

Pre-Boarding Passage Plan and Master Pilot Information Exchange

The Pilotage Passage Plan is a recommended route between the designated Pilot Boarding station and the selected berth or anchorage. This plan is indicative, and can be deviated from only at the discretion of the Master and/or Pilot. Ports of Auckland accept no liability arising from the reliance of these plans.

BRAVO PS to Calliope East

| Name | Latitude | Longitude | Turning radius (m) | Legline Length (Nm) | Legline Bearing | Legline Planned speed (Kn) | Legline X-track (m) |
|---------------|----------|-----------|--------------------|---------------------|-----------------|----------------------------|---------------------|
| BRAVO PS | -36.7203 | 174.859 | 500 | 4.65 | 216 | 12 | 50 |
| ST LEONARD | -36.7834 | 174.802 | 1670 | 3.10 | 142 | 15 | 50 |
| N LDG LT | -36.8242 | 174.842 | 1740 | 1.21 | 241 | 15 | 50 |
| 17 BUOY | -36.834 | 174.82 | 500 | 0.61 | 245 | 12 | 50 |
| 19 BUOY | -36.8383 | 174.808 | 1000 | 1.05 | 284 | 10 | 50 |
| Devonport | -36.8341 | 174.787 | 450 | 0.15 | 324 | 3 | 50 |
| Calliope East | -36.8321 | 174.785 | Total | 10.77 | | | |

Courses / Speeds to berth various to Masters orders and Pilots Advice



MPX EXPLANATION



Master Pilot Exchange Document (MPX) - Waitemata Central Harbour

| Vessel | Arr/Dep | Date | 25 Aug | Sum.Time | Pilots Name | | To Berth | Bth | FX |
|----------------------|---------|------|--------|----------|-------------|-------------|----------|-----|----|
| SPIRIT OF CANTERBURY | Arrive | Time | 08:00 | No | Captain | John Barker | | Bow | N |

Indicates Daylight saving (under Sum.Time)
Used only only to indicate new berth if shifting ship (under FX)

| VESSELS' DETAILS | | | | | | | Tidal information | | | |
|------------------|-------------|----------|--------|------------|----------|--------------|-------------------|--------------|----------|-------|
| Prop No | 1 | Rudder | Beck | Year Built | 2005 | Time | Height | Range | 2.8 m | |
| CCP/Fix | CPP | Thr. Fwd | 700 kw | LOA | 147.8 m | 25-Aug 06:15 | Low | 0.4 m | Moderate | |
| MAX. DRAFT | 7.50 | Prop/Azi | Propel | Thr. Aft | None | Beam | 23.2 m | 25-Aug 12:45 | High | 3.2 m |
| | | Rotation | Right | Main Eng | 9,600 kw | HOA | 40.1 m | | | Flood |

Spring Tide Range is 2.63m and Neap Tide Range is 1.93m. Rate of Tide here is indication only for entire Pilotage and the estimated strength should be observed in the separate Channel and Approach Calculation boxes.

| Main Channel | | DW | Planned Approach Area | | Berth Calcs on Arrival | | Berth Calc next 24 hours | |
|-----------------------|--------|----|----------------------------------|--------|---|------|---|------|
| Min. Channel Depth | 11.0 | | Min. Planned Approach | 11.3 | Berth Depth | 12.6 | Side To | Port |
| (+) Tide 25 Aug 08:30 | 1.2 | | (+) Tide 25 Aug 08:45 | 1.2 | (+) Tide 25 Aug 09:00 | 1.5 | Berth depth | 12.6 |
| Available Depth | 12.2 | | Min. Planned App Depth | 12.5 | Depth at Berth | 14.1 | (+) Min tide | 0.7 |
| Maximum Draft | 7.5 | | Maximum Draft | 7.5 | Maximum Draft | 7.5 | Avail depth | 13.3 |
| 10% of max. draft | 0.8 | | Min UKC | 0.4 | UKC at berth (-) 0.4 or 0.5 | 0.5 | (-) 0.4 or 0.5 | 0.4 |
| Required depth | 8.3 | | Required depth | 7.9 | Required Depth | 8.0 | Max all. draft | 12.9 |
| UKC (Dynamic) | 3.9 | | UKC (Dynamic) | 4.6 | UKC (Static) | 6.1 | This max draft shall not be exceeded during the lowest tide of the vls stay | |
| Is avail. > Req'd? | Yes | | Has approach depth been checked? | | This is the available UKC (static) on the vls berthing only | | | |
| Estimated Strength | Strong | | Estimated Strength | Strong | | | | |

Main Rangitoto Channel is 300m wide throughout. The outermost 50m on each side are dredged to 11m. If the Vessel is constrained by its draft then they will have sole use of the channel and only use the inner 200m DW channel which is dredged to 12.5m



Box used on Departures only. However Arrival Ladders should be rigged by IMO standards with a heaving line on standby and "No man ropes".

| | | | | | | | | | | | | |
|--------------------------|-----------|-----|----|----------|-----|-----|-----|--------|------|------|----------|------------------|
| Constrained By Draft? No | F/W reqd? | Yes | No | Position | Fwd | Mid | Aft | Ladder | Port | Stbd | L/N Port | Last / Next Port |
|--------------------------|-----------|-----|----|----------|-----|-----|-----|--------|------|------|----------|------------------|

The Maximum Tug Power sometimes is greater than the SWL of the vessel Bollards, so please indicate the SWL of the Bollards that the Tugs will be making fast too. Also as per the diagram please advise crew to place the tug line on the furthest Bit head on the Bollard set to maximise the spread of load over the Bollard base.

When transiting the Hauraki Gulf please observe the Whale protocol in the annex attached.

| Harbour Bridge Calculation | | | |
|----------------------------|------|----------------------|------|
| Ht of Span above CD | 41.6 | Vert Bridge Clear to | 39.0 |
| Min clearance reqd.(-) | 1.0 | Vessel Air Draft | 32.6 |
| V. clear above CD (=) | 40.6 | Clear under main | 6.4 |
| Tide 25 Aug 09:15 | 1.6 | TRANSIT POSSIBLE? | Yes |

| Tug Pull (t) | Tugs Lines | Whales |
|--------------|--|---|
| Waipapa 50 | No Rear Bits | Noted |
| Wakakume 50 |  |  |
| Hauraki 70 | | |
| Daldy 24 | | |

| Mooring Lines, First/Last | | | | PoAL © Rev. 28.0 Oct 2015 |
|---------------------------|-----|-----|-----------|------------------------------|
| Fwd | Hd | No | One(1) | |
| | Spg | Yes | mooring | |
| Aft | Spg | Yes | line at a | |
| | Stn | No | time | |

| | |
|---|------------------------------|
| Passage Plan been presented? | Has Pilot Card been sighted? |
| Have all defects been noted? | Anchors clear and a man fwd? |
| Courses been agreed upon? | Harbour traffic discussed? |
| Is officer, other than master, taking "Con" for berthing? | Yes 2 Tug Fast |

| | | |
|---|--|--|
| <p>The bridge team is requested to monitor the Pilots actions at all times. DO NOT hesitate to question him, if in doubt.</p> | <p>For assistance or EMERGENCY in port, contact "Auckland Harbour Control" on VHF channel 9 or 12.</p> | <p>PoAL operates at MSL 1, unless notified otherwise. Contact PFSO on 027 229 6144</p> |
|---|--|--|



Hauraki Gulf Transit Protocol for Commercial Shipping



The Port of Auckland is located on the east coast of New Zealand's North Island, in the Hauraki Gulf Marine Park. This marine park is one of the few places in the world with a semi-resident population of Bryde's whale. The local whale population is small, and is listed as critically endangered in New Zealand.

The whales are vulnerable to ship strike which is a threat to the local population's long-term survival. That is why Ports of Auckland (POAL), the shipping industry, New Zealand's Department of Conservation (DOC), and Auckland University, are leading efforts to find ways to reduce the risk of colliding with a whale.

This protocol is part of that effort. It outlines steps Masters should take when planning their passage to and from Auckland, and what to do while transiting the Hauraki Gulf. Your help in protecting our local whales is greatly appreciated.

Tony Gibson
CEO, Ports of Auckland
January 2015

Reducing the risk of whale deaths

1 **Plan** to slow down

The best way to reduce the risk is to slow down and avoid areas with the most whales. The risk to whales is substantially lower from ships travelling at 10 knots compared to 15 knots or more.

- Plan your voyage so that whenever possible you transit the Hauraki Gulf at 10 knots.
- Approach and depart from the Port of Auckland using the recommended route as outlined in the New Zealand Annual Notices to Mariners, Section 10: Shipping routes around the New Zealand coast.

Adherence to this routing will narrow the area of the Gulf transited by large vessels and so help reduce the risk of collision with a whale.



2 Watch for whales

If you can see a whale, you can avoid it. Having a dedicated observer scanning ahead with binoculars will help to detect whales at greater distances.

- When transiting through the Hauraki Gulf, vessels are required to post whale lookouts during daylight hours.
- If a whale is sighted forward of the beam, slow down and/or change course to keep as far from the whales as possible. Whenever safe to do so, no vessel should pass closer than 1,000 metres from a whale.

The image on the right is provided to help crew identify Bryde's Whales.

3 Report whale sightings

Ports of Auckland Harbour Control operate a whale reporting and warning system for vessels transiting the Hauraki Gulf. Whale sightings are relayed to all vessels in the Hauraki Gulf so that whales can be avoided.

- All whale sightings should be immediately reported to Harbour Control as follows:

"Auckland Harbour Control, Auckland Harbour Control, Auckland Harbour Control."

"This is: [Vessel name, vessel name, vessel name]"

"Whale sighting report."

On making contact, please provide the following information:

- Position of sighting, either latitude and longitude or bearing and distance from a known landmark.
- Number of whales sighted
- Direction of movement in terms of three figure notation in degrees or as compass points.

Harbour Control will inform all other vessels in the Hauraki Gulf area of whale sightings, in the following format:

"All stations, All Stations, All Stations"

"This is Harbour Control, Ports of Auckland."

"Sighting of [number] of large whale(s)."

"At [location]"

Direction of whale travel is [.....]"

"If possible please avoid the vicinity, increase lookouts and reduce speed."

Out

Conclusion

This protocol is a measure agreed between the Ports of Auckland and the shipping industry. It contains reasonable, practical measures which should, if widely adopted, reduce the number of whale deaths caused by vessels.

The protocol can only be effective if shipping lines and Masters co-operate. By taking avoidance measures, planning ahead and reducing speed whenever schedules permit, the industry will be able to address an issue of growing public concern.

Your co-operation is greatly appreciated.



Recommended Approach to the Ports of Auckland

From the North: Keep at least 5 nautical miles off land before entering the Hauraki Gulf through the Jellicoe Channel, passing midway between Cape Rodney and Little Barrier Island. Proceed southwards keeping at least 3 nautical miles to the east of Flat Rock and when in a position at least 2 nautical miles off Shearer Rock proceed along the white sector of the St Leonards Beach light to the Pilot station.

From the East: Enter the Hauraki Gulf through the Colville Channel keeping at least 3 nautical miles to the north of Channel Island. Proceed to a position at least 2 nautical miles off Shearer Rock then proceed along the white sector of the St Leonards Beach light to the Pilot station.

The routes should be reversed for departing vessels.

Other than for vessels calling at Great Barrier Island, it is recommended that passage through the Craddock Channel between Great Barrier Island and Little Barrier Island be avoided.

Vessels calling at Great Barrier Island should keep at least 2 nautical miles off Horn Rock.

Extract from Annual New Zealand Notice to Mariners. No. 10

