

Safety Guidelines for River Users

Key Understandings

- Cooperation
- Courtesy
- Consideration

Relationship to other rules

These rules are intended to supplement Maritime NZ Rules, Rowing New Zealand Water Safety Code, and Waka Ama rules with a view to provide more specific guidance for rowing and paddling on the Tamaki River. If there is a conflict between these rules and the Maritime NZ or Rowing New Zealand Rules or Waka Ama rules, then the Maritime NZ / Rowing New Zealand Rules shall apply. Otherwise all clubs which row or paddle on the Tamaki River should adhere to these rules.

Direction of travel

Crews or paddlers travelling downstream towards the Waitemata Harbour must travel on the starboard (Manukau) side of the river. Crews travelling away from the Waitemata Harbour towards the motorway should travel on the port (Auckland) side of the river. Care should be taken when travelling the centre channel of the river which should be used primarily for overtaking.

At all times navigation poles on the river should be observed. A failure to observe navigation poles can lead to boat damage due to submerged rocks at low tide.

On the 2k course a buoyed centre line has been laid to assist crews to keep to the correct side of the river. Crews and paddlers should keep to the correct side of the buoys when using the course.

Wake Free Zones

The areas shaded in red on attached map mean:

- Low wake areas - reduce your speed to ensure that your boat causes minimal wake to other river users
- Crews should aim to row in single file unless they need to overtake a slower crew – no side by side racing shall occur. Take care when overtaking to ensure you do not impede crews coming in the opposite direction.
- No speed work (rowers, paddlers)
- No stopping unless necessary for safety reasons or to wait to embark the Nga Hau Maiangi pontoon. If you must stop ensure that you do not cause an obstruction to following crews.

- Crews travelling up river towards the motorway are to keep a wide berth past the Nga Hau Maiangi pontoon.

Regattas and Events

One month's notice is to be given.

Harbour Master: Office – 09 362 0397

Mt Wellington Marine- Dan Udy – 027 532 6839 dan@rpmproperty.co.nz

Nga Hau Maiangi – Auckland Rowing Club & Waka Clubs - phone: Bruce Lodder 021 400 252

Auckland Grammar RC – Will Maling 021 127 7621 willmaling@gmail.com Michael Arms 021 041 2175

St Kentigern College RC – Chris Goudie – 027 5288 203 Christopher.goudie@saintkentigern.school.nz

St Georges RC – Marie Devoy 027 312 2668 marie.devoy@gmail.com

Kings College RC – Nick Lloyd - 022 6930464 nzlloyd68@gmail.com

The Bridges

- When travelling downstream towards St Georges & Waitemata Harbour, crews **EITHER** use the middle span **OR** the right hand span i.e. closest to Panmure Marine
- When travelling up river towards Auckland Rowing Club, crews **MUST** use the right hand span **only** – i.e. that closest to the Panmure Basin channel.
- When travelling between the bridges, respect the rights of boat owners and boats moored on either side – keep to the speed limit.

Mt Wellington Marine Boat Stacker

- Operates 7 days per week from 7am – 5pm Stage One =300 boats, Stage 2 = 750 boats over the next 5-8 years.
- Rowers, coaches and paddlers are asked to keep a safe distance away from the pontoons for safety reasons.
- NB : past the yellow trimaran (Crisis) north of Panmure Yacht Club, is the end of the 5 knot zone therefore stacker craft are able to travel at speed, between that point and the 11a marker buoy, located just outside the ferry terminal at Half Moon Bay.

Water Safety in the Dark

- RNZ Water Safety Code 2016 states – “Training when lights are required is dangerous and should be avoided if at all possible”.
- ARC Rule: “Unaccompanied rowing (without a coach or without a coxswain) is not allowed in the dark (between the hours of 30 mins BEFORE sunset to 30 mins AFTER sunrise) without exceptions”.
- Boats must carry on the bow a continuous all round (360 degrees) white light above the level of the canvas on the bow with a range of 2 nautical miles. There shall also be a hand torch on board. All other boats must display a continuous all round white light on the bow capable of being seen for at least 2 nautical miles. There shall also be a hand torch on board.

Supervision of Crews

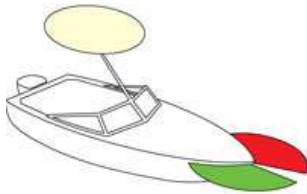
When supervised by the Coach/support person in a powerboat – The Coach/support person and Stroke is at all times responsible for the safety of all crews under their observation. Making due allowance for weather, water, ability of crews and other conditions, it is incumbent upon the coach/support person, to make an assessment of the number of crews for which they can be safely responsible and can supervise. All crews and the support vessel need to remain within 500m of each other otherwise they are no longer under supervision and will then be required to carry easily accessible approved flotation belts in their skiff. It is recommended that there be a maximum of one passenger in any coach boat to allow for rescue should an incident occur. The powerboat shall carry the required number of flotation belts, which is one per person for the largest crew being coached – i.e. eight flotation belts when coaching an eight. All coxswains are required to wear safety approved lifejackets while on the water.

- **Unsupervised training.** Each rower must either wear an approved flotation belt or the boat must have an easily accessible flotation belts for each person. NOTE: Before going on the water the **Stroke** must assume responsibility for the crew, (in the case of rowers). It is that person’s responsibility to ensure that the crew complies with the rules for unsupervised crews and is the person to whom any inquiry will be directed should an incident occur.
- **The Coach or Stroke will ensure that:**
 - a) the rowing boat is safety compliant with the Rowing NZ Rules of Racing and any coach boat is fit for purpose and is carrying the required safety equipment
 - b) all members of the crew are suitably attired for the rowing conditions
 - c) the crew is familiar with the local waterway rules and hazards
 - d) the weather forecast has been checked and is suitable for rowing
 - e) a coach or support person must carry on board a form of waterproof communication (e.g. cell phone in water tight bag).
 - f) certified lifejackets/PFDs must be worn at all times by coaches, persons in support vessels.
 - g) crew intentions are lodged at the clubhouse, e.g. on a whiteboard or log book

The **Coach** (or person in a support vessel) is responsible for the safety of that crew at all times. For crews training without a coach the **Stroke** is responsible for the safety of the crew at all times.

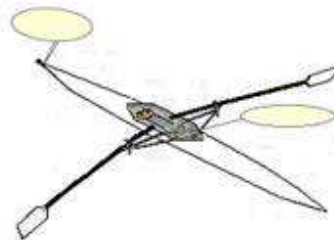
- **Light Requirements**

Any activity on the water before dawn and after dusk (*between 30 mins before sunset to 30 mins after sunrise*) requires the rowing skiffs and support vessel to be fitted with lights as laid down by Maritime Rules (*Part 22 – Collision Prevention*).



Coach boats under 12m

Solid white 360° (which is above height of craft) and red and green on port and starboard



Rowing Skiffs

Solid white light on bow and a torch on board easily accessible to warn craft in sufficient time to avoid collision

It is recommended that any other measures to ensure moving boats are visible, be taken, such as the wearing of high viz jackets, reflectors on hats, blue LED lights.

NB: any extra lights should not conflict with navigation lights.

Other things to watch for

- When stopping – think about crews behind you – is it safe?
- When using the 2000 metre course for speed – consider other users at all times.
- Be aware of other water activity and conditions elsewhere on the river
- Do not venture out in unsafe water or weather conditions – e.g. fog, high winds, heavy rain, wind against tide.