using an access lane for the purpose for which it has been declared.

- 3.10.5 If one or more persons are using an access lane for the purpose for which it is declared, no person may enter, remain in or use the lane for any other purpose.
- 3.10.6 The access lanes to which these Bylaws apply are those prescribed in schedule 3 of these Bylaws.

3.11 Marking of access lanes

- 3.11.1 Every access lane must be marked on shore, by pairs of posts in transit. These posts will be orange with black horizontal bands.
- 3.11.2 An access lane may also be marked with orange buoys with vertical black stripes.

3.12 Reserved areas

- 3.12.1 No person may obstruct any other person while that other person is using a reserved area for the purpose for which it has been reserved under these Bylaws.
- 3.12.2 If any person is using a reserved area for the purpose for which it is reserved, no other person may enter, remain in or use the area for any other purpose.
- 3.12.3 A permanent reserved area must be marked on shore, by pairs of posts in transit. These posts will be white with black horizontal bands.
- 3.12.4 If the reserved area is marked at sea it is marked by black buoys with white vertical stripes.

3.13 Special events

- 3.13.1 Any person intending to conduct a race, speed trial, competition or other organised water activity in any area to which these Bylaws apply may apply to the Harbourmaster to:
 - (a) temporarily suspend the application of subclauses 3.2.1(a) and (b) and clause 6.8 of these Bylaws in that area during the conduct of the race, speed trial, competition or other organised water activity; and
 - (b) temporarily reserve the area for the purpose of that activity; and
 - (c) temporarily suspend the designation of permanent access lanes or reserved areas.
- 3.13.2 Where the Harbourmaster is satisfied, on considering an application under these Bylaws, that the application may be granted without endangering the public, he or she may grant the application accordingly, for a period not exceeding 10 days, and on such conditions (if any) as he or she may specify.
- 3.13.3 Every grant of an application under these Bylaws shall, subject to subclause 3.13.4, have effect according to its tenor.

- 3.13.4 No grant of an application under these Bylaws shall have effect unless, not less than seven days or more than 14 days before the commencement of the activity, a public notice is given specifying the period of the activity and details of the suspension or reserved area.
- 3.13.5 The Harbourmaster may recover from the applicant all actual and reasonable costs incurred for the publication of a public notice under subclause 3.13.4.

3.14 Moorings

- 3.14.1 No person may place a mooring in any waters, whether in a mooring area or not, unless a licence in terms of subclause 3.14.4 has been obtained.
- 3.14.2 The Harbourmaster may remove or authorise the removal of any unauthorised mooring and all costs of so doing are a debt by the owner of the mooring to the Council.
- 3.14.3 No person may anchor any vessel so as to obstruct any licensed mooring unless they are the holders of a current licence to use that mooring.
- 3.14.4 The Harbourmaster may, subject to the conditions specified in subclause 3.14.6, grant a mooring licence to which subclause 3.14.1 applies.
- 3.14.5 Every mooring licence issued by the Harbourmaster shall apply only to the vessel and owner(s) named in the licence.
- 3.14.6 The conditions of any mooring licence issued by the Harbourmaster may include, but are not limited to:
 - (a) the precise location of the mooring; and
 - (b) the size and type of any vessel which may be attached to the mooring;
 - (c) the design and specifications of the mooring; and
 - (d) a requirement for maintenance and inspections of the mooring; and
 - (e) the type of buoy or float with which the owner of a mooring must mark the location of the mooring when it is not being used by a vessel; and
 - (f) a requirement that the owner of the mooring shall be liable in any event for the position, insufficiency or insecurity of any licensed mooring.
- 3.14.7 The Harbourmaster shall not grant any licence for a mooring unless satisfied that:
 - (a) there is adequate space in the mooring area for the proposed mooring; and
 - (b) the mooring is of adequate specifications to accommodate the proposed vessel to be moored.
- 3.14.8 No owner of a licensed mooring may leave a mooring vacant or unattended for a period of longer than six months without the written permission of the Harbourmaster.

- 3.14.9 Where the owner of a mooring has left it vacant or unattended for a period of longer than six months without the written permission of the Harbourmaster, the Harbourmaster may cancel the licence and direct that the mooring be removed.
- 3.14.10 No owner of a licensed mooring may, except with the written permission of the Harbourmaster:
- (a) part with the possession of the mooring; or
 - (b) assign the mooring to any other person; or
 - (c) suffer any such other person to have the use of the mooring; or
 - (d) use the mooring for a vessel other than the vessel named in the licence.

4 Tankers, hazardous cargoes, hazardous works and dangerous materials

4.1 Vessels carrying explosives

- 4.1.1 The master of a vessel having on board, or intending to load, explosives must ensure that:
- (a) the ship remains within the explosives anchorage specified in schedule 2 of these Bylaws when not underway, except with the written permission of the Harbourmaster; and
 - (b) no person loads or unloads explosives outside the explosives anchorage, except with the written permission of the Harbourmaster.
- 4.1.2 The master of any vessel in any harbour or anchorage having on board, or intending to load, explosives must display on the vessel flag B by day and a red light by night.
- 4.1.3 Nothing in clauses 4.1 and 4.2 apply to any vessel which:
- (a) is carrying not more than 27 kilograms of explosives; or
 - (b) is carrying no explosives other than explosives of Safety Ammunition of Class 1.4S as defined under the Hazardous Substances (Classes 1 to 5 controls) Regulations 2001 or Fireworks of Classes 1.3G; 1.4G and 1.4S as defined under the Hazardous Substances (Fireworks) Regulations 2001.

4.2 Signals to be displayed by oil tankers

On or immediately before the arrival in harbour of any tanker, and as long as the tanker remains in harbour, the master must display by day flag B and by night a red light at the masthead or where it can best be seen from all directions.

4.3 Distance from vessels showing flag B

Where possible, the master of a vessel must not allow that vessel to approach within 200 metres of an oil tanker or any other vessel that is showing flag B by day or a red all-round light by night.

4.4 Duties of master while tanker is in harbour

- 4.4.1 While in harbour, the master of an oil tanker must operate in accordance with the International Safety Guide for Oil Tankers and Terminals (ISGOTT).
- 4.4.2 The master of a tanker must:
- (a) berth or moor the tanker only at such wharf or place as specified for bulk oil discharges in schedule 2 of these Bylaws, or as otherwise permitted in writing by the Harbourmaster; and

- (b) keep the tanks containing Class 3 packing groups I and II oil cargo securely closed, except when opened for loading or discharging; and
- (c) unless exempted by the Harbourmaster, ensure that sufficient motive power is available at all times to enable the vessel to be moved from the berth in case of fire or other emergency.

4.5 Oil tankers not to lie close to other vessels

The master of a tanker must ensure that, except for the purpose of transshipment, the tanker does not lie within 30 metres of another vessel, unless the permission of the Harbourmaster has first been obtained in writing.

4.6 Hot work operations

- 4.6.1 Within Wellington Harbour or commercial areas, the person carrying out the hot work and the master or ship's engineer, if available, of every vessel on board which, or on the hull of which, it is proposed to carry out welding or flame-cutting operations in or from any position, whether on board the vessel or not, must obtain from the Harbourmaster a Hot Work Permit in accordance with the requirements set out in schedule 4 of these Bylaws, no less than two hours before commencing the work.
- 4.6.2 The person carrying out the hot work or the master or ship's engineer, if available, of the vessel must ensure that before any welding operations are commenced, precautions are taken for the detection, prevention and extinguishing of fire on board the vessel or elsewhere during the welding operations, and that the requirements of the Hot Work Permit are met. Provision must be made for the continuance of the precautions until the operations are completed.
- 4.6.3 No person may commence hot work without having seen and understood a current Hot Work Permit for the work to be undertaken.
- 4.6.4 The Harbourmaster may grant a written exemption from compliance with subclauses 4.6.1 and 4.6.2 to the master or owner of a vessel lying at any ship-repairing establishment.
- 4.6.5 No work shall commence until such time as the Harbourmaster is satisfied that the requirements of a Hot Work Permit, as specified in schedule 4 of these Bylaws, have been met in full.

5 Administrative matters

5.1 Appointment of Harbourmaster and Enforcement Officers

- 5.1.1 The Council may, by resolution, appoint a Harbourmaster for the purpose of enforcing the provisions of these Bylaws.
- 5.1.2 The Council may, by resolution, appoint an Enforcement Officer for the purpose of enforcing the provisions of these Bylaws.
- 5.1.3 The Council may, by resolution, appoint an Honorary Enforcement Officer for the purposes of these Bylaws.
- 5.1.4 A Harbourmaster, Enforcement Officer and Honorary Enforcement Officer may require the master of any vessel or any other person who is found committing an offence against the Bylaws to supply their name and address.

5.2 Application to master/owner

- 5.2.1 Where any clause in these Bylaws imposes an obligation or duty on the master of any vessel, that obligation or duty must, in the case of a vessel that has no master, be performed or carried out by the owner.
- 5.2.2 Where any clause of these Bylaws imposes an obligation or duty on both the master and the owner of a vessel, then, if that clause is not complied with, the master and the owner are deemed severally to have committed an offence against these Bylaws. If any such clause is complied with by either the master or the owner, then, for the purposes of these Bylaws, compliance by one is deemed to be compliance by the other.

5.3 Vessels to be licensed

- 5.3.1 No person shall operate a vessel that is not subject to Maritime Rules in respect of commercial shipping for hire and reward unless a licence, known as a commercial vessel licence, has been granted in terms of subclause 5.3.3.
- 5.3.2 No person shall operate a vessel granted a commercial vessel licence while that licence is temporarily suspended by the Harbourmaster in terms of subclause 5.3.5.
- 5.3.3 The Harbourmaster may, subject to the conditions specified in subclause 5.3.5, grant a commercial vessel licence to a vessel to which subclause 5.3.1 applies.
- 5.3.4 Every commercial vessel licence issued by the Harbourmaster shall apply only to that vessel and the operator named in the licence, and shall be available for inspection at any time by the Harbourmaster, or Enforcement Officers or Honorary Enforcement Officers.
- 5.3.5 The Harbourmaster may temporarily suspend a commercial vessel licence for such time as he or she considers necessary where, in the opinion of the Harbourmaster, the conditions of the licence have been breached.

- 5.3.6 The Council may resolve to cancel a commercial vessel licence if the conditions of that licence have been breached. There will be no refund of fees if a licence is cancelled.
- 5.3.7 The conditions of any commercial vessel licence issued by the Harbourmaster may include, but are not limited to:
- (a) defining points of embarkation/disembarkation; and
 - (b) defining the area or route of operations; and
 - (c) limiting the number of passengers or quantity of freight; and
 - (d) any limitations in respect of weather or operating hours; and
 - (e) any requirements for rescue craft; and
 - (f) any requirements for safety equipment; and
 - (g) the level of instruction to be given to persons hiring a vessel; and
 - (h) the qualifications required by the person in charge of the vessel.

5.4 Fees and charges

The fees and charges specified in schedule 5 of these Bylaws for functions undertaken by the Council under these Bylaws must be paid on demand by the specified person to the Council.

6 Wellington Harbour

6.1 Directions for transiting Wellington Harbour entrance

- 6.1.1 During the hours of darkness or during restricted visibility, prior to entering Wellington Harbour, the master of a vessel shall call Wellington Harbour Radio on marine VHF Ch 14 and report the intention of the vessel to enter the harbour limits. Such vessels shall also maintain a listening watch on marine VHF Ch 14 whilst inside the harbour.
- 6.1.2 During daylight hours, prior to entering Wellington Harbour, the master of a vessel (except pleasure craft) shall call Wellington Harbour Radio on marine VHF Ch 14. Such vessels shall maintain a listening watch on marine VHF Ch 14 whilst inside the harbour.
- 6.1.3 The master of a vessel not carrying a marine VHF radio and unable to communicate with Wellington Harbour Radio satisfactorily by other means (such as a cellular phone), shall not transit the Wellington Harbour entrance during the hours of darkness or during restricted visibility, except in an emergency.
- 6.1.4 The master of any passenger vessel or charter vessel shall advise Wellington Harbour Radio on marine VHF Ch 14 of the total number of persons on board.
- 6.1.5 Subject to subclause 6.1.6 the master of a vessel shall ensure that an inward-bound vessel joins the leading line or leading lights at least two nautical miles south of the charted position of Barrett Reef buoy, except where it would be unsafe to do so because of extreme weather conditions.
- 6.1.6 The master of an inward-bound pleasure craft shall keep towards the coast, or towards the sides of the main shipping channel. Such pleasure craft must run parallel with the channel and not cross the main shipping tracks unless it is safe to do so.
- 6.1.7 That part of Wellington Harbour between Ward (Makaro) Island and Pencarrow Head shall be deemed a narrow channel in accordance with Part 22.9 of the Collision Prevention Rules, Narrow Channels.
- 6.1.8 All vessels transiting the entrance shall keep a listening watch on VHF Ch 14.

6.2 General directions for navigating in Wellington Harbour

- 6.2.1 The master shall ensure that while within Wellington Harbour:
- (a) automatic-steering pilot devices are not to be used, unless a helmsman is standing by in the immediate vicinity of the helm or wheel, otherwise the vessel is to be in the hand-steering mode; and
 - (b) main engines are to be immediately available for reducing speed, stopping or going astern at all times without delay; and
 - (c) anchors are to be immediately available for use in an emergency, and capable of being lowered without power; and

- (d) all information from aids to navigation and charts is fully monitored; and
 - (e) an appropriate passage plan is safely carried out.
- 6.2.2 While within Wellington Harbour all aids to navigation on board vessels, including but not limited to radar and depth recording devices, are to be in continuous operation and fully utilised.
- 6.2.3 The number of persons on the bridge of the vessel shall be sufficient to enable compliance with subclause 6.2.1.
- 6.2.4 All commercial vessels in Wellington Harbour shall maintain a listening watch on VHF Ch 14.
- 6.2.5 Any vessel, where the master is exercising a pilotage exemption, shall inform Wellington Harbour Radio of the master's name.

6.3 Duties of persons in charge of motor boats, yachts, launches etc. in Wellington Harbour

The master of every vessel in Wellington Harbour, under 500 gross tonnage (including vessels at anchor), shall not impede the navigation of any vessel of 500 gross tonnage or more.

6.4 Wellington Harbour — radio reporting procedures for vessels sailing from wharves or anchorages

- 6.4.1 At least 10 minutes prior to planned departure the master of either any vessel of 20 metres or more in length or any passenger or charter vessel, shall call Wellington Harbour Radio on marine VHF Ch 14 to report his or her intentions, to obtain information about known shipping traffic movements, and to obtain current weather conditions at the harbour entrance.
- 6.4.2 After leaving a berth or anchorage, the master of either any vessel of 20 metres or more in length or any passenger or charter vessel shall, as soon as practicable, call Wellington Harbour Radio on marine VHF Ch 14 and report that the vessel has cleared the berth or anchorage. The master of any passenger or charter vessel shall advise of the total number of persons on board.
- 6.4.3 The master of either any vessel of 20 metres or more in length or any passenger or charter vessel shall advise Wellington Harbour Radio on marine VHF Ch 14 when secured at a different berth or anchorage, or when seaward of the position of Barrett Reef buoy when outward bound.

6.5 Radio reporting for vessels taking part in organised events within Wellington Harbour

During the hours of darkness or during restricted visibility, as defined in Part 22 of the Maritime Rules, when a group of vessels is taking part in an organised event, the controlling officer of that event must advise Wellington Harbour Radio of the approximate number of vessels involved, the location and duration of the event, and the radio channel being used.

6.6 Navigational documents required for Wellington Harbour

When navigating in that part of the harbour between Ward (Makaro) Island and Pencarrow Head, all vessels of six metres in length and above shall carry and consult a current copy of Chart NZ4633 (or approved electronic equivalent).

6.7 Reporting of vessels air draught prior to entering Evans Bay

Any vessel with a height of mast or superstructure exceeding 24 metres shall at least 15 minutes prior to entering Evans Bay report to Wellington Harbour Radio on VHF Ch 14.

6.8 Speed limits in Lambton Harbour area

6.8.1 No vessels shall exceed a speed of 12 knots in the Lambton Harbour area (westwards of a line between the Thorndon Container Pile Light and the Carter Fountain in Oriental Bay) unless exempted by the Harbourmaster.

6.8.2 Emergency-service vessels are exempted from complying with subclause 6.8.1 when responding to emergencies.

6.8.3 The Harbourmaster may instruct any vessel not to exceed a specified speed, as determined by the Harbourmaster, in certain parts of the harbour for the purposes of ensuring navigational safety.

6.9 Restricted access for non-commercial vessels

Non-commercial vessels shall not enter the commercial areas as shown in schedule 2 without permission from the Harbourmaster.

Schedule 1 – areas defined

Wellington Harbour

All that area of sea and tidal waters the outer limits being the arc of a circle running from the landward boundary of the foreshore just north of Baring Head and thence into Cook Strait, and thence to the landward boundary of the foreshore south-west of Owhiro Bay, such arc being an arc of a circle of 3.85 nautical miles radius and having its centre at a point on the outer rock in the Harbour of Wellington, such point being in position $41^{\circ}20' .96$ S, $174^{\circ} 50' .1$ E based on WGS 84.

The inner limits being a straight line across the Hutt River at the seaward side of the Hutt Estuary road bridge and a straight line across the Waiwhetu Stream at the seaward side of Port Road. The above limits are more particularly shown on the plan marked MD 16306 and deposited in the Office of the Ministry of Transport at Wellington.

Porirua Harbour

All that area of water bounded by the line of mean high water spring tides and having as its seaward limit the arc of a circle commencing from the landward boundary of the foreshore of Rocky Bay and thence into Cook Strait and thence to the landward boundary of the foreshore of the coast northwards of Te Rewarewa Point, such arc being the arc of a circle of 1.75 nautical miles radius centred at peg XXIV, Lot 23, D.P.2093, Block 8, Paekakariki S.D.

Lake Wairarapa

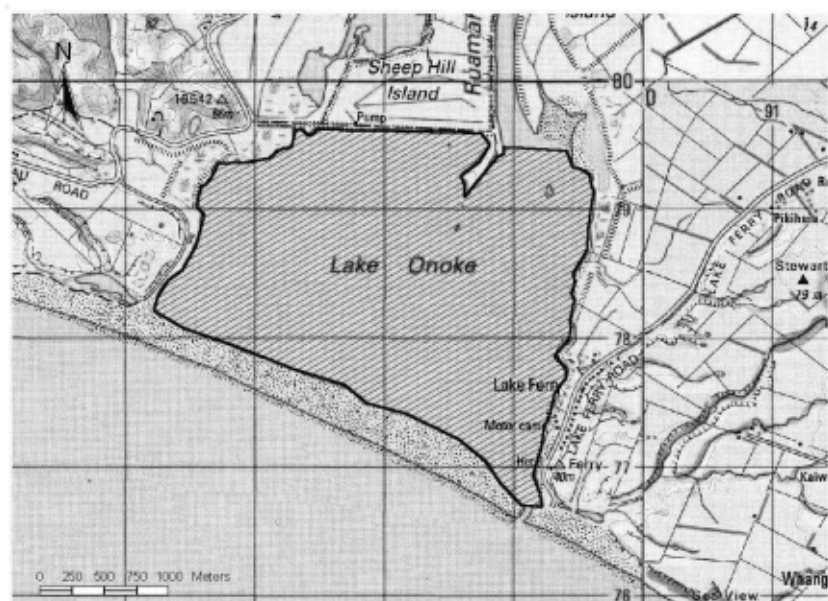
The more or less continuous area of water commonly known as Lake Wairarapa, including the Ruamahanga Cut-off, in Featherston County, the shoreline of which is the outer edge of the area within which the vegetation changes from predominantly aquatic to predominantly terrestrial, except at the outlet of the lake, where the shoreline is the lakeward foot of the barrage gates. For the avoidance of doubt it is declared that the shoreline adjacent to the land known as Lots 1 and 2 on Deposited Plan 4547 (Wellington Land District) is the lakeward foot of the stopbank on that land.

Evans Bay

All that area of water in Wellington Harbour south of a line drawn between Point Halswell and Point Jerningham.

Lake Onoke

All that area of water shaded grey on the map.



Schedule 2 – location-specific information

Prohibited anchorages

Within 500 metres of the underwater cable between Mahanga Bay and Webb Point and between Somes (Matiu) Island and Petone Beach.

Within 100 metres of any other underwater power or telephone cable.

Within 50 metres of the Greta Point sea-water intake which is marked by a white triangle.

Within 70 metres of the floating breakwater at Chaffers Marina.

Note: White triangular beacons on the foreshore mark the ends of the power cables.

Explosives anchorage

Explosives anchorage is an area, radius three cables, centre bearing due north distant 1.45 miles from Point Halswell Light (41° 17 .1 S, 174° 49 .6 E), or as designated by the Harbourmaster, depending on weather conditions.

Bulk oil discharges

Bulk oil discharges are permitted at:

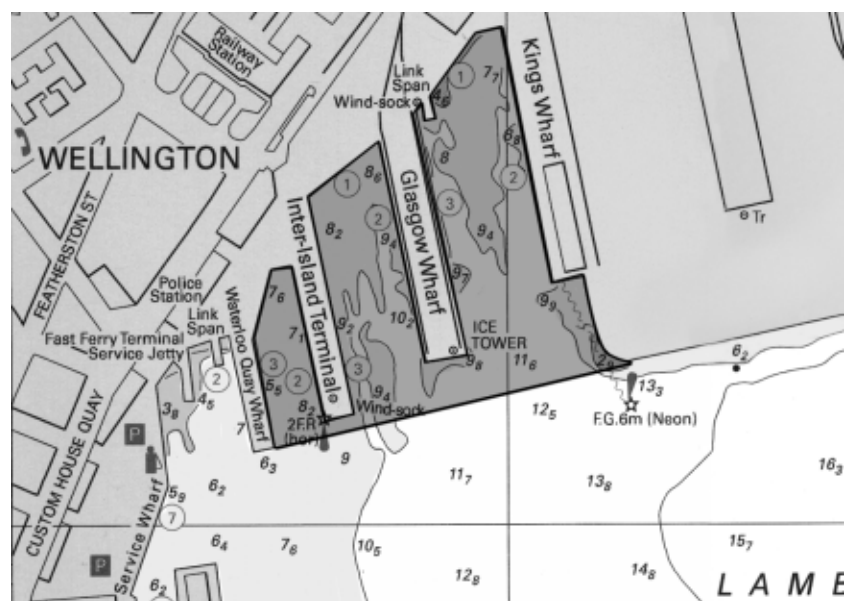
Seaview Wharf

Aotea Quay No 1 or 3

Burnham Wharf

Restricted access area for non-commercial craft

The shaded area as shown on the map, that is immediately north of a line between the south end of Waterloo Quay Wharf and the south-west corner of the container terminal reclamation.



Schedule 3 – regional access lanes and reserved areas

Part A – Access lanes for use by waterskiers

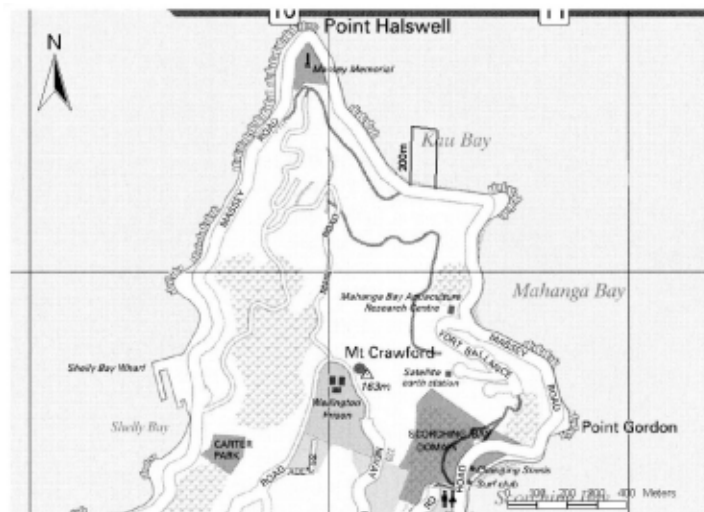
Seatoun, Wellington

All that area of water on the southern end of Worser Bay as indicated, bounded on the sides by parallel lines approximately 100 metres apart, and extending in a north-easterly direction 200 metres from the edge of the water.



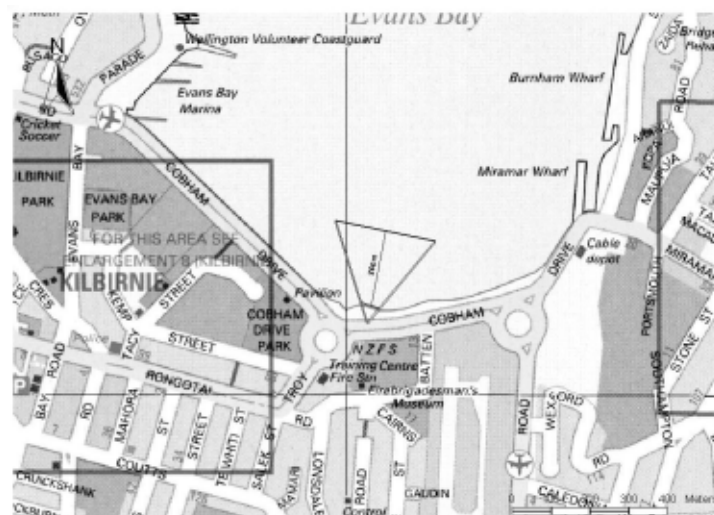
Kau Bay, Wellington

All that area of water on the eastern side of Kau Bay as indicated, bounded on the sides by parallel lines approximately 90 metres apart, and extending in a northerly direction 200 metres from the edge of the water.



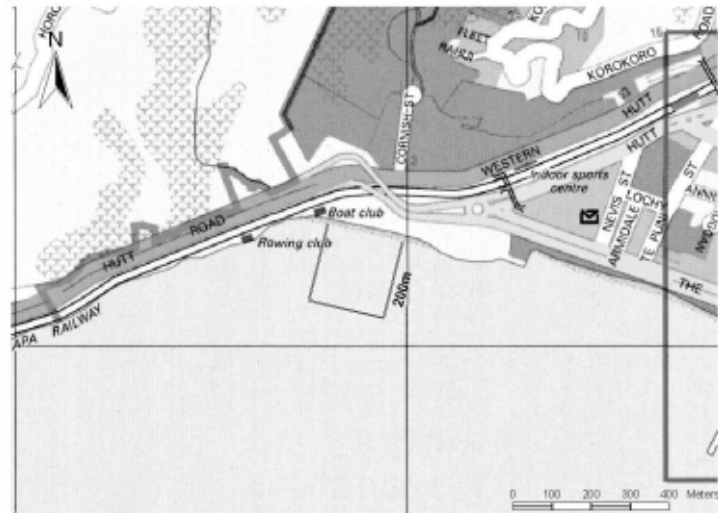
Evans Bay, Wellington

All that area of water at the southern end of Evans Bay as indicated, bounded on the sides by straight lines approximately 50 metres apart at high water mark, divergent at an angle of approximately 60°, and extending in a northerly direction 200 metres from the edge of the water.



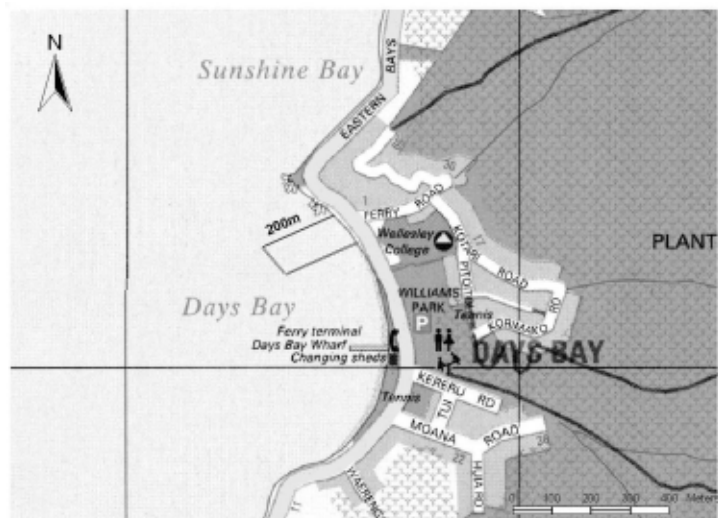
Petone Beach (West), Lower Hutt

All that area of water at Petone Beach west of the Korokoro Stream as indicated, bounded on the sides by parallel lines approximately 200 metres apart, and extending in a southerly direction 200 metres from the edge of the water.



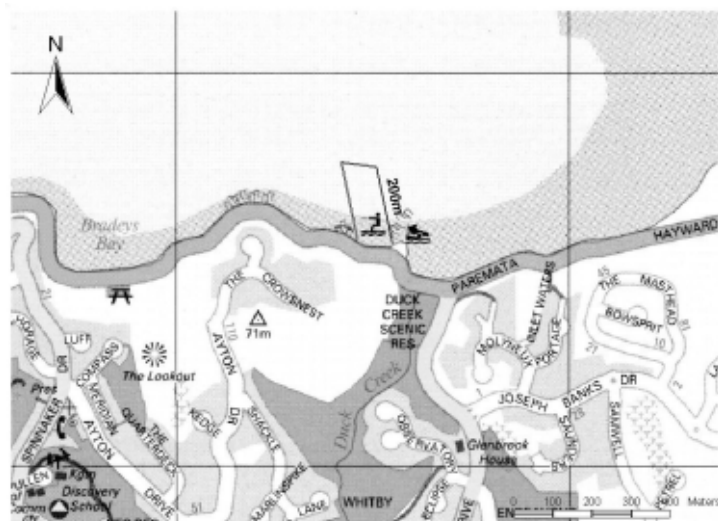
Days Bay, Lower Hutt

All that area of water at the northern end of Days Bay as indicated, bounded on the sides by parallel lines approximately 90 metres apart, and extending in a westerly direction 200 metres from the edge of the water.



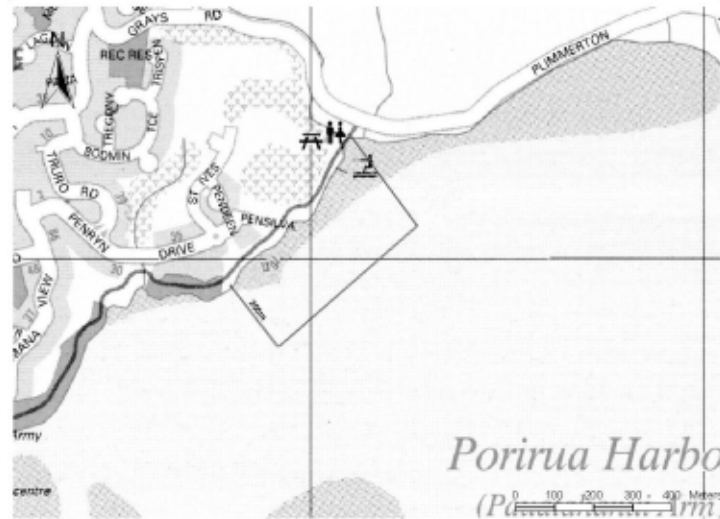
Duck Creek, Pauatahanui Inlet

All that area of water at the south-eastern end of Pauatahanui Inlet, bounded on the sides by parallel lines approximately 90 metres apart, and extending in a northerly direction 200 metres from the edge of the water.



Grays Road, Pauatahanui Inlet

All that area to the south-west of the launching ramp extending south-west towards Camborne as indicated, bounded by parallel lines approximately 500 metres apart, and extending in a south-easterly direction 200 metres from the edge of the water.



Part B – Reserved areas

Areas reserved for use by personal water craft

Black and white horizontally striped poles shall mark these areas.

Lyall Bay, Wellington

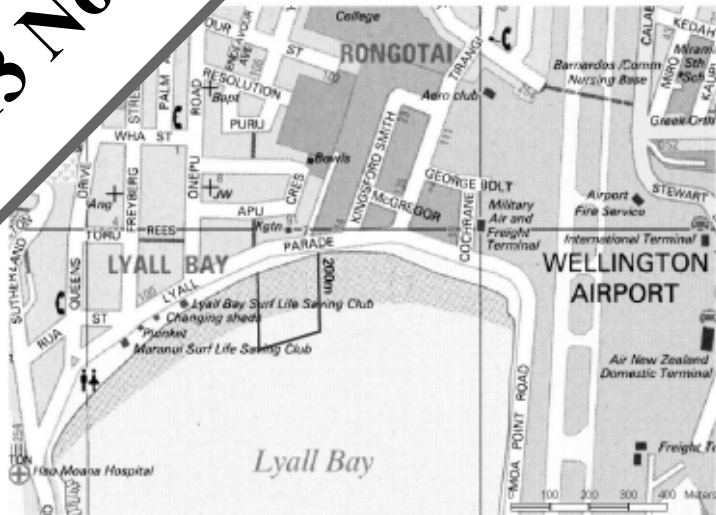
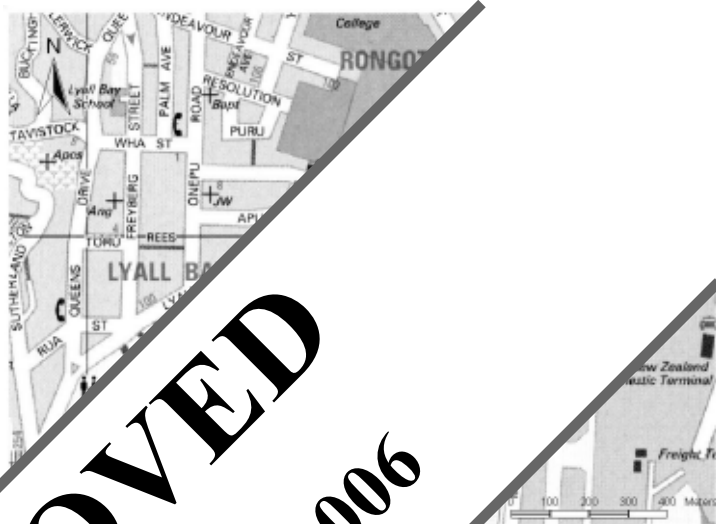
(1) to remain in force unless and until replaced by (2).

(1) All that area of water on the eastern side of Lyall Bay (extending westward from Tirangi Road) as indicated, bounded on the sides by parallel lines approximately 200 metres apart, and extending in a southerly direction 200 metres from the edge of the water.

(2) to come into force on the day of the publication of this Bylaw in the Wellington Gazette, or such other day as may be determined by the Secretary of the Council in the large Wellington Region and such other newspapers as the Council may determine.

(2) A 200m area extending 200m from the edge of the water

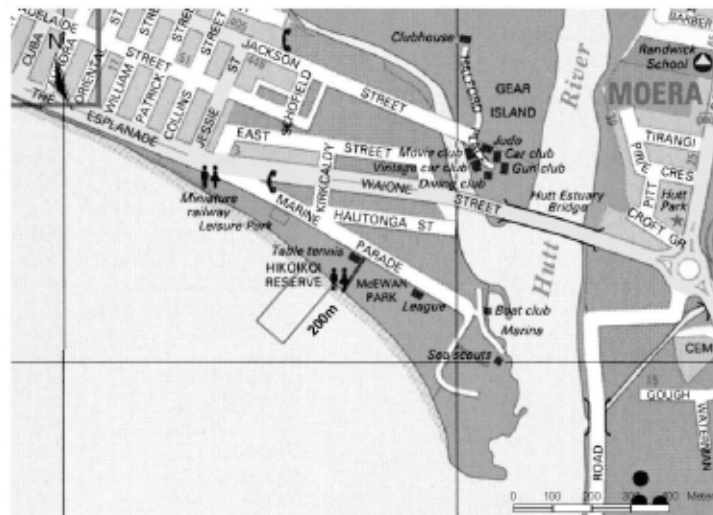
REMOVED
13 November 2006



[Explanation: Area (1) is the reserved area under the former Bylaws and will be the reserved area when this Bylaw comes into force. Area (2) delineates the reserved area in the event the proposed Lyall Bay Surfing Reef is constructed. Public notification of any change is required. The reserved area in force at any time, whether (1) or (2), shall be marked by black and white horizontal striped poles.]

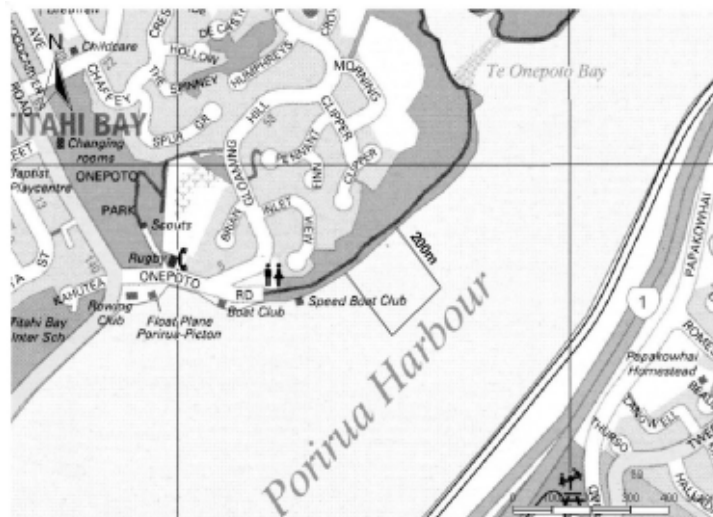
**Petone Beach (East),
Wellington**

All that area of water at the eastern end of Petone Beach as indicated, bounded on the sides by parallel lines approximately 90 metres apart, and extending in a southerly direction 200 metres from the edge of the water.



**Onepoto Arm, Porirua
Harbour**

All that area of water on the north-western side of Porirua Harbour, Onepoto Arm (at the end of Onepoto Road) as indicated, bounded on the sides by parallel lines approximately 200 metres apart, and extending in a south-easterly direction 200 metres from the edge of the water.



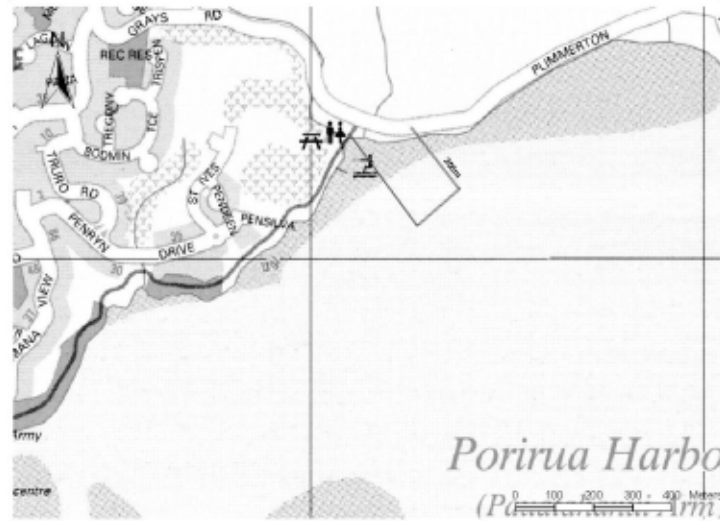
Castle Point, Masterton

All that area of water from the road end on the north-eastern side of the beach as indicated, bounded on the sides by parallel lines approximately 200 metres apart, and extending in a north-easterly direction 200 metres from the edge of the water.



Grays Road, Pauatahanui Inlet

All that area of water to the east of the launching ramp as indicated and bounded on the sides by parallel lines approximately 150 metres apart extending south-east from the shore.



Schedule 5 – fees

All fees are exclusive of GST.

Mooring licence

Application fee of \$150.00

Annual fee of \$120.00

Commercial vessel licence

Vessels under five metres \$25.00

Vessels over five metres \$100.00

Public notices

Actual cost of advertisements

The fees specified were correct at the time of printing. However, please contact Greater Wellington Regional Council to see if there have been any subsequent changes.