

PORT OF GREYMOUTH

Harbour Safety Management System

Last updated: April 2013

SECTION A - INTRODUCTION

Even though cargo activities at Port of Greymouth have come to a virtual standstill, the safety of its fishing fleet and its recreational boating fleet remains an important responsibility. A Port Risk Assessment and, based on that, a Port Safety Management System is advised.

Risks to Port staff are identified in the Grey District Council Health and Safety Plan and are not covered herein.

For ease of reference to specific locations referred to herein, attention is drawn to the Port layout plan appended hereto as **Annexure A1**.

BACKGROUND

The Port has a number of physical restrictions and operational challenges that represent/present risks. Having said that, the Port is regarded to be safe and over more recent years established a good safety record.

This Plan identifies potential risks and outlines how these risks are to be managed and, ideally mitigated. Excluded from this Plan are areas/assets owned or operated by other bodies.

PORT USERS: A PROFILE

Whose safety is to be provided for?

a) The fishing fleet and the people involved

A fleet of 24 active fishing vessels is based at the Port. These range from smaller vessels (<10 m) to larger vessels (27 m). Whilst they on/offload mainly at the Westfleet and Talley's Wharves, they berth alongside Port berthages. Overflow on and offloading is done at the Port's Martin's Quay.

During Tuna season (February to April) the number of vessels using the Port increases to approximately 40. Berthage is managed by berthing vessels alongside each other three deep.

During Southern Bluefin Tuna season (July/August), some 15 Game Fishing boats use the port. They are accommodated at existing berths.

b) Cargo vessels

The Cargo Port is all but inactive with no known potential for coal exports and limited potential for gravel exports to the North Island. Efforts to initiate a fertilizer trade have not had any success and it is not expected that gravel exports will exceed 1000 tonnes per annum with Mv Anatoki as the only visitor. Staff provide very limited assistance with the mooring of cargo vessels and it's on and off loading. This is to not compromise the Master's responsibilities for the safety of his/her vessel

c) Slipway users

The Slipway is not extensively used primarily because of a tariff issue and its ability to only service smaller vessels. These tariffs are under review and it is expected that a reduction in tariff will see the use of the slipway increase.

It is generally functional with the associated equipment, i.e. cradles, winch etc. in good condition.

A potential requirement to increase its carrying capacity is emerging with the number of larger vessels using the port, increasing.

d) Recreational fishing boats

There is a small fleet of recreational fishing boats aligned to the Greymouth Fishing Club Inc that operate from the Port. Apart from the associated slipway being in a poor condition, the depth of the lagoon where they launch is reasonably shallow requiring ongoing management by the club of access and egress.

PORT ASSETS: A PROFILE

a) Breakwaters

Breakwaters are generally in good condition with deferred rock replenishment being addressed. Rock replacement is an ongoing requirement and is provided for in budgets.

b) Wharves

Wharves are generally in poor condition with the majority closed off and those in use subject to load restrictions and annual certification. Only one small area in the river (Richmond Quay) is usable.

c) Cranes

The two cargo cranes are both out of commission with only one of the two able to be re-commissioned. It has a maximum lifting capacity of 12 tonnes only.

A smaller crane associated with the fishing industry are used and generally in functional condition.

d) Channels

Movement of vessels in the river is not a problem as long as movement is restricted to navigated channels and is best done at or near high tide. Depths and bar movements at the port entrance are monitored and advice given to users.

Movement of vessels in the Erua Moana Lagoon is severely restricted because of depth restrictions associated with silting up. This will in part be addressed by means of dredging to be undertaken in April 2010. The channel leading up to the slipway will remain compromised.

e) Slipway

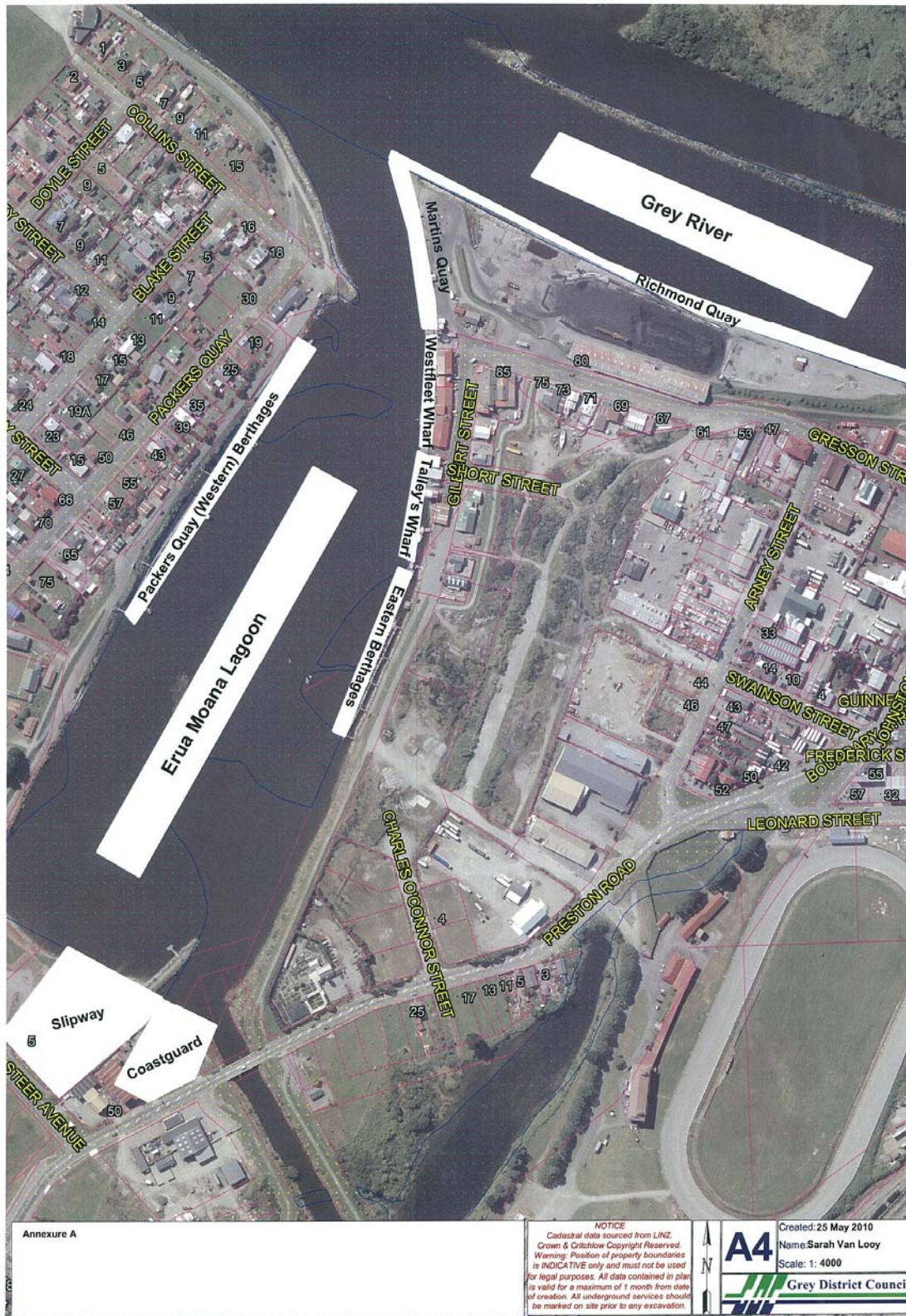
Even though the slipway has not been certified in recent decades, it is performing satisfactorily especially given the relatively low number of vessels using it (16 p.a. in 2009/10 and 26 on average in earlier years).

f) Boat launch pad

The boat launch slipway is in poor condition accessing generally shallow water.

g) Other operational marine assets

These include one work boat, which is restricted to river limits and can only be used in daylight hours.



SECTION B - INVOLVEMENT OF GREY DISTRICT COUNCIL

Grey District Council (a territorial authority) is the owner of Port of Greymouth in terms of the 1979 Reorganisation Order issued by the Local Government Commission which, inter alia, saw the Greymouth Harbour Board being disestablished. S39A of the Local Government Act, 1974 has been made applicable to Council in terms of a formal delegation.

For a number of years the Port was managed by a Port Company established in terms of the Companies Act, but this arrangement has been reversed and Council is governing the Port.

The administration of the Port falls under the Chief Executive who is also acting as Port Manager. He manages two operational Port staff members, the senior being the Harbour Supervisor. This arrangement is less than ideal as the Chief Executive Officer does not have a marine background.

HARBOUR SAFETY POLICY

In spite of the relatively low number of vessel movements at the Port, the emphasis on safety of vessels and all associated services remains of primary importance and is managed responsibly and objectively within the constraints imposed by the budget. The focus is on implementing common sense measures to deal with risks/potential hazards associated with a low activity Port and to keep users fully informed of potential risks and how to deal with it.

The Grey District Council, as owner/operator of the Port, confirms:

- That it will, as far as possible, adhere to the requirements of the New Zealand Port and Harbour Marine Safety Code.
- That it will, as far as possible, manage the relevant assets of the Port in a responsible manner commensurate with expected utilization and available budgets.
- That it will, as far as possible, ensure that staff are trained for emergencies/contingencies that may come up.
- That it does not have the financial means to, nor the marine traffic at the port, justify the appointment of a Harbourmaster or a Pilot and that this Safety Management System is aimed at managing the safety and operations at the Port in the absence of such functionaries.

APPLICATION OF THE NEW ZEALAND PORT AND HARBOUR SAFETY MANAGEMENT CODE

The provisions of the Code will apply to:

- The approaches to the Port.
- The Port entrance and river channel to the entrance to Erua Moana Lagoon.
- Erua Moana Lagoon.
- The Slipway.
- The river channel from Erua Moana Lagoon entrance to the Cobden Overbridge.

Excluded from this is the part of Sawyers Creek insofar it falls within the Port boundaries.

AGREEMENTS/MEMORANDA OF UNDERSTANDING

The absence of a Harbourmaster makes the navigation and safety function highly challenging and it is a requirement that the Master of any vessel entering the port assumes full responsibility for the safety of such vessel and all associated aspects, including but not limited to also the cargo, passengers, berthages, moorings as well associated operations.

As to the Navigation function, all navigation aids and protocols are cleared with and approved by the Maritime Safety Authority

The absence of a pilot is a further challenge. The low frequency of "larger" vessel movements together with severe financial constraints make it impractical to appoint a pilot and we have applied for an exemption under Rule 90. On that basis, safe entry responsibility rests solely with the Master of the vessel.

A joint Risk Assessment and Action Plan is attached as **Annexure B1**.

RISK ASSESSMENT AND ACTION PLAN

1. Physical Risks

LOCATION	HAZARD SCENARIO/EVENT	CAUSES	CONSEQUENCE	FREQUENCY/ LIKELIHOOD	RISK LEVEL	TO WHOM	ACTION TAKEN	
							SHORT TERM	FUTURE
Approach to Port	Vessel capsizes or grounds on the bar.	Moving and changeable bar makes navigation difficult	Loss of life	Possible	High	Vessels approaching Vessels departing Crew and passengers	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to all possible users with copy to LINZ. Full risk information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to LINZ. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone
			Loss of property	Possible	High			
	Wreck blocking Port entrance	Unlikely	Moderate/Low	Grey River and associated whitebait spawning habitats	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to all possible users with copy to LINZ. Full risk information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to LINZ. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 		
	Legal action against Council	Possible	Moderate					
		Oil spill	Possible	High				
	Rough sea conditions at entrance makes entry potentially difficult if not dangerous		Loss of life	Possible	High	Vessels approaching Vessels departing Crew and passengers	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to all possible users with copy to LINZ. Full risk information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to LINZ. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone
Loss of property			Possible	High				
		Wreck blocking Port entrance	Unlikely	Moderate/Low	Grey River and associated ecosystems	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to all possible users with copy to LINZ. Full risk information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to LINZ. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 	
Legal action against Council	Possible	Moderate						
		Oil spill	Possible	High				
Damage to vessels approaching or leaving port	Fast moving "objects in water under moderate to higher river flow pose damage to berthed vessels and vessels accessing/egressing		Damage to vessels	Possible	Moderate/Low	Vessels approaching port Vessels leaving port	<ul style="list-style-type: none"> Advice to skippers by means of Blue light of high river flow Advice on potential risk in related maritime publications and notices to users. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 	<ul style="list-style-type: none"> Advice to skippers by means of Blue light of high river flow Advice on potential risk in related maritime publications and notices to users. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone
			Potential of vessels sinking	Possible	Low			
			Loss of income to ship owners	Possible	Low			
			Legal action against Council	Possible	Moderate			
		Oil spill	Possible	Moderate	Grey River and associated ecosystems			
Vessels unable to access port	Limited bar depths or river access depths.		Damage to vessels	Possible	Moderate	Vessels approaching port Vessels departing	<ul style="list-style-type: none"> Advice on potential risk in related maritime publications and notices to users. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by 	<ul style="list-style-type: none"> Advice on potential risk in related maritime publications and notices to users. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by
			Potential of vessels being damaged	Possible	Low			
			Loss of income to ship owners	Possible	Low			

LOCATION	HAZARD SCENARIO/EVENT	CAUSES	CONSEQUENCE	FREQUENCY/ LIKELIHOOD	RISK LEVEL	TO WHOM	ACTION TAKEN	
							SHORT TERM	FUTURE
			Legal action against Council	Possible	Moderate		<ul style="list-style-type: none"> cellphone Vessel access and egress at high tide only Sounding information available to users and MNZ 	<ul style="list-style-type: none"> cellphone Vessel access and egress at high tide only Sounding information available to users and MNZ
		Rough sea conditions at entrance makes entry potentially difficult if not dangerous	Loss of life Loss of property Wreck blocking Port entrance Legal action against Council Oil spill	Possible Possible Unlikely Possible Possible	High High Moderate/Low Moderate High	Vessels approaching Vessels departing Crew and passengers Grey River and associated ecosystems	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to all possible users with copy to LINZ. Full risk information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 	<ul style="list-style-type: none"> Advice to skippers by means of Blue light Advice of potential risk in related maritime publications and notices to users. If depth under 2 M, advice to LINZ. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone
River Channel between Breakwaters and Lagoon entrance	Vessels breaking away from moorings	Surges	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Unlikely Possible Possible	High High Moderate/Low Moderate High	Vessels berthed in port	<ul style="list-style-type: none"> Advice on potential risk in related maritime publications and notices to users. 	<ul style="list-style-type: none"> Advice on potential risk on potential risk in related maritime publications and notices to users.
	Damage to vessels approaching or leaving port	Fast moving "objects" in water capable of damaging vessels in high river conditions.	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible Possible	Moderate/Low Low Low Moderate Moderate	Vessels approaching Vessels departing Grey River and associated ecosystems	<ul style="list-style-type: none"> Advice to skippers by means of Blue light of high river flow Advice on potential risk in related maritime publications and notices to users. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone 	<ul style="list-style-type: none"> Advice to skippers by means of Blue light of high river flow Advice on potential risk in related maritime publications and notices to users. Full information in user information packs Radio contact available between 730-1600 hours on weekdays and otherwise by cellphone
		Depth constraints (northern side of the river)	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible Possible	Moderate/Low Low Low Moderate Moderate	Vessels approaching Vessels departing	<ul style="list-style-type: none"> Advice in related maritime publications and notices to users to maintain course along navigation beacons. Regular depth sounding to improve quality of information. Navigation beacons clearly showing entrance in deep water. 	<ul style="list-style-type: none"> Advice in related maritime publications and notices to users to maintain course along navigation beacons. Regular depth sounding to improve quality of information. Navigation beacons clearly showing entrance in deep water.

LOCATION	HAZARD SCENARIO/EVENT	CAUSES	CONSEQUENCE	FREQUENCY/ LIKELIHOOD	RISK LEVEL	TO WHOM	ACTION TAKEN		
							SHORT TERM	FUTURE	
		Width constraints	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible Possible	Moderate/Low Low Low Moderate Moderate	Vessels turning	Advice in related maritime publications and notices to users.	Advice in related maritime publications and notices to users.	
The Erua Moana Lagoon	Damage to vessels	Narrow access	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible Possible	Moderate/Low Low Low Moderate Moderate	Vessels entering Vessels departing	Dredged April/May 2010	<ul style="list-style-type: none"> Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Navigation beacons showing entrance in deep water. Deployment of Cardinal channel marker if part of access is constrained. 	
			Depth constraints for channels and turning area	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible Possible	Moderate/Low Low Low Moderate Moderate	Vessels entering Vessels departing Vessels maneuvering	<ul style="list-style-type: none"> Higher activity channels and turning area dredged to 3 m in April 2010. (Channel to Slipway not included) Movement in higher activity channels around high tide only Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Navigation beacons showing entrance in deep water. 	<ul style="list-style-type: none"> Dredging of slipway channel as soon as practicable/affordable. Movement in higher activity channels around high tide only Movement to slipway <u>at</u> high tide only Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Navigation beacons showing entrance in deep water.
			Width constraints for channels and turning area	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible Possible	Moderate/Low Low Low Moderate Moderate	Vessels moving	<ul style="list-style-type: none"> Higher activity channels dredged to 40 m wide with others to 25 m wide. Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Navigation beacons mapping entrance in deep water. 	<ul style="list-style-type: none"> Advice on potential risk in related maritime publications and notices to users. Website Regular depth sounding to improve quality of information. Navigation beacons mapping entrance in deep water.
			Depth constraints at berths	Damage to vessels Loss of income to ship	Possible Possible	Moderate/Low Low	Berthed vessels	<ul style="list-style-type: none"> Advice on potential risk in related maritime publications and notices to users. 	<ul style="list-style-type: none"> Advice on risk in related maritime publications and notices to users.

LOCATION	HAZARD SCENARIO/EVENT	CAUSES	CONSEQUENCE	FREQUENCY/ LIKELIHOOD	RISK LEVEL	TO WHOM	ACTION TAKEN		
							SHORT TERM	FUTURE	
			owners Legal action against Council Oil spill	Possible Possible	Moderate Moderate		<ul style="list-style-type: none"> Regular depth sounding to improve quality of information. 	<ul style="list-style-type: none"> Regular depth sounding to improve quality of information. Advice at the time of berthing 	
		Depth constraints for channel leading up to Slipway	Damage to vessels Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible	High Moderate Moderate Moderate	Vessels moving to and from Slip	<ul style="list-style-type: none"> Channel dredged to 3 m and 20 m wide in April 2010 Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information Vessel movement at high tide only. 	<ul style="list-style-type: none"> Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Advice at the time of movement to the slip Vessel movement at high tide only 	
		Confined lagoon area	Loss of income to ship owners Legal action against Council Oil spill	Possible Possible	Low Low	Vessels moving	<ul style="list-style-type: none"> Larger area dredged to 3 m in April/May 2010 Bylaw expectation for Masters to be safe. 	Bylaw expectation for Masters to be safe.	
				Possible Possible	Low Low				
River channel from Lagoon entrance to Cobden overbridge	Damage to vessels	Surge	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible Possible	Moderate/Low Low Low Moderate Moderate	Vessels entering Vessels departing	<ul style="list-style-type: none"> Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Navigation beacons showing entrance in deep water. Deployment of Cardinal channel marker if part of access is constrained 	<ul style="list-style-type: none"> Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Navigation beacons showing entrance in deep water. Deployment of Cardinal channel marker if part of access is constrained. 	
			Depth constraints for channels and turning area	Damage to vessels Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible	Moderate/Low Low	Vessels entering Vessels departing Vessels maneuvering	<ul style="list-style-type: none"> Higher activity channels and turning area dredged to 3 m in April 2010. (Channel to Slipway not included) Movement in higher activity channels around high tide only Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Navigation beacons showing entrance in deep water. 	<ul style="list-style-type: none"> Dredging of slipway channel as soon as practicable/affordable. Movement in higher activity channels around high tide only Movement to slipway <u>at</u> high tide only Advice in related maritime publications and notices to users. Regular depth sounding to improve quality of information. Navigation beacons showing entrance in deep water.
					Possible Possible	Moderate/Low Moderate			
		Width constraints for	Damage to vessels	Possible	Moderate/Low	Vessels moving	<ul style="list-style-type: none"> Higher activity channels 	<ul style="list-style-type: none"> Advice on potential risk in 	

LOCATION	HAZARD SCENARIO/EVENT	CAUSES	CONSEQUENCE	FREQUENCY/ LIKELIHOOD	RISK LEVEL	TO WHOM	ACTION TAKEN	
							SHORT TERM	FUTURE
		channels and turning area	Potential of vessels sinking Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible	Low Low Moderate Moderate		dredged to 40 m wide with others to 25 m wide. • Advice in related maritime publications and notices to users. • Regular depth sounding to improve quality of information. • Navigation beacons mapping entrance in deep water.	related maritime publications and notices to users. • Website • Regular depth sounding to improve quality of information. • Navigation beacons mapping entrance in deep water.
		Depth constraints at berths	Damage to vessels Loss of income to ship owners Legal action against Council Oil spill	Possible Possible Possible Possible	Moderate/Low Low Moderate Moderate	Berthed vessels	• Advice on potential risk in related maritime publications and notices to users. • Regular depth sounding to improve quality of information.	• Advice on risk in related maritime publications and notices to users. • Regular depth sounding to improve quality of information. • Advice at the time of berthing

LEGEND:
Low Less than a 10% likelihood
Moderate Less than a 40% likelihood
High More than a 50% likelihood

SECTION C - STANDING OPERATIONAL PROCEDURES

OPERATION OF THE BLUE LIGHT

Purpose of the Blue Light

The Blue light is activated as a navigation aid to Masters out at sea and approaching port, advising them of the existence of any one or a combination of the following conditions and advising him/her to take advice before attempting to enter port:

- rough sea conditions
- shallow bar depths (below 2 M chart datum)
- poor visibility
- strong winds
- large swells
- above normal river flow

The Blue light is aimed at especially smaller vessels who are more vulnerable to the conditions outlined above than larger vessels.

Who activates the blue light?

The Blue Light is activated by the Port Supervisor or, in his absence his assigned. The decision to activate the Blue Light is prompted by own observation and assessment of environmental and physical circumstances, maritime warnings, weather predictions and also inputs from local fishermen.

The Port Supervisor makes the decision largely on his own, long standing experience of the port and surrounding area and on the West Coast seas. In the process, he will employ a conservative approach and will quite often seek inputs from experienced fishermen.

Hours of Operation

The Blue light is manned on weekdays between 0730 to 1600 hours. Over weekends and on public holidays regular checks are being undertaken between 0800 to 2200 hours. Notwithstanding the Harbour Supervisor or assignee can be contacted at all hours by cellphone for advice. In the case of fishing vessels, the fishing industry operates its own advice network amongst Masters and retired Masters/Skippers.

TYING UP OF EXCESS VESSELS, I.E. IN TUNA SEASON (IN ERUA MOANA LAGOON ONLY)

Problem setting

During February to April the tuna fleet converge on the port. This creates the situation that there are not sufficient berths in the fishing lagoon to tie up all the boats in port, necessitating tying them up two or three deep. No boats are tied up in the river as such because of factors like distance from processing plants, flow and surge impacts etc.

Tie-up Management

The protection offered by the lagoon fishing port provides for negligible current and, therefore generally calm waters. This allows the practice of tying up vessels two or three deep with minimal risk of putting stress on the actual berth and associated wharf. The focus is to minimize potential risk to the vessels itself associated with being tied up alongside each other and to each other.

The Harbour Supervisor or his Assignee will determine where a vessels will tie up and it then becomes the Master's responsibility tie safely tie up the vessel and to see to its safety whilst in port. Important considerations are the length of vessels, expected dates and times of departure. The focus is on practicality and objective safety management and no subjective practices i.e. preferential treatment is catered for.

High wind conditions do create risk to this arrangement and the situation is closely monitored in consultation with Masters in order to act proactively if circumstances call for it. Tying up along Richmond Quay (in the river channel) provides ample options albeit not ideal.

NAVIGATION

In the absence of a Harbourmaster

The inability to afford and unsustainability of a Harbourmaster make the navigation function very difficult. Apart from obtaining sign-off from the Maritime Safety Authority on all measures implemented the responsibility for the safe navigation of a vessel and all associated decisions rest with the Master of a vessel, with the port providing MSA approved navigational aids and other physical and climatic information and advice.

Depth Sounding

Given the reality that the port is a river port and that depth constraints need to be carefully managed, depth soundings are undertaken on a regular basis and the information made available to users. The training walls in the river ensure a continuous scouring of the river channel and berths and sounding in these areas are done at longer intervals as a monitoring exercise only. More frequent sounding is done of the bar, the river access and areas of the lagoon.

Depth sounding is done by Coll Surveyors in Westport. The dredging results are sent to LINZ, Port users and Coastguard.

Other navigational aids

Information on navigation beacons and transit leads is maintained on the port website as well as related maritime publications including the Greymouth Harbour and approaches chart (NZ 7142). Such navigation beacons and leads are kept in good working order to maritime specifications and rules/regulations. The Blue warning light is activated when safety conditions make it advisable that the Master of an approaching vessel takes advice.

SECTION D - STAFF AND STAFF TRAINING

Given the low activity levels at the Port and the financial challenges facing the Port, staff numbers have to be kept to an absolute minimum. On that basis, two operational staff are employed.

Training of especially the Port Supervisor is seen as being important and he is sent on specific training courses from time to time, in line with training needs identified in consultation with him. A strong emphasis and reliance is placed on local circumstances knowledge in managing the hazards/risks associated with the port and a basic requirement for appointment to the position is a good understanding of and respect for weather and sea conditions

SECTION E – COPIES OF THIS PLAN

Availability of this Plan

This Plan is on Council's website and will be available for inspection by any interested party at all reasonable hours. A copy will be available at Port of Greymouth and will upon request, be made available to any Port users free of charge.

Updating of the Plan

This Plan will be updated at least annually in order to ensure that it remains current and effective and an up to date source of information to Port users.