

Port of Greymouth Information Guide for Vessels Using the Port

Updated October 2017

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.

Copies of this Guide, Updated Navigation Safety Warnings and Port Status Information should be obtained before entering the Port, by request (see contact details below) or from the following website: www.greydc.govt.nz/port.

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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Attachments

1.	<i>Marine Notice - Boats - 10/2001 November: National Code of Practice for Bar Crossings..</i>	18
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1. Port of Greymouth - Harbour Limits and Navigation Safety Authority

- 1.1 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.
- 1.2 The Navigation Safety Authority for the Port and the owner of the Port is the Grey District Council.
- 1.3 A statutory Harbour Master has not been appointed by the Harbour Authority. In the absence of a Harbour Master, Port staff can provide advisory services to vessels (see Section 10). Other responsible persons, as defined in the National Code of Practice for Bar Crossings, may be available on enquiry.

2. Chart

- 2.1 Royal New Zealand Navy Hydrographic Office Chart NZ 7142 "Greymouth Harbour and Approaches, 1994" details the Port, including the boundaries of the harbour district, beacons, transit beacon diagram, meaning of the "Blue Light", breakwaters, wharves, berthages.

3. New Zealand Pilot

- 3.1 Some details for Greymouth are given in the Fourteenth Edition of the New Zealand Pilot, published 1985, on pages 155 to 157. Supplement No. 5 of the Fourteenth Edition of the New Zealand Pilot, corrected to 15 October 1998, updates information for Greymouth, including the meaning of the "Blue Light" indicating entrance conditions.
- 3.2 This information guide updates some parts of the New Zealand Pilot.

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.

Daylight Use

- 6.2 **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.
- 6.3 **Put simply, 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.

Use in Darkness

6.4 **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

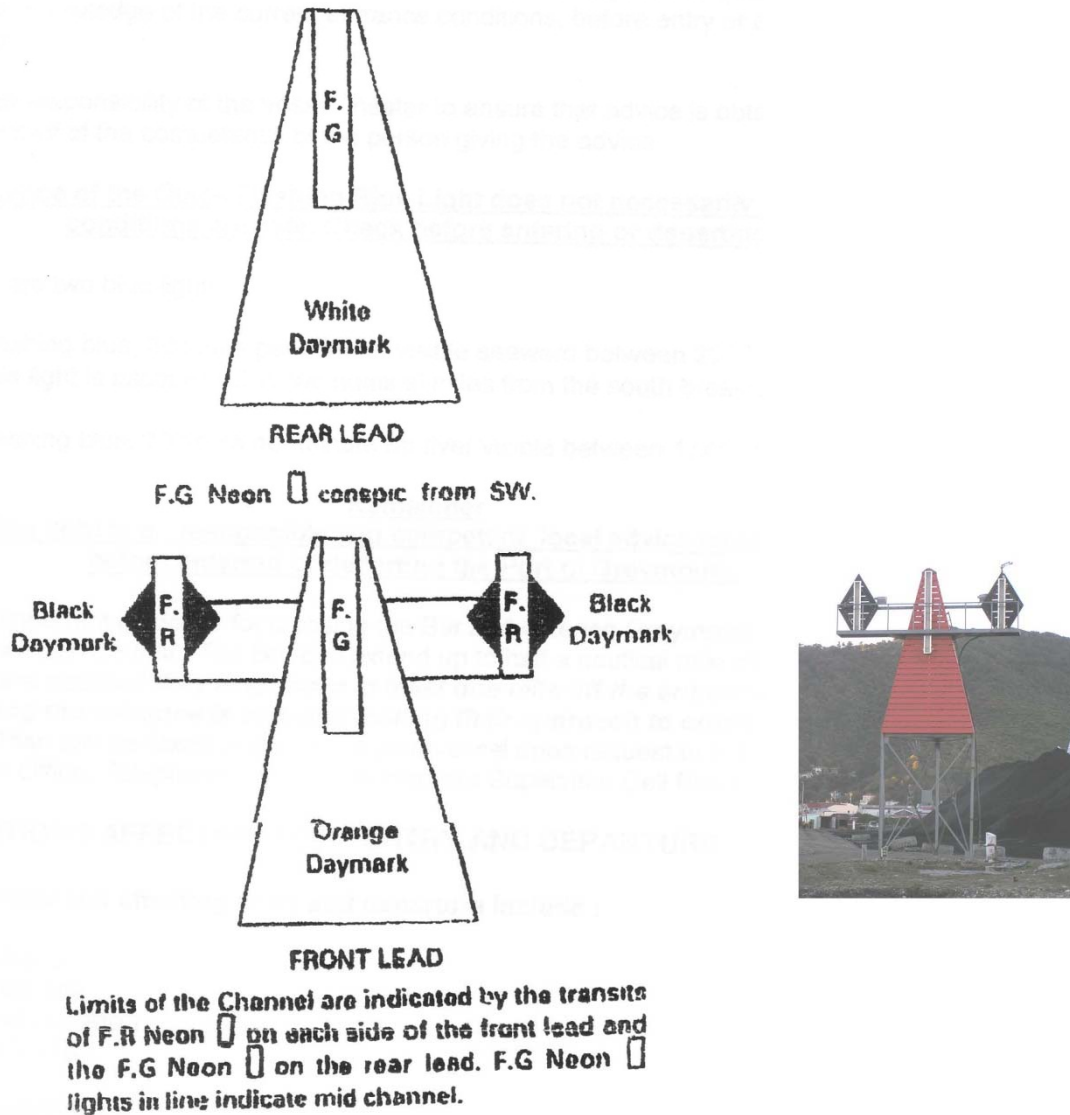
6.5 **Put simply, in hours of darkness:**

- (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.

6.6 Stay on the leads until opposite the lagoon entrance.

Diagram of Transit Beacons & How to Use Them

MAIN LEADS TO GREYMOUTH



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.
- Radio and telephone contact details are given in Section 10.
- 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. Blue Light - Bar Dangerous - Competent Advice Required

- 8.1 A Quick Flashing Blue Light may be shown from the signal mast on the south breakwater to warn that the bar is considered dangerous to cross. If the light is flashing it means that advice on conditions must be obtained from a responsible qualified person on shore, with knowledge of the current entrance conditions, before entry or departure is attempted.
- 8.2 It is the responsibility of the vessel master to ensure that advice is obtained, and to assure himself of the competency of the person giving the advice.

Absence of the Quick Flashing Blue Light does not necessarily mean that conditions are safe. Check before entering or departing.

- 8.3 There are two blue lights:
- Flashing blue, 30 times per minute, visible seaward between 220° and 307°. This light is usually visible two nautical miles from the south breakwater.
 - Flashing blue, 70 times per minute, up river visible between 174° and 085°.

**Remember:
If the blue light is on, responsible and competent local advice must be obtained before entering or departing the Port of Greymouth.**

The most important guideline for crossing the Bar and entering Greymouth is to obtain qualified local advice first. The Bar can extend up to half a nautical mile off the entrance.

Mariners are advised they must keep at least one mile off the entrance until ascertaining the entrance is safe and making their approach to cross the Bar.

The latest Bar Sounding can be emailed or posted upon request to the Port of Greymouth Office.

9. Conditions Affecting Port Entry and Departure

- 9.1 The conditions affecting entry and departure include:

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

9.2 Bar Conditions

Attention is drawn to the following (refer page 18):

- **Marine Notice - Boats - 10/2001 November – National Code of Practice for Bar Crossings**

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.

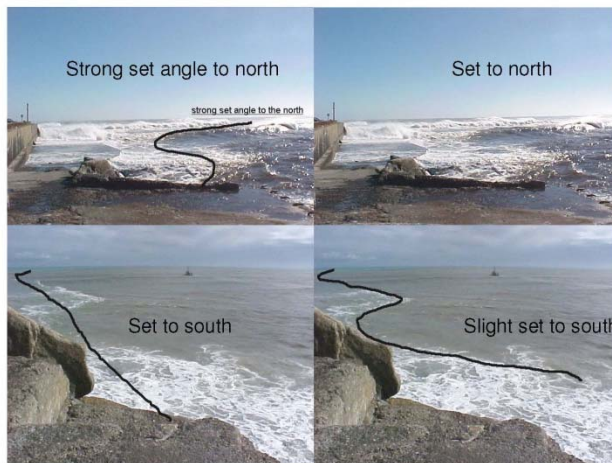
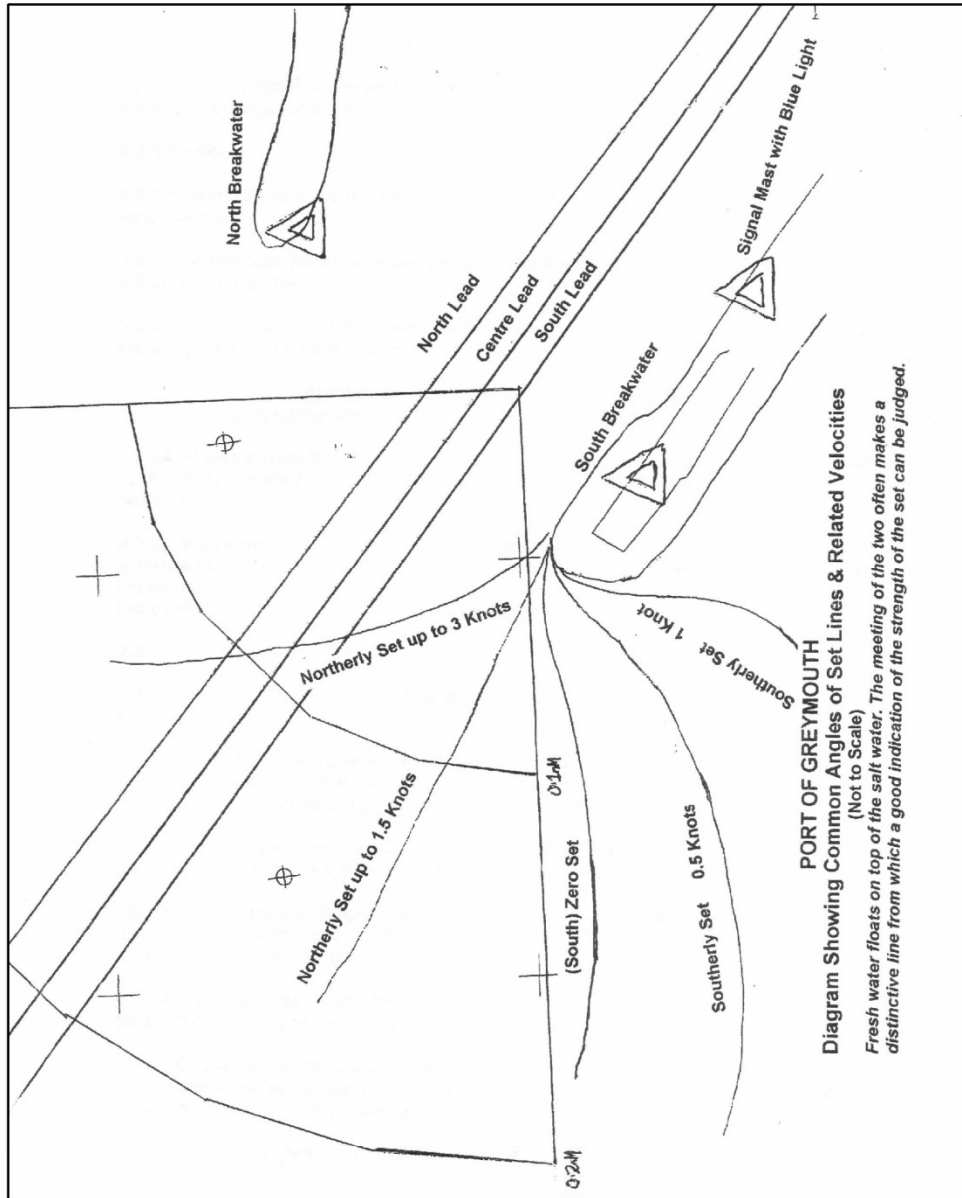
9.2.1 Run in the River

- 9.2.1 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.
- 9.2.2 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.

9.2.2 Set

- 9.2.2.1 The current across the entrance is called **set**.
- 9.2.2.2 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.
- 9.2.2.3 Set strength is generally described as slight, moderate, strong, or very strong. If it is very strong (4 knots), crossing is ill-advised.
- 9.2.2.4 Sometimes you can have different sets, e.g. a northerly set at 5 cables off the breakwater and then a southerly set close in.
- 9.2.2.5 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.

Diagram and Photos Showing Common Angles of Set Lines & Related Velocities



- 9.2.2.6 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.
- 9.2.2.7 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.
- 9.2.2.8 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.
- 9.2.2.9 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.

9.2.3 Swell

- 9.2.3.1 Swell direction is described by the direction the swell comes from, the same as for wind direction.
- 9.2.3.2 Greymouth Harbour entrance faces Northwest. Generally a sou'westerly swell will affect the Bar the most.
- 9.2.3.3 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.**

- 9.2.3.4 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.
- 9.2.3.5 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.

9.2.4 Available Depth

- 9.2.4.1 The available depth of water is important, both for under-keel clearance and for the effect on swell and set.
- 9.2.4.2 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.
- 9.2.4.3 The Bar is sounded regularly to cater for deeper draught shipping. The sounding policy is to sound, subject to weather and sea conditions:
- (a) Before the arrival of deeper draught (over 3.5 metres) vessels, when sufficient notice of arrival is given.

- (b) In consultation with local Port users.
 - (c) At least once every six to eight weeks.
- 9.2.4.4 In practice this means the bar is sounded every six to eight weeks. Check the date of the sounding before using the plan.
- 9.2.4.5 Copies of Bar Soundings are available for inspection at the Port of Greymouth Office, Talleys and Westfleet at Greymouth and on the website, www.greycdc.govt.nz/port, or can be emailed on request.
- 9.2.4.6 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.
- 9.2.4.7 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.

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.

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

9.2.4.8 The predicted or actual height of tide above datum can be obtained by contacting the Port Office.

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

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

9.2.4.11 Navigation Safety Warnings for Shallow Bar Depths

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) Activation of the Blue Bar Warning Light.
- (b) Broadcast on Greymouth Maritime Radio scheduled Maritime Safety Broadcasts. (See page 222 of the NZ Nautical Almanac 2008/9 for times.)
- (c) Publication in Land Information New Zealand's fortnightly NZ Notices to Mariners.
- (d) Publication on website: www.greycdc.govt.nz/port.

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.

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.*

9.2.5 Breaking Seas

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

River Conditions

9.3.1 As mentioned in Paragraph 9.2.1.1, the run in the river can exceed 10 knots. When the river is in flood it can also carry debris including large logs.

9.3.2 Information on river flood conditions can be obtained from the Port Office and also the West Coast Regional Council Flood Information Line on Telephone 0832 25494 and the Regional Council web site: www.wcrc.govt.nz.

Vessel Configuration

- 9.4.1 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.
- 9.4.2 Generally lighter and lower powered vessels are more vulnerable to swell and breaking waves.
- 9.4.3 **Stability of vessels is extremely important and attention is drawn to the following notices (refer page 20 onwards):**
 - (a) **Marine Notice Boats - 15/1995 November: Stability of Fishing Boats and Other Small Vessels Carrying Cargo or Passengers.**
 - (b) **Marine Notice, Boats - 9/1996 June: Stability of Fishing Boats.**
- 9.4.4 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.

Other Port Traffic

9.5.1 Awareness of Other Port Traffic

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.

9.5.2 Traffic Management Procedures

9.5.2.1 All vessels must have regard to:

- (a) **Regulation 36 of the General Harbour (Nautical and Miscellaneous) Regulations 1968; "Vessel not to cross bar in certain circumstances - No master of any power-driven vessel shall attempt to cross any bar, or**

negotiate any entrance to a breakwater harbour which has a confined channel, at a time when another vessel, or a vessel having another vessel in tow, is passing over the bar or through the entrance, as the case may be."

- (b) **Maritime Rule No. 22, Collision Prevention, which requires power vessels approaching each other head on to alter course to starboard.**

9.5.2.2 **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.

9.5.2.3 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.

9.5.2.4 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.

9.5.2.5 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.

9.5.2.6 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.

10. Shallow Entrance to Erua Moana Lagoon

10.1 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.

10.2 The lagoon contains the main fishing vessel discharge wharves, fishing and recreational vessel berthages, and slipway.

10.3 The entrance to the lagoon tends to shoal severely on the west side and in the centre.

- 10.4 Vessels are advised to keep as close as possible to the East Side of the Channel, adjacent to Martins Quay Wharf.

11. Advisory Services to Vessels

- 11.1 Port of Greymouth does not have a statutory Harbourmaster with powers of direction. This may change.

- 11.2 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; e-mail port@greydc.govt.nz.
- (b) **Port Team Leader:** Franco Horridge, 027 569 6699;
Email franco.horridge@greydc.govt.nz
- (c) **Out of hours:** 03 768 5666, and you will be automatically transferred to the on-call staff member
- (b) **Radio:** VHF Channel 16 (Call up), Channel 14 (Working Channel and Vessel Traffic Control / Advice).

- 11.3 The West Coast Fishing Association operates a radio schedule via Hokitika Radio (phone (03) 755 6890) as follows:

<i>Frequencies</i>	<i>Hours</i>
Ch 63	0730-0800, 1930-2000

12. Fishing Vessel Wharves, Berthing & Mooring

- 12.1 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.

- 12.2 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.

- 12.3 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 Manager, 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 his 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

14. Richmond Quay Cargo Wharf and Passenger Landing

- 14.1 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.
- 14.2 A separate Operational and Health and Safety Plan applies at this wharf, and this can be obtained from the Port Office.

15. Duties under “The Health & Safety in Employment Act 1992”

15.1 Vessel Operators using the Port of Greymouth have duties under the Health and Safety in Employment Act as employers, self-employed people and visitors to the port.

15.2 Once a person begins work in an area, that person becomes the 'person with control of that place of work'. Therefore:

1. Anyone who employs staff and uses the port has the obligations to:
 - Take all practicable steps to ensure the safety of employees while at work
 - Take all practicable steps to ensure the safety of people in or near the place of work.
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.

15.3 Port of Greymouth Management advises Vessel Operators to be aware of their duties under the Health and Safety in employment Act.

If you require further information, please contact OSH - Christchurch (03) 365 2600, PO Box 22 165, Christchurch.

16. Waste Oil, Refuelling and Marine Oil Spill Procedures

Unauthorised waste oil dumping is an offence!

- Rubbish bins are provided at the wharf for normal refuse. No oil or oil contaminated items are to be dumped into these bins.
- **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. 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.
- Observe **Fire Safety** precautions at all times.

Refuelling

- **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.
- **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.

Marine Oil Spill Procedures

- **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.**
- **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 (03) 769 9090. The West Coast Regional Council will then organise a response.**
- 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.

Attachments

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 static 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 SKIPPERS RESPONSIBILITY TO DETERMINE WHETHER OR NOT TO CROSS A BAR

2. Boat Notice - 15/1995 November: Stability of Fishing Boats and Other Small Vessels Carrying Cargo or Passengers

A number of vessels have recently 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.

3. Boat Notice - 8/1996 May: Stability of Fishing Boats

In the last 12 months, a total of thirteen fishing boats of less than 24 metres in length have capsized or foundered. The Maritime Safety Authority considers that the majority of these accidents could have been avoided had the Skippers been more aware of the stability characteristics of their boats.

A recent investigation by the MSA into the loss of a 21 metre trawler contained many of the factors which are increasingly of concern to the Authority.

The particular accident resulted in the capsizing, in Cook Strait, of a trawler fishing for hoki. The factors which contributed to this accident were found to be:

1. The amount of fish that was loaded on the boat - approximately 54 tonnes.
2. The loss of stability due to:
 - o modifications made to the boat following her initial build;
 - o weight of fish on the deck and in the landed net at time of capsizing;
 - o partially full bunker oil tank beneath the freezer hold;
 - o fish stowed above the level of the top of the fish hold pound boards; and
 - o build-up of sea water on the deck of the boat prior to capsizing.
3. The Skipper's failure to recognise the danger posed by factors 1 and 2.
4. The failure of the owners of the boat to provide the Skipper with any information regarding the maximum quantity of fish that could safely be taken by the boat.

The Maritime Safety Authority concluded that the loss of the boat was caused by a combination of unapproved modifications increasing the top weight of the boat, overloading, carrying fish too high in the boat, and the Skipper's lack of knowledge of the stability characteristics of the boat. These combined factors resulted in the capsizing and loss of the boat in conditions which the boat should normally have been expected to weather.

The Maritime Safety Authority strongly advises owners and skippers of fishing boats of all sizes, and particularly those engaged in trawling, dredging, or purse seining, to make themselves more aware of the actual stability capability of their boats.

If stability information has been provided by the designer/builders it should be studied. If necessary, a qualified naval architect should be employed to present the data in a simplified format including a few basic criteria that can be displayed on the boat. For example:

- any condition of loading that should be avoided;
- maximum loadings or minimum acceptable freeboards;
- any tank(s) which, when slack, has significant effect on the stability.

Check that the stability information is up to date. If modifications have been made since the information was prepared for the newly built boat, the stability information must be amended to take these into account.

For many boats, no stability information has been prepared. In these cases the MSA recommends that the owner seek a qualified naval architect's advice as to the current stability characteristics of the boat. The naval architect should be able to advise on any inherent lack of stability and how this might be improved, limitations on loading, and undesirable load conditions.

The attention of Skippers is drawn to Marine Notice "Boat Notice - 15/1995 November" which contains very practical and simple advice on avoiding loss of stability when operating small boats.

Owners are reminded, once again, that it is an offence under the Maritime Transport Act 1994 for any alteration which affects a surveyed boat's stability to be carried out without notifying and obtaining the prior approval of the Director of Maritime Safety.