

# OTAGO LOWER HARBOUR PILOTAGE GUIDE



Revision 5 - March, 2016



# **Otago Harbour Pilotage Guide (Revision 5)**

Mar 2016

The **AIM** of this document is to provide information to the ship's Bridge Team to assist in constructing a **passage plan** into Port Otago.

Once the pilot is on board, he will conduct a **BRIEFING** with the bridge team. Using the Master/Pilot Information Exchange (MPIE) overleaf, the pilot will agree the passage plan with the bridge team.

Once the briefing is complete, the pilot will '**take the con**' of the ship. The ship's bridge team are required to continue their duties:

- maintain a proper lookout
- plot ship's positions on the chart
- assist the pilot by ensuring his helm and engine orders are correctly followed

All Port Otago pilots are trained in **Bridge Resource Management** (BRM). Clear communication is vital thus the language on the bridge must be in English using the 'closed-loop' system. If the helmsman or any member of the bridge team is unclear about the pilot's orders or intentions, the pilot will welcome such challenge.

The **helmsman** must be experienced and able to speak and understand English.

Both **anchors** must be available throughout the harbour area. If a ship loses steering or main engines, then every effort should be made to keep the vessel parallel to the channel. Please note that all vessels can experience squat and interaction effects due to the narrow channels and cross currents. If grounding, consider that the bow will suffer less damage than the stern due to rudder and propeller and/or azipods.

A good radar should be designated for the pilot's use: VRM set to 0.07 and a True Vector of 2 minutes. The pilot may also choose to deploy a PPU as an additional aid to navigation.

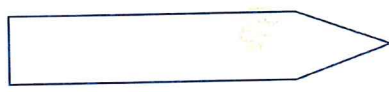
*Finally, this document is subject to regular review. The online edition may differ from your pilot's copy which will be the latest version.*



# Master/Pilot Information Exchange

15351

Point of Contact whilst in Port - **Port Otago Harbour Control – VHF Ch 14 or (03) 472 9882**

<b>Date</b> .....		<b>Weather</b>	
<b>Vessel</b> .....		Present Dir ..... kts .....	
<b>Move</b> <b>Arr</b> <b>Dep</b> <b>Shift</b>		Forecast Dir ..... kts .....	
<b>Berth</b> ..... <input type="checkbox"/> <b>P</b> <input type="checkbox"/> <b>S</b>		Visibility Min 0.75 M	
<b>Draughts</b> <b>For'd</b> <b>m</b> <b>Aft</b> <b>m</b>		Swell (Forecast) m	
<b>Last/Next Port</b> .....		<b>Predicted Tide</b>	
<b>Mooring Plan</b> .....		Time      Height	
<b>First/Last line Time</b> .....		Dunedin ..... 7	
<b>Vessel Elements</b>		Port Chalmers .....	
Pilot Card; <i>presented</i>		Flood/Ebb      Spring/Neap	
Any defects or special characteristics		<b>UKC Calculation</b>	
Engines; <i>tested astern, ahead</i>		Dredged depth m	
Gyro Error; .....		HoT @ ..... + m	
Thrusters; <i>available &amp; tested</i>		Total Depth = m	
Anchors; <i>ready &amp; manned</i>		Draught ~ m	
<b>Navigation Elements</b>		Static UKC = m	
Navigation intentions; <i>berth, courses, speeds, W/O pos'n, etc</i>		Static UKC Req'd = m	
Manoeuvre of V/I & Basin dimensions discussed		<b>NB. No allowance for Squat/Swell</b>	
Other V/L <i>movements</i>		<b>Towage</b>	
Critical areas of transit; <i>no go areas, interaction, squat, etc</i>		Taiaroa (68T) Otago (58T) Kapu (6T)	
<b>BRM Elements</b>		<b>Positions</b>	
Challenge and Response; <i>process Established</i>			
Responsibilities of Bridge Team defined; <i>OOW to monitor position, helm, telegraph, etc</i>		<b>NB.</b>	
Contingency planning		1. Tugs work on VHF Ch 12	
Designate Radar for Pilot's use.		2. Tugs lines used	
Portable Pilot Unit		3. Tug R/V point	
		4. Consider whether V/L's bitts match Tugs Bollard Pull	
		5. When letting go tug's line, lower line slowly under control	

**Despite the duties and obligations of a Pilot, the Pilot's presence on board does not relieve the Master or Officer in charge of the navigation watch from their duties and obligations for the safety of the vessel. The Bridge Team have a duty to support the Pilot and to ensure that his/her actions are monitored at all times**

Master/Pilot Information exchange Complete and Conduct of V/L transferred to Pilot – Time.....

MASTER (print).....PILOT (print).....

MASTER (sign)..... PILOT (sign).....

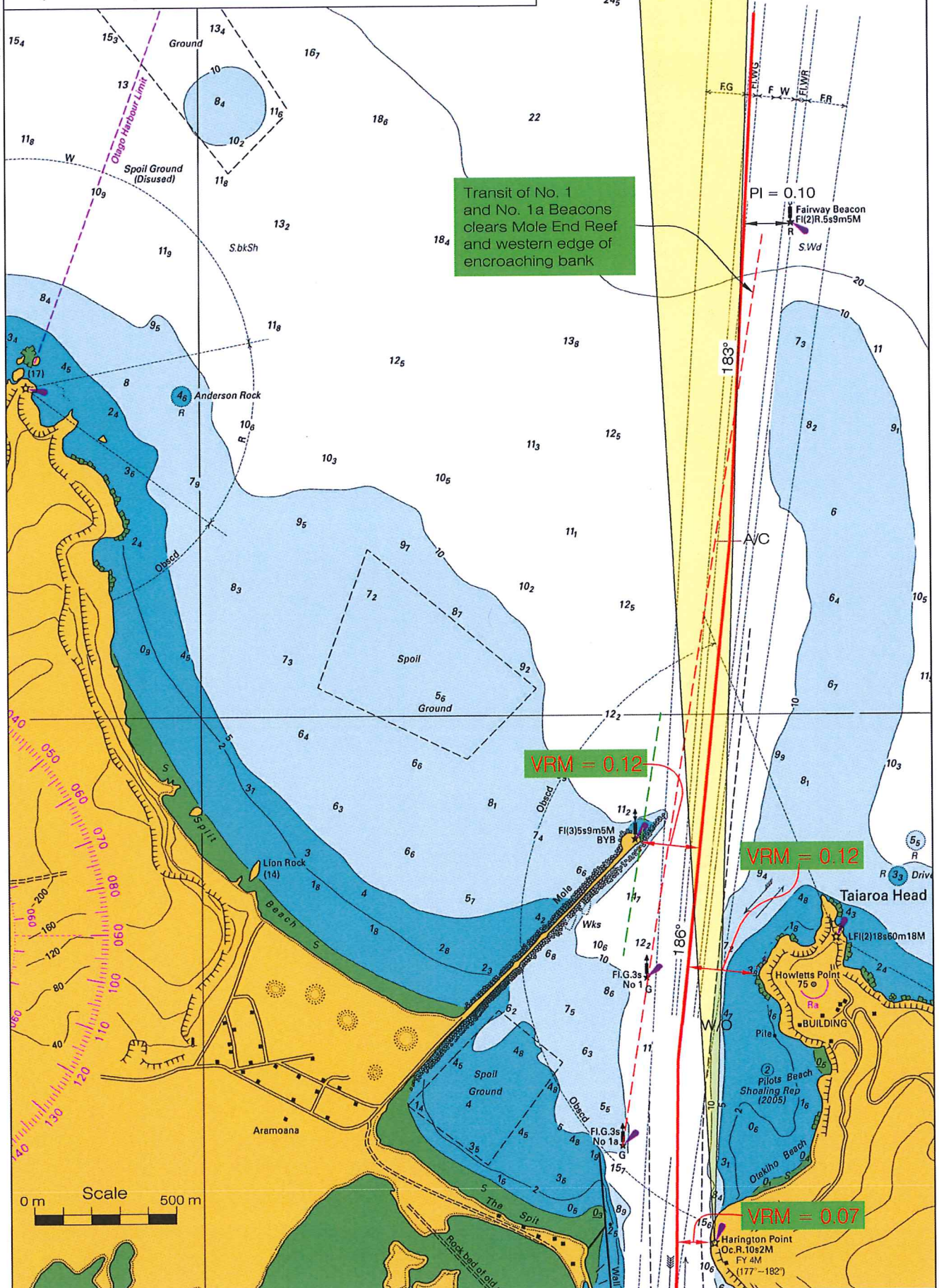


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Chart not to be used for navigation

Shipping Services 11134A7

# Temporary Recommended Route For Vessels > 12.0 m (Arrival)





# HARINGTON BEND Inward Passage

Note: Latest Channel  
Dredged Depth 13.5 m.  
Approaches Depth > 15.0 m

Max Speed L/H ~12 Kts

VRM = 0.12

VRM = 0.12

VRM = 0.07

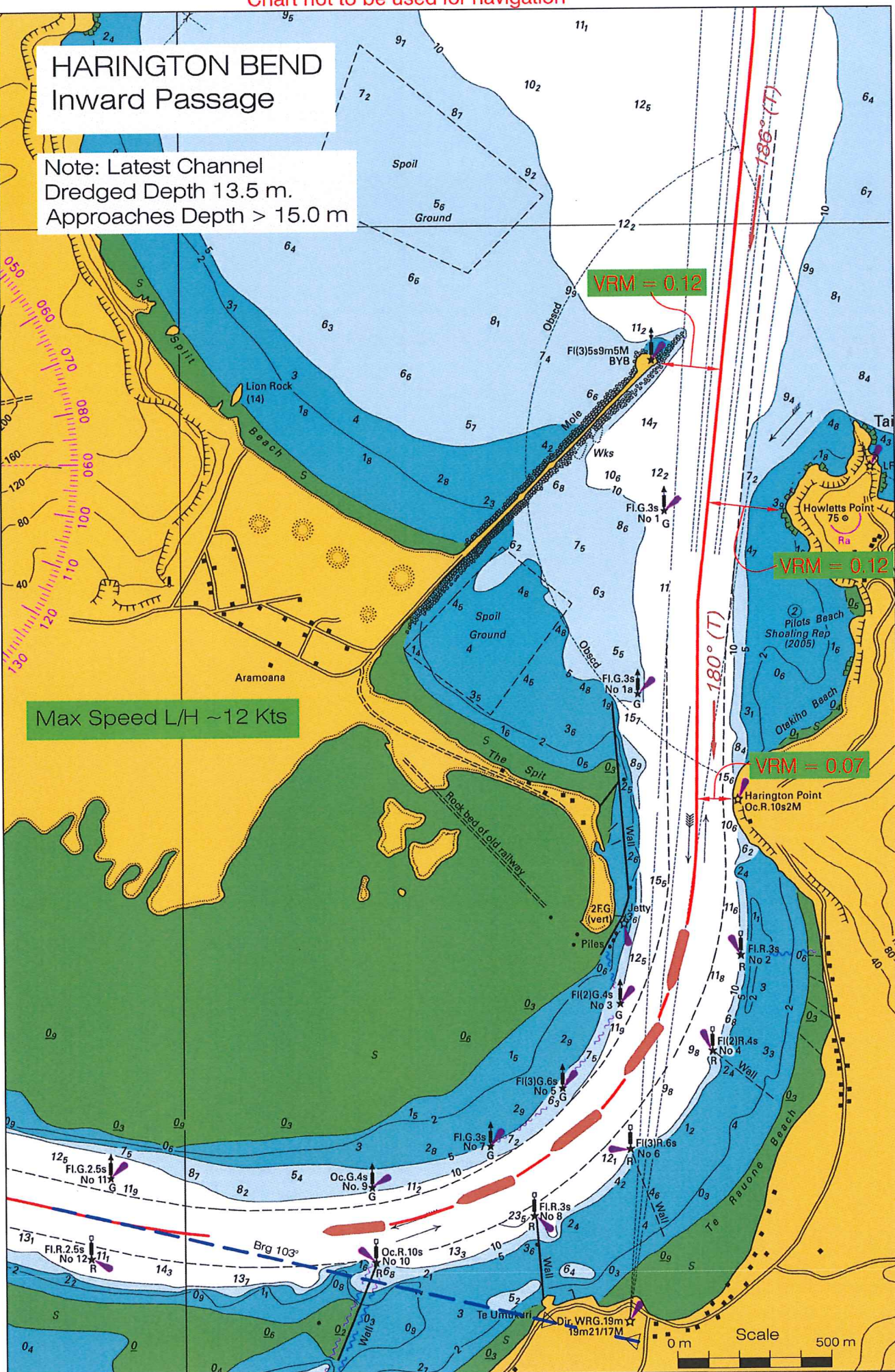




Chart not to be used for navigation

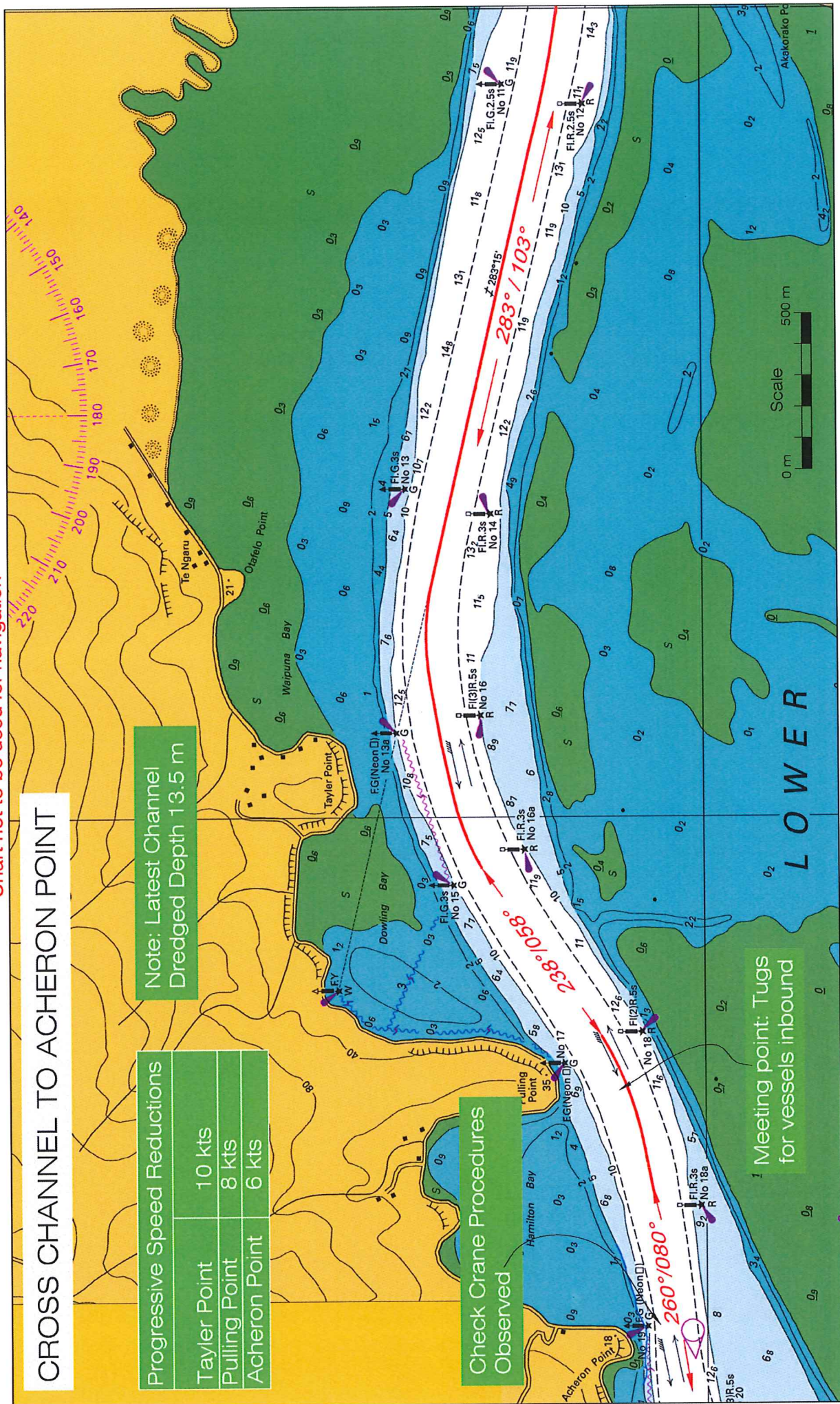
# CROSS CHANNEL TO ACHERON POINT

Progressive Speed Reductions	
Taylor Point	10 kts
Pulling Point	8 kts
Acheron Point	6 kts

Note: Latest Channel Dredged Depth 13.5 m

Check Crane Procedures Observed

Meeting point: Tugs for vessels inbound





Note: Latest Channel  
Dredged Depth 13.5 m.



Whistle signal  
in bound



**PORT CHALMERS**  
**Arrival**  
**Ebb-Tide Slew**  
 Max Rate 1.9 kts, HW+5  
 317m x 38m Ship

Note: Latest Channel  
 Dredged Depth 13.5 m.

The map shows the ship's path (No. 23 Transit) and various navigation aids (FG (Neon D), F.I.R. 3s, No. 24a, No. 25, No. 26, No. 27, No. 28, No. 29, No. 30, No. 31, No. 32, No. 33, No. 34, No. 35, No. 36, No. 37, No. 38, No. 39, No. 40, No. 41, No. 42, No. 43, No. 44, No. 45, No. 46, No. 47, No. 48, No. 49, No. 50, No. 51, No. 52, No. 53, No. 54, No. 55, No. 56, No. 57, No. 58, No. 59, No. 60, No. 61, No. 62, No. 63, No. 64, No. 65, No. 66, No. 67, No. 68, No. 69, No. 70, No. 71, No. 72, No. 73, No. 74, No. 75, No. 76, No. 77, No. 78, No. 79, No. 80, No. 81, No. 82, No. 83, No. 84, No. 85, No. 86, No. 87, No. 88, No. 89, No. 90, No. 91, No. 92, No. 93, No. 94, No. 95, No. 96, No. 97, No. 98, No. 99, No. 100, No. 101, No. 102, No. 103, No. 104, No. 105, No. 106, No. 107, No. 108, No. 109, No. 110, No. 111, No. 112, No. 113, No. 114, No. 115, No. 116, No. 117, No. 118, No. 119, No. 120, No. 121, No. 122, No. 123, No. 124, No. 125, No. 126, No. 127, No. 128, No. 129, No. 130, No. 131, No. 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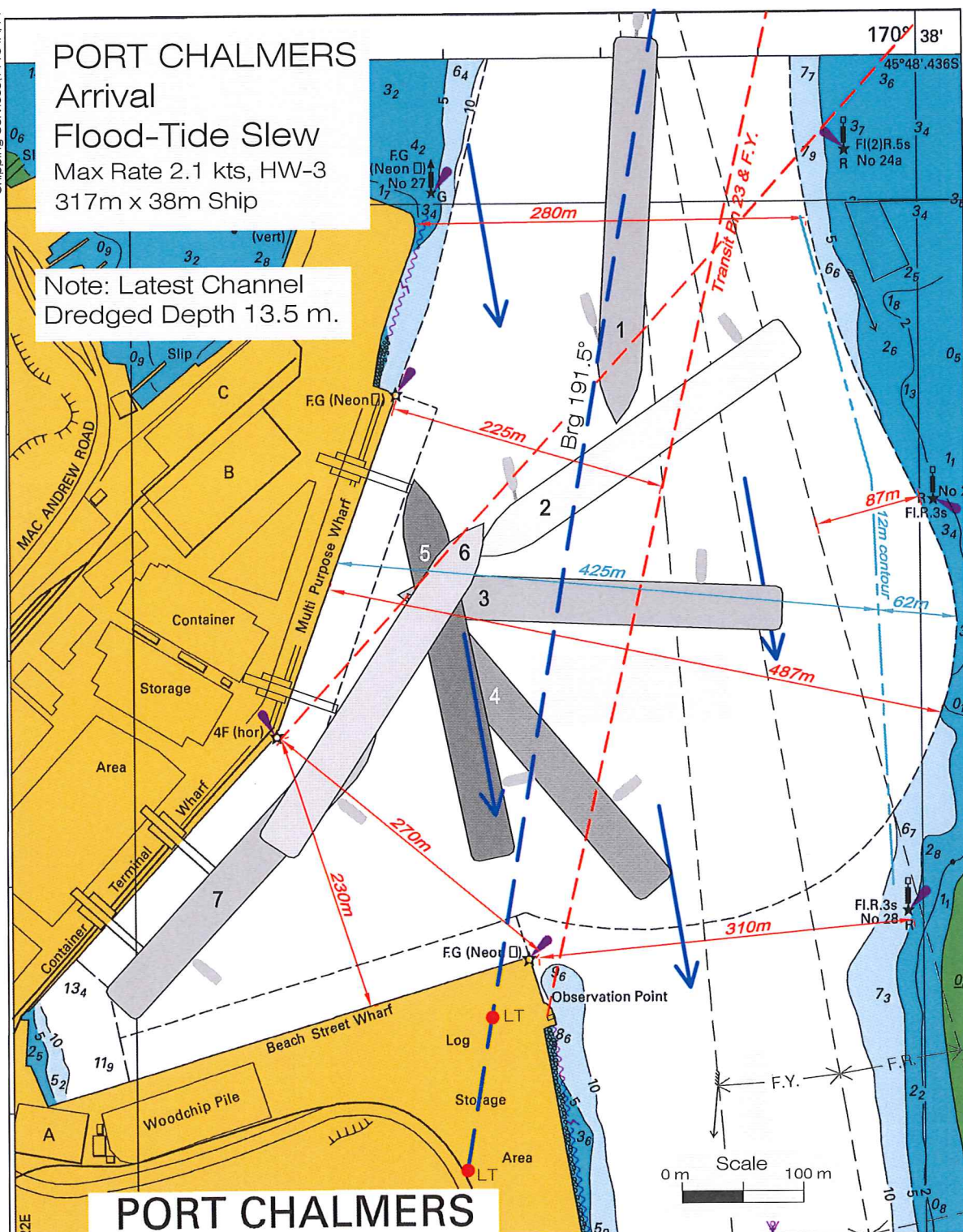
Chart not to be used for navigation

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# PORT CHALMERS Arrival

Flood-Tide Slew  
Max Rate 2.1 kts, HW-3  
317m x 38m Ship

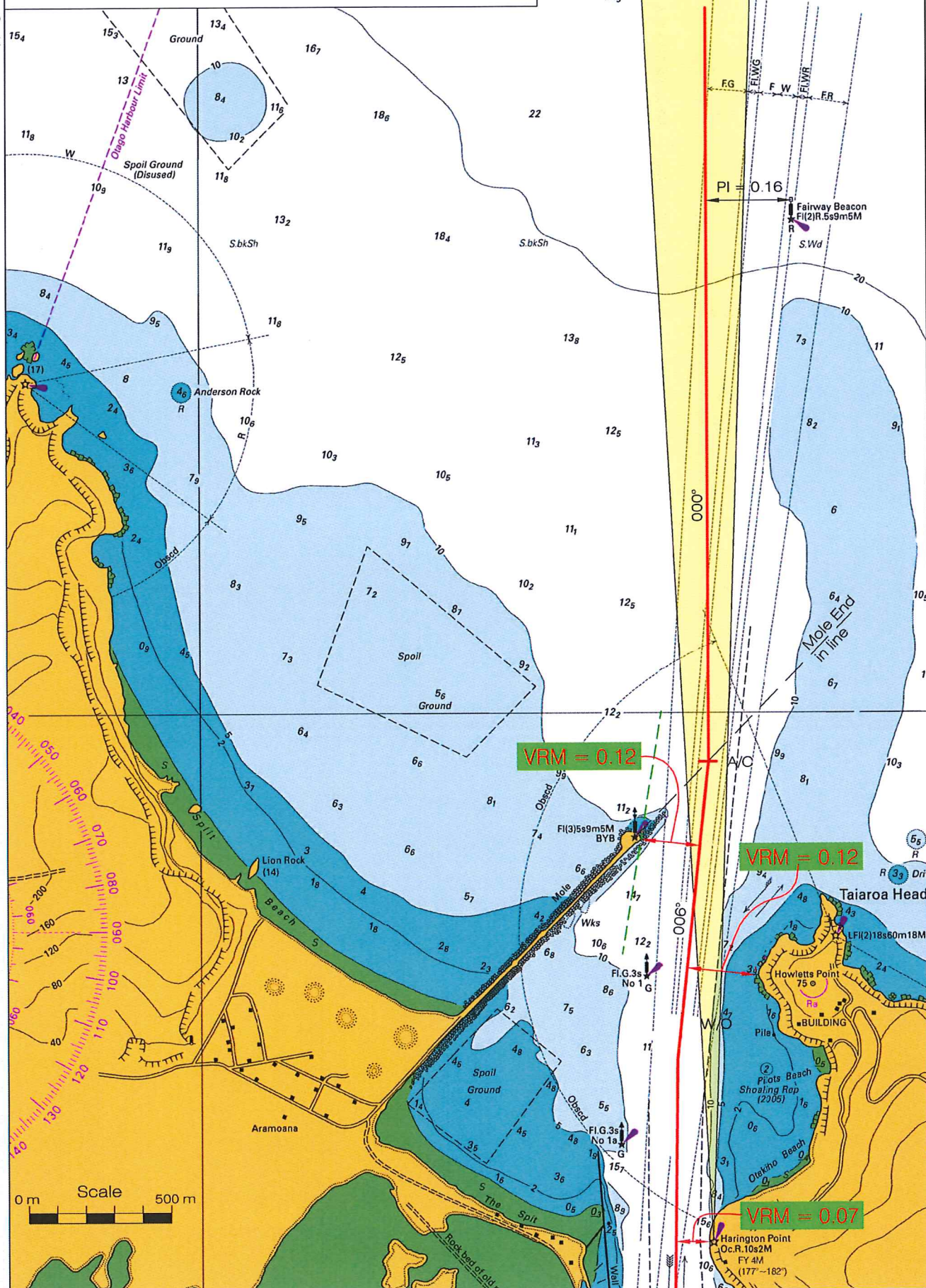
Note: Latest Channel  
Dredged Depth 13.5 m.



Revision 5 March 2016



# Temporary Recommended Route For Vessels > 12.0 m (Departure)



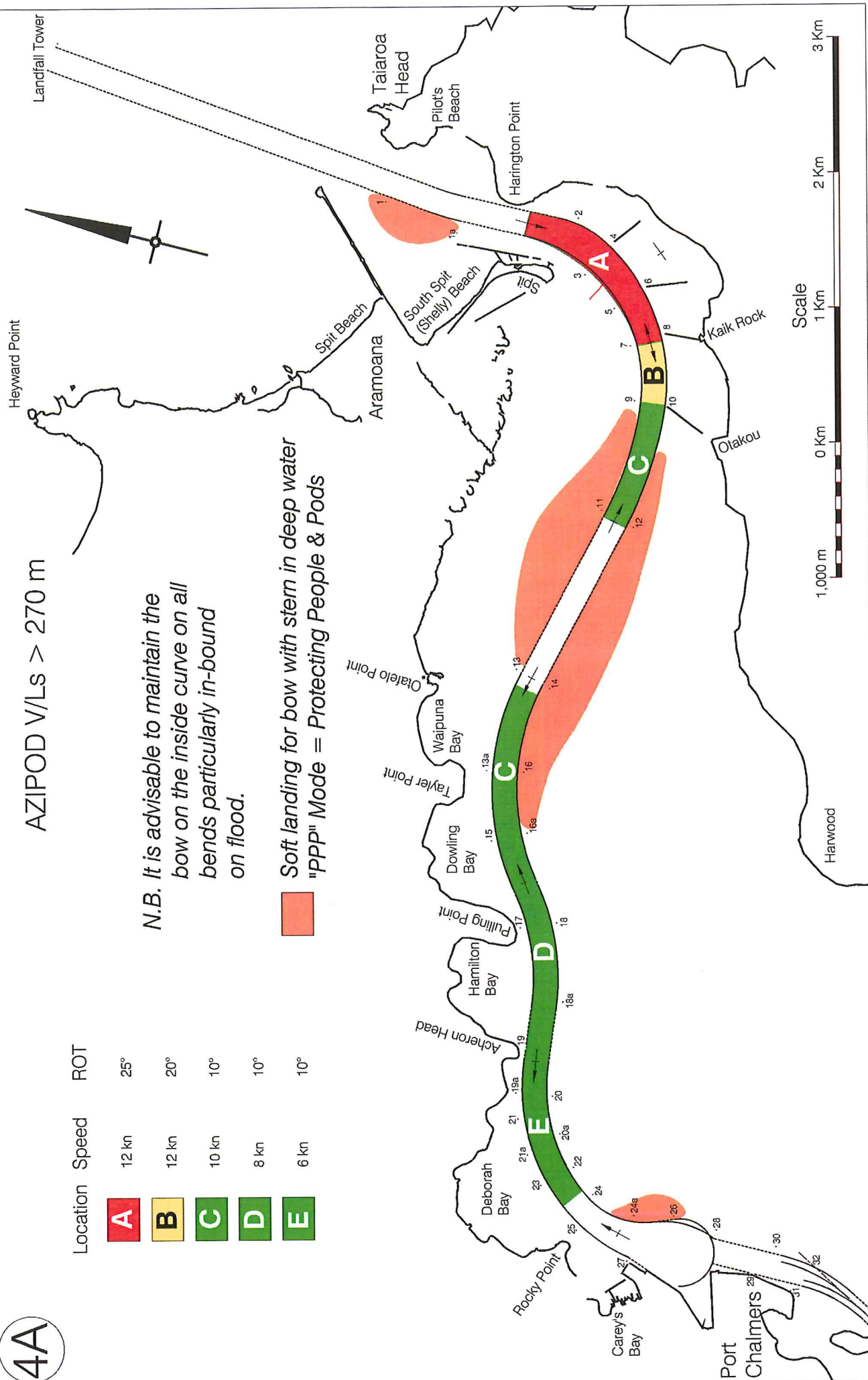


# AZIPOD V/Ls > 270 m

Location	Speed	ROT
<b>A</b>	12 kn	25°
<b>B</b>	12 kn	20°
<b>C</b>	10 kn	10°
<b>D</b>	8 kn	10°
<b>E</b>	6 kn	10°

N.B. It is advisable to maintain the bow on the inside curve on all bends particularly in-bound on flood.

Soft landing for bow with stern in deep water  
 "PPP" Mode = Protecting People & Pods





<b>Emergency Contact Numbers</b>		
Port Otago Ltd	GM Marine & Infrastructure	(03) 472 9791 021 828 710
	Chief Pilot	(03) 472 9717
	Pilots Office	(03) 472 9883
	Harbour Control	(03) 472 9882 021 2298 882
	PFSO Jim Binnie	(03) 472 9702 Ext 9810 021 2298 810
	APFSO Kelvin Te	(03) 472 9884 021 536 098
	Health and Safety	(03) 472 9797
VHF Contacts	Harbour Control	VHF Ch 16,14,12
Otago Regional Council	Harbour Master  Steve Rushbrook	(03) 474 0827 0800 474 082 027 201 0592 or 0275 835 5196
Oil Pollution Hotline		0800 800 033
Maritime Rescue Coordination Centre	24 hours	0508 472 269 Or VHF Ch 16
<b>All Emergencies</b>		<b>111</b>



### BERTH DETAILS – LOWER HARBOUR

BERTH	LENGTH	DEPTH	Min UKC	Permissible Draft @ CD	Approach Depth	Hdg	Ht (CD)
C/T	300m	13.9m	0.4m	13.5m	13.5m	042/222	4.6m
M/P	297m	14.0m	0.4m	13.6m	13.5m	020/200	4.6m
Beach	412m	11.5m	0.3m	11.2m	13.5m	073/253	4.6m

### BERTH DETAILS – UPPER HARBOUR

BERTH	LENGTH	DEPTH	Min UKC	Permissible Draft @ CD	Approach Depth	Hdg	Ht (CD)
Victoria T/U	177m	8.2m	0.3m	7.9m	5.8m	042/222	4.6m
Victoria (CM))	120m	7.1m	0.3m	6.8m	5.8m	042/222	4.6m
Victoria X/Y 210 x 25 m	244 m	8.1m	0.3m	7.8m	6.8m	042/222	4.6m
O/J Basin Dia 260m	214m	8.2m	0.3m	7.9m	6.8m	089/269	4.6m
Leith 200 x 30m	153m	8.2m	0.3m	7.9m	6.8m 7.3m	089/269	3.8m
Leith 200 x 35m	153m	8.2m	0.3m	7.9m	6.8m 7.3m	089/269	3.8m
LPG	62m	6.1m	0.3m	5.8m	6.7m	104/284	3.9m
Ravensbourne	149m	8.2m	0.3m	7.9m	7.5m~	073/253	4.4m
Birch St	310m	6.7m	0.3m	6.4m	4.5m	084/264	4.7m
Ratray *	397m	4.2m	0.3m	3.9m	4.5m	084/264	4.6m

\*\*\* The Berth depths and permissible draughts are based on depths below Chart Datum ie Zero tide.

~ If swinging in Dunedin depth of 6.8m will apply – Dunedin Basin depth of 6.8 m

N.B. Prior to any movement to the berths refer to the latest sounding chart for the most recent sounding details. Actual soundings may differ from the official NZ 6612 Chart. Berths marked with \* are historical data

The following table outlines the Static UKC values within Port Otago.

Area	Static UKC allowance
Channel for Vessel other than Tankers and Bulk Carriers > 30.5 m beam	10% of draught or 0.8 m
Tankers and Bulk Carriers > 30.5 m Beam - Victoria Channel	1.25 m
Dunedin Area – South of Beacon No 67	0.6 m
Berthing Boxes – Dunedin, Ravensbourne and Beach St – Port Chalmers	0.3 m
Berthing Boxes – C/T and M/P berths – Port Chalmers	0.4 m

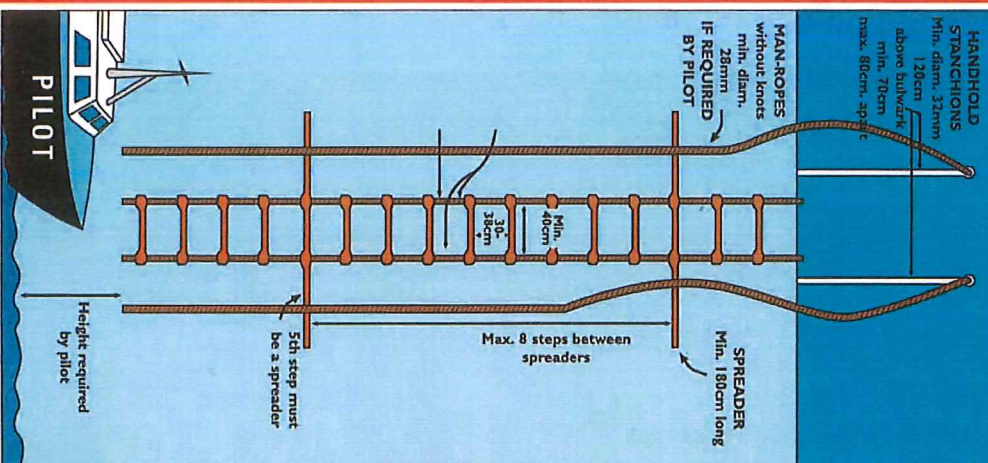


# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with I.M.O. requirements and I.M.P.A. recommendations  
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

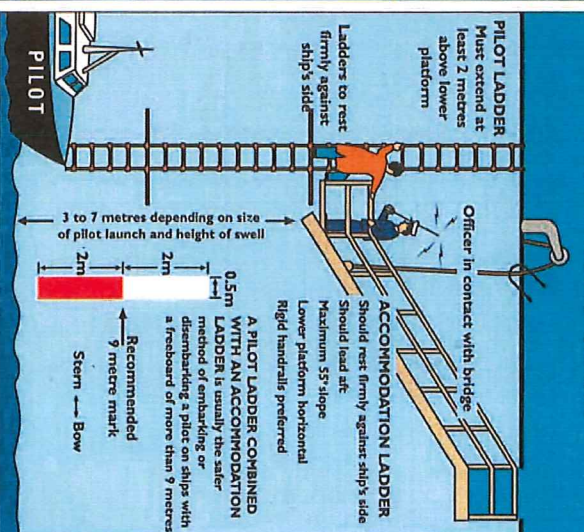
H.Q.S. "Wellington", Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 20 7240 3973 Fax: +44 20 7240 3518

## RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

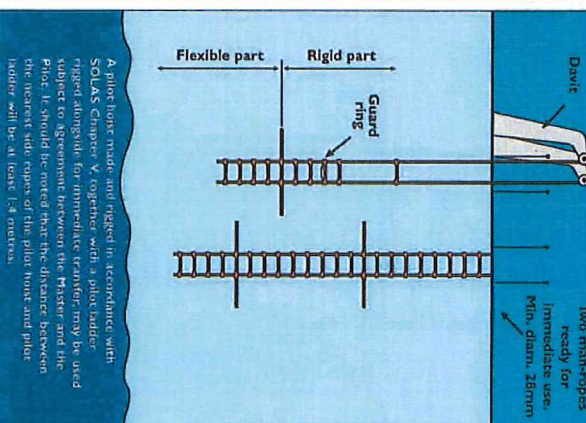


## SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)

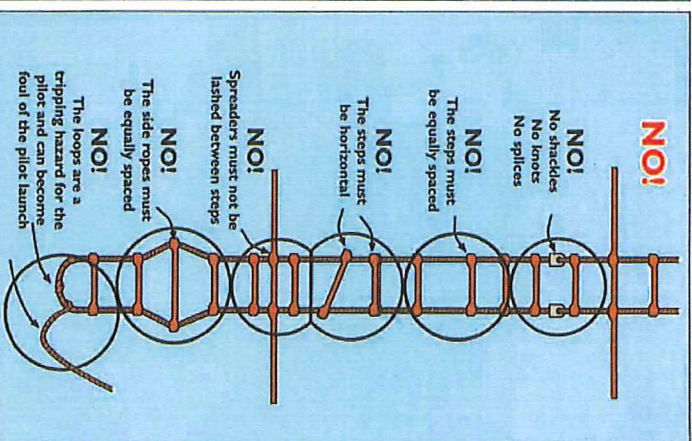
When no side door available



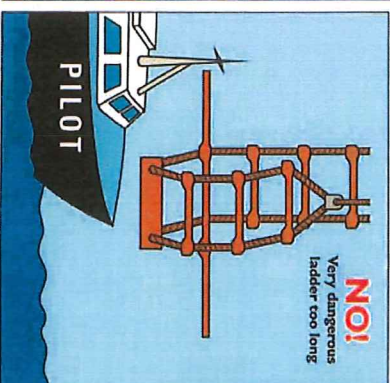
## MECHANICAL PILOT HOIST



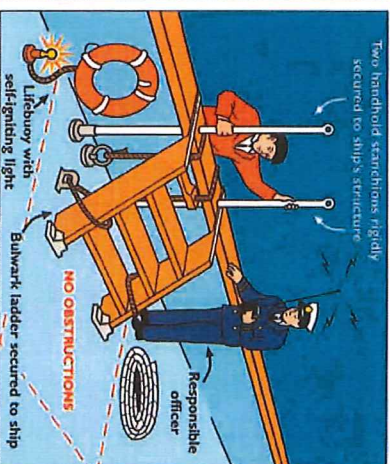
**NO!**



**NO!**



Two handhold stanchions rigidly secured to ship's structure



## AT NIGHT

