MARLBOROUGH DISTRICT COUNCIL

August 2026

Port Information Guide Marlborough

Port Information Guide – Marlborough Harbour, New Zealand

August 2026

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1. Marlborough Harbour

1.1 Description of Harbour

The Marlborough Harbour consists of the main Sounds, Queen Charlotte Sound / Tōtaranui, and Pelorus Sound / Te Hoiere. There are also the Outer Sounds areas including Admiralty Bay, French Pass / Te Aumiti, Te Whanganui / Port Underwood, Cloudy Bay / Te Kopo-o-Kupe and D'Urville Island / Rangitoto Ki Te Tonga.

Queen Charlotte Sound / Tōtaranui extends about 25 miles in a south-westerly direction to its head.

The land is generally high, rising to over 600m, with greater elevations near Picton / Waitohi and on mountains to the NW of Queen Charlotte Sound / Tōtaranui. The higher parts, and islands, are generally covered with scattered scrub.

Queen Charlotte Sound / Tōtaranui is subject to heavy gusts off high land and from mountain gullies during strong winds in Cook Strait, these squalls give little or no warning of their approach.

Queen Charlotte Sound / Tōtaranui joins Tory Channel / Kura Te Au at the confluence off Dieffenbach Point.

Tory Channel / Kura Te Au is separated from Queen Charlotte Sound / Tōtaranui by Arapaoa Island and is entered from Cook Strait in the East and at Dieffenbach Point, Queen Charlotte Sound / Tōtaranui in the West.

The Tory Channel / Kura Te Au route is most intensively used by Interisland ferries. Specific regulations regarding traffic in the Tory Channel / Kura Te Au are in place through the Navigation Bylaw.

Prevailing winds from October through to January tend to be most frequent from the Northerly quarter, whilst between May and August winds tend to be predominantly from the Southerly quarter. Because of the distance from Cook Strait, the weather experienced in Picton / Waitohi is not necessarily representative of actual conditions in the Strait.

Pelorus Sound / Te Hoiere is fronted by the Chetwode Islands. 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 at its head.

Except at the head of the sound the surrounding land is steep and mountainous, rising to elevations over 900m, covered in many places with dense bush.

Marlborough District Council (MDC) is the Harbour Authority for the waters of the region. The Harbourmaster is employed by the Council and is appointed for the region.

Port Marlborough New Zealand (PMNZ) owns and operates the port facilities in Picton / Waitohi and the commercial port area in Havelock. PMNZ also owns and operates the marinas in Picton / Waitohi, Waikawa and Havelock.

Marlborough District council (MDC) has established the Harbour limits as shown below through the Navigation Bylaw.

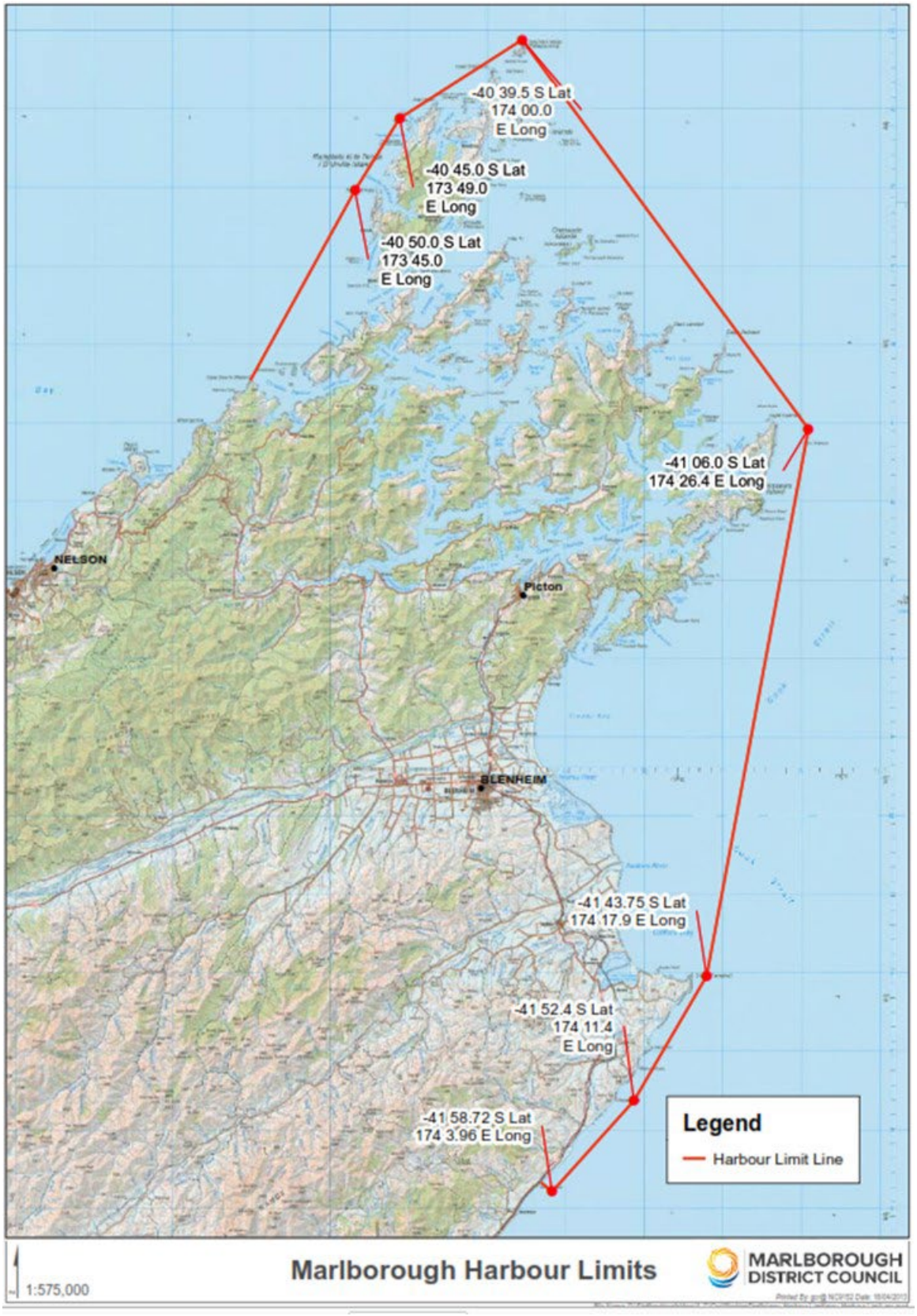

Figure 1: Marlborough District Council Navigation Bylaw

1.2 Function of the Harbourmaster

The Harbourmaster is appointed by the Marlborough District Council to ensure that the Council meets its obligations for ensuring maritime and navigation safety as set out in the Maritime Transport Act 1994 (the Act).

The Harbourmaster's Office is staffed by six roles supporting the Harbourmaster to discharge the statutory function. The Harbourmaster's team work across both the commercial and recreational sectors within the regional waters.

The Harbourmaster has responsibility for in respect of large ships (but not limited to):

- The provision, maintenance and management of most aids to navigation provided within the region.
- The regulation and control of ships within regional waters.
- Reserving the use of any waters for specified persons, ships, or seaplanes.
- Regulation and control of the use of anchorages.

1.3 Contact Information

The Nautical and Coastal Team contains the Harbourmaster's team and is responsible for maritime and navigation safety in the region's waters.

The team can be contacted through the MDC call centre on 03 520 7400 or by email at Harbours@marlborough.govt.nz

The Harbourmaster's Office has 24/7 coverage through an on-call duty officer. This on-call duty officer can contact either the Harbourmaster or Deputy Harbourmaster to seek additional permissions or support at any time.

1.4 Rules and Regulations

The rules and regulations for international vessels calling to New Zealand Ports all contribute towards a safe, efficient and environmentally responsible handling of shipping traffic and related port operations.

This document refers to the rules and regulations applicable or directly influencing Harbour and maritime safety functions. The specific rules and requirements for Maritime New Zealand, Customs, Ministry for Primary Industries (MPI), and other agencies should be sought from the appropriate agency or through the ship's agent.

1.5 Bylaws

MDC has a Navigation Bylaw designed to implement risk controls that are appropriate to the level of activity in the region. Within the Bylaw are sections applicable to all vessels, and commercial shipping. A copy of the Bylaw can be found on the MDC website at https://www.marlborough.govt.nz/environment/harbours/navigation-bylaw, from the ship's agent, or directly from the Harbourmaster.

1.6 Harbourmaster Directions

The Harbourmaster has the power to direct ships for maritime or navigation safety. The power comes directly from the Maritime transport Act 1994, section 33F. Directions to individual ships will only be sent to the ship concerned, the agent, ship operator and the Port Company, where the Direction does not have an impact or bearing on other shipping movements. Directions that impact the wider operation of the Harbour will be promulgated to other key affected parties identified by the Harbourmaster.

Copies of relevant Harbourmaster General Directions can be found on the MDC Website at: https://www.marlborough.govt.nz/environment/harbours/harbour-notices

1.7 Controlled Activities – Ship Wake

The Proposed Marlborough Environment Plan Volume 2 Chapter 16.4.1 sets out a limit of 15 knots for vessels over 500 GRT in the National Transportation Route. To exceed 15 knots, a resource consent must be obtained from the Council. Further enquiries about the wash rules can be obtained from the Council through the Harbourmaster's Office.

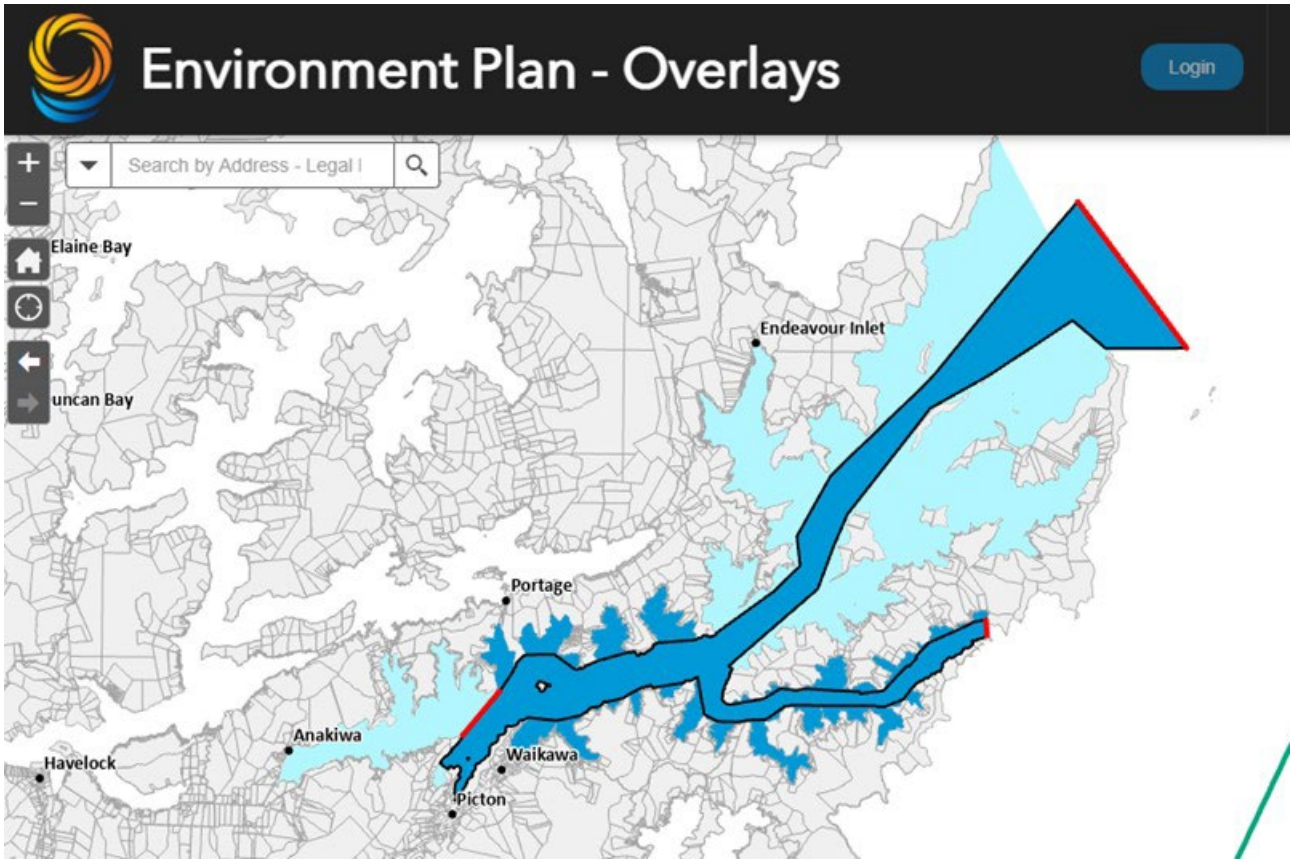

Figure 2: The National Transportation Route

1.8 Harbour Notices

The Harbourmaster may issue Harbour Notices. These are designed to advise mariners of temporary changes to the harbour environment. Notices are numbered sequentially through the year. Some harbour notices duplicate information such as Temporary and Preliminary notices to mariners issued by Land Information New Zealand (LINZ).

Duplication is so that smaller commercial operators have easier access to information and Harbourmaster requested notices to mariners. Copies of the active Harbour notices can be found on the MDC website at: https://www.marlborough.govt.nz/environment/harbours/harbour-notices

1.9 Navigation Warnings

The Harbourmaster's Office will issue navigation warnings for radio broadcast and online publishing as part of the risk management of the harbour. Radio navigation warnings are broadcast on VHF Ch. 18 by Picton Harbour Radio, and/or VHF Ch. 63 / 65 / 01 by Marlborough Nelson Marine Radio. Text versions of navigation warnings are also available on the MDC website at: https://www.marlborough.govt.nz/environment/harbours/navigation-warnings

1.10 Exemptions and Permits

The Harbourmaster can grant certain exemptions and permits on a case-by-case basis. Such permits or exemptions issued will have details of the risk controls that are required in each case.

A permit is required to undertake several activities such as diving, hot works or engine immobilisation.

Applications for hot work are to be made through the link on the MDC website or via the ship's agent. Applications for hot work are to be made at least two hours prior to the intended work commencing during the working week. During weekends, at least three hours is required prior to commencing the work.

Applications for engine immobilisation are to be made by completing the form on the MDC website or submitting the PDF version of the form to the Harbourmaster. Submitting the form can be via the ship's agent.

Diving operations are controlled by Port Marlborough. Part of the application for a diving permit includes a requirement to have a navigation warning issued by the Harbourmaster. Application for a navigation warning can be made by emailing the details to Harbours@marlborough.govt.nz. Details required to produce a navigation warning are:

- Date and times of operation
- Exact location of works
- Name of vessel works are being conducted from
- Main contact person for the dive operation

1.11 Port Marlborough Facilities

Information about the standard terms and conditions for the use of facilities for Port Marlborough can be found on the PMNZ website. https://www.portmarlborough.co.nz/

1.12 Pilotage Limits

Pilotage limits for New Zealand are set by Maritime New Zealand and outlined in Maritime Rule Part 90[1].

For Marlborough the following areas are compulsory pilotage.

[1] https://www.maritimenz.govt.nz/rules/all-rules/maritime-rules-part-90/

Table 1: Pilotage limits

Pilotage Area	Area Description	Limits
Pelorus Sound / Te Hoiere, Admiralty Bay, and Te Aumiti / French Pass	All that area contained within Pelorus Sound / Te Hoiere having as its seaward boundary, in the north a straight line drawn in a direction 353 degrees true from high water mark at Alligator Head (40°58.1'S, 174°09.3'E) to high water mark at Sentinel Rock (40°53.9'S, 174°08.6'E) then in a direction 277 degrees true to high water mark at Bonne Point, Rangitoto kit e Tonga / D'Urville Island (40°51.6'S, 173°54.8'E) and in the south a straight line drawn in a direction 005 degrees true from high water mark at Okuri Point (40°58.4'S, 173°46.0'E) to high water mark at Sauvage Point, Rangitoto kit e Tonga / D'Urville Island (40°56.5'S, 173°46.2'E).	500 gross tonnage
Queen Charlotte Sound / Tōtaranui / Tōtaranui	All that area of water inside a line drawn from Cape Koamaru to Kemp Point at the seaward limit and north of a line from Dieffenbach Point in a direction 090 degrees true to the shore of Arapaoa Island at the western end of Tory Channel / Kura Te Au.	500 gross tonnage
Tory Channel / Kura Te Au / Kura Te Au	All that area of water within Tory Channel / Kura Te Au bound at the seaward limit by the arc of a circle, radius 3.5 miles, centred on West Head Light (41°12.8'S, 174°18.9'E) and south of a line from Dieffenbach Point in a direction 090 degrees true to the shore of Arapaoa Island at the western end of Tory Channel / Kura Te Au.	350 gross tonnage

1.13 Under Keel Clearance Requirements

The Harbourmaster's General Direction to shipping requires that all ships over 350 GRT must always maintain a minimum of 2.0, of water under the keel when navigating within the Marlborough Harbour.

Vessel secured to a wharf or operating in or near a berth pocket must always maintain at least 1.0m of water under the keel.

1.14 Cook Strait Cable Protection Zone

There is a Cable Protection Zone (CPZ) in the Cook Strait where Transpower has both its high-voltage submarine cables and fibre-optic telecommunications cables running along the seabed. Fishing and anchoring are illegal within the Cook Strait CPZ - for any vessel of any size.

Figure 3: Cook Strait cable protection zone

Fishing and anchoring are illegal within the Cook Strait CPZ for any vessel of any size.

Please note having any equipment that may be used for fishing or anchoring deployed over the side of a vessel in the CPZ is considered to be a fishing or anchoring operation (whether or not such equipment is fully deployed).

The Cook Strait CPZ is patrolled by a patrol vessel 24/7 (which is contactable at 027 444 2288), with support from a helicopter service, protection officers and Maritime Police.

Infringements carry a maximum penalty of $250,000 under the Submarine Cables and Pipelines Protection Act 1996 (the Submarine Cables Act).[2]

1.15 Picton Harbour Radio

Picton Harbour Radio provides a 24/7 local port service for operations and pilotage for ships calling to the Port of Picton. Operating on VHF channel 18, Picton harbour radio can provide a liaison between the ship and port services. Harbour radio is also able to provide details on berths, weather conditions and reported traffic. Picton harbour radio is not a VTS and as such the operators cannot provide a traffic image or guidance to ships on manoeuvring or collision avoidance.

[2] https://www.transpower.co.nz/cook-strait-cable-protection-zone-cpz

1.16 Marlborough Nelson Marine Radio

Marlborough-Nelson Marine Radio Association is an Incorporated Society providing marine communication facilities within the wider Tasman Bay, Golden Bay, Cook Strait and Marlborough Sounds area of New Zealand.

The purpose of the Association is to provide safety through communication on VHF channels and assistance to the boating fraternity in central New Zealand. The privately owned channels and the services of Marlborough-Nelson Marine Radio are for the use of members only (unless in an emergency).

Marlborough Nelson Marine Radio operates on channels: 01 / 05 / 63 / 65 / 66 depending on which area the vessel is operating in.

1.17 Picton Maritime Radio

Picton Maritime Radio operates VHF Ch. 16 from the Maritime Operations Centre based at Avalon in Wellington.

The Maritime Operations Centre has trained radio operators who keep a 24-hour watch of all the stations in the radio network. The operators will respond to distress calls, handle trip reports and broadcast safety information.

1.18 Weather Information

Marlborough-Nelson Marine Radio broadcast the most recent Met Service weather forecasts for sea areas Cook, Stephens, Abel, Conway and Grey on channels 01, 04, 05, 60, 63, and 65 starting at 0835, 1135, 1335 and 1735.

The forecast for today and the following four days is given starting at 0835 and 1735, and the abridged forecast for today and tomorrow is given starting at 1135 and 1335.

Maritime Radio transmit the weather at 0533, 0733, 1033, 1333, 1733 and 2133 on VHF Channel 16 for general broadcast and then switch to the appropriate channel for the area required.

2. Notifications, Documentation and Reporting

2.1 General

Marlborough does not have a VTS service. Picton Harbour Radio operates as a Local Port Service radio station. Picton Harbour Radio can provide mariners with information regarding berth availability, coordinate marine services for the port, provide weather information from data feeds to the radio operators and advise of reported traffic movements. Picton Harbour Radio cannot provide a traffic image, guidance or instruction to a ship.

Port Marlborough logs the berth assigned and the ETA/ETD of ships on the Port's shipping schedule. The shipping schedule can be found on the PMNZ website at: https://www.portmarlborough.co.nz/shipping-schedules/

Ships calling to Marlborough are required to complete and submit a Harbourmaster Pre-Arrival form. A copy of the form can be completed on the MDC website at:
https://www.marlborough.govt.nz/environment/harbours/harbour-forms/ship-pre-arrival-form

Alternatively, the form can be submitted by email to Harbours@marlborough.govt.nz

The pre-arrival form captures key information about the vessel and provides the Master with a section to make a statutory declaration of the condition of the ship and any deficiencies.

2.2 Notifications and Permissions

2.2.1 Dangerous Goods

Movements of Class 1 dangerous goods above the following quantities require permission from the Harbourmaster prior to loading or discharging.

- Carrying more than 27 kilograms of explosives
- More than 500 kilograms of fireworks in dangerous goods classifications 1.3G, 1.4G, 1.4S controlled under the Hazardous Substances (Fireworks) regulations 2001.
- More than 100 kilograms of emergency flares ir signalling devices under classifications 1.3G, 1.4G, 1.4S
- More than 2,000 kilograms of all other 1.4S consignments.

In addition, movements of Class 7 dangerous goods require permission from the Harbourmaster prior to loading or discharging for permission must be lodged with the Harbourmaster at least 48 hours in advance, or by noon on Friday for weekend operations.

In accordance with maritime rule part 24A.86, the Master of a ship carrying dangerous goods must ensure that notice of arrival of the ship is given to the Harbourmaster.

Dangerous good notifications are to be sent to dg@marlborough.govt.nz

2.2.2 Pollution Reports

Section 228 of the Maritime Transport Act 1994 sets out the requirements for notification of pollution incidents.

Oil pollution incidents that occur within Marlborough regional waters must be notified to the Council and the Director of Maritime New Zealand.

Notification is to be made to the Marlborough District Council phone line: **03 520 7400.**

Incident reports to Maritime New Zealand can be made through the Maritime New Zealand website.

https://www.maritimenz.govt.nz/commercial/safety/notifications/incident-notification/

2.2.3 Drone Operations

Picton / Waitohi Harbour is a restricted aerodrome under the control of the Harbourmaster. Permission must be sought from the Harbourmaster for any drone operations. Persons holding a Part 102 with notification privileges may notify the Harbourmaster prior to operating.

An image showing the controlled airspace over Picton, and the Harbour is shown below[3]. Drone operations outside of this area are required to follow the applicable Civil Aviation guidelines and rules. Permission may also be required from different branches or Marlborough District Council or external parties.

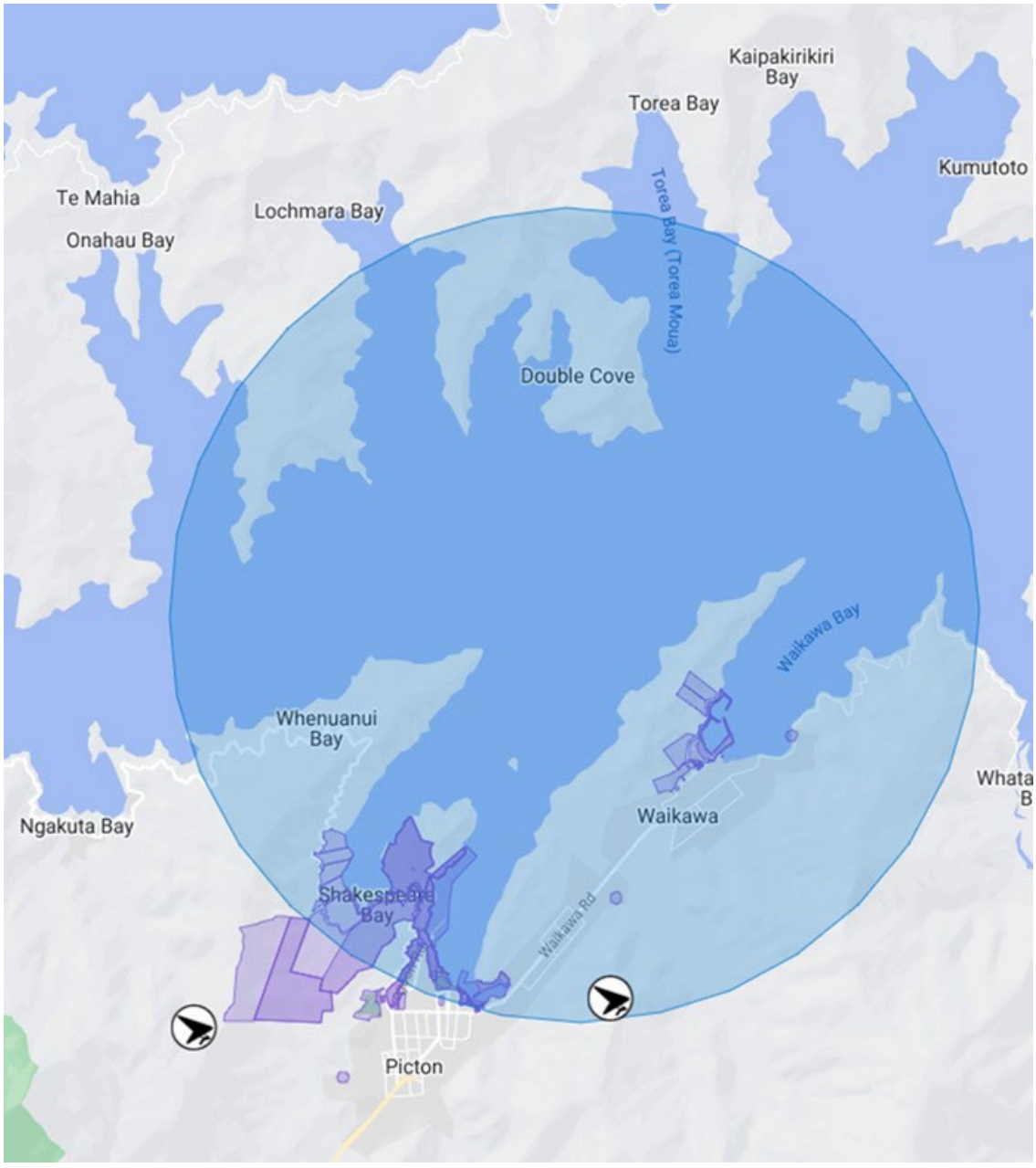

Figure 4: Controlled airspace over Picton, and the Harbour

To apply for permission to fly a drone within the aerodrome, an application form must be completed and submitted through Airshare. https://pilot.airshare-utm.io/info

[3] https://pilot.airshare-utm.io/info

2.2.4 Reporting

Table 2: Contains guidance on the various reporting requirement for vessel calling to the Port of Picton.

Reporting Requirements			
Activity	Report to	Reporting Method	Procedure
Bunkering Operations	MDC	Complete oil transfer notification online form: https://my.marlborough.govt.nz/do-it-online/maritime-coastal/OilTransfer?ed-finish-url=/do-it-online/maritime-coastal&ed-step=1	Not less than 3 hours and not more than 96 hours before operations are planned to start.
Hot Work	Harbourmaster	Complete online application form: https://www.marlborough.govt.nz/environment/harbours/harbour-forms	Apply online not less than 2 hours in advance on weekdays. 3 hours in advance on weekends.
Hull Painting and washing	Harbourmaster	Email intention to: Harbours@marlborough.got.nz	Note: Paint rafts and chipping work is permitted provided that catchers are used, and nothing enters the water.
	Picton Harbour Radio	VHF Ch. 18	Before lowering paint raft of boat into the water. Once paint raft or boat has been recovered.
Lowering and launching of survival craft or rescue boats (whether underway, or at anchor, or alongside)	Harbourmaster	Email intention to: Harbours@marlborough.got.nz	
	Picton Harbour Radio	VHF Ch. 18	Before lowering boat(s) into the water. Once boat(s) have been recovered.
Diving Operations	Harbourmaster	Email navigation warning request to: Harbours@marlborough.govt.nz	At least 24 hours before the warning is required.
	Picton Harbour Radio	VHF Ch. 18	Note: Dive permits are issued by PMNZ. Conditions attached to the dive

Reporting Requirements			
			operation are set by the Port Company.
Dangerous Goods permissions	Harbourmaster	Email to: Harbours@marlborough.govt.nz	48 hours in advance on weekdays. By 12 noon on Friday for weekend operations.
Missing, faulty, or damaged navigation aids	Picton Harbour Radio	VHF Ch. 18	Immediately
	Harbourmaster	Email: Harbours@marlborough.govt.nz	Full details as soon as possible
Fire, grounding, collision, close quarters, contact/allision or other marine incident	Picton Harbour Radio	VHF Ch. 18	Immediately
Mooring lines parting	Picton Harbour Radio	VHF Ch. 18	Immediately
Anchor Dragging	Picton Harbour Radio	VHF Ch. 18	Immediately
Engine Immobilisation	Harbourmaster	Complete online application form: https://www.marlborough.govt.nz/environment/harbours/harbour-forms	Provide advance notification at least 24 hours in advance by submitting the form.
	Picton Harbour Radio	VHF Ch. 18	Inform once the vessel engine is immobilised. Once the main engine has been reinstated.

2.3 Time Zone

UTC + 12: Starts at 0300 on the first Sunday in April until 0200 on the last Sunday in September.

UTC + 13: Starts at 0200 on the last Sunday in September until 0300 on the first Sunday in April.

2.4 Local Holidays

The following days are provided as a guide. For an up-to-date list and dates visit the New Zealand Government website: https://www.govt.nz/browse/work/public-holidays-and-work/public-holidays-and-anniversary-dates/

Table 3: Holiday guide

New Year's Day	King's Birthday
Day after New Year's Day	Matariki
Waitangi Day	Labour Day
Good Friday	Marlborough Anniversary Day
Easter Monday	Christmas Day
ANZAC Day	Boxing Day

2.5 Tariffs

2.5.1 Port Marlborough

Details on port charges can be requested from the Port company through the ship's agent.

2.5.2 Harbourmaster Fees and Charges

MDC have set out the fees and charges applicable to shipping through the Bylaw. These are reviewed and amended as necessary with the Council's Annual Plan process.

The Harbourmaster's Office does not levy ships that call to Port Marlborough facilities.

Ships that do not call alongside a Port Marlborough facility are charged for anchoring, or scenic cruising.

The Harbourmaster charges for services including (but not limited to): Hot work permits, engine immobilisation, and provision of vessels to support operations.

The fees and charges are to cover the costs or maintaining, the aids to navigation network, safety management systems, risk assessments, and regulation of the harbour.

3. Queen Charlotte Sound / Tōtaranui

3.1 Port Location

Picton / Waitohi is located at the head of Queen Charlotte Sound / Tōtaranui in the Marlborough region.

Latitude 41° 16.92' S Longitude 174° 00.46' E.

3.2 Evolution of Picton

The original wharf in Picton / Waitohi was completed in 1862 and was at the foot of Wellington Street. This was subsequently added-to, but later the wharf was found to be too small to accommodate larger ships, and in 1913 the ferro-concrete Waitohi Wharf was opened. The old wharf was demolished in 1924. Waitohi Wharf was extended in 1961.

Control of the wharves was divided between the Government (Minister of Railways) and Picton / Waitohi Council, and it was December 1958 before the Marlborough Harbour Board was formed to take over control of both the main wharf and launch wharves.

Waitohi Wharf was used to load overseas cargo ships with wool and frozen meat. Small coastal vessels called for timber and coal. A regular passenger service was operated between Wellington and Picton / Waitohi by the Union Steamship ferry Tamahine from 1925 to 1962.

But the most important change for Picton / Waitohi was the introduction of the roll-on, roll-off rail-ferry Aramoana in 1962, followed by Aranui in 1966, Arahanga in 1972 and Aratika in 1974. Larger ferries later replaced them, and Strait Shipping began commercial shipping services across Cook Strait in 1992.

New ferry berths were built for them, and rail and road traffic soon rapidly expanded, making Picton / Waitohi an important link in inter-island traffic.

The Marlborough Harbour Board was abolished in 1991 following local government reform, and Port Marlborough New Zealand Ltd. took over the commercial operation of the port, which by this time included Waikawa Marina for use by hundreds of recreational yachts and launches, and the small port at Havelock.

To cater for the log-export trade, the new deep-water Waimahara Wharf was opened in Shakespeare Bay in 2000. Large cruise ships also use this berth, whilst smaller cruise ships still use Waitohi Wharf.

Picton / Waitohi (and Havelock) provide important marine support services for the mussel and salmon-farm industries.[4]

3.3 Picton / Waitohi Harbour Limit

Picton / Waitohi Harbour is bounded by a line drawn from the Wedge 41° 15.50' S to The Snout 41° 15.03' S 174° 02.92'E.

[4] https://nzshipmarine.recollect.co.nz/nodes/view/2943#:~:text=The%20original%20wharf%20in%20Picton,wharf%20was%20demolished%20in%201924.

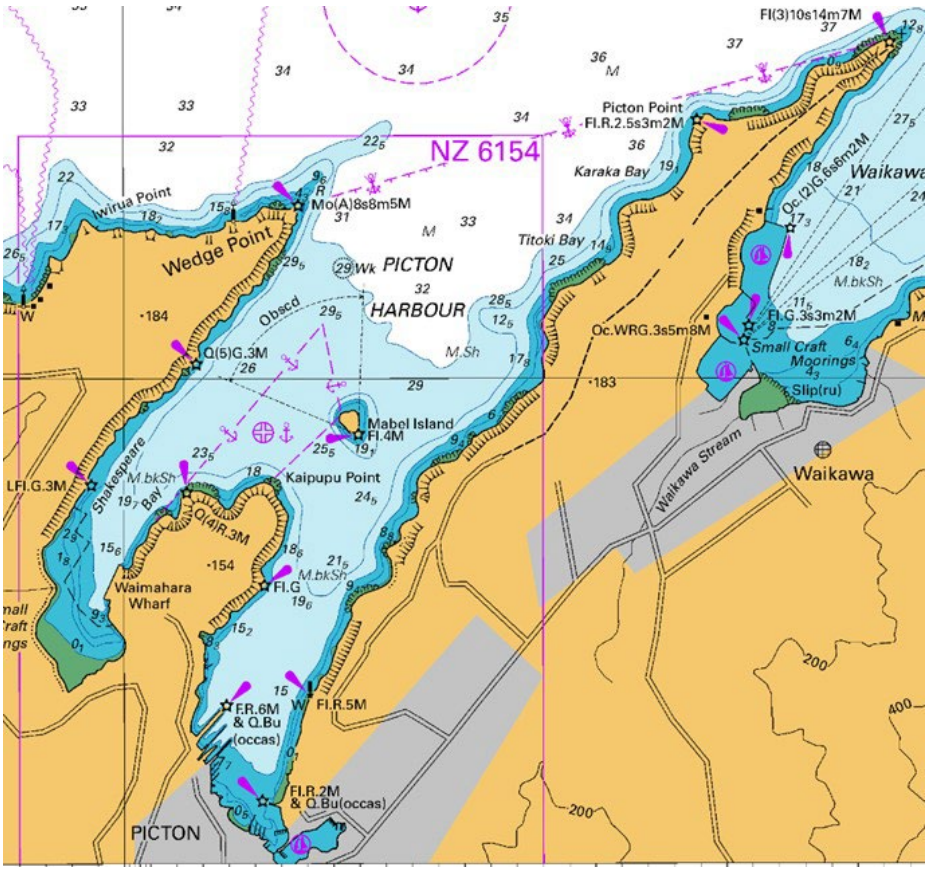

Figure 5: Extract from LINZ Chart 6153

3.4 Load lines

Picton / Waitohi lies within the International Load Line Summer Zone.

3.5 Maximum size vessels

Port of Picton / Waitohi has a controlling depth of 13.6m at the Northern Entrance to Queen Charlotte Sound / Tōtaranui. Not every berth can accommodate every size of vessel. For comprehensive berth information reference should be made to the PMNZ website: https://www.portmarlborough.co.nz/

3.6 Traffic

Vessel traffic within the port is varied and can be encountered 24-hours a day. The largest number of movements are made up by the Cook Strait ferries operating between the Port of Picton / Waitohi and the Port of Wellington. Other regular visitors are the log ships, fish meal cargo ships and cruise ships.

The cruise ship season typically extends from late October to late April.

The Marlborough Sounds are a popular area for recreational vessels throughout the year, and particularly in the summer period. During the summer recreational vessel movements in and out of the marinas can exceed one hundred vessels on popular days.

The Queen Charlotte Yacht Club and Waikawa Boating Club both run various events and races during the year. Regattas can involve numerous small dinghies or larger racing yachts departing from either Picton / Waitohi Harbour or Waikawa Bay for races and events out in the main Sound.

The Picton / Waitohi Rowing Club holds various events from Picton / Waitohi Marina along the Eastern Shore towards the Snout throughout the summer season. In addition, there can be other multi-sport events and kayaking excursions taking place.

There are several commercial operators that work from both the commercial port area and the Picton / Waitohi marina area. These include water taxis, tour boats and barges. Throughout Queen Charlotte Sound / Tōtaranui there are multiple boat only access communities and lodges served by the barges and other commercial operators.

Within Queen Charlotte Sound / Tōtaranui and Tory Channel / Kura Te Au there are several marine farms and salmon farms. These are located towards the edges of the Sound and the Channel.

Around the commercial port area, there can often be dive vessels, lines boats, barges. and tugs engaged on maintenance and repair projects as required.

3.7 Working hours

Picton Harbour Radio operates 24/7. Contact via VHF Ch. 18

A duty officer is available from the Harbourmaster’s Office 24/7. Contact by calling 03 520 7400.

3.8 Shipping Movements

The Cook Strait ferries account for the bulk of the movements in the Port of Picton. Between the two companies, Interislander and Bluebridge there are three ferries in operation. Both companies are conducting two round voyages per day, with Interislander often achieving three voyages per day in the summer period.

Due to the number of ferry movements in the Port of Picton. Picton / Waitohi has the second largest number of shipping movements in the country.

3.9 Pilot Boarding Ground

3.9.1 Queen Charlotte Sound / Tōtaranui

The Queen Charlotte Sound / Tōtaranui pilot boarding station is located at: 41° 04.62’ S 174° 18.92’ E.

The pilot station is located within the pilotage limit for Queen Charlotte Sound / Tōtaranui, vessels entering the pilotage limit must be under the instruction of the pilot and this is remote pilotage. PMNZ has developed a section of the Pilotage and Towage Standard Operating Procedure to include remote pilotage.

3.9.2 Tory Channel / Kura Te Au

There is no pilot station at Tory Channel / Kura Te Au.

3.10 Weather and tidal information

3.10.1 Northern Entrance Tides

Currents at the Northern Entrance flow in the order of 0.2 knots to 0.3 knots. Owing to the movement of the tidal bulge around New Zealand the tidal flow at the Northern Entrance on a flood tide flows out of the Sound. This causes an effect of the high-water time at the Northern Entrance is approximately the same as at Picton.

3.10.2 Picton / Waitohi Tides

Picton / Waitohi Tidal Range:	**Spring**	**Neaps**
MHW	1.5 metres	1.0 metres
MLW	0.0 metres	0.5 metres

3.10.3 Tory Channel / Kura Te Au Tides and Currents

The tides and currents at the Tory Channel / Kura Te Au / Kura Te Au entrance are known to run at 6 knots or even 7 knots with certain conditions being present.

To assist mariners navigating in Tory Channel / Kura Te Au, MDC have installed tide gauges opposite the entrance in Okukari Bay and further along the channel at Te Weka. These tide stations allow a tide and current model to operate. The model uses the gradient between the tide station levels and an algorithm to calculate the tidal flow.

The model allows users to have a now-cast model of the tide, forecast by 24 hours or hindcast by 24 hours.

The model can be accessed from the link: https://www.marlborough.govt.nz/environment/harbours/tory-channel-current-and-tide-model

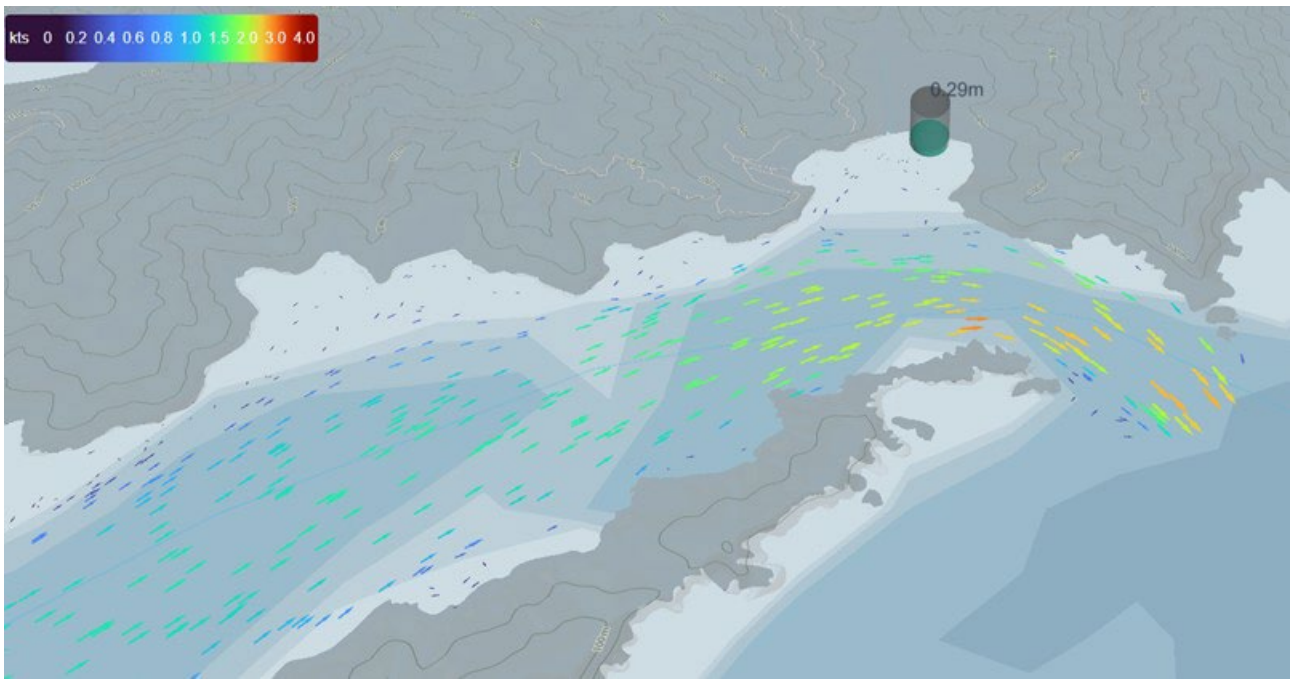

Figure 6: Screenshot from the Tory Channel tide and current model.

3.11 Wind Limits

Port Marlborough have set wind limits for pilotage operations. These can be found on the Port Marlborough website at https://www.portmarlborough.co.nz/port-information/

The Port have set limits of:

- Maximum wind gust speed of 35 knots for arrivals as measured from the Waitohi or Waimahara wharves.
- Maximum wind gust speed of 45 knots for departures as measured from the Waitohi or Waimahara wharves.

The Harbourmaster's General Direction to Shipping sets out a maximum wind limit of 50 knots based on the 15-minute average gust for the relevant berth. The Direction also identifies the Waitohi wharf sensor for all Picton / Waitohi berths except for Waimahara wharf.

Wind information can be obtained from the Port Marlborough website at https://www.portmarlborough.co.nz/weather-tides/

Or from the MDC website at: https://www.marlborough.govt.nz/environment/harbours/weather-harbours

3.12 East Channel

The Eastern Channel in Queen Charlotte Sound / Tōtaranui runs along the Eastern side of Long Island. The channel is used by deep draft vessels departing the Port of Picton. The channel is restricted to daylight operations only.

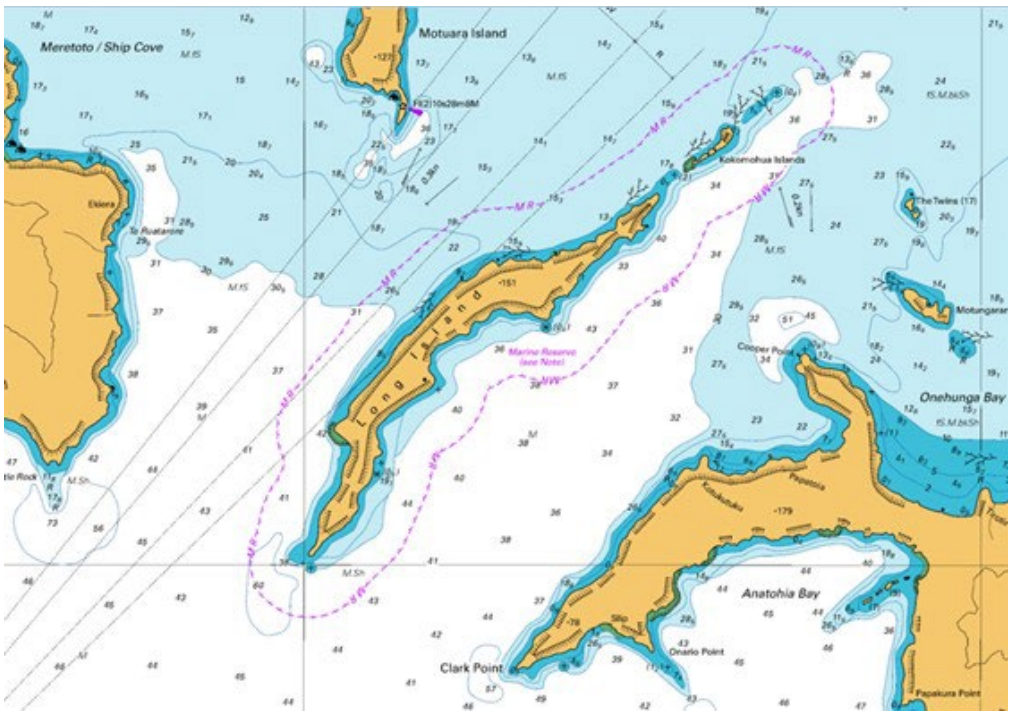

Figure 7: Extract from LINZ Chart 6153

3.13 Arapaoa Overhead Cable

The Arapaoa cable extends from Arrowsmith Point to Wiriwaka Point across Tory Channel / Kura Te Au. The charted height of the cable is 90m.

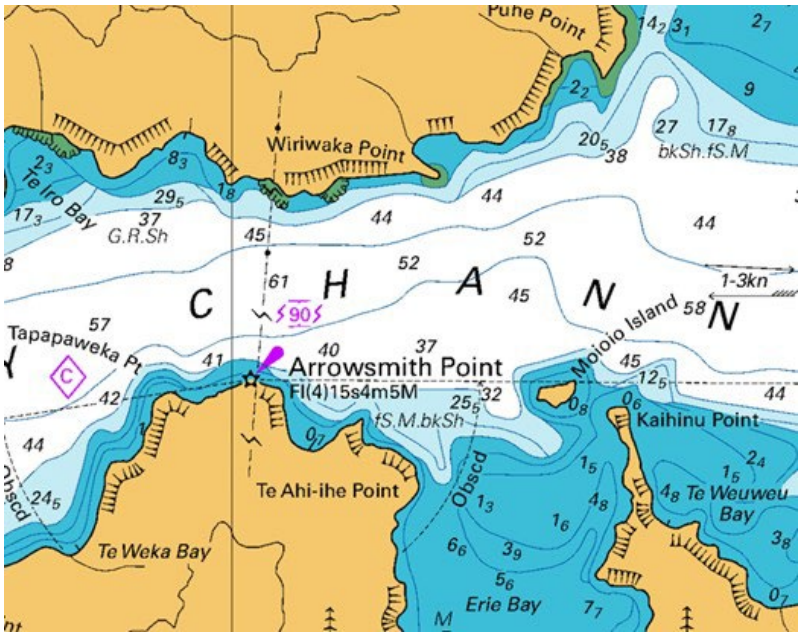

Figure 8: Extract from LINZ Chart 6153

3.14 Anchorages

Queen Charlotte Sound / Tōtaranui has the following charted anchorages.

- No. 1 anchorage situated North-East of Wedge Point.
- No. 2 anchorage situated North of Allports Island.

In addition, there are approved anchorages at:

- Ship Cove / Meretoto
- Torea Bay
- Resolution Bay
- Picton Quarantine anchorage (LOA limit of 135m)
- Bay of Many Coves
- Momorangi

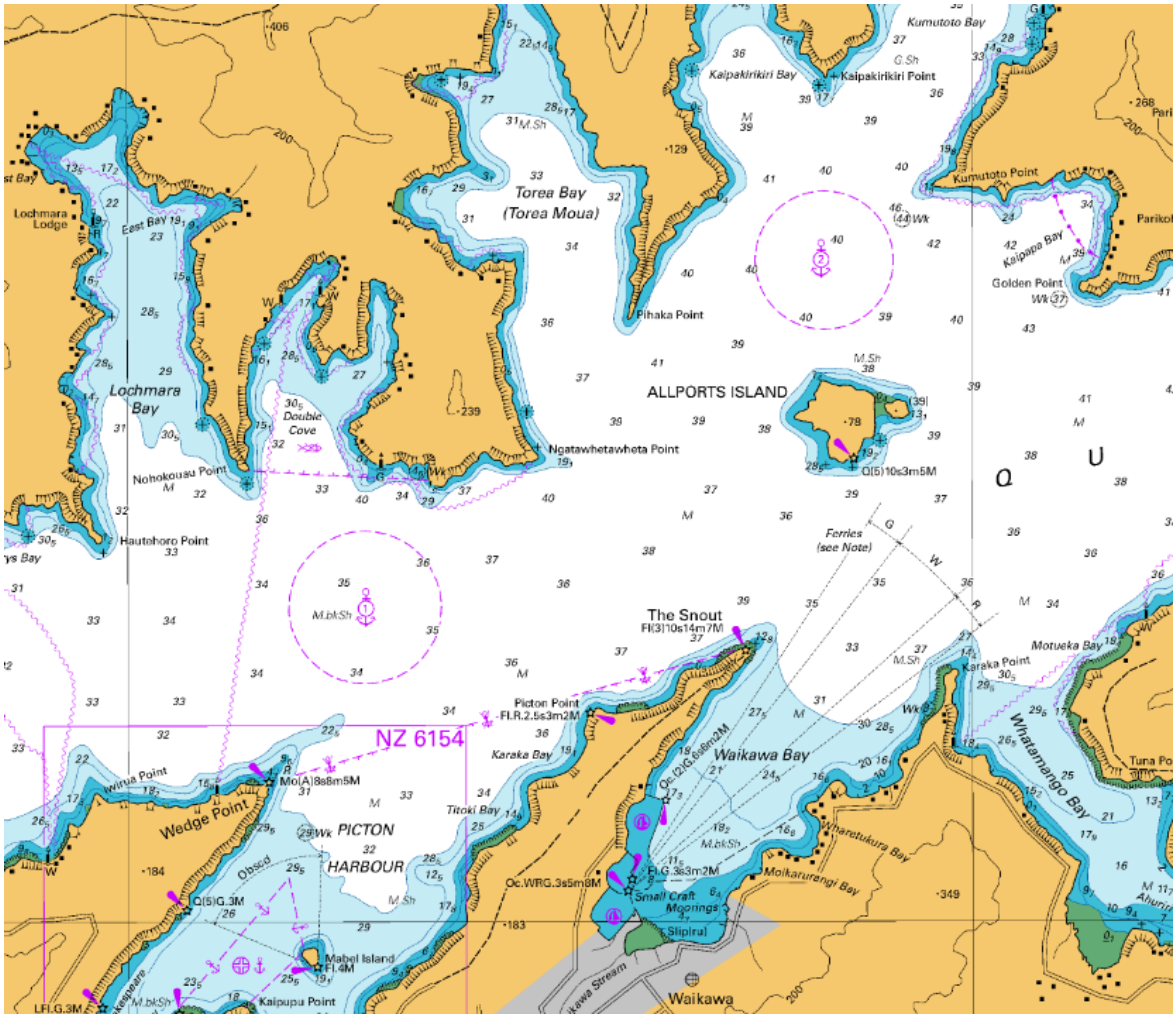

Figure 9: Extract from LINZ Chart 6153

3.15 Aids to Navigation

The aids to navigation provided across Queen Charlotte Sound / Tōtaranui and Tory Channel / Kura Te Au are comprehensive and are designed to assist support the navigator throughout the pilotage.

The aids to navigation provided consist of:

- Lights, including leading lights and sector lights
- Buoys
- Beacons
- Weather sensors
- Wave rider buoys
- Cameras

4. Pelorus Sound / Te Hoiere

4.1 Description

Pelorus Sound / Te Hoiere is fronted by the Chetwode Islands. 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 at its head.

Except at the head of the sound the surrounding land is steep and mountainous, rising to elevations over 900m, covered in many places with dense bush.

4.2 Traffic

The Marlborough Sounds generally, supports a wide range of water users ranging from commercial vessels of all description to a large recreational boating population. During the peak holiday periods (such as Labour weekend, Christmas and Easter), the recreational fleet can increase substantially.

With this wide range of water users, it is inevitable that conflicts arise from time to time. This can particularly occur off a number of points in the Te Hoiere/Pelorus Sound.

In order to avoid or minimise this conflict, a number of bylaws are in place to address this:

Vessels of less than 500 gross tonnes are not permitted to impede vessels of 500 gross tonnes or more.

4.3 Pilot boarding ground

There two pilot boarding stations within the Pelorus Sound:

- North pilot boarding station is located at 40° 52.31’ S 174° 02.27‘ E
- South pilot boarding station is located at 40° 55.56’ S 174° 08.92; E

For reporting requirements, please refer to Harbourmaster’s Direction Pelorus Sound & Admiralty Bay.

4.4 Anchoring

Anchoring within Harbour Limits by large vessels requires permission from the Harbourmaster. A passage plan and anchoring plan should be submitted to the Harbourmasters Office in advance of the call. Preferably this would be at least 48 hours in advance.

Port Marlborough Pilots have approved anchorages which can be used without the express permission of the Harbourmaster as they have already been approved.

4.5 Weather and tidal information

4.5.1 Pelorus Tides

Elaine Bay Tidal Range:	**Springs**	**Neaps**
	MHW 2.8 metres	2.0 metres
	MLW 0.4 metres	1.1 metres

Havelock Tidal Range:	**Springs**	**Neaps**
	MHW 2.8 metres	2.0 metres
	MLW 0.4 metres	1.1 metres

4.6 Harbour Depths

Generally, the depths of water encountered within the Sounds are greater than 30 metres and remain deep close to shore.

4.7 Aids to Navigation

The aids to navigation provided in Pelorus Sound / Te Hoiere are less than those provided in Queen Charlotte Sound / Tōtaranui.

The aids to navigation provided consist of:

- Lights
- Buoys
- Beacons

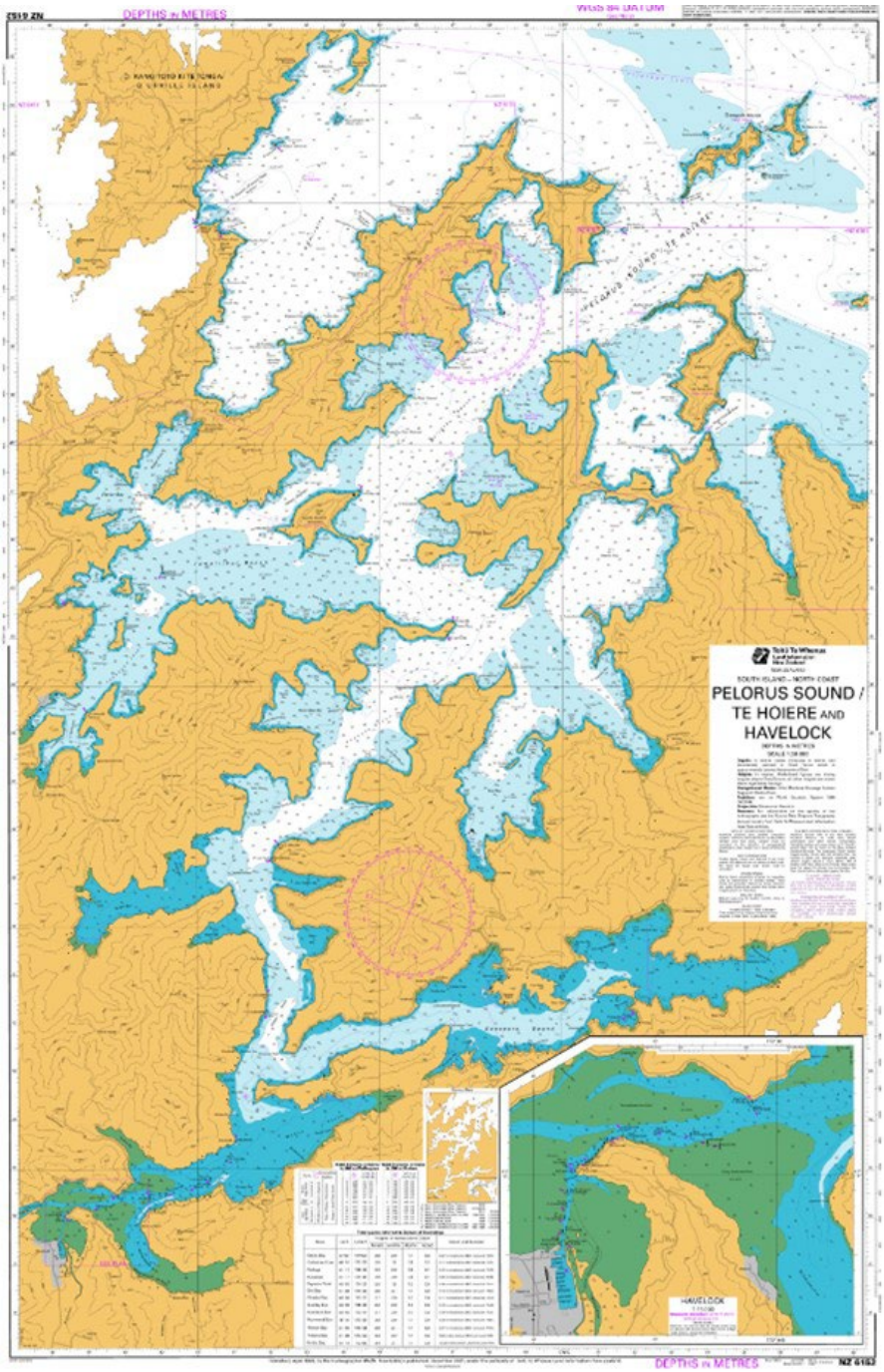

Figure 10: LINZ Chart 6152

5. Admiralty Bay – French Pass

5.1 Description

Admiralty Bay lies on the Eastern side of D'Urville Island / Rangitoto Ki Te Tonga. With deep water throughout the majority of the Bay and once South of Clayface Point less effected by the tidal flow through French Pass / Te Aumiti, the bay offers generally good anchorages.

5.2 Pilot Boarding Ground

Admiralty Bay pilot boarding station:

- North pilot boarding station is located at 40° 52.31' S 174° 02.27' E

For reporting requirements, please refer to Harbourmaster's Direction Pelorus Sound & Admiralty Bay.

There is no commercial pilotage for French Pass.

5.3 Anchoring

Anchoring within Harbour Limits by large vessels requires permission from the Harbourmaster. A passage plan and anchoring plan should be submitted to the Harbourmasters office in advance of the call. Preferably this would be at least 48 hours in advance.

Port Marlborough Pilots have an approved anchorage which can be used without the express permission of the Harbourmaster as they have already been approved.

5.4 Aids to Navigation

There are limited aids to navigation within Admiralty Bay. On the Southern coast of D'Urville Island / Rangitoto Ki Te Tonga lights are present at Kapowai and further into French Pass/ Te Aumiti.

5.6 Tidal Streams

Tidal steams through French Pass / Te Aumiti run in a NE – SW direction. Flow is charted to reach up to 8 knots through the narrowest part of the pass. SW of the Pass are a number of charted but unmarked hazards to navigation.

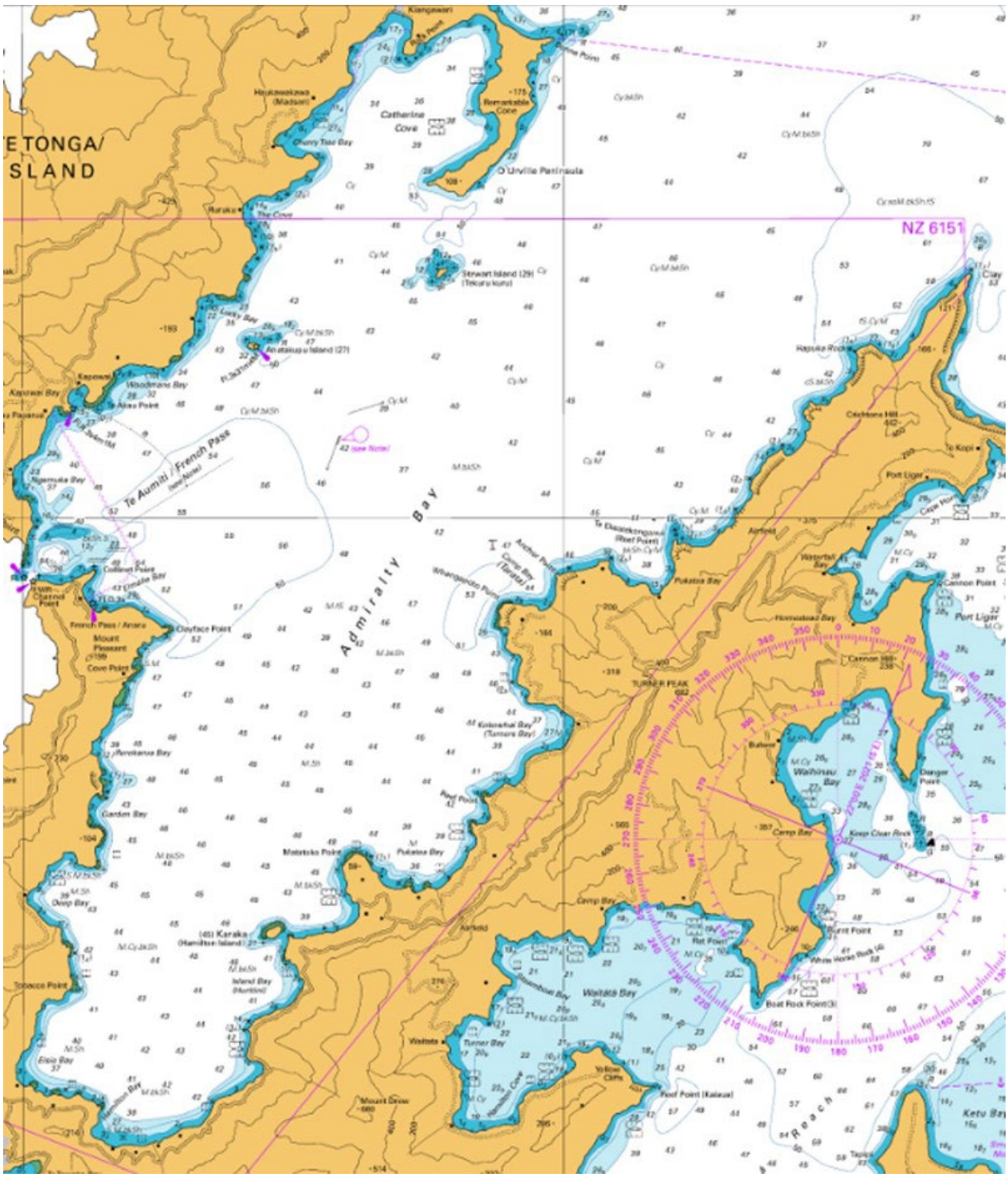

Figure 11: Extract from LINZ chart 6152

6. D’Urville Island / Rangitoto Ki Te Tonga

6.1 Description

D’Urville Island / Rangitoto Ki Te Tonga lies to the North of the Pelorus Sound / Te Hoiere. On the Western side of the island lie Greville Harbour and Port Hardy. On the Eastern side lie the Trio Islands.

6.2 Pilotage

The majority of D’Urville Island / Rangitoto Ki Te Tonga lies outside of the compulsory pilotage limits in Marlborough, though within Marlborough Harbour limits. The Southern side and French Pass / Te Aumiti are within compulsory pilotage waters.

6.3 Anchoring

Anchoring within Harbour Limits by large vessels requires permission from the Harbourmaster. A passage plan and anchoring plan should be submitted to the Harbourmaster office in advance of the call. Preferably this would be at least 48 hours in advance.

6.4 Passage Plans

Ships intending to enter Greville Harbour or Port Hardy should contact the Harbourmaster’s office in advance.

A passage plan will be requested from the ship intending to navigate around D’Urville Island / Rangitoto Ki Te Tonga. The Harbourmaster may exercise statutory powers to implement risk controls for ships navigating in this area.

6.5 Aids to Navigation

There are limited to minimal aids to navigation around D’Urville Island / Rangitoto Ki Te Tonga.

6.6 Stephens Passage

Stephens Passage has restrictions on navigation that are set out in the Marlborough Navigation Bylaw.

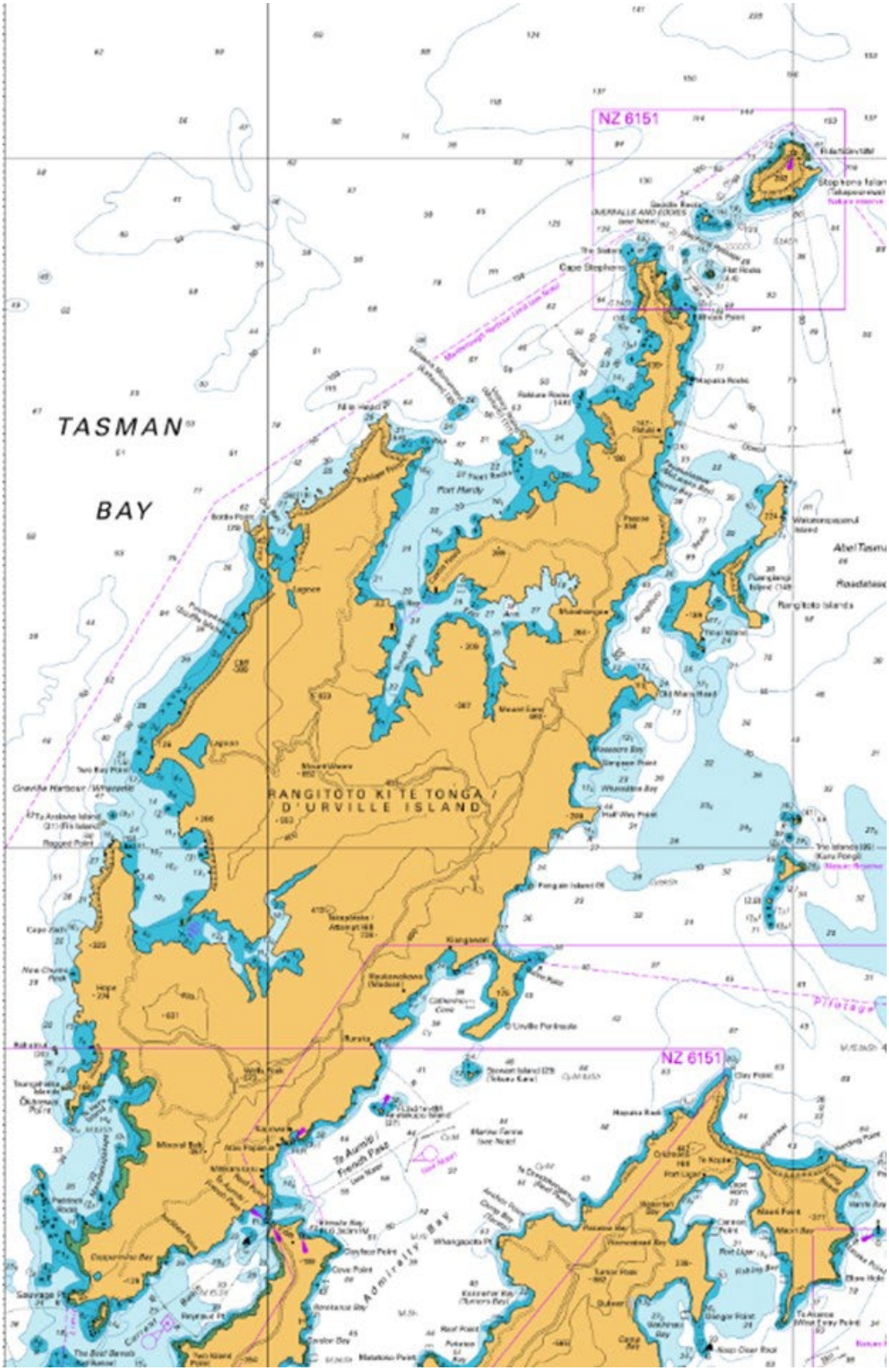

Figure 12: Chart 615 – Marlborough Sounds – D'Urville Island / Rangitoto Ki Te Tonga

7. Port Underwood / Te Whanganui

7.1 Description

Port Underwood / Te Whanganui lies at the Northern end of Cloudy Bay / Te Koko-o-Kupe. Bounded by steep hillsides and an entrance of approximately 1NM wide. Within Port Underwood / Te Whanganui lies Oyster Bay, there is a small quay wharf and boat ramp that are frequently used by the marine farming industry and recreational vessels.

7.2 Pilotage

Port Underwood / Te Whanganui lies outside of pilotage limits.

7.3 Anchoring

Anchoring within Harbour Limits by large vessels requires permission from the Harbourmaster. A passage plan and anchoring plan should be submitted to the Harbourmasters office in advance of the call. Preferably this would be at least 48 hours in advance.

7.4 Aids to Navigation

At the entrance to Port Underwood / Te Whanganui is Roberston point light on the Eastern side. The rest of the area is minimal aids to navigation.

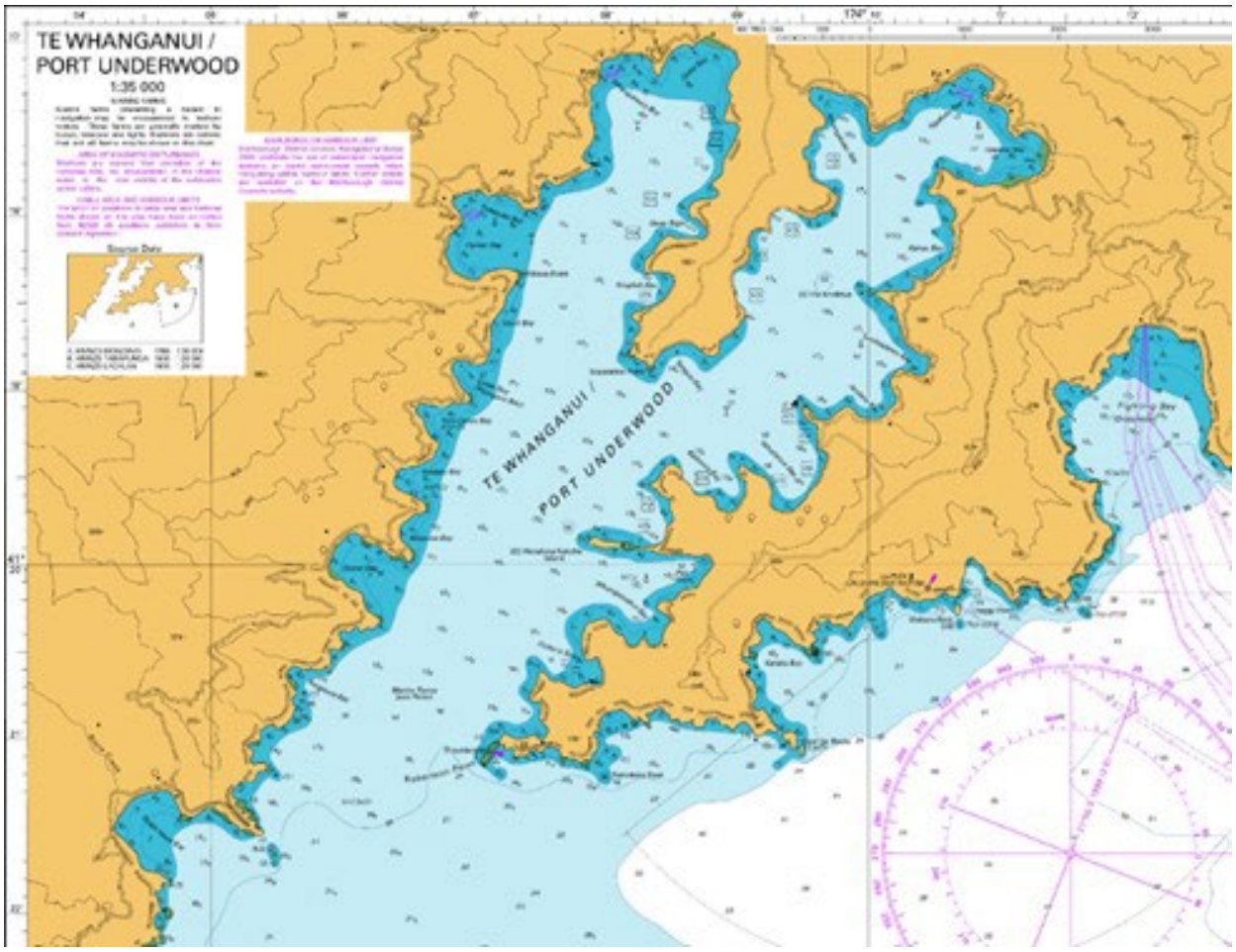

Figure 13: Chart 615 – Port Underwood / Te Whanganui

8. Cloudy Bay / Te Koko-o-Kupe

8.1 Description

The Harbourmaster has established four anchorages in Cloudy Bay / Te Kopo-o-Kupe.

Use of the anchorages is by permission from the Harbourmaster.

Anchorage depths range from 19m – 30m.

Ships that call to Cloudy Bay / Te Koko-o-Kupe anchorages that do not that berth at a Port Marlborough facility are levied by the Harbourmaster.

8.2 Pilotage Limits

The Cloudy Bay / Te Koko-o-Kupe anchorages are outside of pilotage limits.

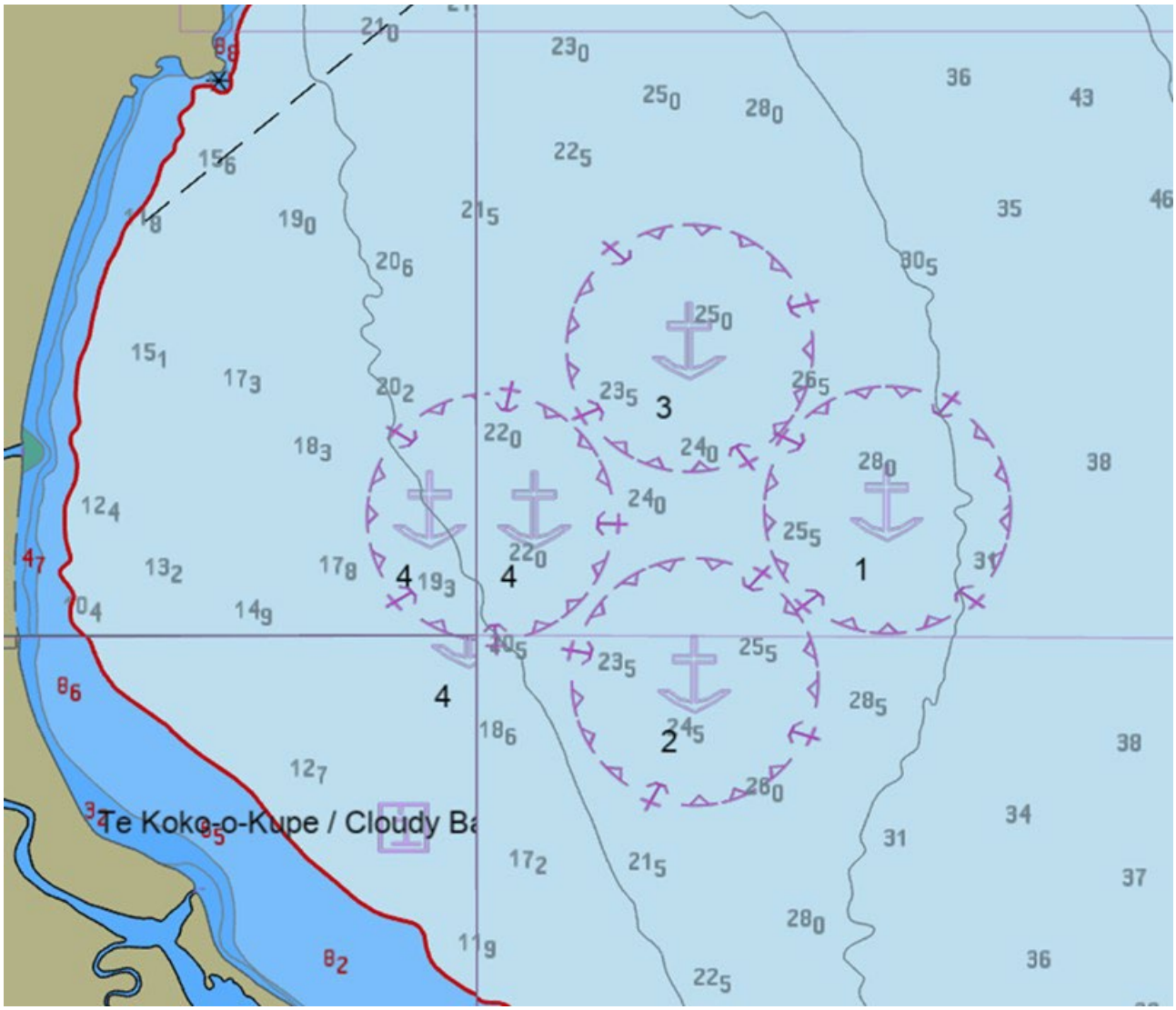

Figure 14: The Cloudy Bay / Te Koko-o-Kupe anchorages

9. Abbreviations

CPZ	Cable Protection Zone
ETA	Estimated time of arrival
ETD	Estimated time of departure
GRT	Gross Registered Tonnage
LINZ	Land Information New Zealand
MDC	Marlborough District Council
MHW	Mean high water
MLW	Mean low water
MPI	Ministry for Primary Industries
NM	Nautical mile
PMNZ	Port Marlborough New Zealand
UTC	Universal time co-ordinated
VHF	Very high frequency
VTS	Vessel Traffic Service