

**Wellington Regional Council  
Harbourmaster's Direction 12A/2023  
Bunker tanker double banking on Aotea Quay.**

**To:** Centreport, ASP, Kokako, Interisland Line, StraitNZ

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

**BACKGROUND**

The bunker tanker *Kokako* is now operating within Wellington Harbour. Frequently this involves the vessel double banking with other vessels on Aotea Quay. If the *Kokako* is manoeuvring on or off a ship, her position alongside can provide an obstruction to other vessel in the area, specifically the *Aratere* due to the requirements of her approach to RFT2. Given *Kokako* is a tanker engaged in a fuel transfer, this adds additional risk should any mishap occur. On that basis this Direction is intended to reduce/mitigate some of that risk and provide clear understanding to all vessels operating in the area of how this will be managed. This does not remove the requirement for all vessels to navigate in a safe and prudent manner at all times, nor the Master's discretion to not attempt a manoeuvre if they have safety concerns.

**APPLICATION**

This Direction applies to Interisland Line vessels approaching and departing the Wellington berths, when the *Kokako* undertakes manoeuvres and bunkering. This relates to Centreport and Strait NZ in as far as planning for timing of relevant movements and operations. This Direction comes into force immediately.

**DIRECTION**

This applies to vessels manoeuvring in the vicinity of Aotea Quay and the Rail Ferry terminal, and they shall note the following:

- *Aratere* is not to approach her berth when *Kokako* is double-banked with any part of *Kokako* north of the 1200m mark.
- When double banked and bunkering north of 1200m, *Kokako* must complete operations before 1330hrs and be clear of the bunkered ship for *Aratere* arrival (based on normal schedule) – NB there is nothing preventing *Kokako* berthing after *Aratere* is in her berth.

- Aratere may depart RFT2 when Kokako is double banked at any berth on AQ.
- Kokako does not begin berthing north of AQ1 once Aratere has joined the leads approaching the harbour entrance. – this is to avoid the Kokako approaching or mooring alongside a ship at the same time the Aratere is turning and lining up for her berth.
- Kaiarahi and Kaitaki must manoeuvre with caution when within 200m of Kokako and not approach closer than 90m. (half a cable)

**DATED** at Wellington this 14 October 2024.

A handwritten signature in black ink, appearing to read 'gnalder', written in a cursive style.

**Grant Nalder**  
**Regional Harbourmaster**  
**Wellington Regional Council**