

Port of Greymouth

Information Guide for Vessels Using the Port

Updated September 2026

Heart
of the **West Coast**

greydc.govt.nz

MĀWHERA
GREY
DISTRICT COUNCIL

This guide should be used in conjunction with the current Land Information New Zealand Chart "NZ 7142 Greymouth Harbour and Approaches" and the most recent Port of Greymouth soundings.

It is recommended that:

- This Information Guide becomes part of the Safe Ship Management Document for every vessel using the Port.
- Every master and crew member becomes aware of the contents.
- Every master records the fact that each crew member has become aware of the contents.

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1. Involvement of Grey District Council

- 1.1 Grey District Council (a territorial authority) is the owner of Port of Greymouth in terms of the 1989 Reorganisation Order issued by the Local Government Commission, which as part of the reform, saw the Greymouth Harbour Board disestablished and all assets transferred to Grey District Council.

2. Harbour Limits and Navigation Safety Authority

- 2.1 The Greymouth Harbour District includes the sea area within a two nautical mile radius of the signal mast on the south breakwater, and the Grey River and lagoons upstream to the State Highway Bridge.
- 2.2 The Navigation Safety Authority for the Port and the owner of the Port of Greymouth is the Grey District Council.
- 2.3 A regional West Coast harbourmaster was appointed in July 2026 for an initial period of 2.5 years.
- 2.4 No Pilotage or Towage services will be available.
- 2.5 The master or agent of any non-coastal vessel must provide Council with an arrival crew list at least twenty-four (24) hours before arrival. Coastal vessels may also be required to provide a crew list where the Port is operating under Safety Plan requirements.

3. Chart

- 3.1 Royal New Zealand Navy Hydrographic Office Chart NZ 7142 "Greymouth Harbour and Approaches, 1994" details the Port.

4. Port Location (Landfall) Light

- 4.1 The Port Location light (K 4470) is on the signal mast on the south breakwater at 42 degrees 26.6 S, 171 degrees 11.5 E. It is a long flashing (10 seconds phase) white light with a nominal range of nine nautical miles.

5. Port Entrance

- 5.1 The Port of Greymouth is a river port entered across a bar between breakwaters. Transit beacons indicate the leads (North, Central (Main) and South) to be followed for entries.
- 5.2 The South Breakwater is rock at the seaward end, then has a shear concrete face on the river side from the entrance to the near the Signal Station, followed by rock back to the lagoon entrance. The North Breakwater is rock.

6. Transit Beacons and Leads

- 6.1 Chart NZ 7142 "Greymouth Harbour and Approaches" includes a diagram of the transit beacons and explains how to interpret them. The transit beacons are located on Richmond Quay wharf.

6.2 Daylight use

- 6.2.1 **For daylight use**, the front transit beacon has a large Orange Triangle, with a small Black Diamond to the left and a small Black Diamond to the right. The rear transit beacon is a large White Triangle.

6.2.2 **In daylight:**

- a) With the front Orange Triangle in the centre of the rear White Triangle you are on the Centre (Main) Lead, marking the centre of the channel.
- b) With the front Left Hand Black Diamond in the centre of the rear White Triangle you are on the North Lead, marking the northern limit of the channel.
- c) With the front Right Hand Black diamond in the centre of the rear White Triangle you are on the South Lead, marking the southern limit of the channel.

6.3 Use in darkness

6.3.1 **For use in darkness**, the front transit beacon has a large vertical Green neon light, with a smaller Red vertical neon light to the left and a smaller Red vertical neon light to the right. The rear transit beacon is a large vertical Green neon light.

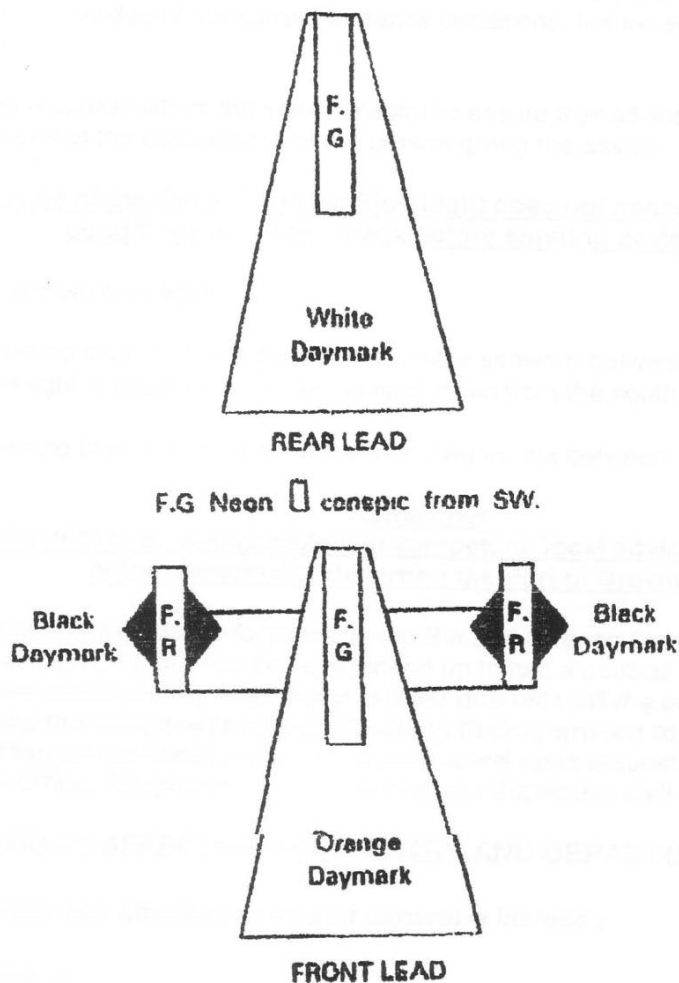
6.3.2 **In hours of darkness:**

- a) With the front Green Light in line with the rear Green Light you are on the Centre (Main) Lead, marking the centre of the channel.
- b) With the front Left Hand Red Light in line with the rear Green Light you are on the North Lead, marking the northern limit of the channel.
- c) With the front Right Hand Red Light in line with rear Green Light you are on the South Lead, marking the southern limit of the channel.

6.3.3 Stay on the leads until opposite the lagoon entrance.

6.4 Diagram of transit beacons and how to use them

MAIN LEADS TO GREYMOUTH



Limits of the Channel are indicated by the transits of F.R Neon on each side of the front lead and the F.G Neon on the rear lead. F.G Neon lights in line indicate mid channel.

7. The Bar

- 7.1 The location of the bar and depths on the bar at the harbour entrance are subject to frequent change and it is dangerous for mariners without recent local knowledge to attempt to cross it. Mariners should contact the Port Office by telephone or radio to ascertain the latest bar and harbour depths or check our website.
- 7.2 The Greymouth bar can be located anywhere from between the breakwaters to half a nautical mile off the breakwaters. The bar is usually short and steep. Sometimes there are two bars.
- 7.3 Long periods of dry weather with southerly swells can push the bar between the breakwaters. A run or flood in the river can push the bar to up to half a mile off-shore.

8. Conditions Affecting Port Entry and Departure

- 8.1 The conditions affecting entry and departure include:

- Bar Conditions
- River Conditions
- Vessel Configuration
- Other Port Traffic

8.2 Bar conditions

8.2.1 Attention is drawn to the following:

- **Marine Notice - Boats - 10/2001 November – National Code of Practice for Bar Crossings** (see clause 17.1)

8.2.2 Bar conditions are functions of:

- The **run** in the river
- The **set** (cross current) at the entrance
- **Swell** size and direction
- **Wind** direction and strength
- Available **depth** of water (determined by tidal height and position of sandbanks)
- Presence of breaking seas

Any one, or any combination, of the above could make crossing the Bar dangerous.

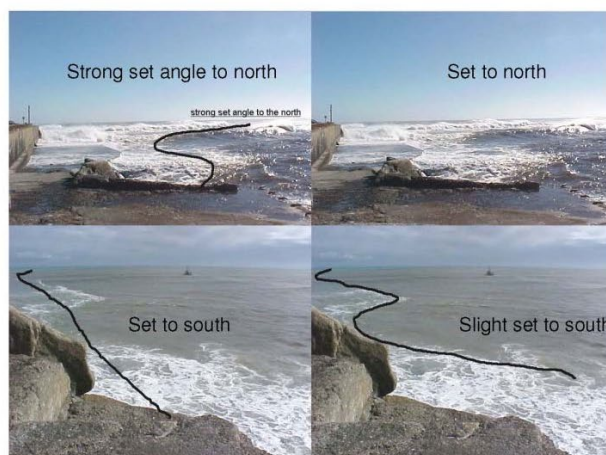
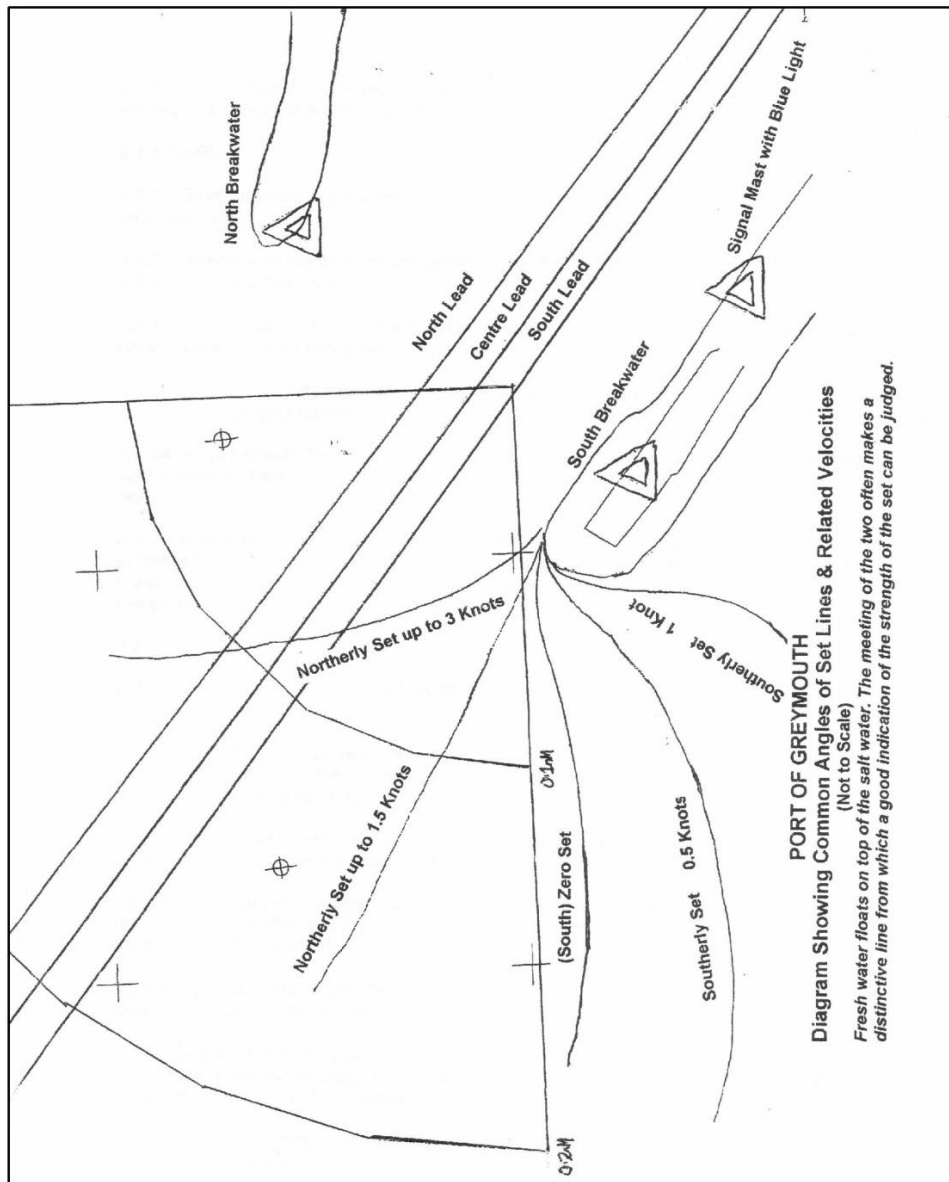
8.2.3 Run in the River

- 8.2.3.1 The run in the river peaks 6-12 hours after heavy rain in the mountains and can exceed 10 knots even though the river may not appear to be in flood, especially from at sea.
- 8.2.3.2 The danger is not being able to make headway against the run, especially at the entrance. Very steep and short (close together) breaking waves can develop as the run holds up the incoming swells.

8.2.4 Set

- 8.2.4.1 The current across the entrance is called **set**.
- 8.2.4.2 Set direction is described according to the direction the set is flowing (e.g. a southerly set is flowing to the south). Set at Greymouth is generally either southerly or northerly.
- 8.2.4.3 Set strength is generally described as slight, moderate, strong, or very strong. If it is very strong (4 knots), crossing is ill-advised.
- 8.2.4.4 Sometimes you can have different sets, e.g. a northerly set at 5 cables off the breakwater and then a southerly set close in.
- 8.2.4.5 The strength and direction of the set can often be judged from the set line on the sea surface where the river water meets the sea water. Refer Set Diagram on page 9. However, there have been occasions observed when the actual set has been the opposite of that indicated by the set line.

8.2.4.6 Diagram and photos showing common angles of set lines and related velocities



8.2.4.7 Other methods of checking for set from a safe distance are to steer a course similar to the course to be steered on the bar and:

- a) Judging the steering effort required to keep the vessel on course; and
- b) Observe a transit ahead (any two land based objects in line), then take a compass bearing steered and maintain the observed transit for, say, five minutes, then again check the compass bearing. Any appreciable change of compass bearing is evidence of set.

8.2.4.8 With heavy SW swells or strong SW / W winds, the northerly set across the Bar entrance can reach 3-4 knots, with the danger of being pushed into any breaking shallows to the north, or to the north of the leads, very quickly. With a northerly set it may be advisable (given sufficient depth) to enter on the south lead to allow room to be pushed to the north.

8.2.4.9 With heavy NW swells or strong NW/N winds, the southerly set across the Bar entrance can reach 3-4 knots, with the danger of being pushed into breaking shallows to the south, or to the south of the leads, very quickly. With a southerly set it may be advisable (given sufficient depth) to enter on the north lead to allow room to be pushed to the south.

8.2.4.10 To counteract strong set may mean presenting your beam to the swell with subsequent danger of broaching. If the set is too strong, don't enter or leave.

8.2.5 Swell

8.2.5.1 Swell direction is described by the direction the swell comes from, the same as for wind direction.

8.2.5.2 Greymouth Harbour entrance faces Northwest. Generally a sou'westerly swell will affect the Bar the most.

8.2.5.3 Sometimes a long, low swell, barely noticeable off the coast, can produce a nasty breaking wave at the outer shoals

**Always watch out behind you as you cross.
A crew member should look out and warn of a building swell.**

8.2.5.4 Always ensure the swells are square to the stern of the vessel. Vessels should be on the leads at least 2 cables (two tenths of a nautical mile) from the South Breakwater head.

8.2.5.5 With a westerly or south west swell this may mean that the vessel approaches the entrance from the west or south west with the swells behind the vessel. However, do not cut the corner at the South Breakwater and make sure the vessel gets on the leads at least two cables off the breakwater.

8.2.6 Available depth

8.2.6.1 The available depth of water is important, both for under-keel clearance and for the effect on swell and set.

8.2.6.2 Set and breaking swells are considerably reduced at the top of the tide. This is especially noticeable as the tide reaches 3 metres above chart datum on the day. It can be worthwhile waiting for a high water period before entering or leaving the harbour.

8.2.6.3 The Port of Greymouth is a river port and therefore 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.

- 8.2.6.4 Copies of Bar Soundings are available for inspection at the Port of Greymouth Office, Talleys and Westfleet at Greymouth and on the website, www.greymouth.govt.nz/05our-district/port/key-information, or can be emailed on request.
- 8.2.6.5 This Sounding Plan shows depths at **Chart Datum** and shoaling areas. Chart Datum is approximately the lowest low tide. To obtain actual depth, add the actual tide height.
- 8.2.6.6 For the predicted tide time and height at Greymouth use the table for Westport in the Nautical Almanac. Remember to add 5 minutes for the time at Greymouth. Tide levels at Greymouth are not the same as those at Westport.
- 8.2.6.7 Tables to convert Westport to Greymouth heights are on following page. These use the conversion method detailed on pages 30-34 of the Nautical Almanac 2008/9.

8.2.6.8 Table to convert Westport tide heights to Greymouth tide heights

Quick reference tidal height conversion (Time difference for Greymouth add 5 min springs and neaps)			
Standard Port Westport		Secondary Port Greymouth	
Springs	Neaps	Neaps	Springs
Springs range:- Tide between 09.01 hrs and 14.59hrs and 20.59 and 02.59hrs	Neap tides are between 03.00 hrs and 09.00hrs, 15.00hrs and 21.00hrs	Neap tides are between 03.00 hrs and 09.00hrs, 15.00hrs and 21.00hrs	Springs range:- Tide between 09.01 hrs and 14.59hrs and 20.59 and 02.59hrs
-0.3			0.1
-0.2			0.2
-0.1			0.3
0.0			0.4
0.1			0.5
0.2			0.6
0.3			0.7
0.4			0.8
0.5			0.9
0.6	0.6	1.2	1.0
0.7	0.7	1.3	1.0
0.8	0.8	1.4	1.1
0.9	0.9	1.4	1.2
1.0	1.0	1.5	1.3
1.1	1.1	1.6	1.4
1.2	1.2	1.6	1.5
1.3	1.3	1.7	1.6
1.4	1.4	1.8	1.7
1.5	1.5	1.8	1.8
1.6	1.6	1.9	1.9
MSL 1.7	MSL 1.7	MSL 2.0	MSL 2.0
1.8	1.8	2.1	2.1
1.9	1.9	2.1	2.2
2.0	2.0	2.2	2.3
2.1	2.1	2.3	2.3
2.2	2.2	2.3	2.4
2.3	2.3	2.4	2.5
2.4	2.4	2.5	2.6
2.5	2.5	2.6	2.7
2.6	2.6	2.6	2.8
2.7	2.7	2.7	2.9
2.8	2.8	2.8	3.0
2.9	2.9	2.8	3.1
3.0			3.2
3.1			3.3
3.2			3.4
3.3			3.5
3.4			3.6
3.5			3.6
3.6			3.7
3.7			3.8
3.8			3.9

8.2.6.9 If your draft exceeds 3.5 metres, you must not cross the Bar until you have communicated with the Port of Greymouth Office.

- 8.2.6.10 Advice from Port staff on bar conditions, depth of water and the recommended route across the bar, is available by phoning the office.

8.2.7 Navigation safety warnings for shallow bar depths

- 8.2.7.1 If sounded depths on any one of the North, Centre, or South transit leads falls to less than 2.0 metres below chart datum a Navigation Safety Warning will be given by:
- a) Broadcast on Greymouth Maritime Radio scheduled Maritime Safety Broadcasts. (See page 222 of the NZ Nautical Almanac 2008/9 for times.)
 - b) Publication in Land Information New Zealand's fortnightly NZ Notices to Mariners.
 - c) Publication on website: www.greydc.govt.nz/05our-district/port/key-information.
- 8.2.7.2 Such Navigation Safety Warnings will remain in force until sounded depths on all of the North, Centre and South transit leads are 2.0 or more metres below chart datum.
- 8.2.7.3 It should be noted that:
- a) Between sounding surveys depths may fall below or rise above the depth given in the current warning.
 - b) Depths off the North, Centre and South transit leads may be less than the stated depths on those leads. Contact the Port Office for additional information.

8.2.8 Breaking seas

- 8.2.8.1 Breaking waves are releasing energy and have the power to over-turn a vessel. If the sea is breaking on your intended course in or out of port, entering or leaving is not recommended.

**If in doubt about the condition of the entrance, STAY OUT.
Lack of sleep, illness, the extra diesel consumed or the desire to be alongside
do not ever justify the risk.
If Greymouth is dangerous, check the conditions at Westport. They may be better and Westport
is only 59 miles away.
Shelter from south westerly weather may be available in the lee of Cape Foulwind and the
Steeple Islands**

8.3 River conditions

- 8.3.1 As mentioned in Paragraph 8.2.3.1, the run in the river can exceed 10 knots. When the river is in flood it can also carry debris including large logs.
- 8.3.2 Information on river flood conditions can be obtained from the West Coast Regional Council website: www.wcrc.govt.nz.

8.4 Vessel configuration

- 8.4.1 Safety of the bar and river conditions can depend on the design, weight, stability and engine power of a vessel. What may be safe for one vessel is not necessarily safe for another.
- 8.4.2 Generally lighter and lower powered vessels are more vulnerable to swell and breaking waves.

8.4.3 Stability of vessels is extremely important and attention is drawn to:

- a) Maritime Rule Part 40D (Fishing Ships)

8.4.4 Slurry bins on deck are a particular stability risk as:

- a) When full, they can add a significant weight above the vessel's centre of gravity. Their effect, when full, on the vessel's stability should therefore be assessed.
- b) They can fill with water if a wave breaks over a vessel and move around. They should therefore be fitted with lids and securely fastened.

8.5 Other Port traffic

8.5.1 Awareness of other Port traffic

8.5.1.1. It is necessary to be aware of other Port traffic. Traffic at Greymouth commonly includes:

- a) Small cargo vessels, up to 5.5 metres draught, 109 metres length. These vessels berth at the Richmond Quay river wharf, facing bow upstream, and turn on departure.
- b) Medium size fishing vessels, from 20 to 30 metres length, and up to 3 metres draught. These vessels berth in the lagoon, apart from those with draught in excess of 3.5 metres which berth at the Richmond Quay river wharf.
- c) Small fishing vessels, up to 20 metres length.
- d) Large fishing vessels, up to 4000 GRT, unable to enter the river but serviced in the roadstead within Greymouth Harbour Limits, by smaller Greymouth vessels.
- e) Up to 15 commercial recreational vessels, including boats on fishing / recreational trips.
- f) Survey vessels. When sounding, this vessel follows fixed courses from which it is not able to deviate easily. When sounding the vessel has right of way.
- g) Coastguard rescue vessels and inflatables. These vessels sometimes conduct exercises in the river and the entrance.
- h) Small pleasure craft, sometimes fishing in the river, sometimes crossing the bar.

8.5.2 Traffic management procedures

8.5.2.1 All vessels must have regard to:

- a) National Code of Practice for Bar Crossings ?
- b) Maritime Rule No. 22, Collision Prevention, which requires power vessels approaching each other head on to alter course to starboard.

8.5.2.2 All vessels must, without exception, listen for traffic movement advice on VHF Channel 14 at one nautical mile from the breakwater entrance until berthed and when leaving the wharf until one nautical mile off the entrance. This is the Port's working frequency for harbour traffic control, port operations and ship movements on which traffic movement advice will be given.

- 8.5.2.3 During cargo ship operations the vessel master and Greymouth Harbour Radio will broadcast on VHF Channel 14:
- a) The intent of the vessel to go onto the leads and commence entry, with a request to all vessels to keep clear of the leads.
 - b) When the vessel is actually on the leads and entering, with a request to all vessels to keep clear of the leads.
 - c) The intent of the vessel to leave the wharf, with a request to all vessels to keep clear of the leads.
 - d) When the vessel has actually left the wharf, with a request to all vessels to keep clear of the leads.
- 8.5.2.4 Until the vessel has reached the wharf or is one nautical mile clear of the harbour entrance, all vessels are required to keep clear of the channel and leads ahead of the arriving or departing vessel.
- 8.5.2.5 When a vessel is approaching the entrance from south of the south lead it may be obscured by the South Breakwater from vessels in the river, and similarly will not be able to see vessels in the river. At night it is often difficult to see the lights of vessels entering or leaving.
- 8.5.2.6 It is therefore recommended that all vessels broadcast on VHF Channel 16 & 14:
- a) When entering the port, at least one nautical mile off the breakwater, their intention to go onto the leads and enter the port.
 - b) When leaving the wharf, their intention to leave the port.

This recommendation may become compulsory by future Bylaw.

9. Shallow Entrance to Erua Moana Lagoon

- 9.1 This lagoon branches to the south from the Grey River 1 kilometre inside the harbour entrance. The entrance to the lagoon is marked by a green flashing light (Fl.G (2+1) 6a5m1M) mounted above wharf level at the junction of the river (Richmond Quay) and lagoon (Martins Quay) wharves, north east of the lagoon entrance.
- 9.2 The lagoon contains the main fishing vessel discharge wharves, fishing and recreational vessel berthages and slipway.
- 9.3 The entrance to the lagoon tends to shoal severely on the west side and in the centre.
- 9.4 Vessels are advised to keep as close as possible to the East Side of the Channel, adjacent to Martins Quay Wharf.

10. Advisory Services to Vessels

- 10.1 A regional West Coast harbourmaster was appointed in July 2026 for an initial period of 2.5 years.
- 10.2 The Port staff are able to give information and advice on soundings, bar, river and weather conditions.

Please contact on:

- a) **Port Office:** Telephone (03) 768 5666; email port@greydc.govt.nz
- b) **Port Team Leader:** Ian O'Neill, 027 258 7260, email ian.oneill@greydc.govt.nz
- c) **Out of hours:** 03 768 5666 and you will be automatically transferred to the on-call staff member
- d) **Radio:** VHF Channel 16 (Call up), Channel 14 (Working Channel and Vessel Traffic Control/Advice)

11. Port Operational Area

- 11.1 All road access to the Operational Area shall be via Gresson Street or where authorised by Council, via Charles O'Connor Street.
 - a) All visitors entering the Operational Area must report to the Port Office to obtain authority to enter.
 - b) All Port Users and visitors must be able to identify themselves if asked to do so by Council, its staff or approved contractor.
- 11.2 All users and visitors shall comply with the Smokefree Environments and Regulated Products Act 1990 and the Grey District Council's Smoke-free Public Places Policy.
 - a) All Council indoor workplace areas and all Council vehicles are designated non- smoking areas.
 - b) Where work is undertaken outside, an employee can request that there is no smoking within two metres of their usual outdoor worksite.
 - c) Smoking is not permitted in any Hazardous Area.
- 11.3 All Port Users working in the Operational Area may be required to attend and pass a Port site induction course if applicable.
- 11.4 Port Users may, on application to and at the discretion of Council, be issued with identity and access cards.
- 11.5 Every person using a motor vehicle in the Operational Area shall operate the vehicle with care and in accordance with all New Zealand road transport acts and regulations. No person shall drive at a speed exceeding ten (10) kilometres per hour. Driving lights or headlights on dip shall be operated when travelling within the Operational Area.
- 11.6 The master of every vessel must comply with any verbal or written direction or request given by Council.
- 11.7 No person shall work unaccompanied when working in a potentially dangerous or any Hazardous Area or any area or location which is exposed to the perils of the sea.
- 11.8 All persons working within the Operational Area must ensure that, as far as it is compatible with the work being carried out, the area in which they are working is kept free and clear of all equipment, material or property of any kind which may constitute a safety, environmental or fire hazard.
- 11.9 No meal or similar tea breaks are to be taken within any Hazardous Area.
- 11.10 No electronic flash guns, battery operated cameras, radios or any other battery operated equipment shall be taken on or into any Hazardous Area except where such equipment is covered by an approved classification certificate.
- 11.11 Council and Port staff reserve the right to inspect all equipment of any kind which is to be operated within the Port Operational Area to ascertain whether such equipment complies with standard safety requirements and the requirements of these conditions.

- 11.12 In the event of any accident within the Port Operational Area causing injury or death to any person or loss or damage to any equipment or property Council requires its incident report form to be completed and lodged as soon as practicable at the Port Office. The incident report form may be obtained from the Port Office.
- 11.13 In the event of a fire or other emergency, Council or Port staff may take such steps as may be deemed advisable to extinguish or reduce such fire, or save or minimize damage to its own or any other property of every description. Council shall not be responsible for any damage whatsoever which may result in consequence of any such steps taken and shall be entitled to recover from the owner of such property any costs or expenses incurred.

12. Fishing Vessel Wharves, Berthing & Mooring

- 12.1 A map showing the layout of the Port is included in Clause 16.
- 12.2 The wharf on Martins Quay 20m from the lagoon entrance to the south end of the Westfleet building is licensed to Westfleet Seafoods Ltd. The wharf on Martins Quay south from the Westfleet building to the south end of the wharf is licensed to Talleys Group Ltd. Westfleet Seafoods and Talleys Group are each responsible for the operation and health and safety of their respective licensed areas.
- 12.3 The lay up berths on the west side of the lagoon (Packers Quay) and on the east side of the lagoon south of Talleys ice tower (Eastern Berthages) are operated by Port of Greymouth.
- 12.4 In respect of the Port of Greymouth wharves and berths, the Port will do all it can to accommodate you, but the consideration of all Port users will take precedence over the individual. Berthing may be at a premium at busy times.
- **Shore power.** The maximum amperage allowed is 10 amps for single phase and 30 amps for 3 phase and no welding equipment is to be used via the single phase outlets. Any vessel tripping the shore power outlets will be refused connection again until a Certified Electrician, authorised by the Port Team Leader, has inspected the system to ascertain the fault. Costs for any repairs required to the shore equipment will be charged to your account if done by you.
 - It is the Master's responsibility to see that their vessel is securely moored at all times, with springs, bow and stern lines allowing for the considerable rise and fall of tide, which can be 3.6 metres. Mooring lines are to be secured to mooring piles or bollards, not to fender piles or wharf kerbings as these are not designed for mooring.
 - Observe Fire Safety precautions at all times.

12.5 Tie up management of excess vessels

- 12.5.1 There may be instances, i.e. tuna season between February and April, which increase the boat fleet in the Port and could mean there are insufficient berths in the fishing lagoon.
- 12.5.2 It may be required to tie vessels up two or three deep in such a manner which ensures minimal risk of putting stress on the berth, associated wharf and other vessels.
- 12.5.3. The Port Team Leader or his assignee will determine where a vessel will tie up. It then becomes the Master's responsibility to 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.
- 12.5.4 High wind conditions can create risk so the situation is closely monitored in consultation with the Master in order to act proactively if required.
- 12.5.5 No boats are tied up in the river due to factors such as distance from processing plants, flow and surge impacts etc.

13. Richmond Quay Cargo Wharf and Passenger Landing

- 13.1 This wharf, located in the Grey River east of Erua Moana Lagoon, is operated by Port of Greymouth, mainly for cargo vessels, although larger fishing vessels can also berth and unload here. At the upstream end of this wharf is a three level passenger landing, which can be used by recreational and game fishing vessels.

14. Health and Safety

- 14.1 The Health and Safety at Work Act 2015 must be adhered to.
- 14.2 Vessel operators using the Port of Greymouth have duties under the Health and Safety at Work Act 2015 as employers, self-employed people and visitors to the Port.
- 14.3 Once a person begins work in an area, that person becomes the 'person with control of that place of work'. Therefore:
- 14.3.1 Anyone who employs staff and uses the Port has the obligations to:
- a) Ensure, so far as is reasonably practicable, the safety of employees while at work.
 - b) Ensure, so far as is reasonably practicable, safety of people in or near the place of work.
- 14.3.2 Self-employed people have a duty under the act to ensure that any action or inaction on their part does not harm themselves or any other person.
- 14.4 The New Zealand Port and Harbour Safety Management Code provisions 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; and
 - The river channel from Erua Moana Lagoon entrance to the Cobden overbridge.
- 14.5 It is a requirement that the master of any vessel entering the Port assumes full responsibility for the safety of their vessel and all associated aspects, including but not limited to the cargo, passengers, berthages, moorings and associated operations. All navigation aids and protocols must comply with Maritime Safety Authority requirements.
- 14.6 A joint **Risk Assessment and Action Plan** is included in Clause 18.
- 14.7 Vessel operators should ensure they comply with the hazardous substances criteria as outlined in Council's Port Operations Bylaw.

15. Waste Oil, Refuelling and Marine Oil Spill Procedures

Unauthorised waste oil dumping is an offence!

- 15.1 Rubbish bins are provided at the wharf for normal refuse. No oil or oil contaminated items are to be dumped into these bins.
- 15.2 The proper disposal of waste oil is the responsibility of the vessel owner. Waste oil facilities are at the McLean Landfill site at Coal Creek north of Greymouth and Short Street, Greymouth. Owners of vessels

who are found to be responsible for the leaving of waste oil on or within the Port environment will be held responsible for all charges associated with clean-up and/or removal.

15.3 Observe Fire Safety precautions at all times.

15.4 Refuelling

15.4.1 **Marine Fuel Dispensers** - There is one Marine Fuel Dispenser, BSP Fuels on the West side of the lagoon. The company has its own Site Marine Oil Spill Contingency Plan. Emergency contact numbers and procedures are displayed on-site. Please report any leaks or defects to the site owners.

15.4.2 **Refuelling Procedure** -Secure vessel alongside, switch off engines, and extinguish all naked flames. Order the correct amount of fuel. Set up vessel for receiving fuel. A competent person **must stand by the fuel connection until refuelling is complete.** The berth is then to be vacated.

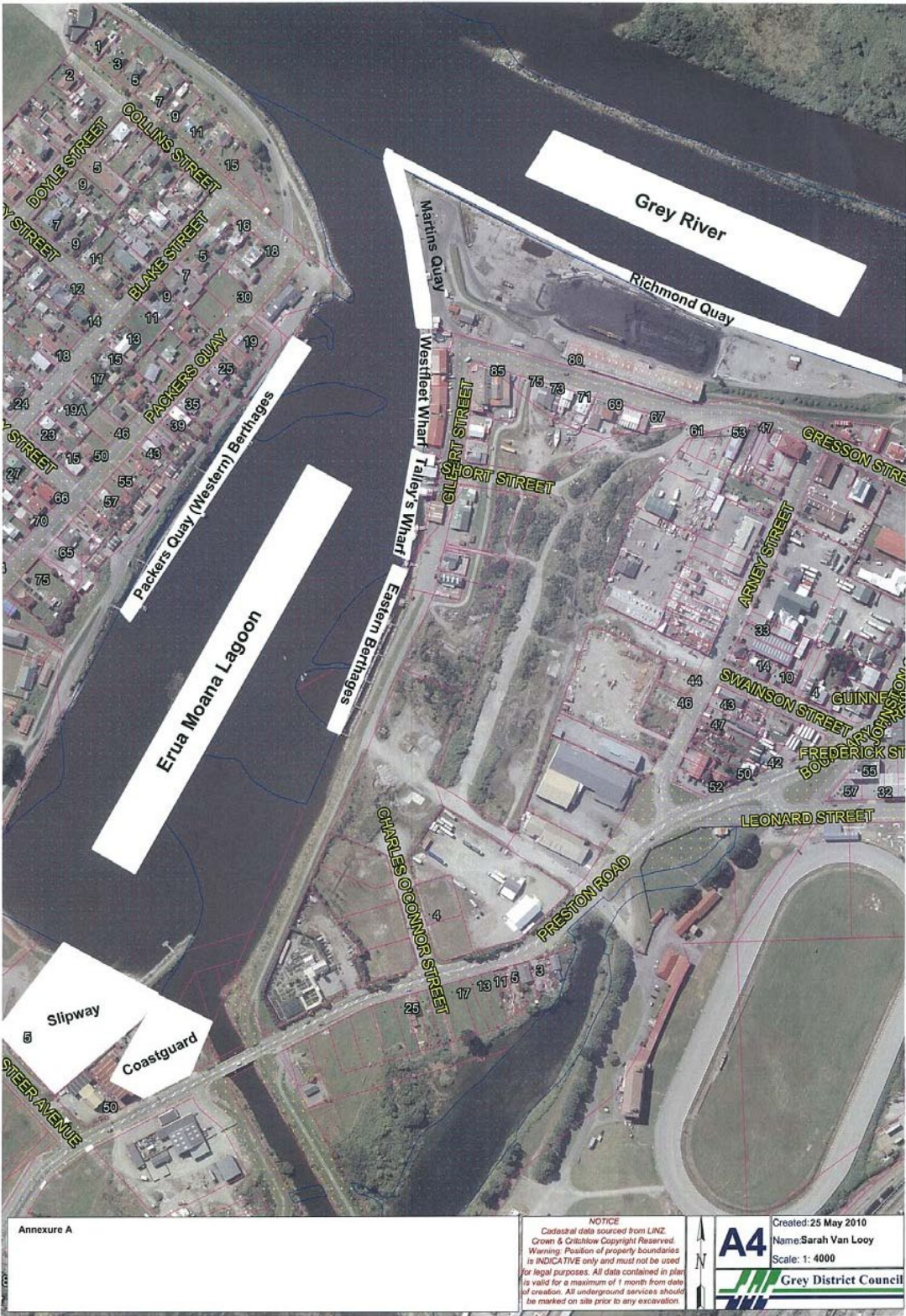
15.5 Marine oil spill procedures

15.5.1 The master of every vessel is required by the Maritime Transport Act 1994 to contain and clean up any oil spill from the vessel or caused by the vessel's operations and by the Maritime Rules to report the spill to the West Coast Regional Council on telephone (03) 769 9090.

15.5.2 Where the master considers that an oil spill from his vessel cannot be contained and cleaned up using the resources available to him, the Maritime Transport Act requires the master to immediately notify the West Coast Regional Council on telephone 0508 800 118 or 021 227 6368. The West Coast Regional Council will then organise a response.

15.5.3 Port of Greymouth has its own Site and Vessel Oil Spill Contingency Plan. The Port response team may be able to assist with a vessel oil spill. A request for assistance should be made to the Port Office on 03 768 5666. The cost of the labour and plant involved will be charged to the owner of the vessel causing the spill.

16. Port Layout Plan



17. Notices

17.1 Marine Notice - Boats - 10/2001 November: National Code of Practice for Bar Crossings



This code addresses widespread concerns over fatalities, mainly to the crew of fishing vessels, on bar harbours. A group comprising bar harbour Harbourmasters, fishing industry representatives and the Maritime Safety Authority has developed the code after extensive consultation with all sectors of the maritime industry.

This notice supersedes Marine notice: Boats 02/2000.

1.0 PURPOSE

- 1.1 The purpose of the 'National Code of Practice' is to provide clear guidelines to the skipper and crew of all vessels regarding safe and prudent practice when attempting to cross any bar or river entrance.

2.0 CAUTIONS

- 2.1 Extreme caution must be exercised when crossing bars. Conditions prevailing on a bar or in river approaches may cause unusually sudden steep and often breaking seas. Conditions change quickly and unpredictably. The skipper's experience and the vessel type should be taken into account when a bar crossing is considered. However, no amount of experience or boat type makes crossing a bar SAFE when the conditions are marginal or adverse. No situation warrants taking the risk, so if in doubt "STAY OUT".
- 2.2 Before leaving harbour a skipper must assess conditions on the bar. Skippers must be aware that a rapid change in conditions might prevent a safe return to harbour. Craft unable to weather adverse seas outside the bar should not leave port. Those vessels leaving for longer trips should ensure they have adequate reserve fuel and provisions to enable the vessel to remain at sea and/or divert to another port should adverse bar conditions prevail on their return.
- 2.3 Ensure that your vessel has sufficient stability. All vessels must be in a stable condition. Skippers should be aware of all the factors that determine a vessel's stability including:
- The free surface effect of liquids and loose fish.
 - Additional weights on deck, including portable ice slurry bins and fuel containers.
 - The loss of stability that occurs if deck enclosures or bins suddenly fill with water.
 - Modifications to a vessel may be detrimental to its stability. The vessel's statical stability should have been calculated after such alterations.
 - The movement of weights within the vessel including people.
- 2.4 Skippers should be aware that:
- All bars have areas of broken water containing air, which can severely reduce the stability and handling of a vessel;
 - In marginal conditions, night time crossings are more hazardous; and
 - Vessels attempting to cross a bar at or near low water are more likely to experience adverse conditions than at high water.

3.0 PRUDENT PRACTICE

- 3.1 Effective communications must be established before attempting a crossing between the skipper and the Harbourmaster or if unavailable, another responsible person.
- 3.2 All skippers operating to and from bar harbours should obtain relevant up to date information and a weather report pertinent to the area before crossing the bar, and take into account that information.
- 3.3 Stay at a safe distance offshore until a report on the prevailing bar conditions has been obtained from the Harbourmaster or, if unavailable, another responsible person inside the harbour. If in doubt "STAY OUT".
- 3.4 Skippers should ensure that all deck openings, hatches and doors are securely battened down or closed, particularly off-centre line hatchways. Freeing ports should be checked that they are clear and operating. Loose gear on deck including ice-slurry bins and their lids should be secured.
- 3.5 Before crossing any bar entrance, skippers should ensure that everyone on board is awake and dressed.
- 3.6 Ensure lifesaving equipment is easily accessible and ready for immediate use. Every person should wear a Personal Flotation Device (PFD) of an appropriate size, particularly children. There are many approved inflatable lifejackets that are easy and comfortable to wear.
- 3.7 Approaches should be made at a moderate speed in order that a skipper might increase or slacken speed in order to steer out of trouble.
- 3.8 A lookout watching astern should be posted to keep the helmsman informed of the approach of dangerous building swells.
- 3.9 In the interests of safety and manoeuvrability the skipper should ensure the preceding vessel is well clear of the bar before proceeding.
- 3.10 Once across the bar, the skipper should confirm successful crossing with the Harbourmaster or, if unavailable, another responsible person. A "responsible person" is a person with relevant experience and/or expertise, in whom the skipper has confidence, who is accountable for the provision of advice regarding local bar conditions and/or prudent practice to skippers intending to cross the bar.

IT IS ULTIMATELY THE SKIPPER'S RESPONSIBILITY TO DETERMINE WHETHER OR NOT TO CROSS A BAR

17.2 Boat Notice - 15/1995 November: Stability of fishing boats and other small vessels carrying cargo or passengers

A number of vessels have capsized and foundered with loss of life due to loss of stability. Loss of stability occurs for a number of reasons and in a variety of circumstances:

- Bad distribution of weight resulting in a vessel becoming top-heavy, e.g. large quantities of fish, Cray pots or cargo being stowed on deck, with little or no weight stowed below.
- The creation of a capsizing moment by attempting to clear crayfish pots and nets by hauling with the lifting gear.
- Use of the vessel's lifting gear for purposes other than those for which it was designed, e.g. swinging heavy weights over the side causing excessive heeling and possible capsize of the vessel.
- Water finding its way into the vessel or water being unable to escape from the deck.
- Partially filled fuel and water tanks, particularly in vessels with tanks extending from side to side.
- Overloading which reduces the vessel's reserve buoyancy and seriously affects stability.

The following points should be remembered to ensure the stability of your vessel:

1. Fishing gear, spare gear and any heavy weights including cargo should be properly stowed and secured. They should be placed as low down in the boat as possible and stowed uniformly about the centre line. On all occasions deck loads of fish should be kept as small as possible. The greatest possible amount of fish should be stowed in the hold or freezer to maintain a low centre of gravity.
2. Particular care should be taken when hauling catches and recovering heavy gear or when the trawl catches on an obstruction, as this may have an adverse effect on stability. Heavy weights suspended from lifting gear at sea should be secured to prevent them swinging from side to side.
3. Be careful when filling tanks at sea because slack tanks cause a rapid loss of stability. At any one time keep the number of partially filled tanks to a minimum, the aim being to have as many tanks as possible either completely full or empty. When the main deck is prepared for carrying a deck load by division with pond boards, there must be slots between them to allow easy flow of water to the freeing ports. Freeing ports provided with closing appliances should always be capable of functioning and should never be bolted or blocked off. Ensure that all portable divisions in the hold are in place before loading fish in bulk. Any fish on deck must be restrained from moving and arranged so that it does not cause the vessel to list.
4. In all conditions of loading, ensure that your boat has adequate freeboard (distance from main deck to water level). Make sure your boat is not overloaded with fish, cargo and/or passengers beyond the certified limits. This may seriously reduce your freeboard which, in turn, can mean more water on deck in the event of bad weather.
5. All doorways, hatchways, ports and other openings through which water can enter the hull or deckhouses must be properly closed while the boat is at sea and particularly in adverse weather conditions and all appliances for ensuring water tightness must be maintained in good condition.
6. In the case of fishing vessels, hatch covers, doors and any ports should be kept properly closed when not in use during fishing.
7. During bad weather, secure all closing devices on vent pipes to fuel tanks and to spaces below the main deck.
8. If excessive or unusual heeling or yawing occurs, reduce speed and head into the sea as a first precaution.
9. Reliance on automatic or fixed steering is dangerous as this prevents speedy manoeuvring which may be required in bad weather.

10. Do not add top weight to your boat, e.g. by extending the size of the cabin or deckhouse or fitting additional deck machinery without ensuring that this will not adversely affect the stability of the vessel.
11. Do not remove any permanent ballast from your boat or any substantial weights fitted low down in the boat without seeking advice on the effect it will have on your vessel's stability.

Detecting a Stability Problem

Lack of stability may first be detected by unusually heavy rolling, the slowness of the vessel's roll, a tendency to list either with wind or wave motion, the deck edge regularly submerging in a seaway and a reluctance to come back to an upright position after applying helm.

A naval architect, professional boat builder or a surveyor of ships should be consulted whenever substantial alterations to a boat are contemplated or if there are any doubts regarding a vessel's stability characteristics.

Under section 131 of the Maritime Transport Act, every person who intends to carry out any major alteration to their vessel shall apply to the Director of the Maritime Safety Authority for approval for the work to be carried out.

18. 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	- Advice of potential risk in related maritime publications and notices to users. - If depth under 2m, 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	- Advice of potential risk in related maritime publications and notices to users. - If depth under 2m, 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			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	High	Grey River and associated whitebait spawning habitats		
	Rough sea conditions at entrance makes entry potentially difficult if not dangerous		Loss of life	Possible	High	Vessels approaching Vessels departing Crew and passengers	- Advice of potential risk in related maritime publications and notices to users. - If depth under 2m, advice to all possible users with copy to LINZ. - Full risk information in user information packs - Radio contact available between 0730-1600 hours on weekdays and otherwise by cellphone	- Advice of potential risk in related maritime publications and notices to users. - If depth under 2m, advice to LINZ. - Full information in user information packs - Radio contact available between 0730-1600 hours on weekdays and otherwise by cellphone.
			Loss of property	Possible	High			
			Wreck blocking Port entrance	Unlikely	Moderate/Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	High	Grey River and associated ecosystems		
	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	- Advice on potential risk in related maritime publications and notices to users. - Full information in user information packs - Radio contact available between 0730-1600 hours on weekdays and otherwise by cellphone	- Advice on potential risk in related maritime publications and notices to users. - Full information in user information packs - Radio contact available between 0730-1600 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	- Advice on potential risk in related maritime publications and notices to users. - Full information in user information packs. - Radio contact available between 0730-1600 hours on weekdays and otherwise by	- Advice on potential risk in related maritime publications and notices to users. - Full information in user information packs. - Radio contact available between 0730-1600 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		- Cellphone. - Vessel access and egress at high tide only. - Sounding information available to users and MNZ.	- 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	Possible	High	Vessels approaching Vessels departing Crew and passengers	- Advice of potential risk in related maritime publications and notices to users. - If depth under 2m, advice to all possible users with copy to LINZ. - Full risk information in user information packs - Radio contact available between 0730-1600 hours on weekdays and otherwise by cellphone	- Advice of potential risk in related maritime publications and notices to users. - If depth under 2m, advice to LINZ. - Full information in user information packs - Radio contact available between 0730-1600 hours on weekdays and otherwise by cellphone
			Loss of property	Possible	High			
			Wreck blocking Port entrance	Unlikely	Moderate/Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	High	Grey River and associated ecosystems		
River Channel between Breakwaters and Lagoon entrance	Vessels breaking away from moorings	Surges	Damage to vessels	Possible	High	Vessels berthed in port	Advice on potential risk in related maritime publications and notices to users.	Advice on potential risk in related maritime publications and notices to users.
			Potential of vessels sinking	Possible	High			
			Loss of income to ship owners	Unlikely	Moderate/Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	High			
	Damage to vessels approaching or leaving port	Fast moving "objects" in water capable of damaging vessels in high river conditions.	Damage to vessels	Possible	Moderate/Low	Vessels approaching Vessels departing	- Advice on potential risk in related maritime publications and notices to users. - Full information in user information packs. - Radio contact available between 0730-1600 hours on weekdays and otherwise by cellphone.	- Advice on potential risk in related maritime publications and notices to users. - Full information in user information packs. - Radio contact available between 0730-1600 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			
		Depth constraints (northern side of the river)	Damage to vessels	Possible	Moderate/Low	Vessels approaching Vessels departing	- 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.	- 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.
			Potential of vessels sinking	Possible	Low			
			Loss of income to ship owners	Possible	Low Moderate			
			Legal action against Council	Possible	Moderate			
			Oil spill					

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	Possible	Moderate/Low	Vessels entering Vessels departing	Dredging is undertaken at regular intervals (own dredge has been used since 2021).	- 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.
			Potential of vessels sinking	Possible	Low			
			Loss of income to ship owners	Possible	Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			
		Depth constraints for channels and turning area	Damage to vessels	Possible	Moderate/Low	Vessels entering Vessels departing Vessels maneuvering	- Higher activity channels and turning area dredged to 4m since 2021 (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.	- 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.
			Potential of vessels sinking	Possible	Low			
			Loss of income to ship owners	Possible	Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			
		Width constraints for channels and turning area	Damage to vessels	Possible	Moderate/Low	Vessels moving	- Higher activity channels dredged to 40m wide with others to 25m 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.	- 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.
			Potential of vessels sinking	Possible	Low			
			Loss of income to ship owners	Possible	Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			
		Depth constraints at berths	Damage to vessels	Possible	Moderate/Low	Berthed vessels	Advice on potential risk in related maritime publications and notices to users.	Advice on risk in related maritime publications and notices to users.
			Loss of income to ship	Possible	Low			

LOCATION	HAZARD SCENARIO/EVENT	CAUSES	CONSEQUENCE	FREQUENCY/ LIKELIHOOD	RISK LEVEL	TO WHOM	ACTION TAKEN	
							SHORT TERM	FUTURE
			owners				Regular depth sounding to improve quality of information.	- Regular depth sounding to improve quality of information. - Advice at the time of berthing
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			
		Depth constraints for channel leading up to Slipway	Damage to vessels	Possible	High	Vessels moving to and from Slip	- Channel dredged to 4m and 20m wide since 2021. - Advice in related maritime publications and notices to users. - Regular depth sounding to improve quality of information. - Vessel movement at high tide only.	- 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
			Loss of income to ship owners	Possible	Moderate			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			
		Confined lagoon area	Loss of income to ship owners	Possible	Low	Vessels moving	- Larger area dredged to 4m ongoing since 2021. - Bylaw expectation for Masters to be safe.	Bylaw expectation for Masters to be safe.
			Legal action against Council	Possible	Low			
			Oil spill	Possible	Low			
				Possible	Low			
River channel from Lagoon entrance to Cobden overbridge	Damage to vessels	Surge	Damage to vessels	Possible	Moderate/Low	Vessels entering Vessels departing	- 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.	- 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.
			Potential of vessels sinking	Possible	Low			
			Loss of income to ship owners	Possible	Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			
		Depth constraints for channels and turning area	Damage to vessels	Possible	Moderate/Low	Vessels entering Vessels departing Vessels maneuvering	- Higher activity channels and turning area dredged to 4m ongoing since 2021 (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.	- 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.
			Potential of vessels sinking	Possible	Low			
			Loss of income to ship owners	Possible	Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			
		Width constraints for	Damage to vessels	Possible	Moderate/Low	Vessels moving	Higher activity channels	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	Possible	Low		dredged to 40m wide with others to 25m 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.
			Loss of income to ship owners	Possible	Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			
		Depth constraints at berths	Damage to vessels	Possible	Moderate/Low	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.
			Loss of income to ship owners	Possible	Low			
			Legal action against Council	Possible	Moderate			
			Oil spill	Possible	Moderate			

LEGEND:
Low
Moderate
High

Less than a 10% likelihood
 Less than a 40% likelihood
 More than a 50% likelihood