

**Wellington Regional Council
Harbourmaster's Direction 1B/2023
Ferry distance off Wellington South Coast in certain conditions**

To: KiwiRail Limited (operating as Interislander)
And to: StraitNZ Bluebridge Limited (operating as Bluebridge)

I, **GRANT NALDER**, Wellington Regional Harbourmaster, issue the following Direction pursuant to section 33F(1)(c)(i) of the Maritime Transport Act 1994 on the basis that the Direction is necessary for the purpose of ensuring maritime safety.

BACKGROUND

Up to five ferries, most carrying passengers, transit the Wellington South Coast several times a day. It is an inhospitable coast that provides little shelter in southerly conditions and the seabed rises rapidly relatively near to the coast, providing little opportunity for anchoring until a vessel is close to shore. Should a vessel experience loss of propulsion or loss of control in this area, the time available to remedy the fault is restricted by the rate of drift and distance from shore. The purpose of this Direction is to provide more time for a vessel in difficulty near this coast to be able to resolve the issue prior to the need for anchoring, and for support services to prepare if necessary. The distance off in the Direction is generally aligned with the annual Notice to Mariners No. 10 in the Nautical Almanac.

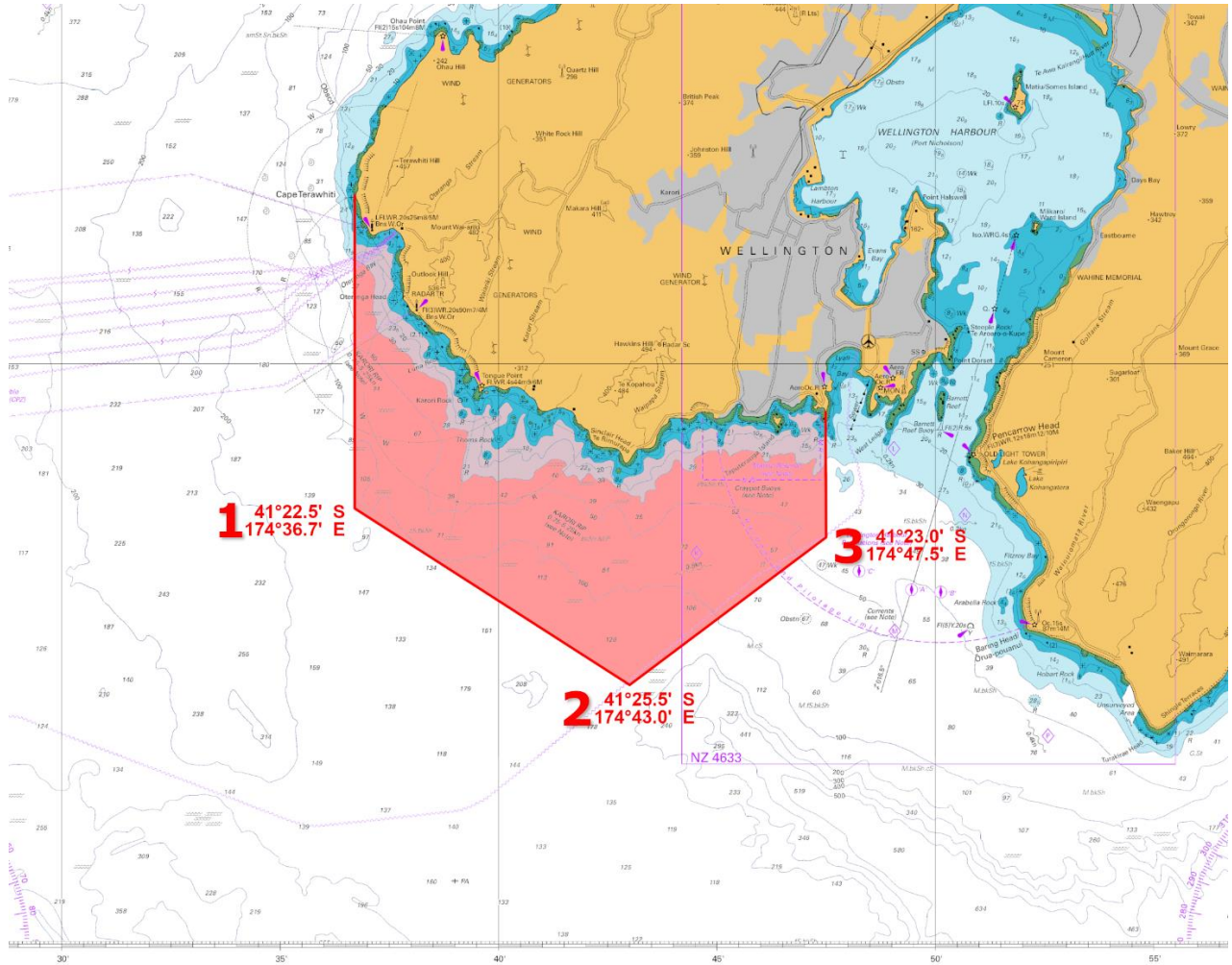
APPLICATION

This Direction applies to all operated by Interislander and Bluebridge between the North and South Islands and came into effect on 24 April 2023, including modification made on 28 June 2023. This Direction was reviewed in January 2025 and will remain in effect until further modified or included in a Navigation Bylaw review.

DIRECTION

All vessels operated by Interislander and Bluebridge transiting the Wellington South Coast shall, when the Baring Head five-minute average wind speed is 25 knots or more from any Southerly direction in an arc from East-South-East (112.5°) to West-South-West (247.5°), navigate outside the area shaded on the chart excerpt below. This area is made by joining points that are two nautical miles due South of Te Raekaihau Point (Western side of Lyall Bay), four nautical miles South of Sinclair Head and 5.5 nautical miles South of Cape Terawhiti i.e. seaward of the shaded areas shown in the chart excerpt below.

This direction does not supersede Maritime Rule 22 (Collision Prevention) or any other applicable maritime regulations, including the principles of good seamanship. Any actions undertaken to adhere to the principles of good seamanship that may be considered inconsistent with this directive should be reported to the Harbourmaster's Office without delay.



DATED at Wellington this 21 day of January 2025.

Grant Nalder
Regional Harbourmaster
Wellington Regional Council