

Welcome to Lyttelton Port. The dual Purpose of this document is to:

1. Provide advance information to Masters of vessels visiting to Lyttelton Port in relation to;
 - a. key port information
 - b. the Master Pilot Exchange (MPX) Document
 - c. the standard passage plans that LPC Pilots work to

2. Provide LPC Pilots with a standardised and agreed planning framework upon which the Master Pilot Exchange (MPX) can be based.

In all instances the MPX will be conducted prior to entry to or departure from the Port, and will take into consideration the conditions on the day. The purpose of the MPX is to create a 'shared mental model' and subsequent agreement between the Pilot and the Master in advance of the vessel transit.

If agreement is not able to be reached, then the Pilotage will not proceed.

Section 1: Port Information

Anchorage

The main anchorage for vessels waiting for a berth is a combined general anchorage and quarantine anchorage situated in position: Latitude 43° 33.0' South, Longitude 172° 50.0' East (approximately 2.5 nautical miles bearing 026 degrees (True) from Godley Head).

Communication

A 24/7 visual and listening watch is maintained by Lyttelton Harbour Radio. Communication is available on VHF channels 16, 12 and 63.

Port Navigation:

The pilot station BRAVO is situated two miles ENE from Godley Head (Latitude: 43° 34.91' South, Longitude: 172° 51.22' East).

Pilotage

Pilotage is compulsory for all vessels over 500GT or over 40m LOA, unless exemption is obtained from Maritime New Zealand.

LPC pilots use a Navicom Dynamic Harbour Pilot Position (PPU) monitoring system to enable highly accurate monitoring when manoeuvring large vessels in and out of the harbour.

The Master Pilot Exchange (MPX) process will result in an agreed plan for the safe transit of the vessel into or out of Lyttelton Port.

Wind

In addition to specific vessel type and berth location wind limits, Lyttelton Port has an overall wind limit of 35 knots (sustained) beyond which arrivals into the Port will be suspended. Strong North Westerly and South Westerly winds are identified as a specific hazards for visiting vessels, and these hazards are identified within the generic plans contained in this document. The Duty Pilot will advise on specific wind limits.

Towage

Berthing is aided by two Azimuth Stern Drive tugs: *Blackadder*, with a bollard pull of 62.5 tonnes, and *Piaka*, with a bollard pull of 70 tonnes.

DUKC®

LPC operates a Dynamic Under Keel Clearance (DUKC®) system, aiding in the safe transit of vessels in and out of port.

The DUKC system is used to accurately predict a particular vessel's under keel clearance (DUKC®) based on the vessel's dimensions and stability, the prevailing environmental conditions, predicted vessel speeds and a detailed profile of the Lyttelton Harbour approach channel.

Notice: These plans presented in this document are indicative only. LPC accepts no liability from the reliance of these plans. The MPX process will result in an agreed plan for the safe transit of the vessel into or out of Lyttelton Port.

Recommended routes between the designated Pilot Boarding station and the selected berth or anchorage are shown below. These plans are indicative and can be deviated from only at the discretion of the Master and/or Pilot. LPC accepts no liability from the reliance of these plans.

Pilot Board Station Bravo to Cashin Quay

Name	Latitude	Longitude	Turning Radius (m)	Legline Bearing	Legline Speed (kts)	Legline X Track (m)
PS BRAVO	43° 34.91'S	172° 51.22'E	500	241	12	50
CAMP BAY	43° 36.255'S	172° 47.8187'E	500	261	8	50
CASHIN QUAY	43° 36.75'S	172° 43.7'E				

Pilot Boarding Station Bravo to Inner Harbour

Name	Latitude	Longitude	Turning Radius (m)	Legline Bearing	Legline Speed (kts)	Legline X Track (m)
PS BRAVO	43° 34.91'S	172° 51.22'E	500	241	12	50
CAMP BAY	43° 36.255'S	172° 47.8187'E	500	261	8	50
SHAG REEF	43° 36.834'S	172° 42.977'E	300	005	4	30
INNER HARBOUR	43° 36.4772'S	172° 43.0286				

Section 2: MPX and Berth Guide

A PDF download of the LPC MPX is available from the following web link

<http://www.lpc.co.nz/wp-content/uploads/2015/06/LPC-Pilotage-Passage-Plan.pdf>

HW	TIME	HEIGHT	<input type="checkbox"/> UKC	UKC		DRY DOCK	FLOOR 137X14M	LPC Lyttelton Port Company
LW	TIME	HEIGHT	<input type="checkbox"/> DUKC	HARBOUR	INNER HARBOUR			
FLOW	EBB / FLOOD / SLACK		TIDE HEIGHT		ENTRANCE 18.8M W		MAX DRAFT 5.1M	Hdg 260T
WEATHER : PRESENT			DEPTH AT CD		TOTAL DEPTH			
WIND			DRAFT		UKC STATIC		UKC DYNAMIC (1)	
WEATHER : PREDICTED			UKC DYNAMIC (2)		SWELL (if any)		UKC DYNAMIC (2)	
WIND								
REMARKS								

FOR MASTER / PILOT EXCHANGE DURING PASSAGE PLANNING.

REFER TO CHART NZ 6321 FOR NAVIGATION

NO	DEPTH	START (M)	END (M)	START (M)	END (M)	START (M)	END (M)	START (M)	END (M)	START (M)	END (M)
00.1	15.1	128	207	210	228	240	240	240	240	240	240
00.2	15.1	128	207	210	228	240	240	240	240	240	240
00.3	15.1	128	207	210	228	240	240	240	240	240	240
00.4	15.1	128	207	210	228	240	240	240	240	240	240
00.5	15.1	128	207	210	228	240	240	240	240	240	240
00.6	15.1	128	207	210	228	240	240	240	240	240	240
00.7	15.1	128	207	210	228	240	240	240	240	240	240
00.8	15.1	128	207	210	228	240	240	240	240	240	240
00.9	15.1	128	207	210	228	240	240	240	240	240	240
01.0	15.1	128	207	210	228	240	240	240	240	240	240

FOR MASTER / PILOT EXCHANGE DURING PASSAGE PLANNING—NOT TO BE USED FOR NAVIGATION

LYTTELTON PORT PILOTAGE PASSAGE PLAN

Lyttelton Port listens continuously on VHF 12 / 16. VHF 02 is a working channel for Pilots and Tugs. The bridge team is reminded of its duty to maintain an accurate check on the vessel's position as laid down in the ISM Code, STCW Convention, IMO Regulations & ICS Bridge Procedures Guide. The bridge team is requested to monitor the pilots actions at all times, and to challenge the pilot if in doubt of the planned passage or ship's progress. Smoke free bridge.

VESSEL:	
Date:	Movement: <input type="checkbox"/> In <input type="checkbox"/> Out <input type="checkbox"/> Shift
Channels: VHF 02—12—16	Pilot:
Berth:	Actual Depth: <input type="checkbox"/> P52 <input type="checkbox"/> S52
Ladder: <input type="checkbox"/> P <input type="checkbox"/> S	Ladder Height:
Pilot Card: <input type="checkbox"/> Yes <input type="checkbox"/> No	Main Engine(s):
Thrusters: <input type="checkbox"/> Bow KW / HP =	<input type="checkbox"/> Stern KW / HP =
Tested:	Tested:
Anchors Clear: <input type="checkbox"/> P <input type="checkbox"/> S	Use: <input type="checkbox"/> Gyro Error <input type="checkbox"/> Bridge Equipment OK
TUGS:	On departure, engine not to be tested until Pilot on Bridge.
Blackadder 62t bp <input type="checkbox"/> F <input type="checkbox"/> A	1st/Last Line F A
Piaka 70t bp <input type="checkbox"/> F <input type="checkbox"/> A	Lines F A
TUGS	Tugs use tugs line. When letting go tug lower line slowly using a turn on mooring bit (illustrated below)
SWL of ship's bits <input type="checkbox"/> F <input type="checkbox"/> A	
The Pilot and Master certify that the pilotage plan has been discussed with the Bridge Team	
Pilot _____	Date / Time _____
Master _____	Date / Time _____

Version 2 1/10/2019

REFER TO CHART NZ6321

LYTTELTON PORT

PILOTAGE PASSAGE PLAN



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The bridge team is requested to monitor the pilots actions at all times, and to challenge the pilot if in doubt of the planned passage or ship's progress. Smoke free bridge.

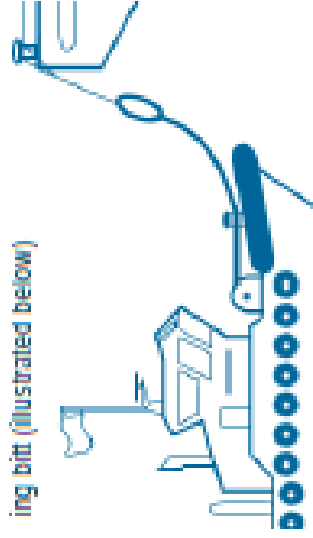
VESSEL:						
Date:	Movement:	<input type="checkbox"/> In	<input type="checkbox"/> Out	<input type="checkbox"/> Shift		
Channels:	VHF 02—12—16	Pilot:				
Berth:		Actual Depth:	<input type="checkbox"/> P52	<input type="checkbox"/> 552		
Ladder:	<input type="checkbox"/> P	<input type="checkbox"/> S	Ladder Height:			
Pilot Card:	<input type="checkbox"/> Yes <input type="checkbox"/> No	Main Engine(s)		Tested		
Thrusters:	<input type="checkbox"/> Bow KW / HP =	<input type="checkbox"/> Stern KW / HP =			Tested	
Anchors Clear:	<input type="checkbox"/> P	<input type="checkbox"/> S	Use	<input type="checkbox"/> Gyro Error <input type="checkbox"/> Bridge Equipment OK		
TUGS:	On departure, engine not to be tested until Pilot on Bridge.					
Blackadder	62t bp	<input type="checkbox"/> F	<input type="checkbox"/> A	1st/Last Line	F	A
Pilota	70t bp	<input type="checkbox"/> F	<input type="checkbox"/> A	Lines	F	A

TUGS

SWL of ship's bits F A

A

Tugs use tugs line. When letting go tug lower line slowly using a turn on mooring bit (illustrated below)



The Pilot and Master certify that the pilotage plan has been discussed with the Bridge Team

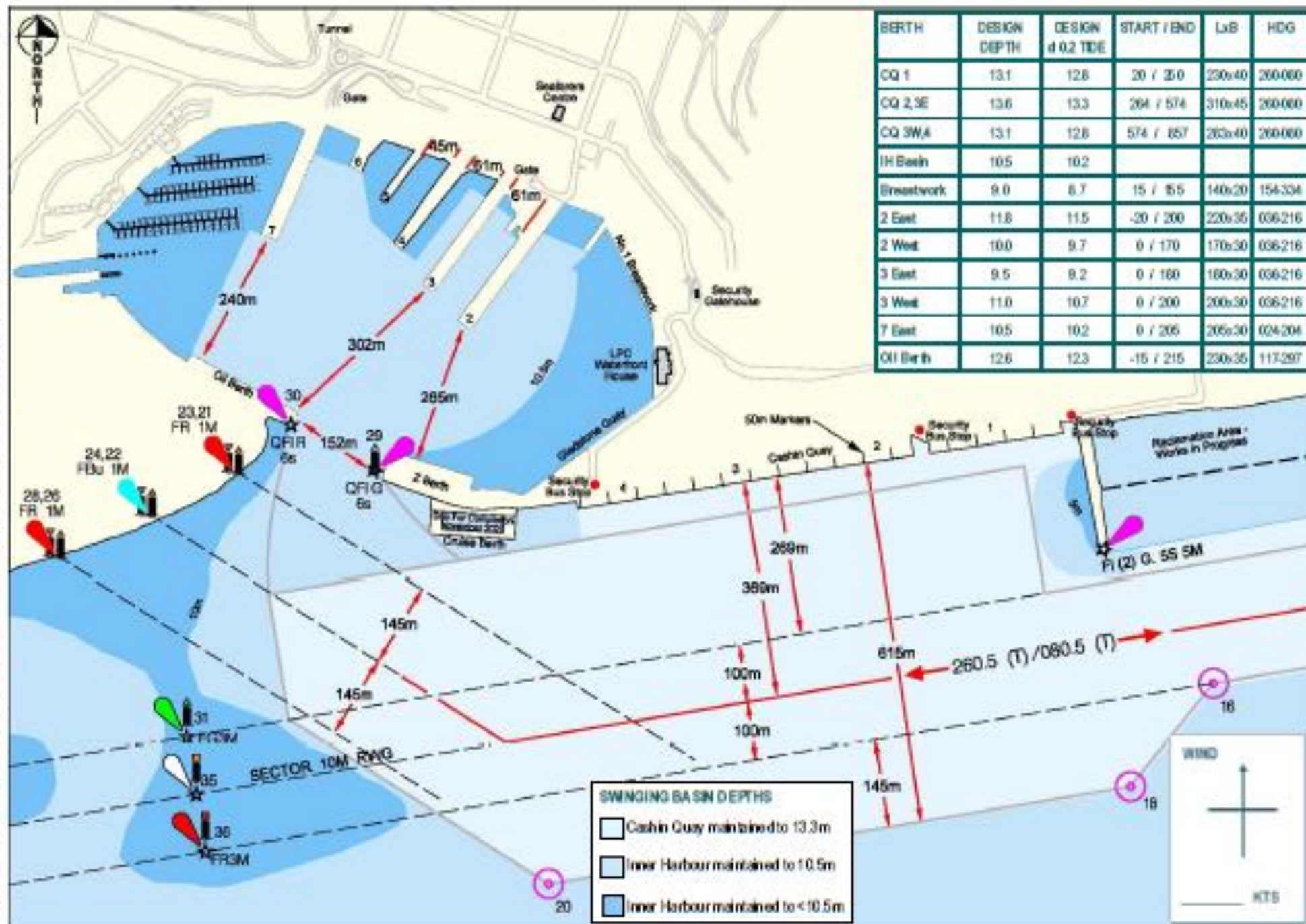
Pilot

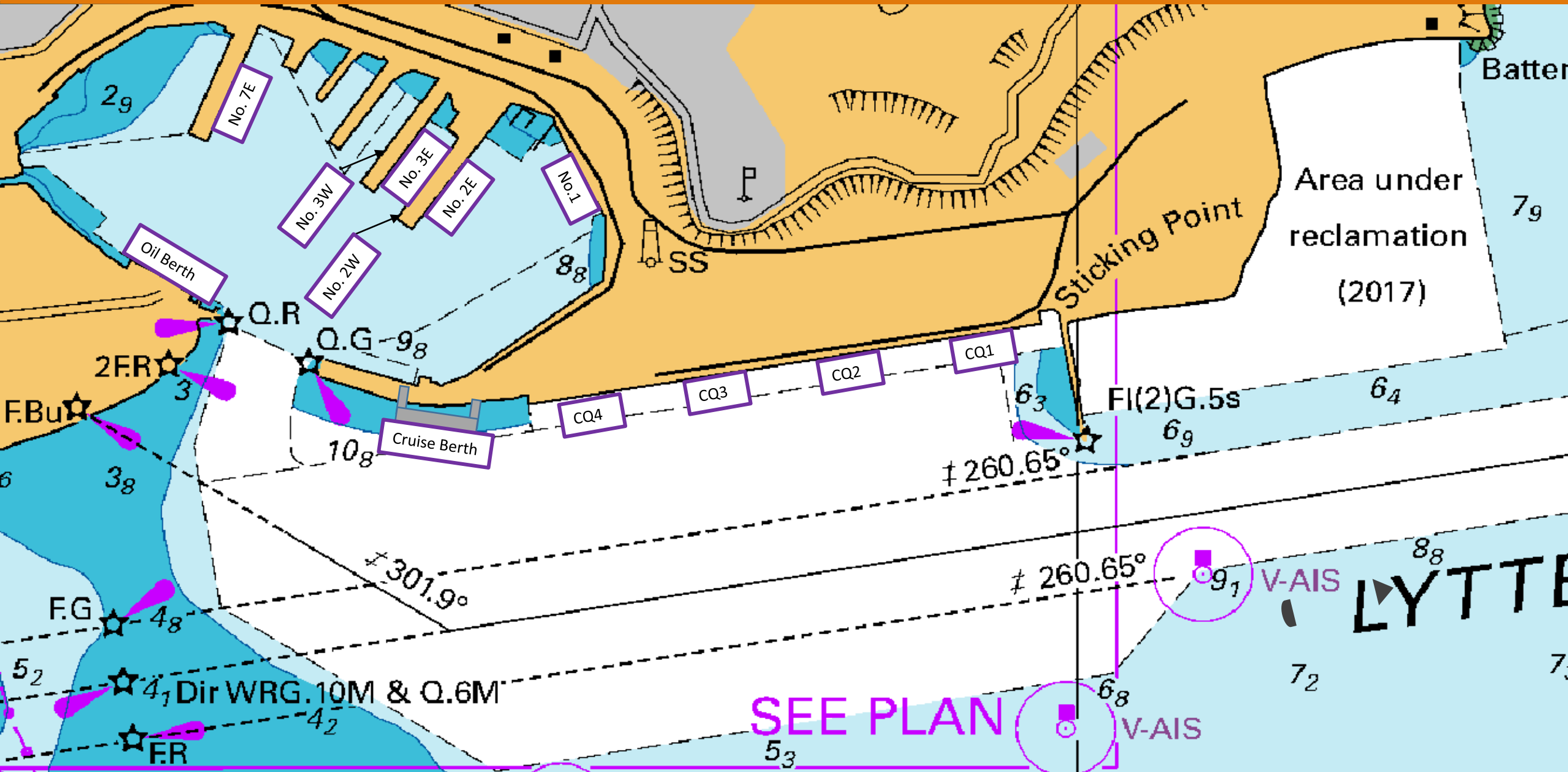
Date / Time

Master

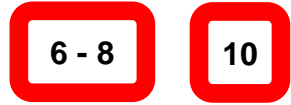
Date / Time

FOR MASTER / PILOT EXCHANGE DURING PASSAGE PLANNING—NOT TO BE USED FOR NAVIGATION

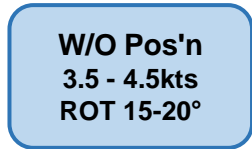




Section 3: Standard Passage Plans



Speed - expressed in knots



Wheel over position – target speed and Rate of Turn



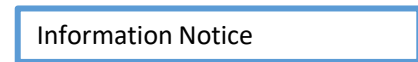
Heading



Potential wind hazard



General Hazard

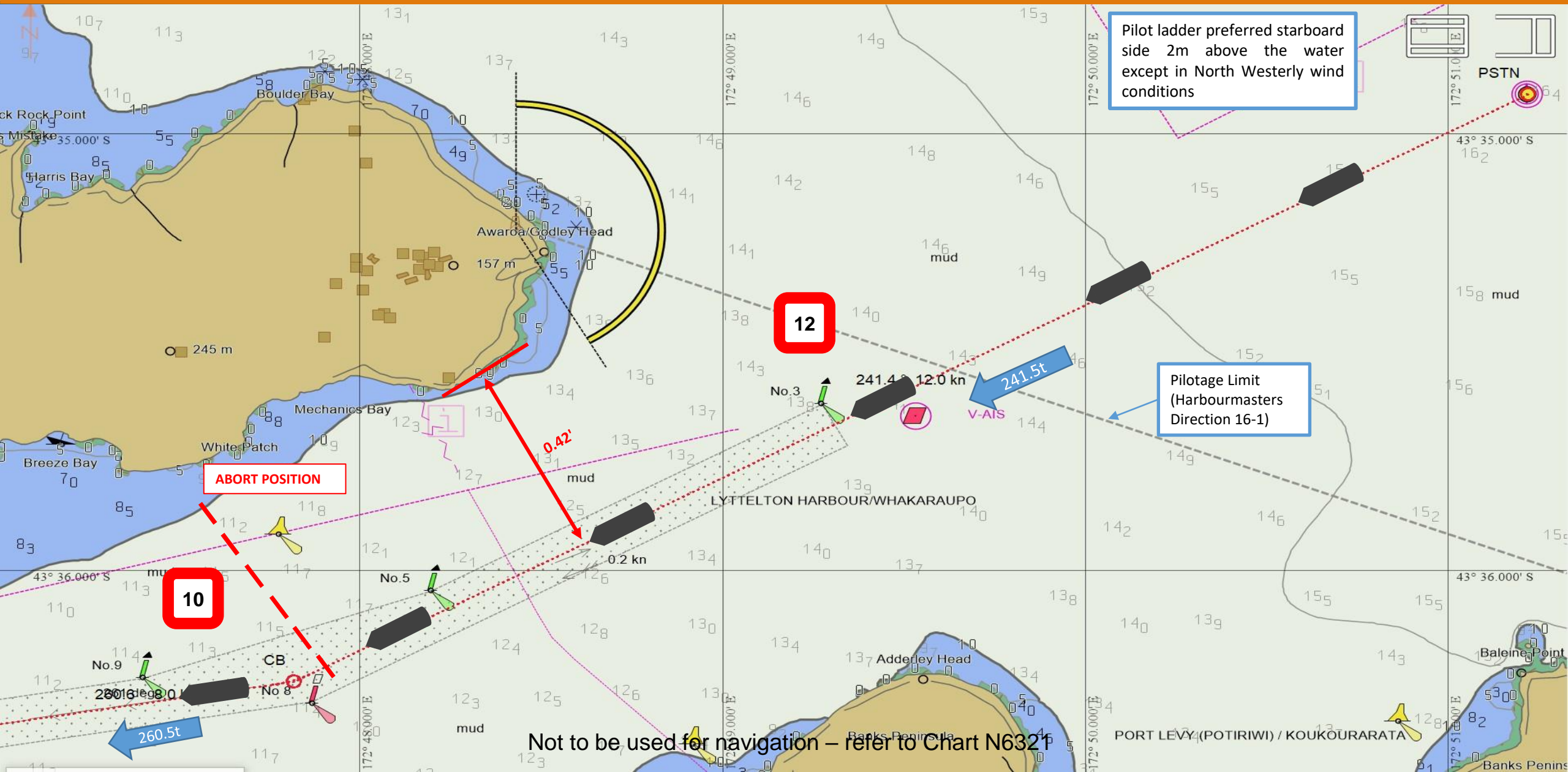


Key information

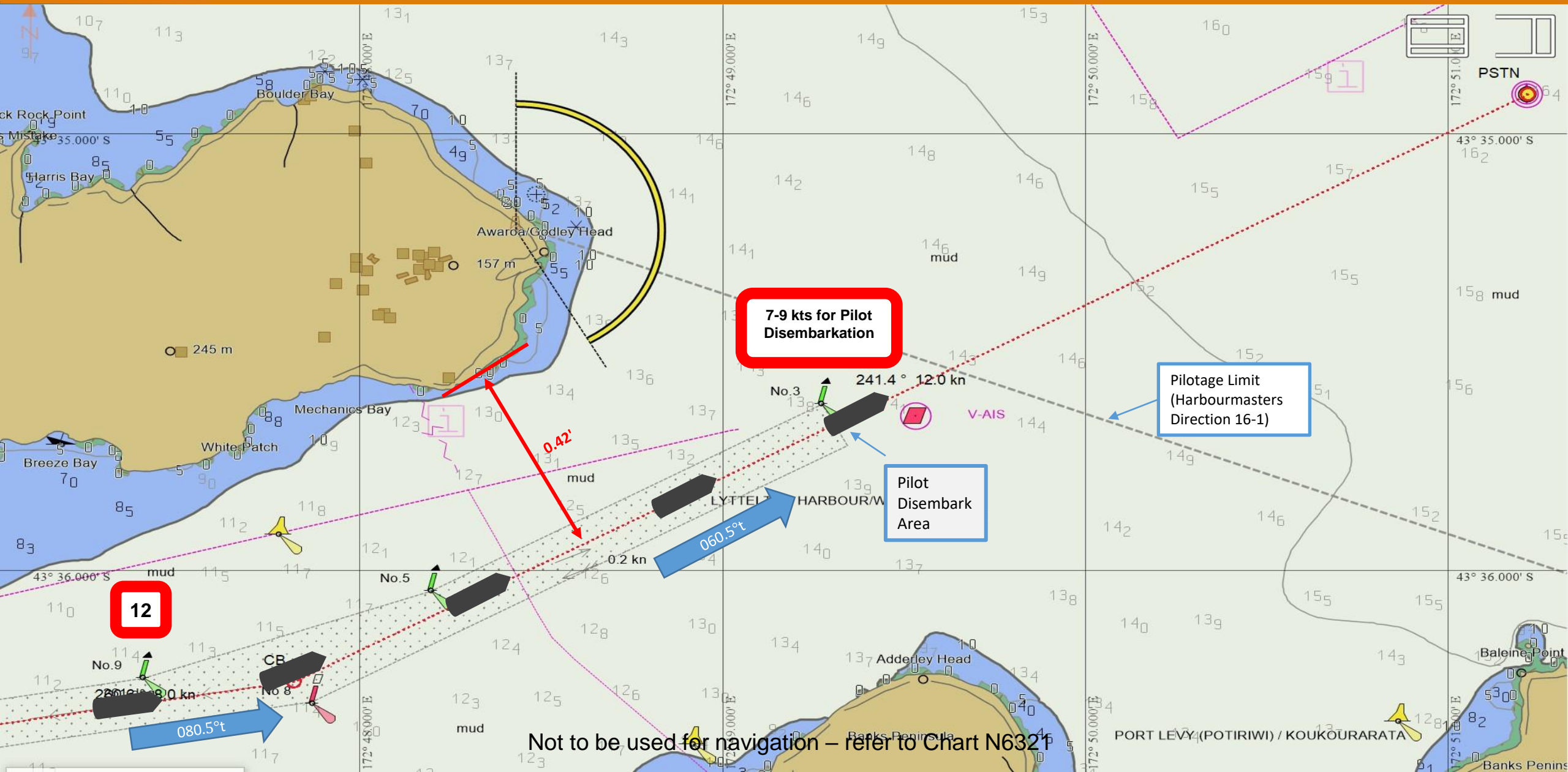


Abort swing area

Arrival: Pilot Station to Breakwater

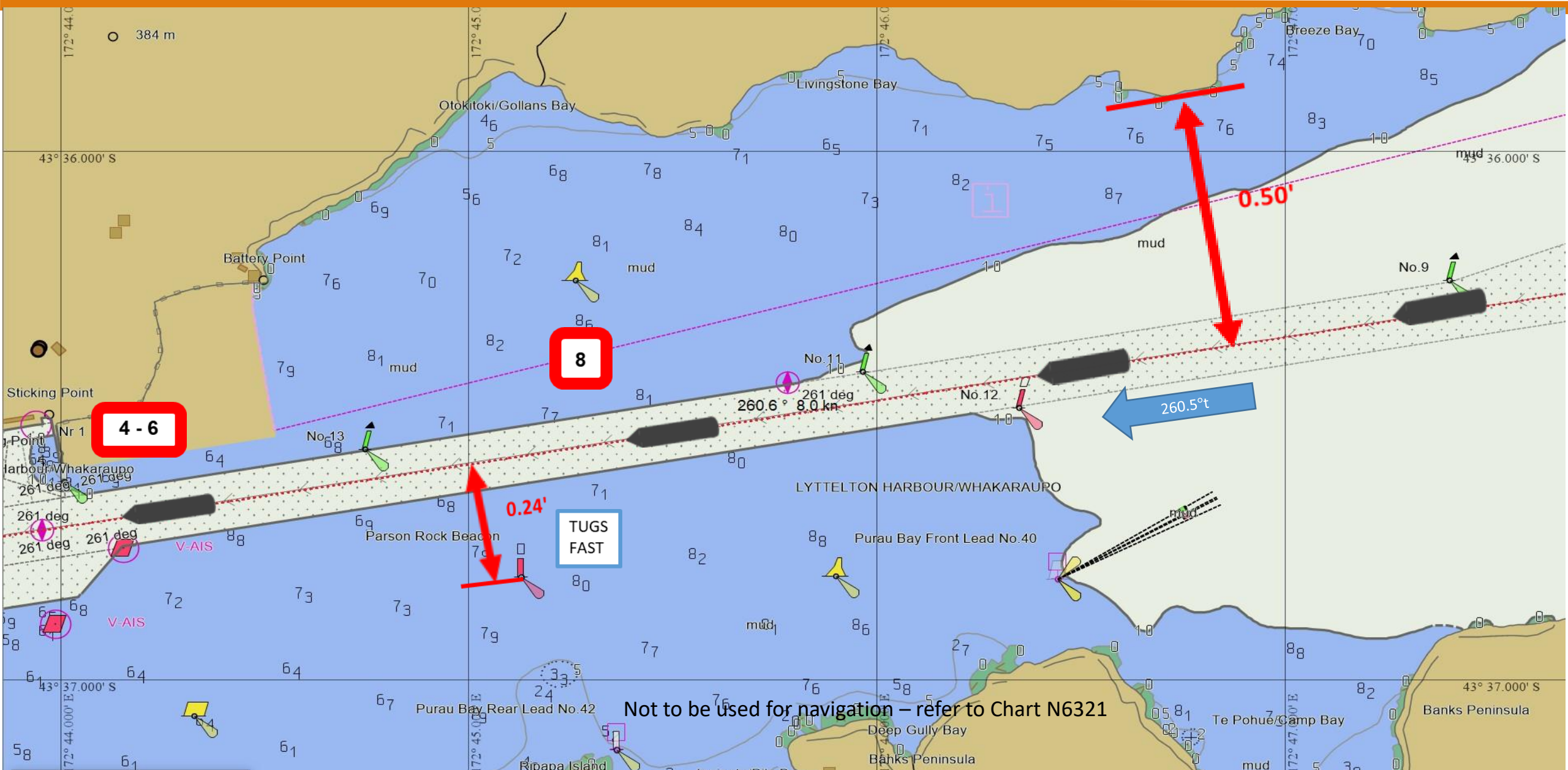


Departure: Camp Bay to Sea



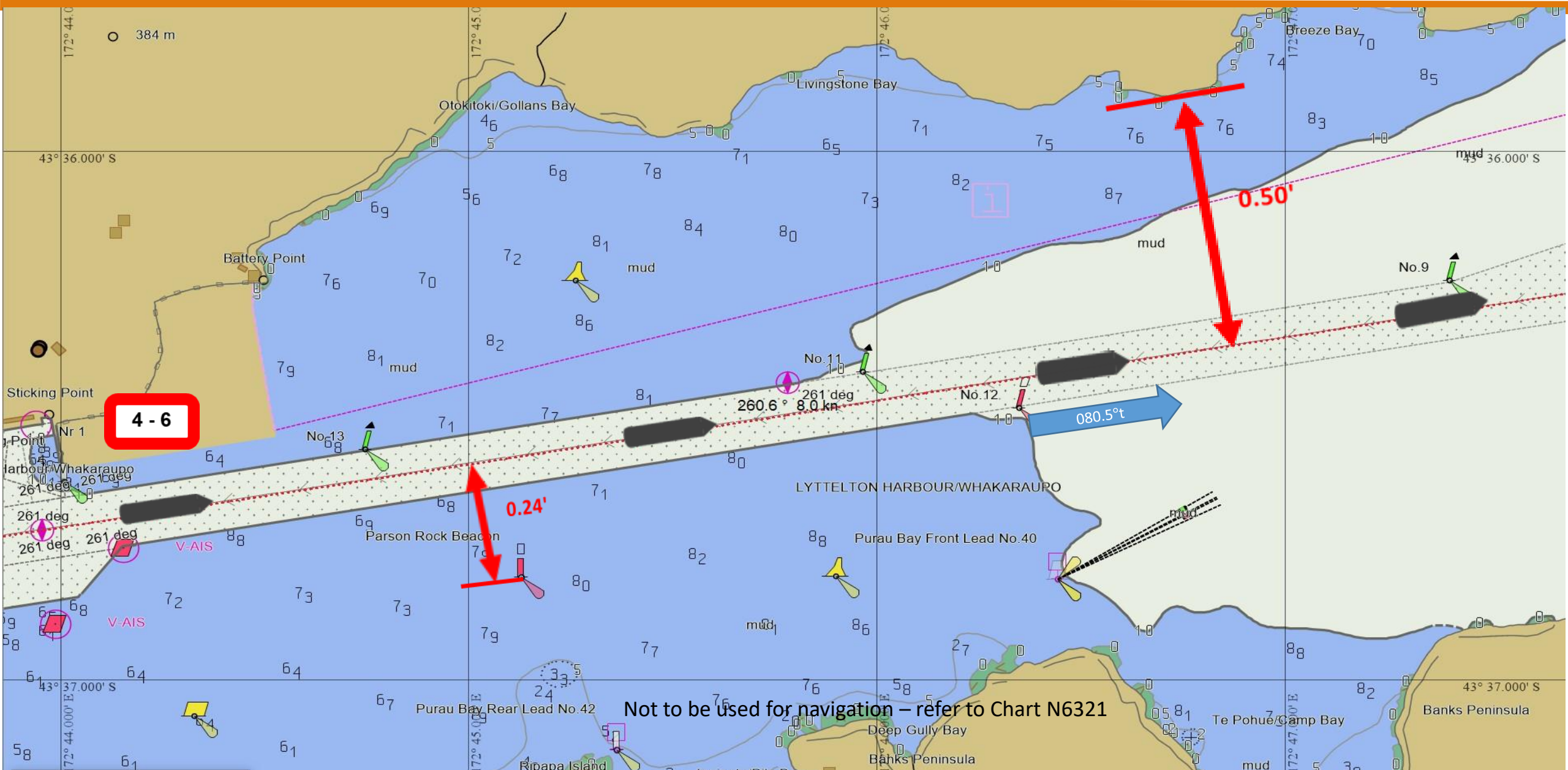
Not to be used for navigation – refer to Chart N6321

Arrival: Camp Bay to Sticking Point



Not to be used for navigation – refer to Chart N6321

Departure: Sticking Point to Camp Bay



4-6

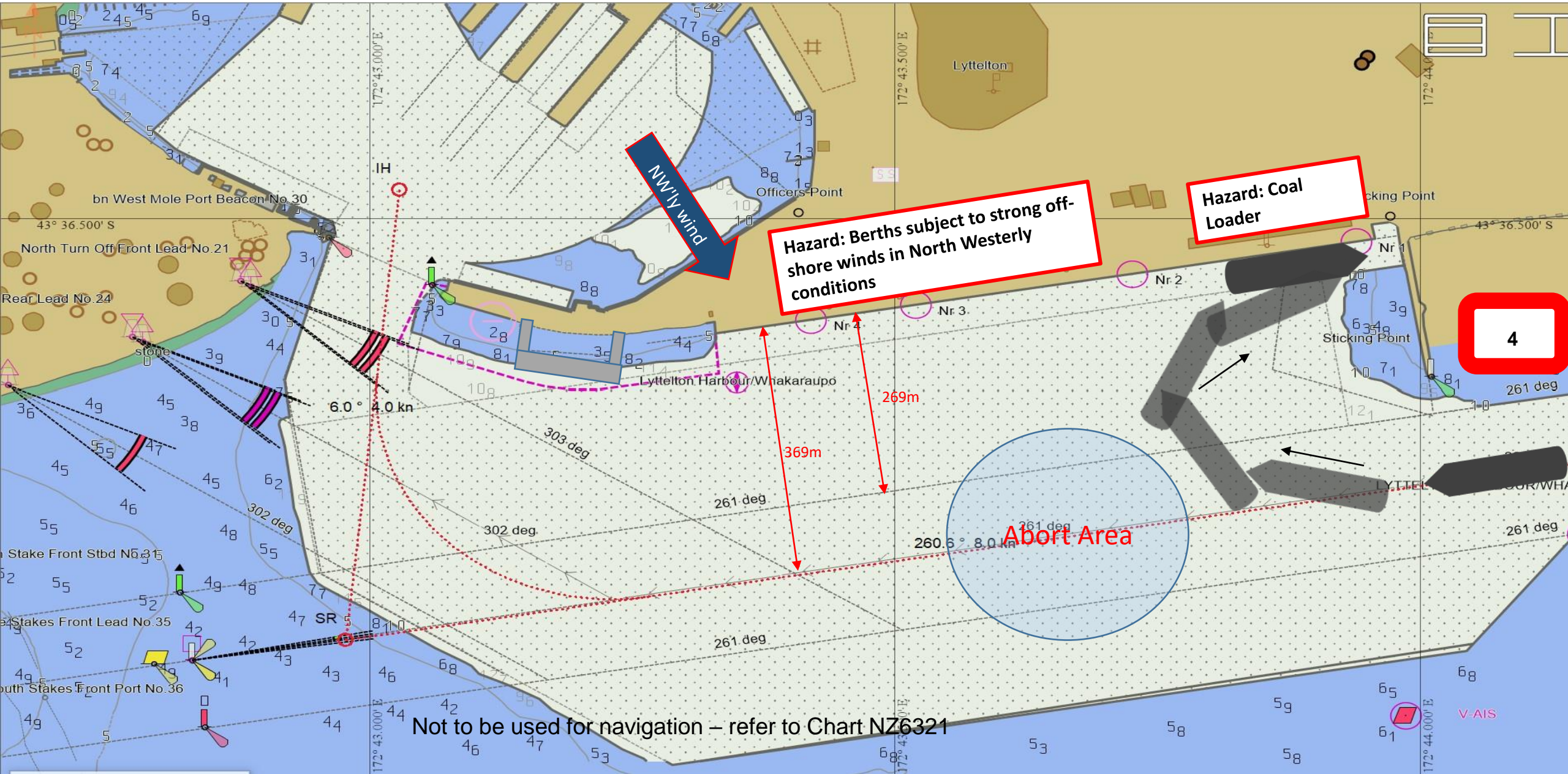
080.5°t

0.24'

0.50'

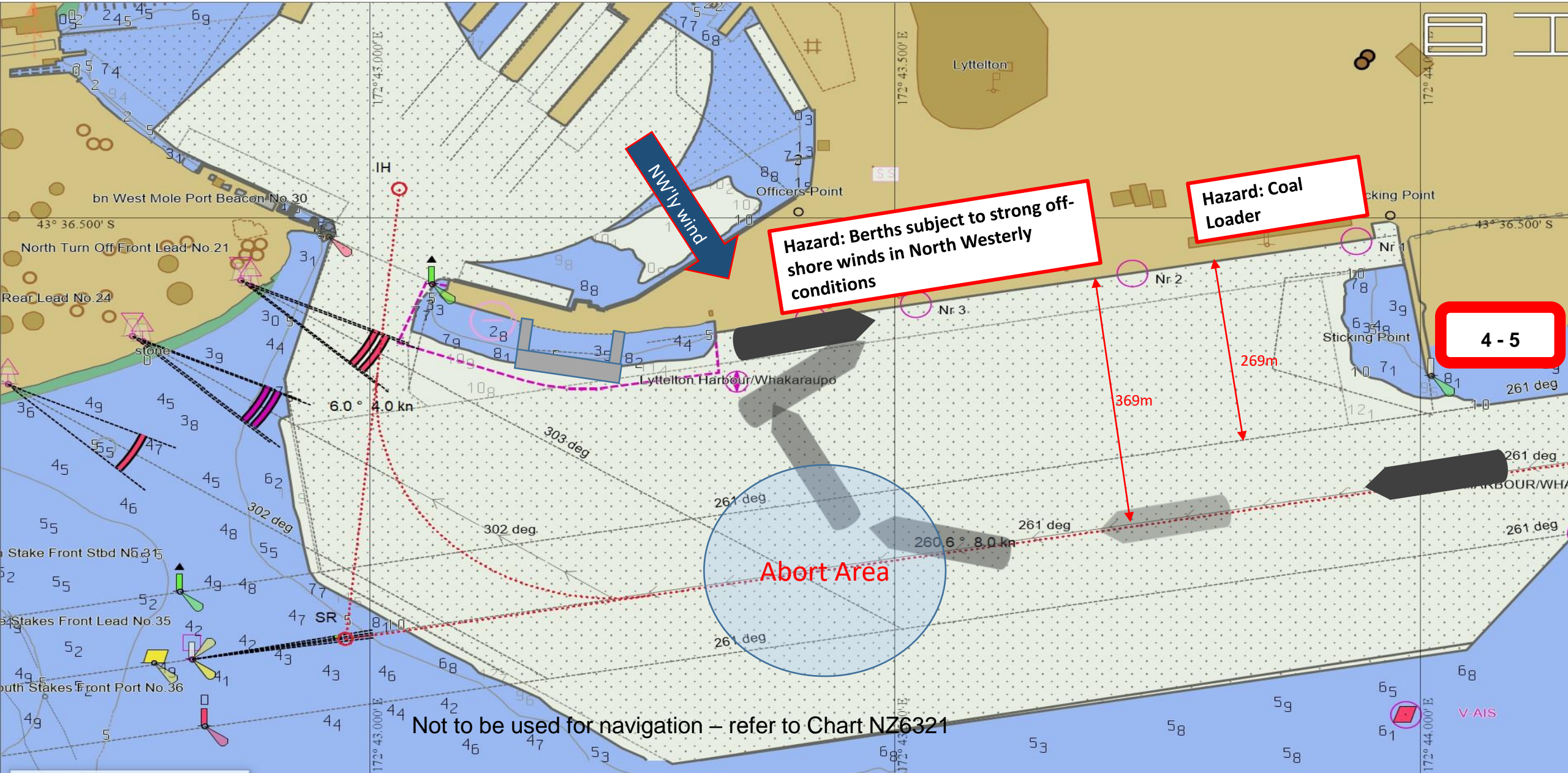
Not to be used for navigation – refer to Chart N6321

Breakwater to CQ1 Arrival PSTQ



Not to be used for navigation – refer to Chart NZ6321

Breakwater to CQ4 Arrival PSTQ



Hazard: Berths subject to strong off-shore winds in North Westerly conditions

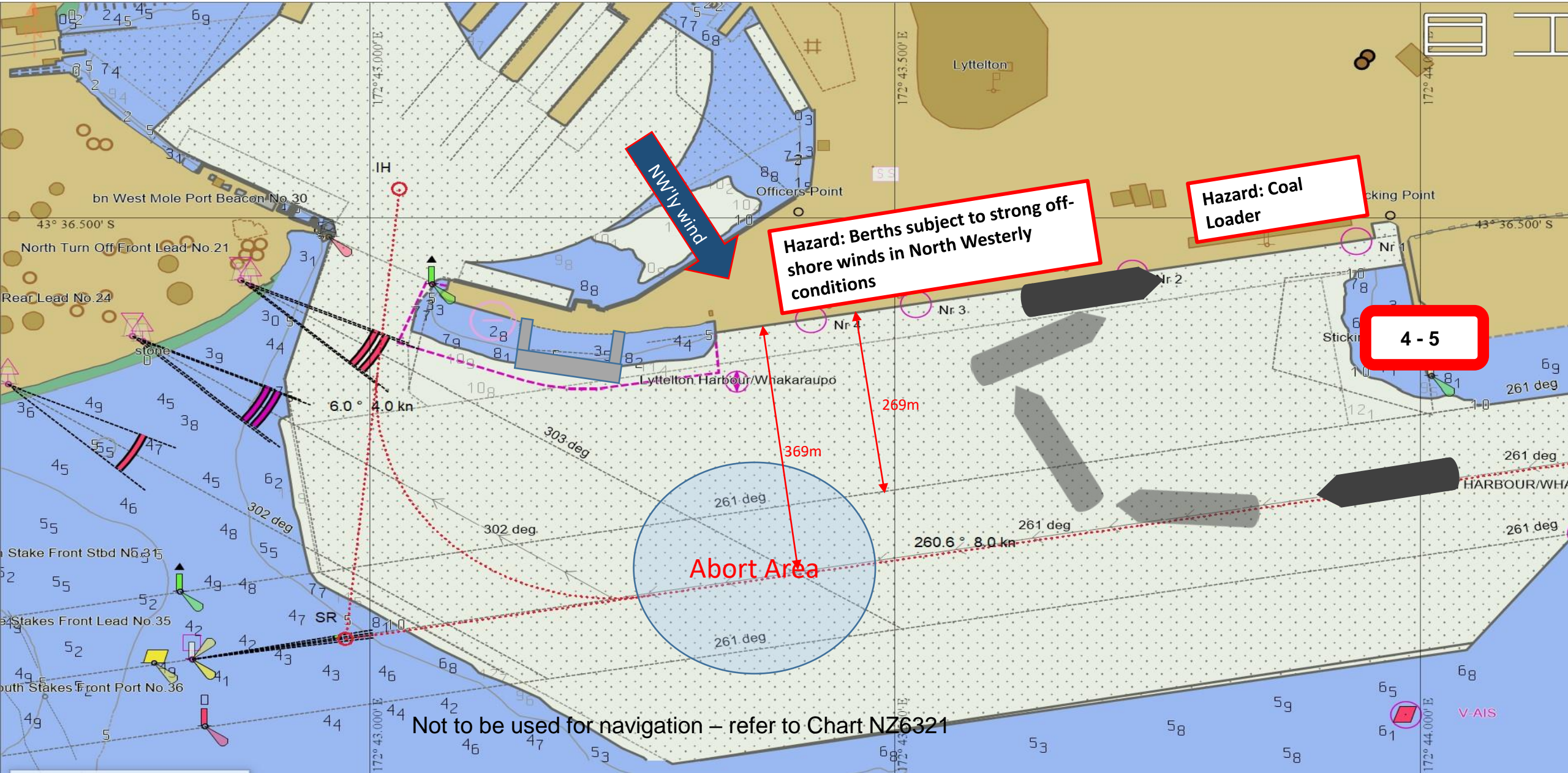
Hazard: Coal Loader

4 - 5

Abort Area

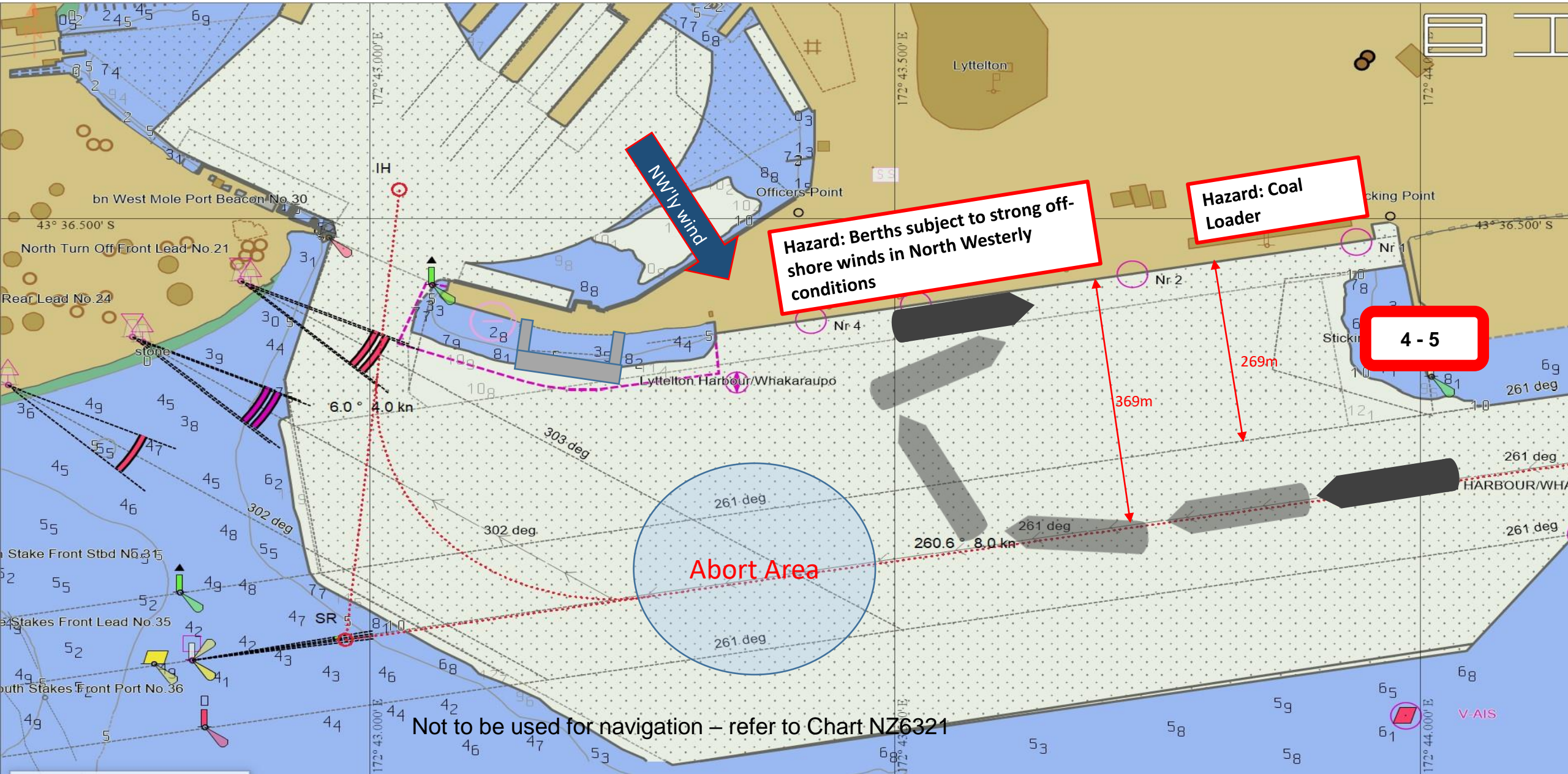
Not to be used for navigation – refer to Chart NZ6321

Breakwater to CQ2 Arrival PSTQ



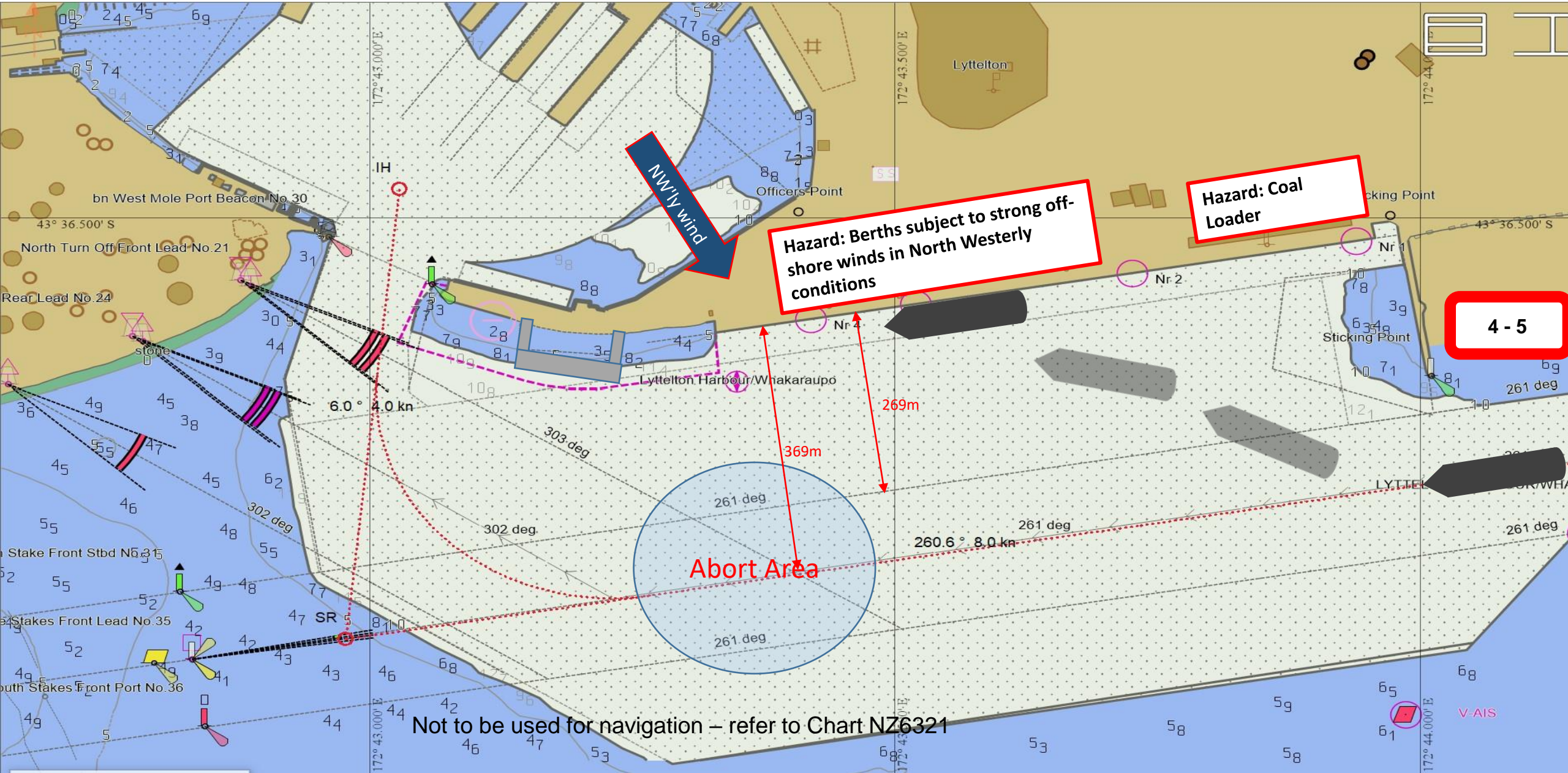
Not to be used for navigation – refer to Chart NZ6321

Breakwater to CQ3 Arrival PSTQ



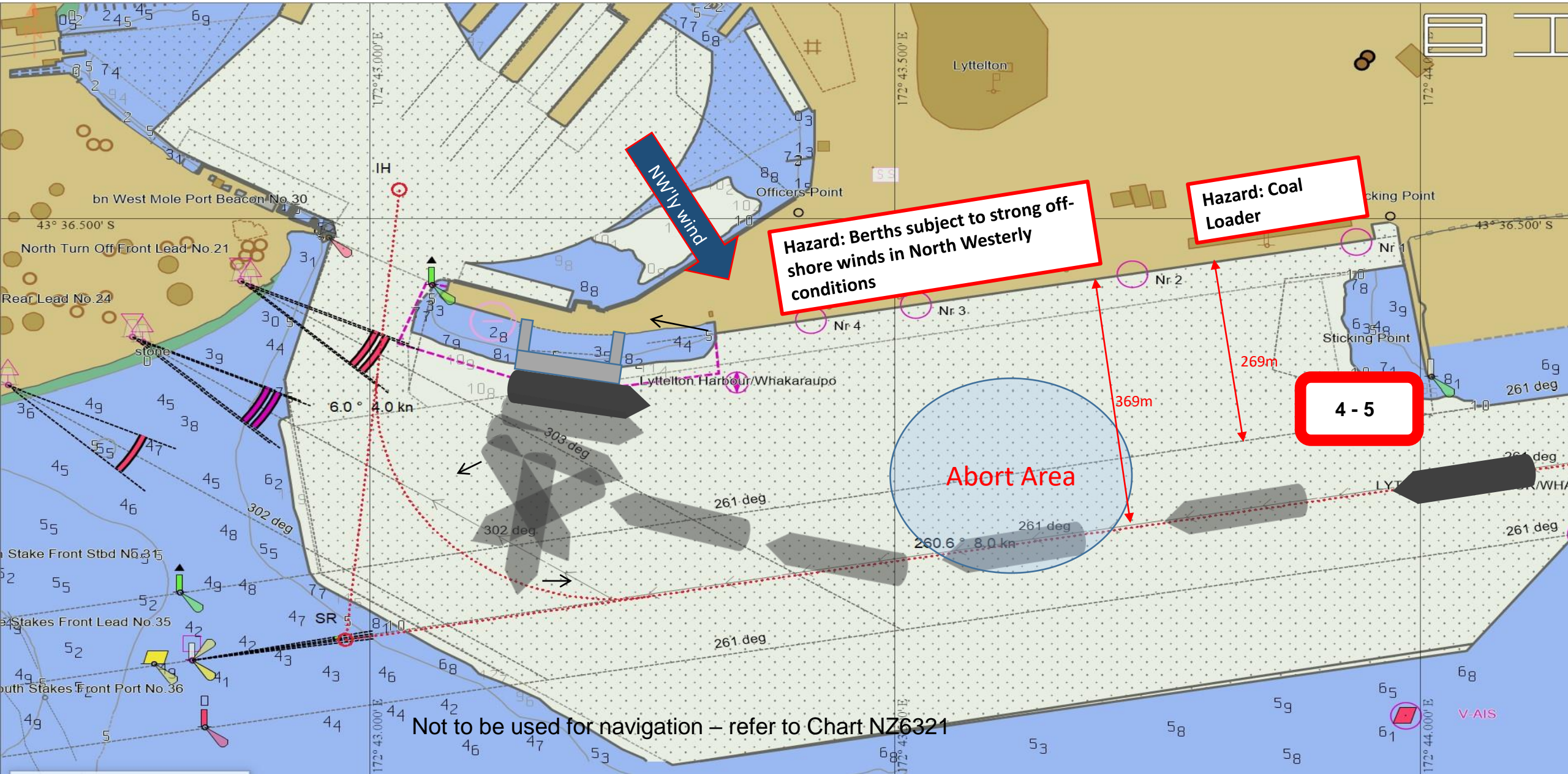
Not to be used for navigation – refer to Chart NZ6321

Breakwater to CQ3 Arrival SSTQ



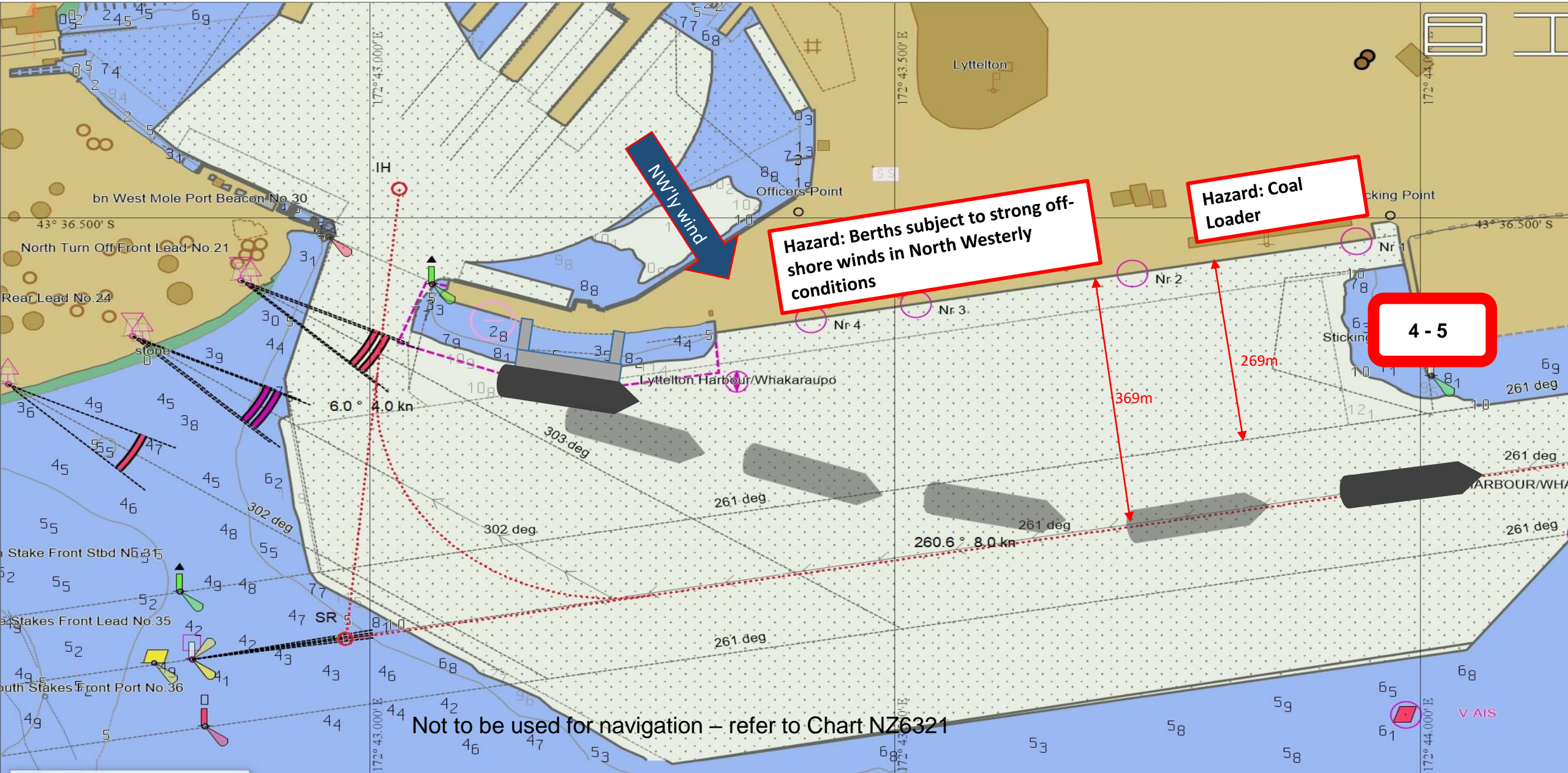
Not to be used for navigation – refer to Chart NZ6321

Breakwater to Cruise Berth Arrival PSTQ – Bow to Port

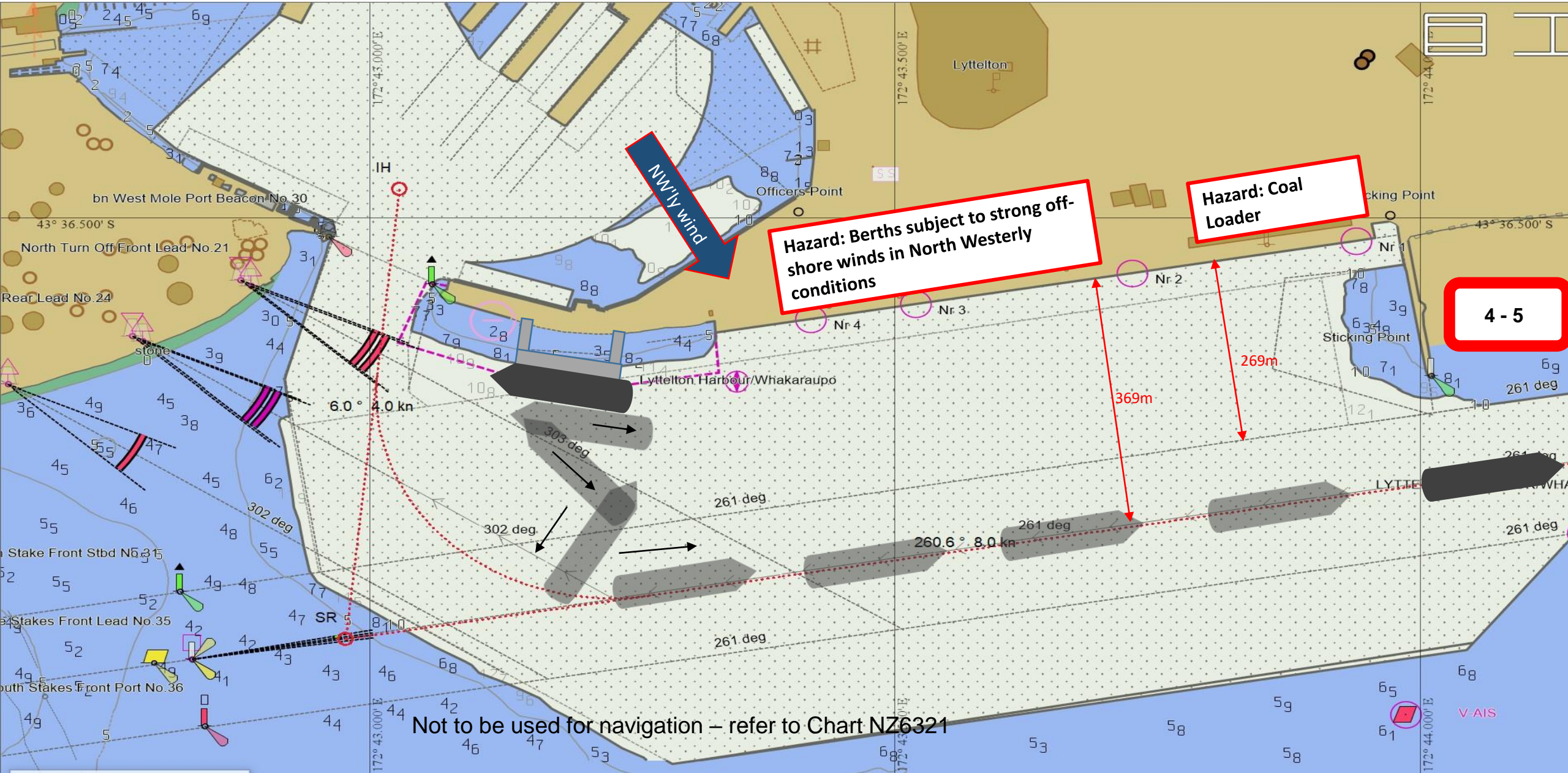


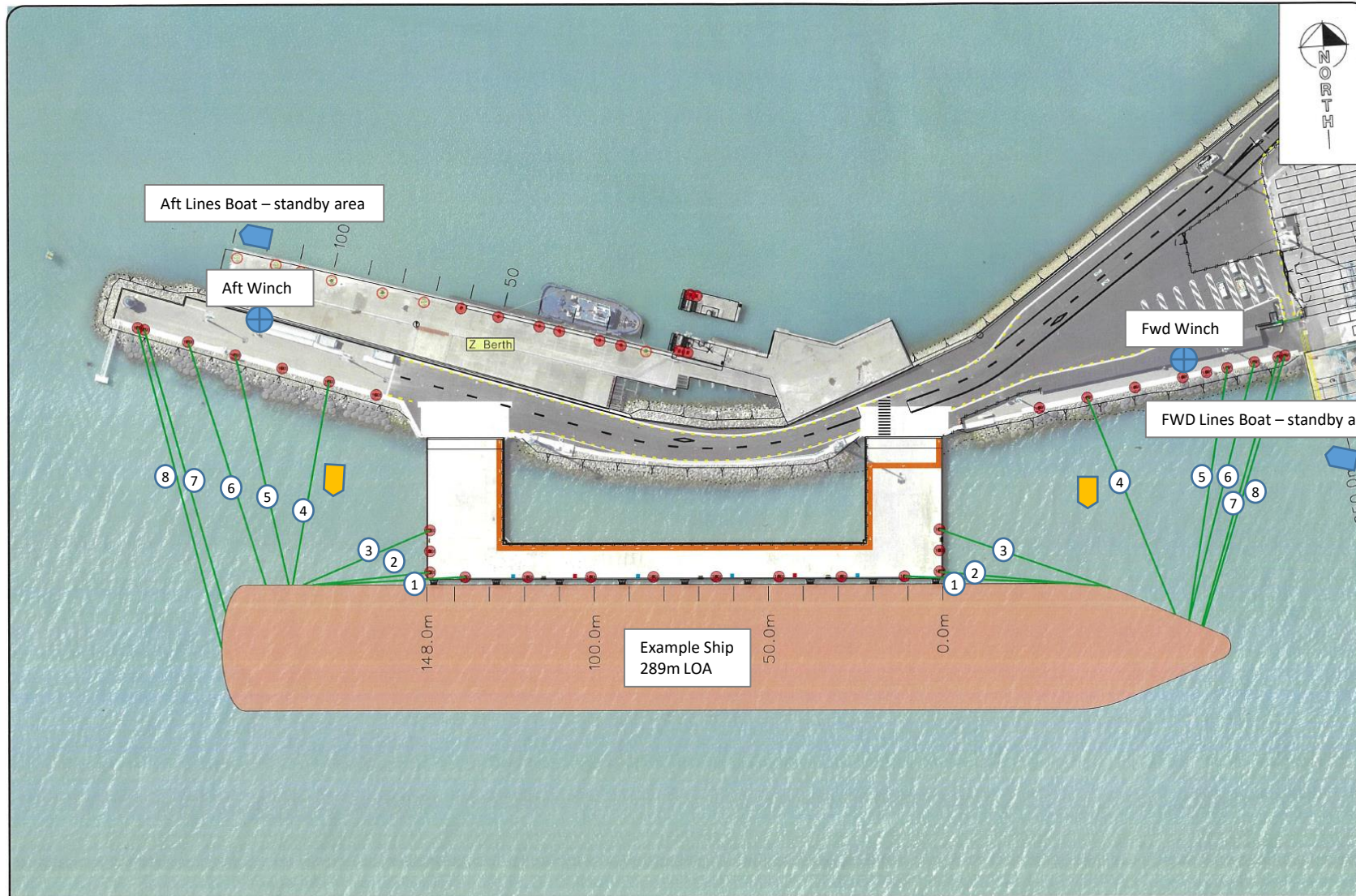
Not to be used for navigation – refer to Chart NZ6321

Departure Cruise Berth PSTQ to Sea



Departure Cruise Berth SSTQ to Sea (Non Cruise)





Key

- Lines Boat – Staging Area
- Shore Lines Winch
- Lines Boat – In Operation

① - ⑧ Order of Lines

Lines Operation

- Lines Boats will run a messenger from ashore and secure it to the ships lines – up to two ships lines at a time
- Lines will then be winched ashore in the sequence shown
- Spring lines – ships crew to throw a heaving line to the lines team on the berth as the vessel comes alongside. Alternatively a messenger line will be taken by the Lines Boat to the ship and secured to the ships line once the vessel is alongside.
- Tugs will be available on standby and may be used by the Pilot to manage/hold the position of the ship alongside
- Vessel to be aware of thruster and propulsion use when lines boats in operation - there should be no wash in the lines boat operational area.

LPC Pilot will

- Confirm Lines Boats are in standby position prior to berthing
- Request that Lines Boats come into position to commence tie-up once vessel is alongside and conditions are safe
- Hand over lines boat operation to LPC Lines Supervisors
- Release Lines Boats once tie-up complete
- Pilot will take control of lines operation as required
- VHF CH11 to be used for communication between Lines Supervisors and Lines Boats. Lines Boats to listen on VHF CH02

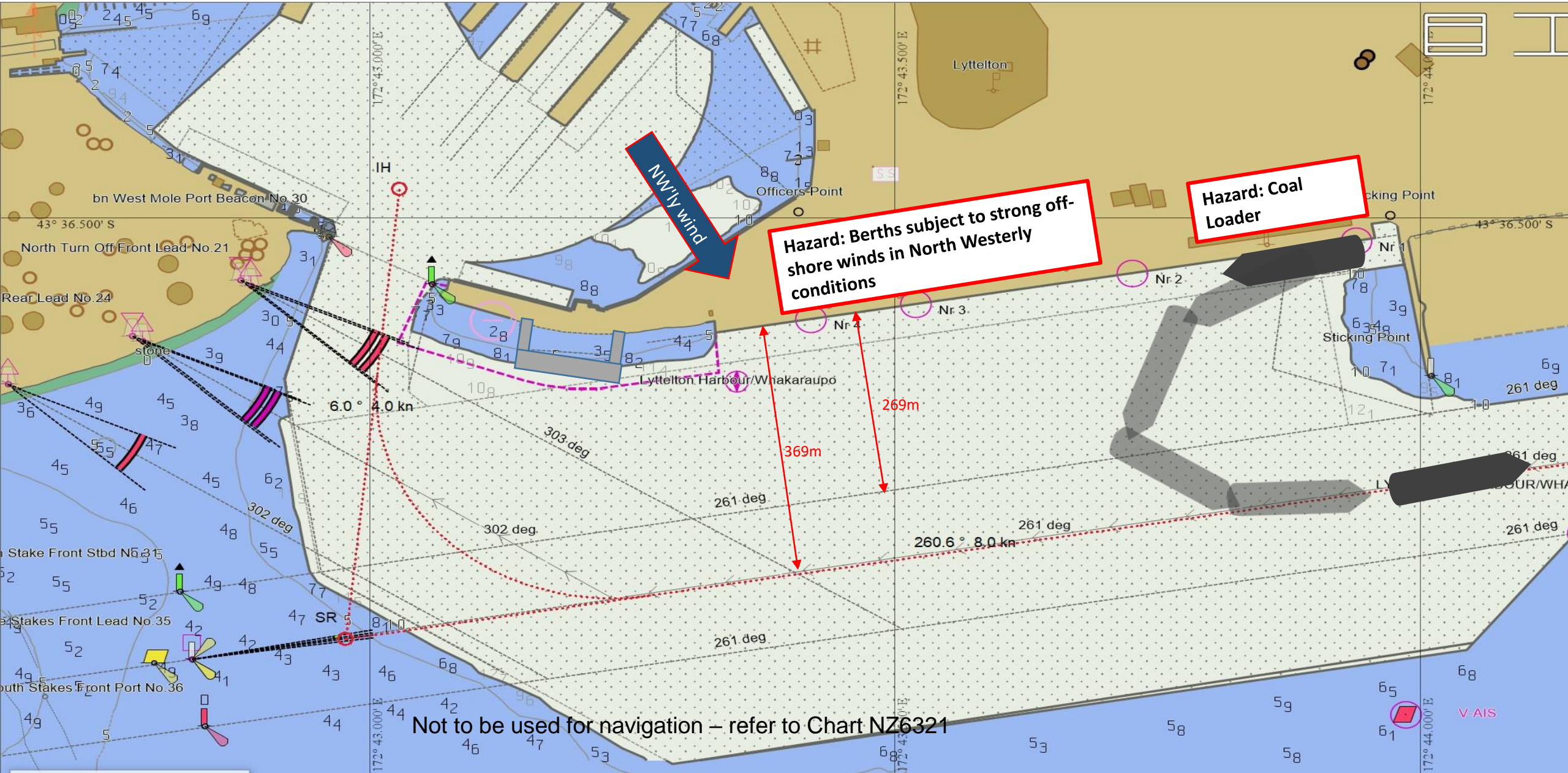
Arrival/Departure from Cruise Berth Limits

Vessel LOA / tug assistance	Max 3 second wind speed (southerly quarter)	Max % bow thruster use
320m-360m with Tugs	25kn	36%
250m-320m with Tugs	25kn	40%
200m-250m with Tugs	30kn	84%
<200m with tugs	30kn	No limitation

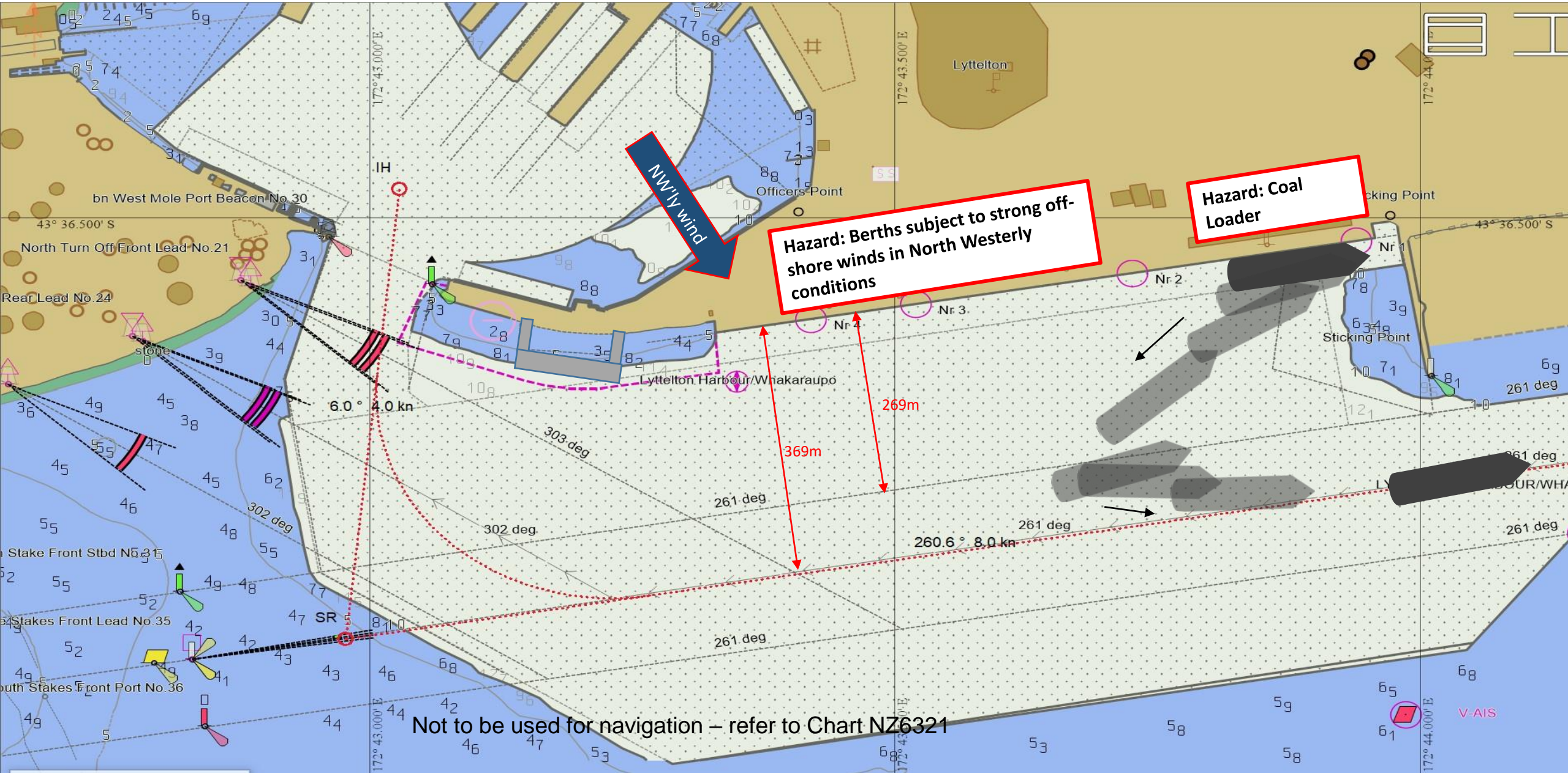
Clear Berth Wind Limits (3 second gusts)

- Cruise Berth: 40kn gusts NW, 50kn gusts NE, SW direction
- Inner Harbour (No2. No7): 30kn gusts NW, 50kn gusts SW

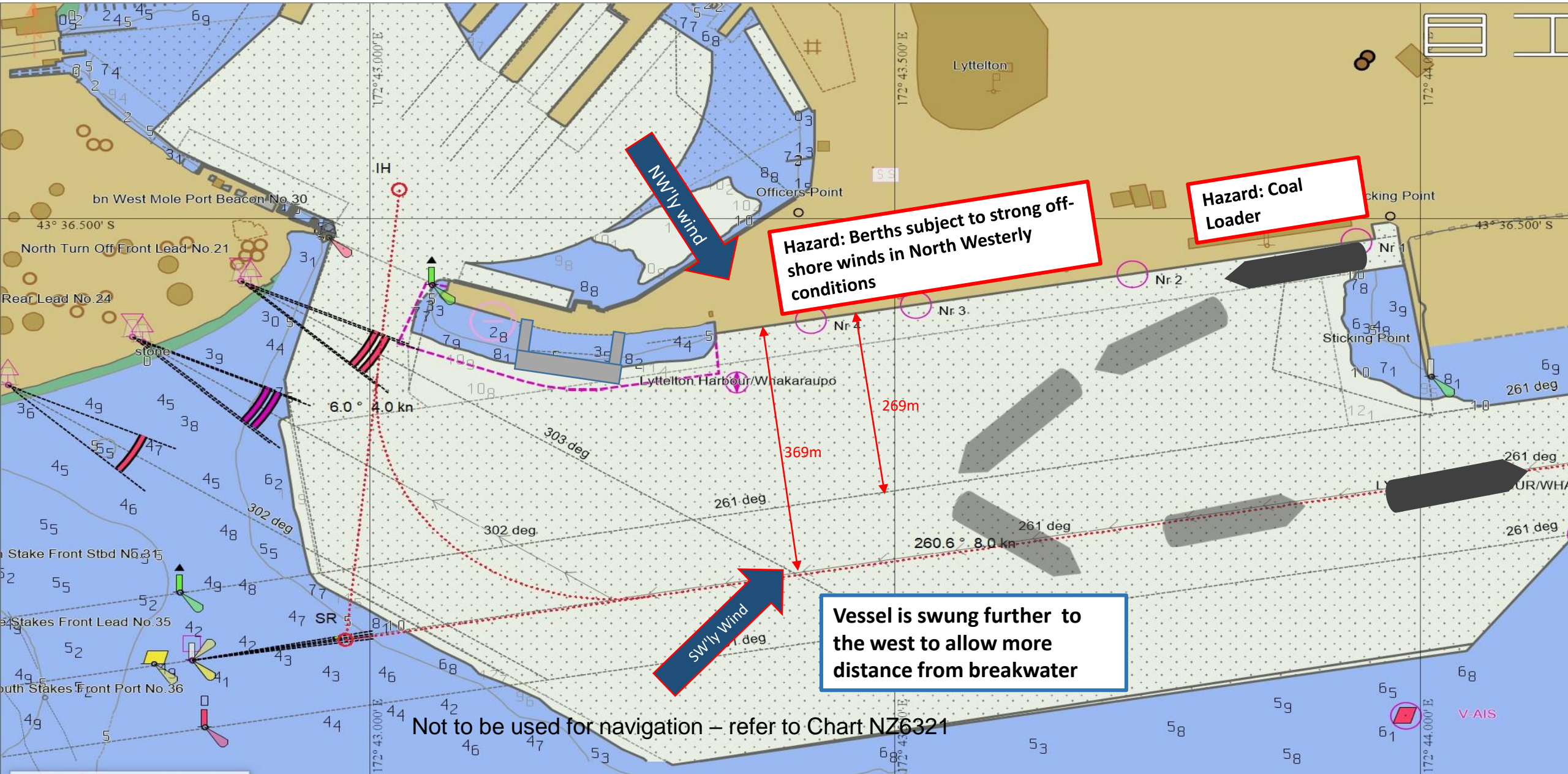
Departure CQ1 SSTQ to Sea



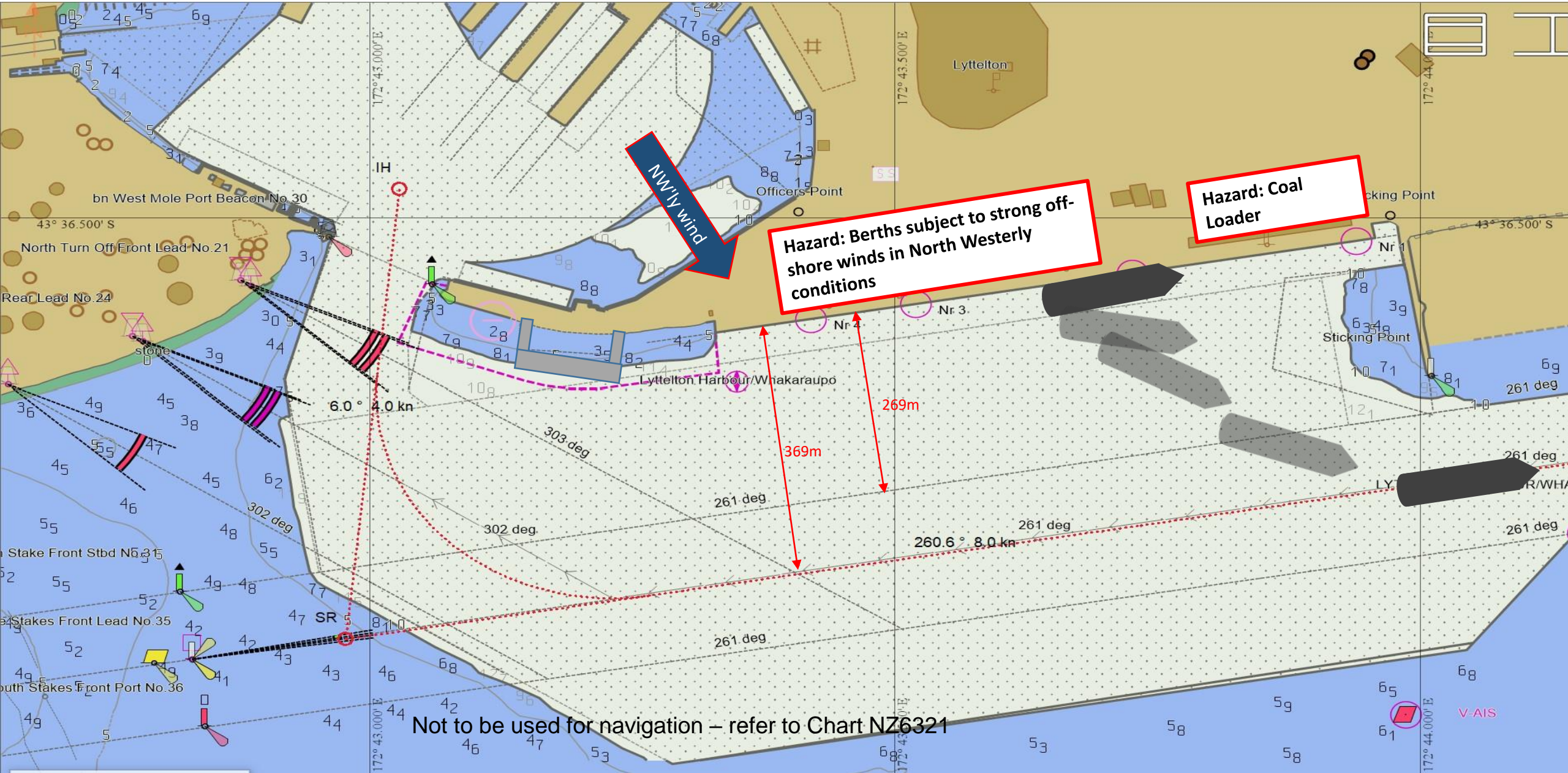
Not to be used for navigation – refer to Chart NZ6321



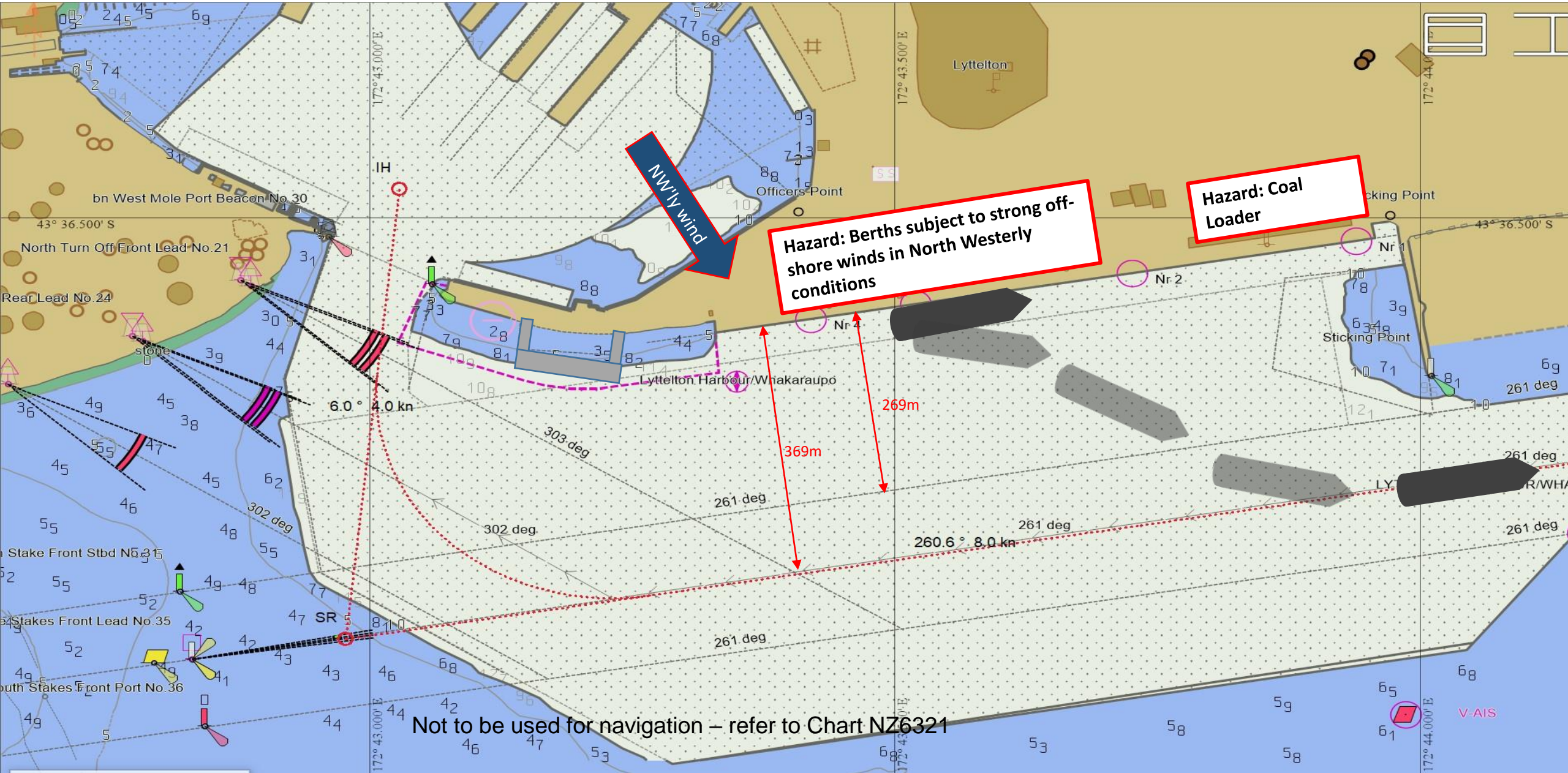
Departure CQ1 SSTQ to Sea – Strong S'ly Wind



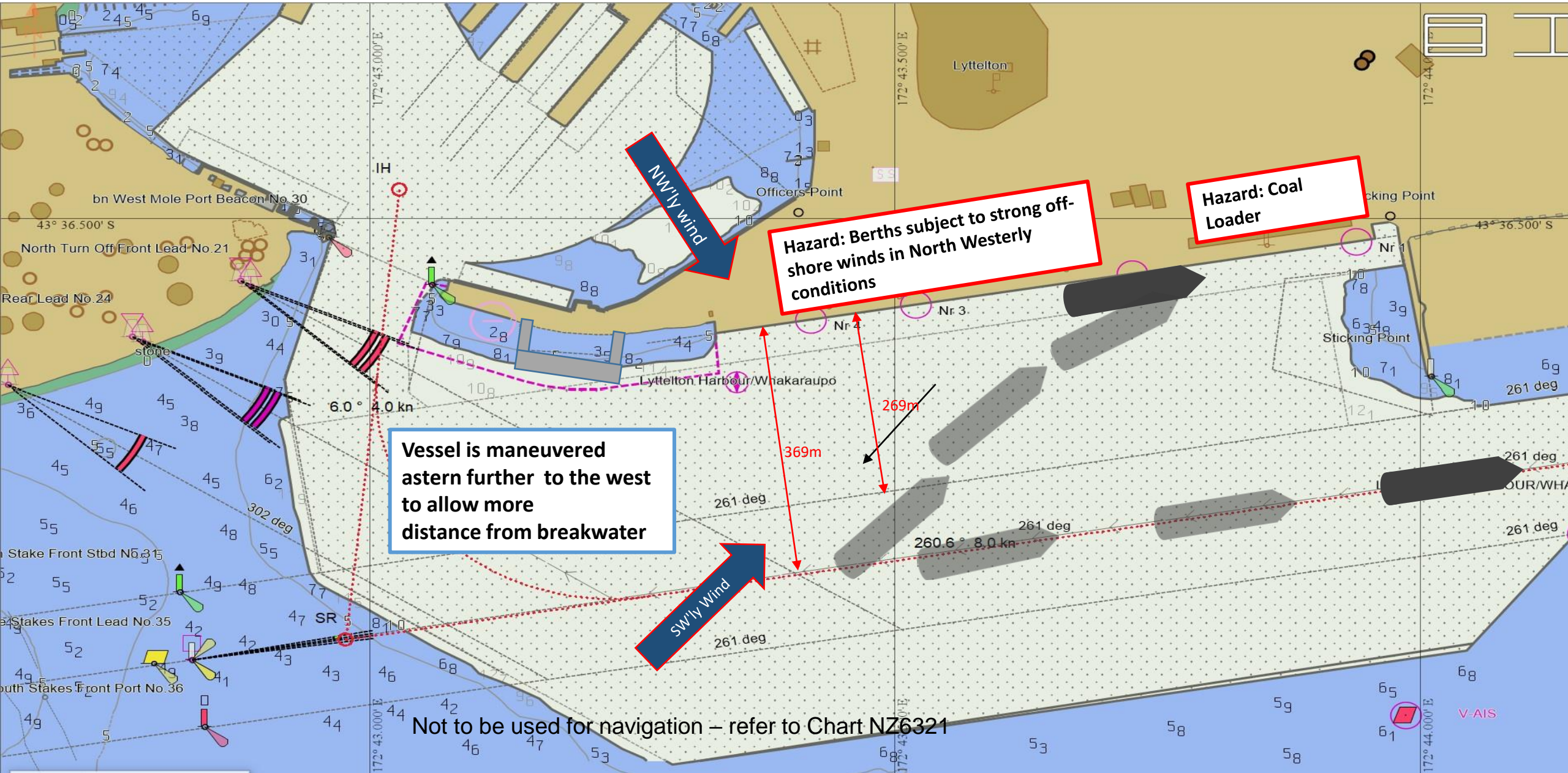
Not to be used for navigation – refer to Chart NZ6321



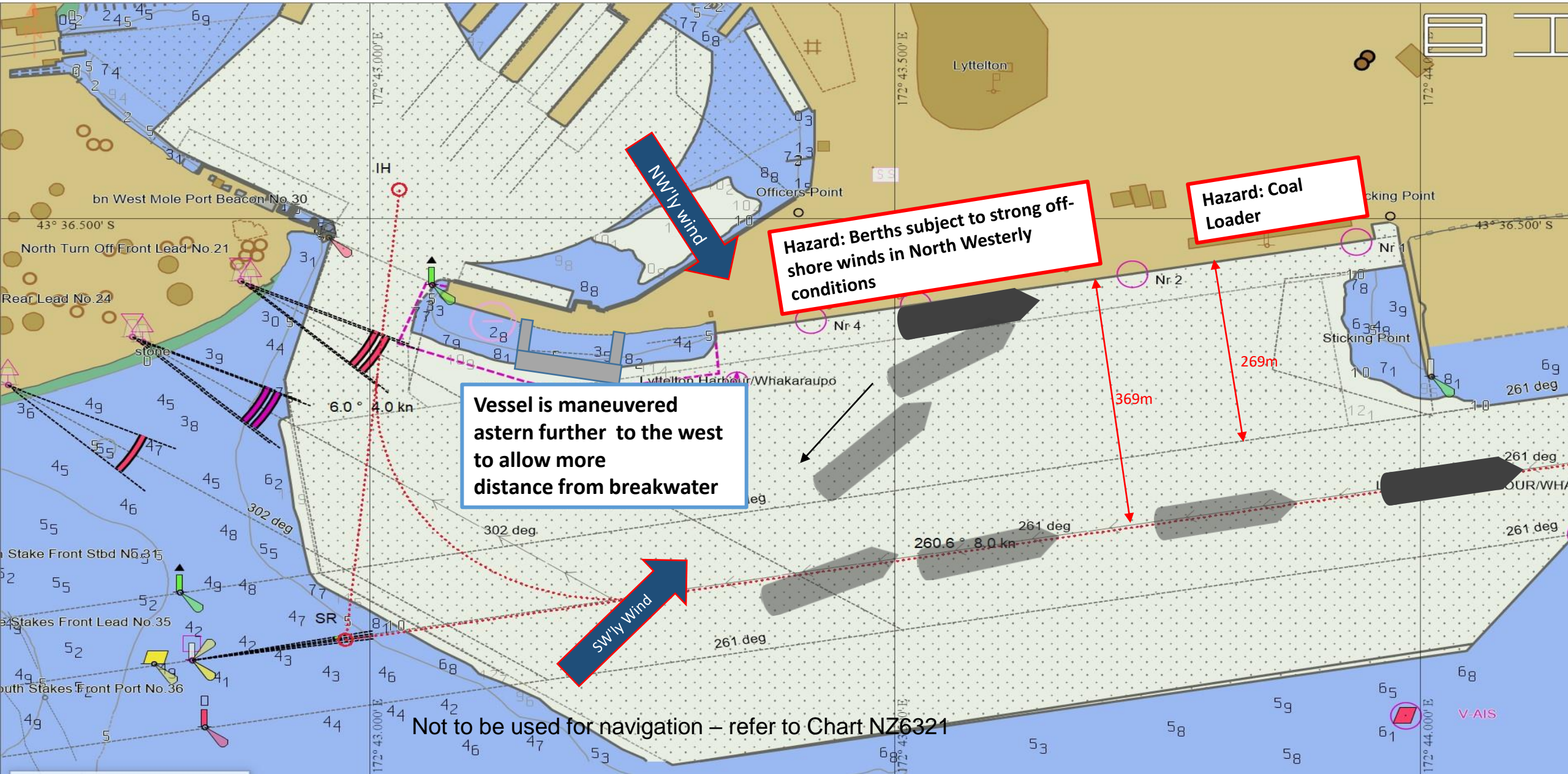
Departure CQ3 PSTQ to Sea



Not to be used for navigation – refer to Chart NZ6321

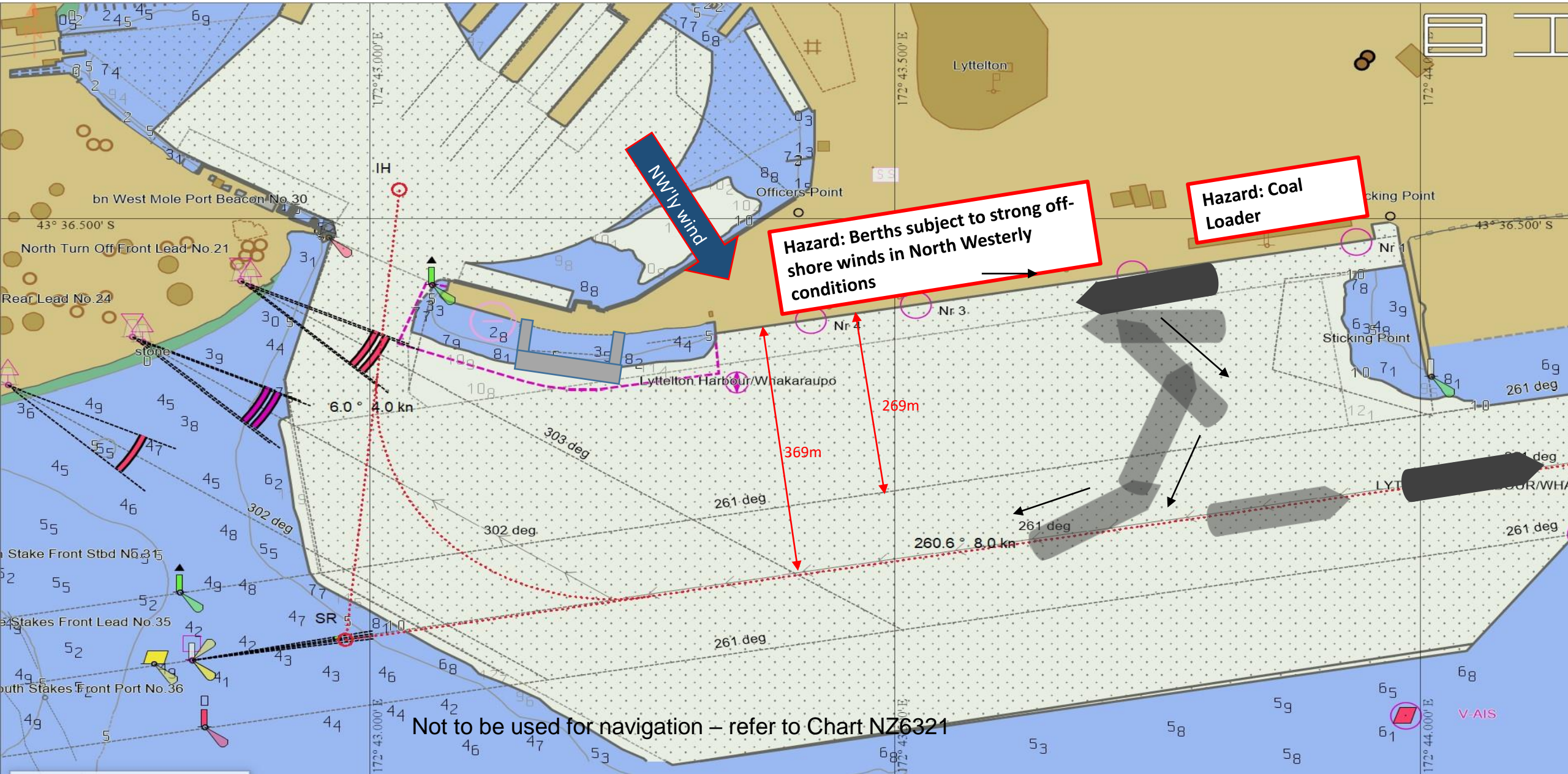


Not to be used for navigation – refer to Chart NZ6321

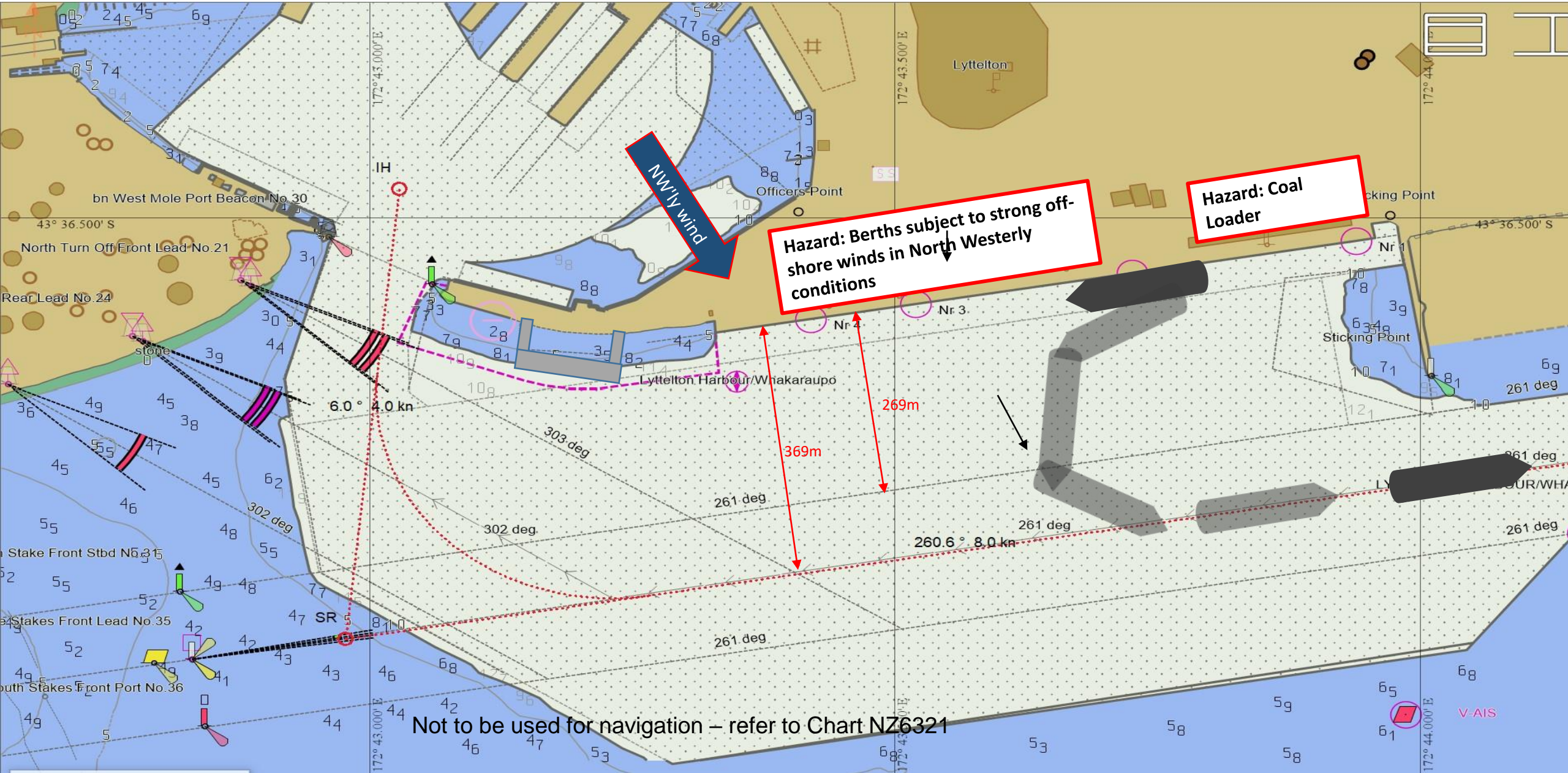


Not to be used for navigation – refer to Chart NZ6321

Departure CQ2 SSTQ to Sea (Bow to Stbd)

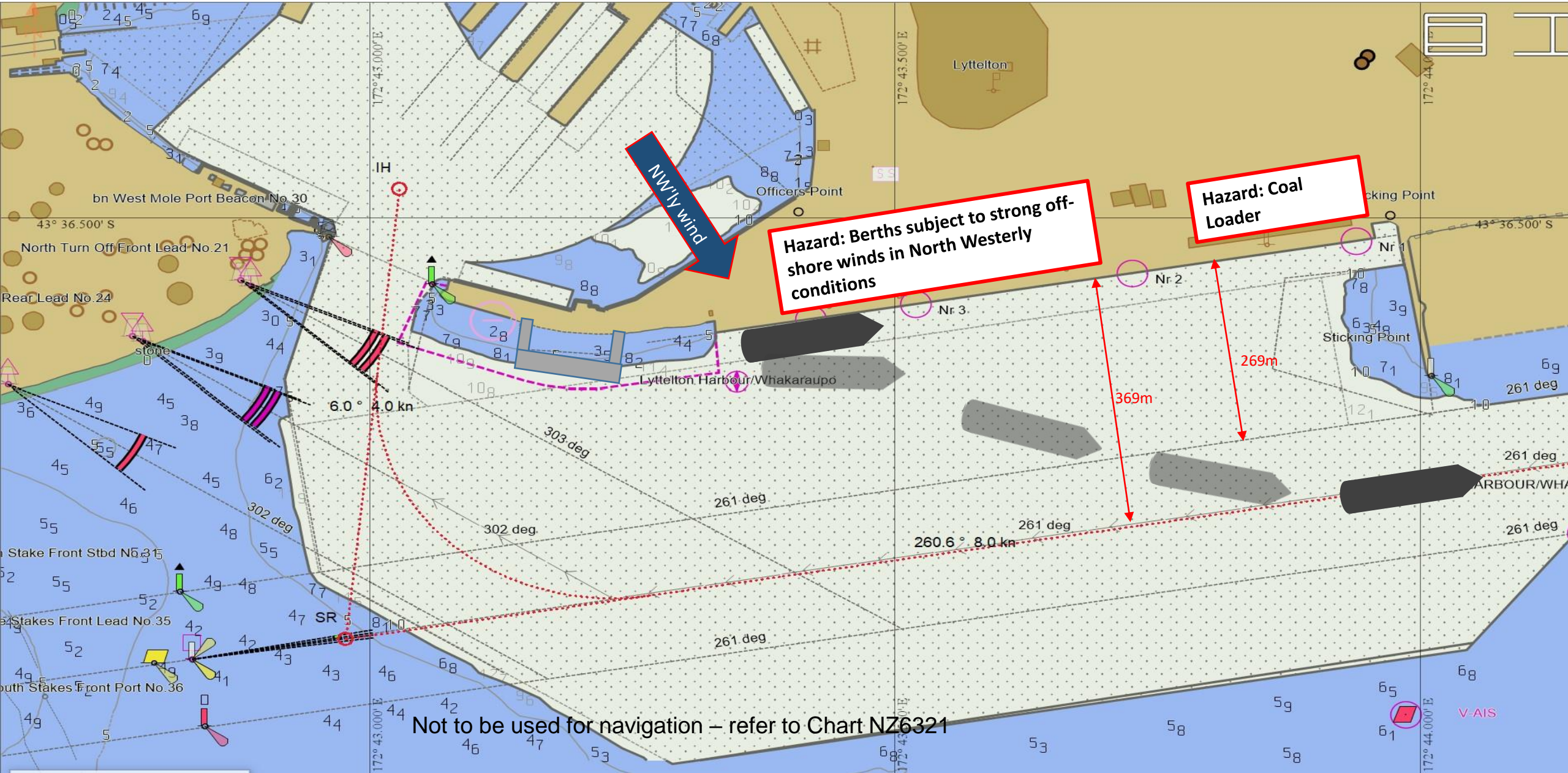


Departure CQ2 SSTQ to Sea (Bow to Port)

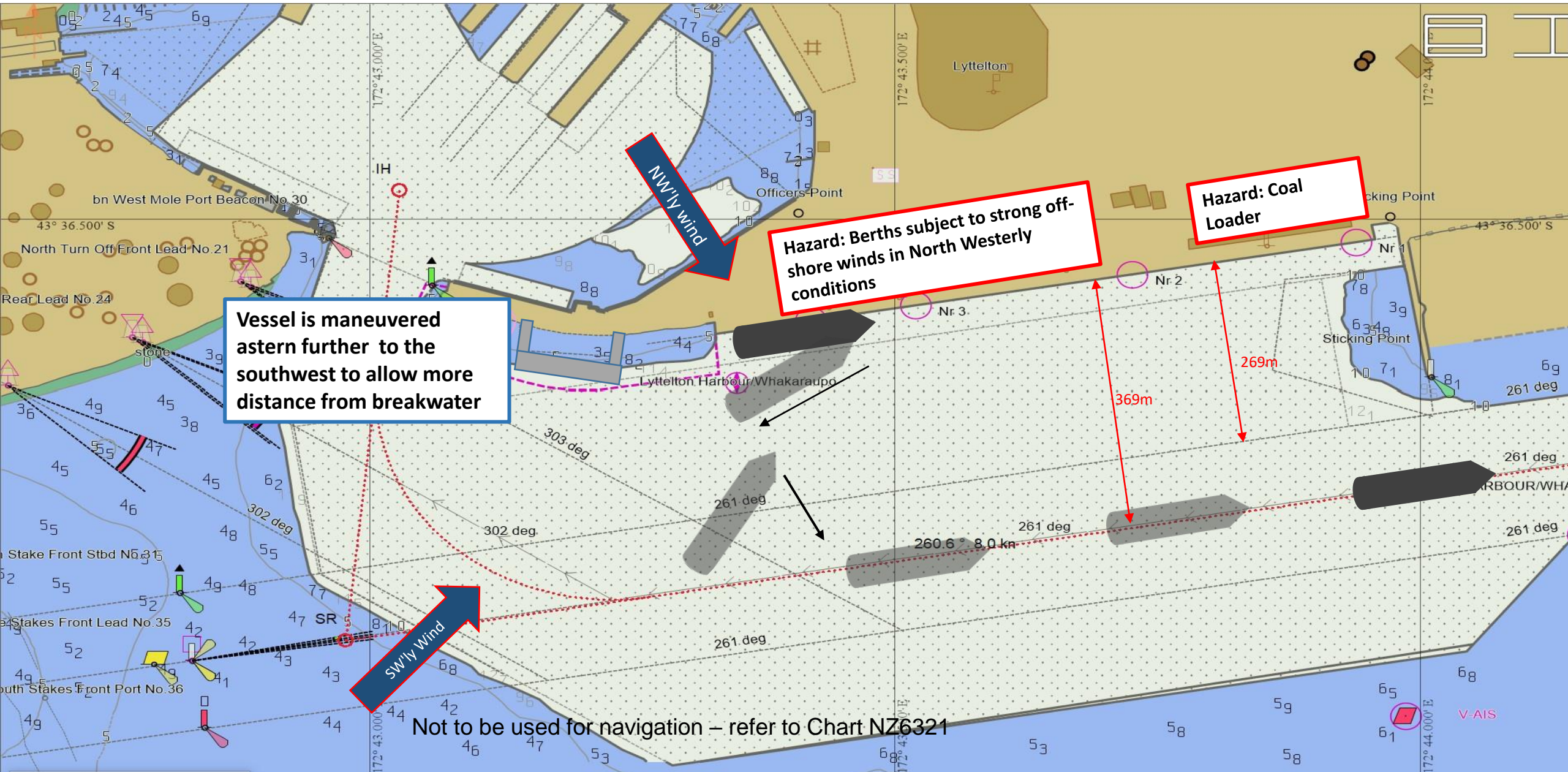


Not to be used for navigation – refer to Chart NZ6321

Departure CQ4 PSTQ to Sea

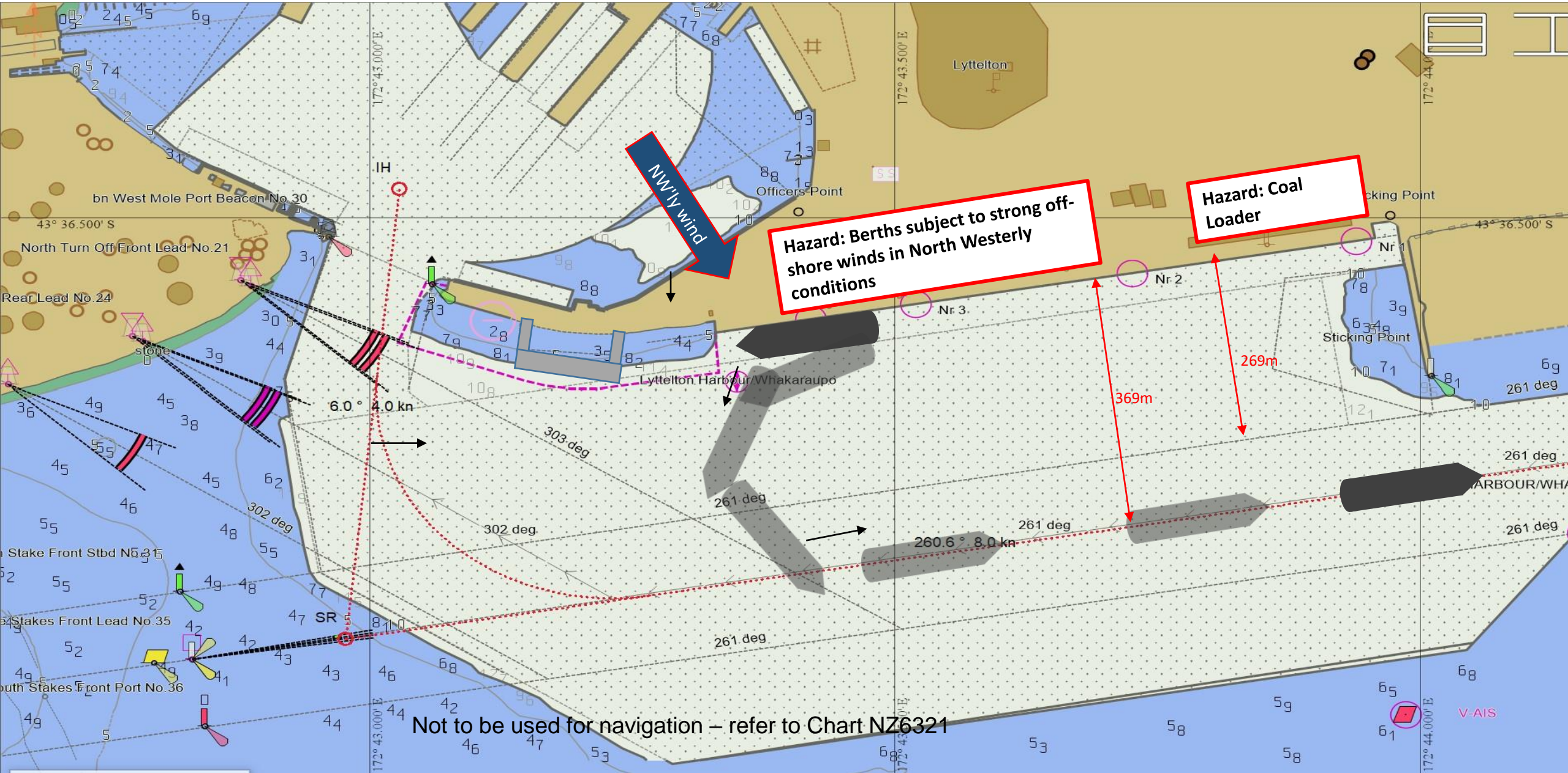


Not to be used for navigation – refer to Chart NZ6321



Not to be used for navigation – refer to Chart NZ6321

Departure CQ4 SSTQ to Sea (Bow to Port)

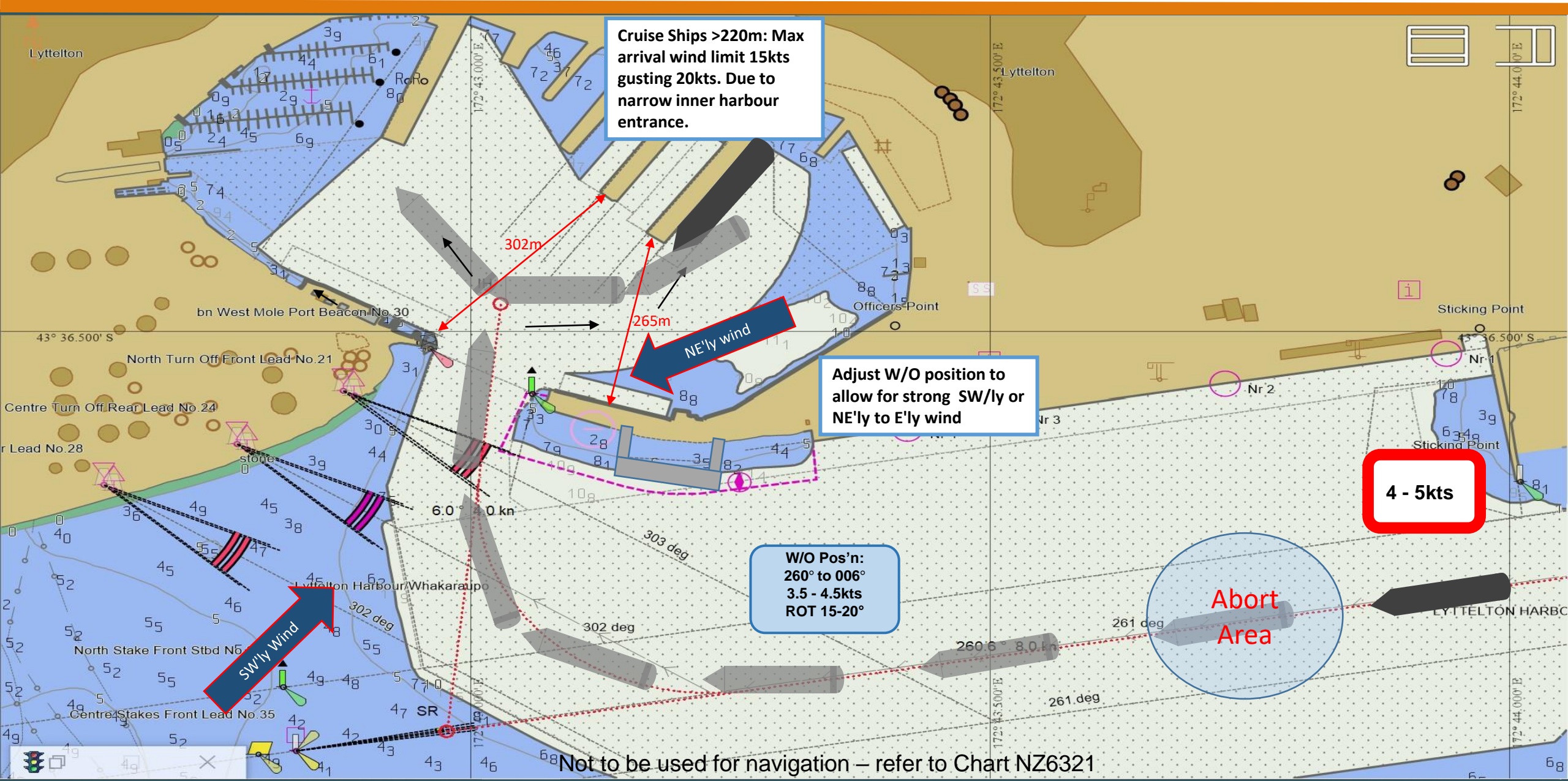


Hazard: Berths subject to strong off-shore winds in North Westerly conditions

Hazard: Coal Loader

Not to be used for navigation - refer to Chart NZ6321

Arrival Sea to 2East SSTQ



Cruise Ships >220m: Max arrival wind limit 15kts gusting 20kts. Due to narrow inner harbour entrance.

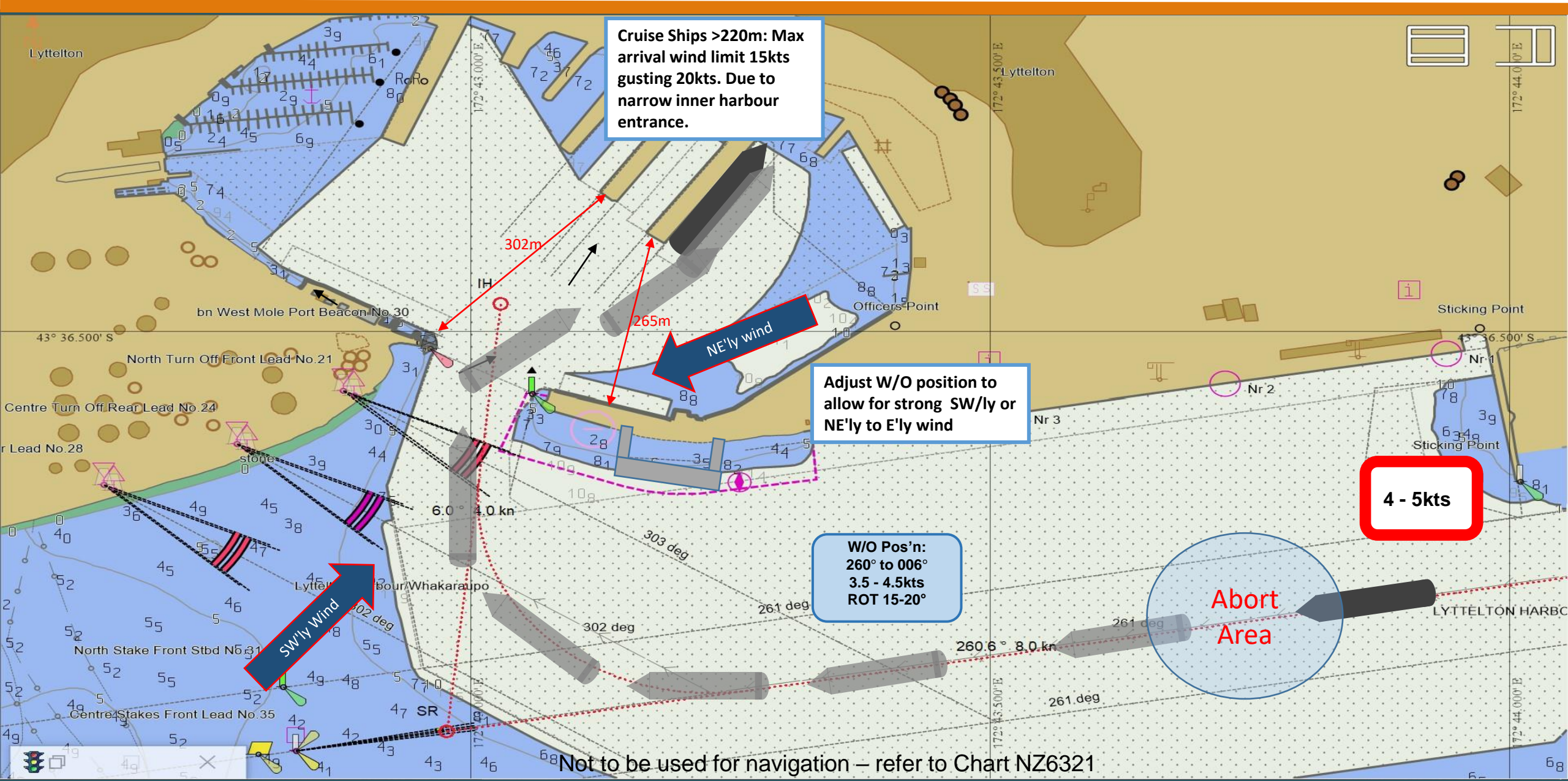
Adjust W/O position to allow for strong SW'ly or NE'ly to E'ly wind

W/O Pos'n:
260° to 006°
3.5 - 4.5kts
ROT 15-20°

4 - 5kts

Abort Area

Arrival Sea 2East to PSTQ



Cruise Ships >220m: Max arrival wind limit 15kts gusting 20kts. Due to narrow inner harbour entrance.

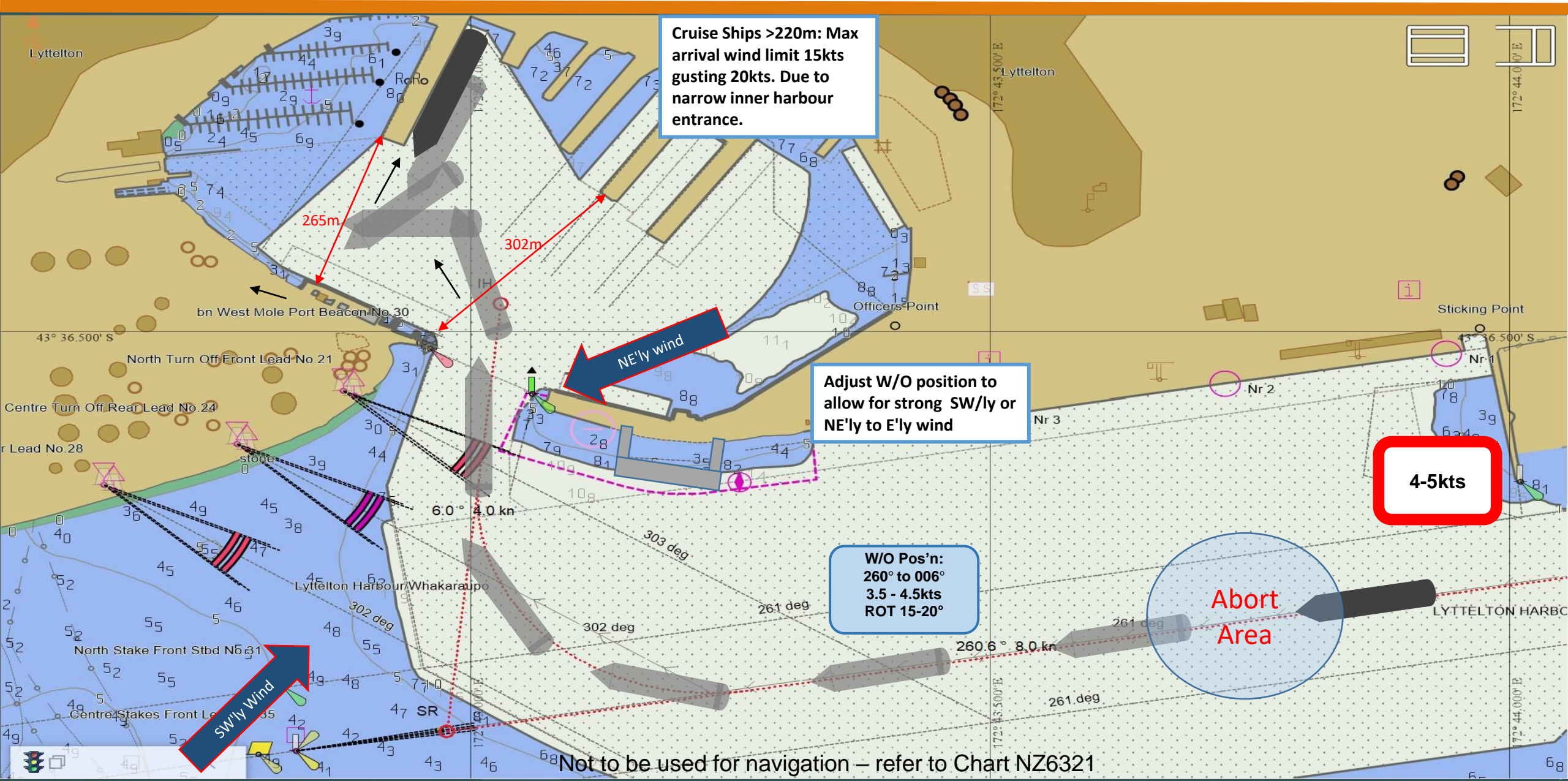
Adjust W/O position to allow for strong SW/ly or NE'ly to E'ly wind

W/O Pos'n: 260° to 006°
3.5 - 4.5kts
ROT 15-20°

4 - 5kts

Abort Area

Arrival Sea to 7East SSTQ



Cruise Ships >220m: Max arrival wind limit 15kts gusting 20kts. Due to narrow inner harbour entrance.

Adjust W/O position to allow for strong SW'ly or NE'ly to E'ly wind

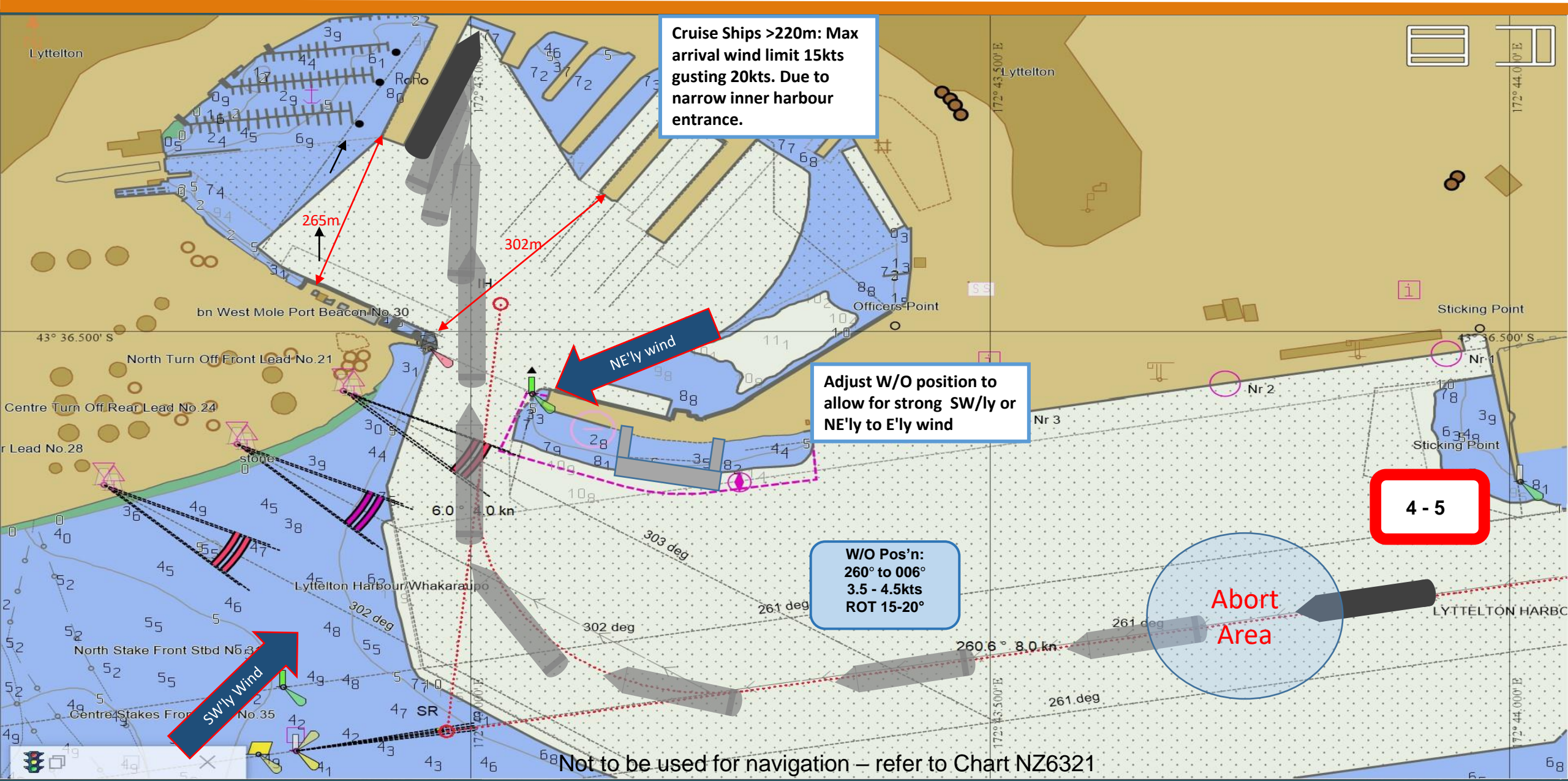
W/O Pos'n:
260° to 006°
3.5 - 4.5kts
ROT 15-20°

4-5kts

Abort Area

SW'ly Wind

Arrival Sea to 7East PSTQ



Cruise Ships >220m: Max arrival wind limit 15kts gusting 20kts. Due to narrow inner harbour entrance.

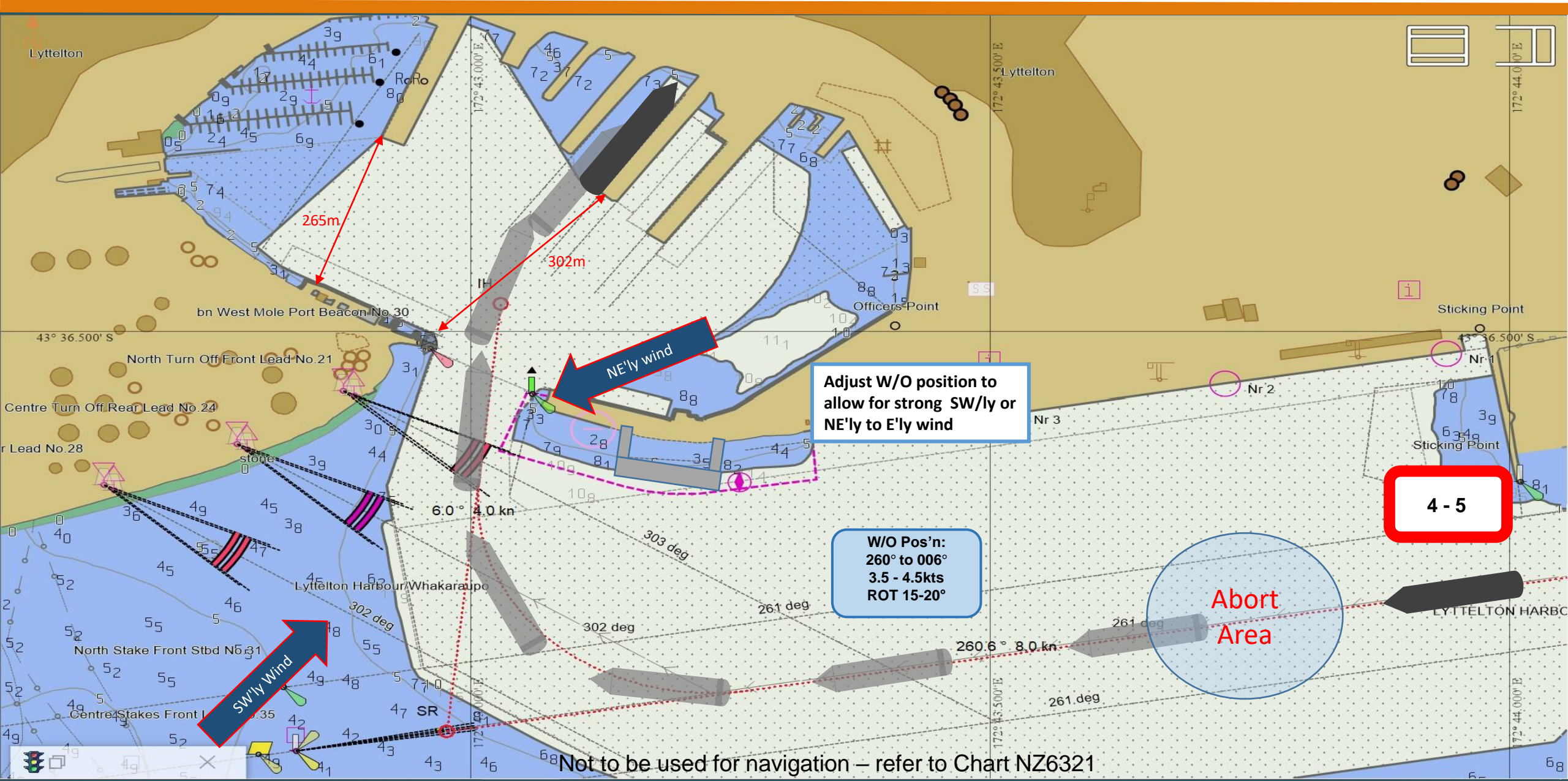
Adjust W/O position to allow for strong SW/ly or NE'ly to E'ly wind

**W/O Pos'n:
260° to 006°
3.5 - 4.5kts
ROT 15-20°**

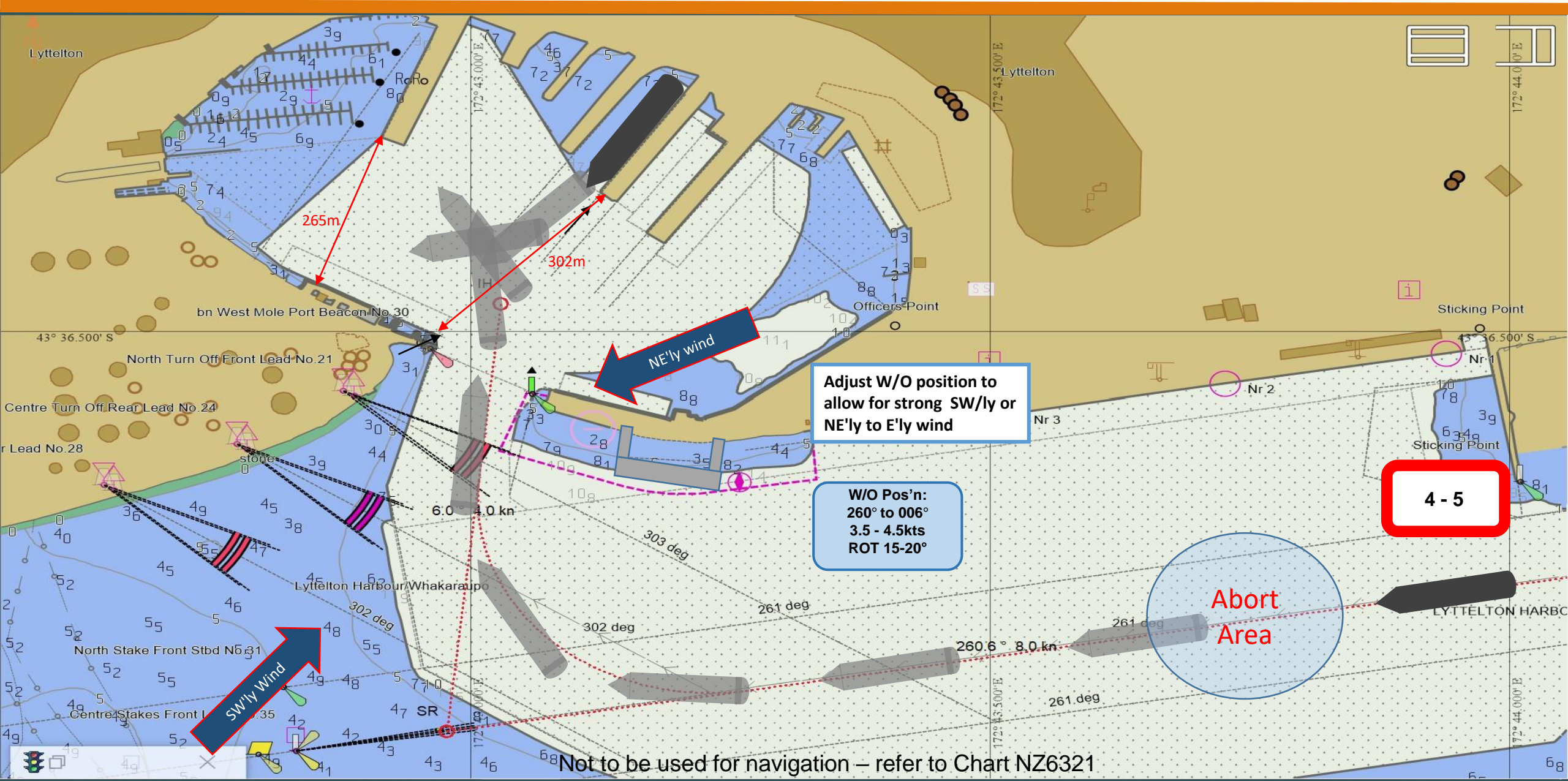
4 - 5

Abort Area

Arrival Sea to 3West SSTQ



Arrival Sea to 3West PSTQ



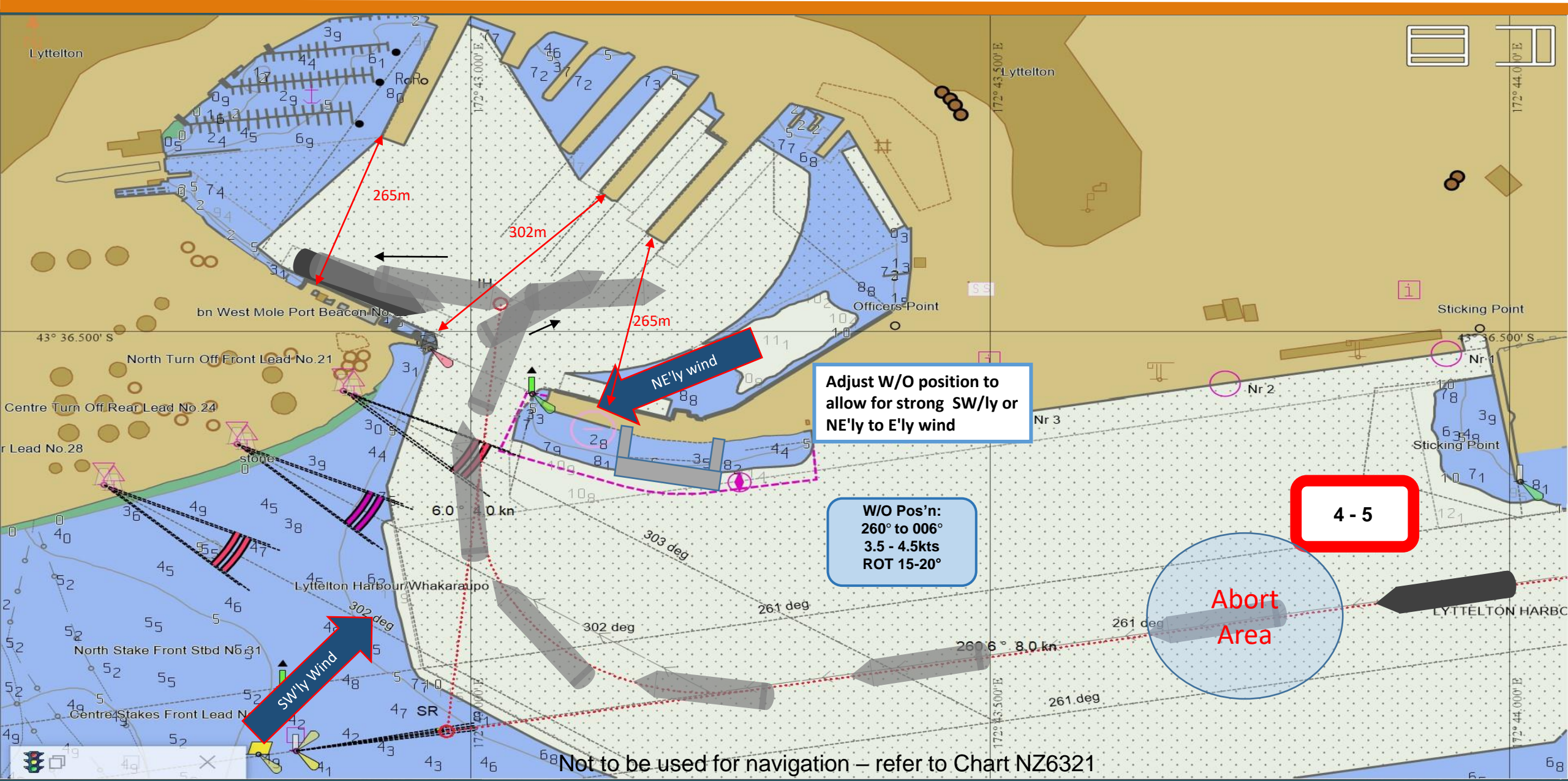
Adjust W/O position to allow for strong SW'ly or NE'ly to E'ly wind

W/O Pos'n:
260° to 006°
3.5 - 4.5kts
ROT 15-20°

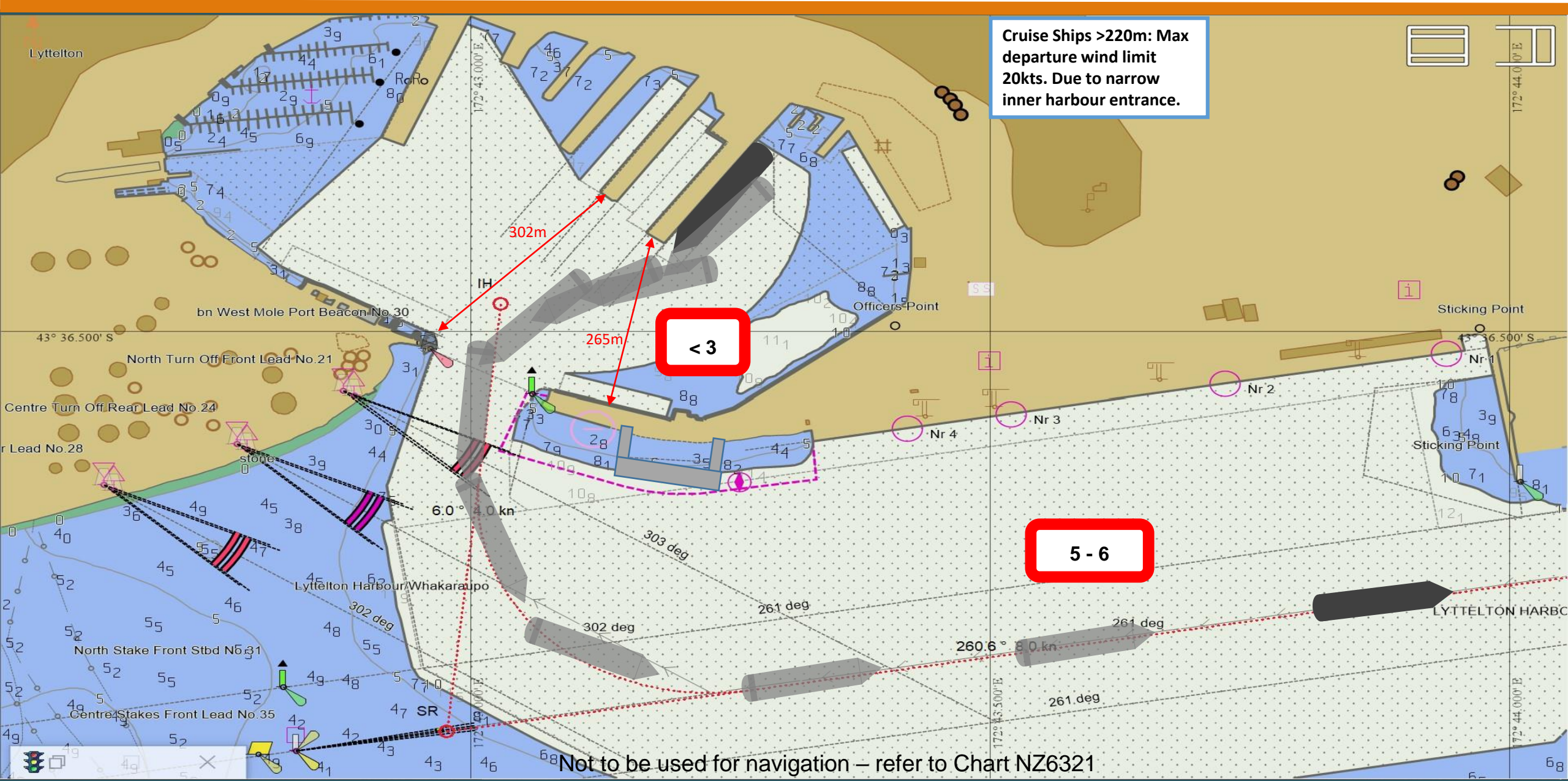
4 - 5

Abort Area

Arrival Sea to Oil Berth SSTQ



Departure 2East SSTQ to Sea



Cruise Ships >220m: Max departure wind limit 20kts. Due to narrow inner harbour entrance.

< 3

5 - 6

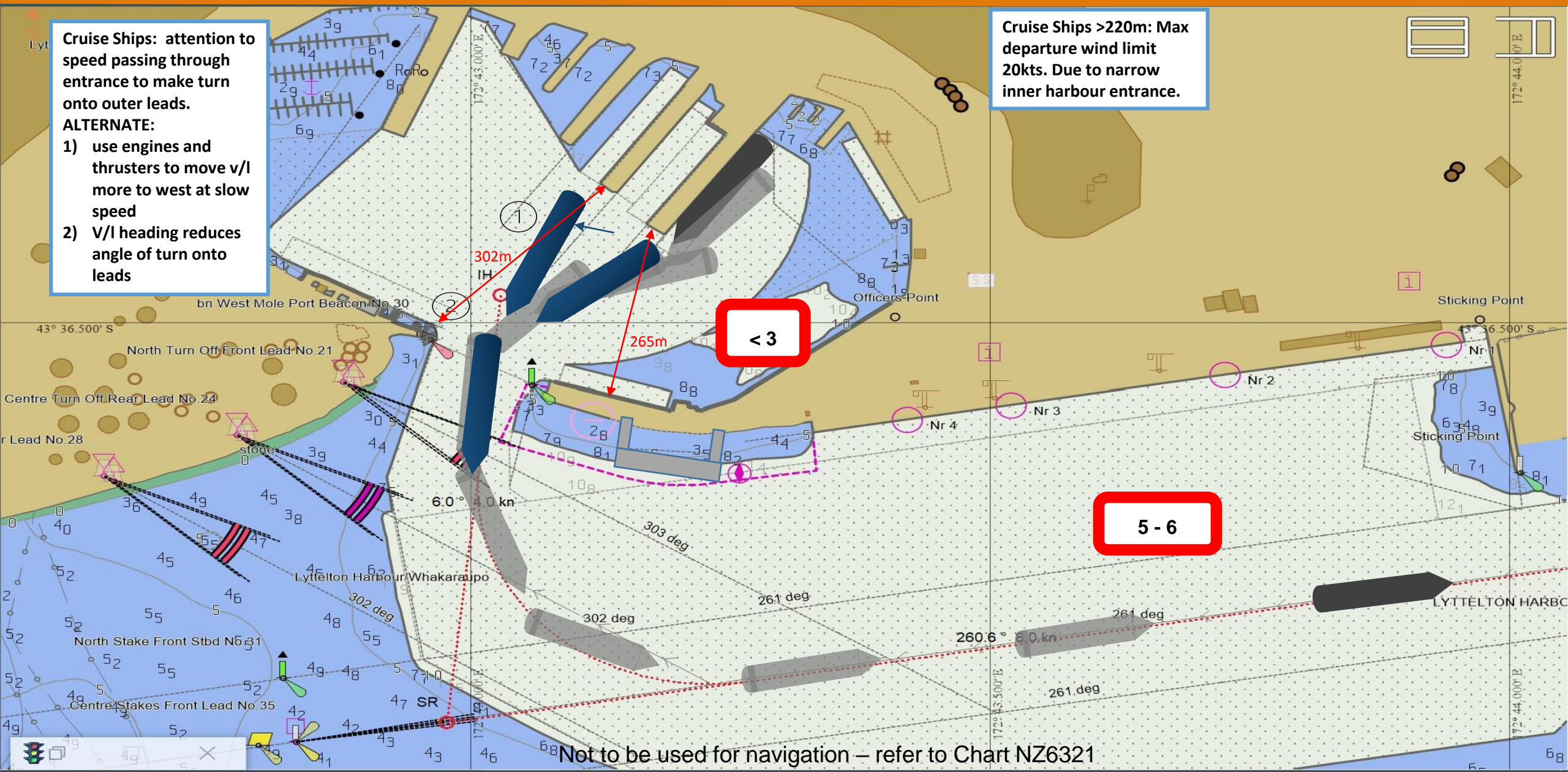
Departure 2East SSTQ to Sea

Cruise Ships: attention to speed passing through entrance to make turn onto outer leads.

ALTERNATE:

- 1) use engines and thrusters to move v/l more to west at slow speed
- 2) V/l heading reduces angle of turn onto leads

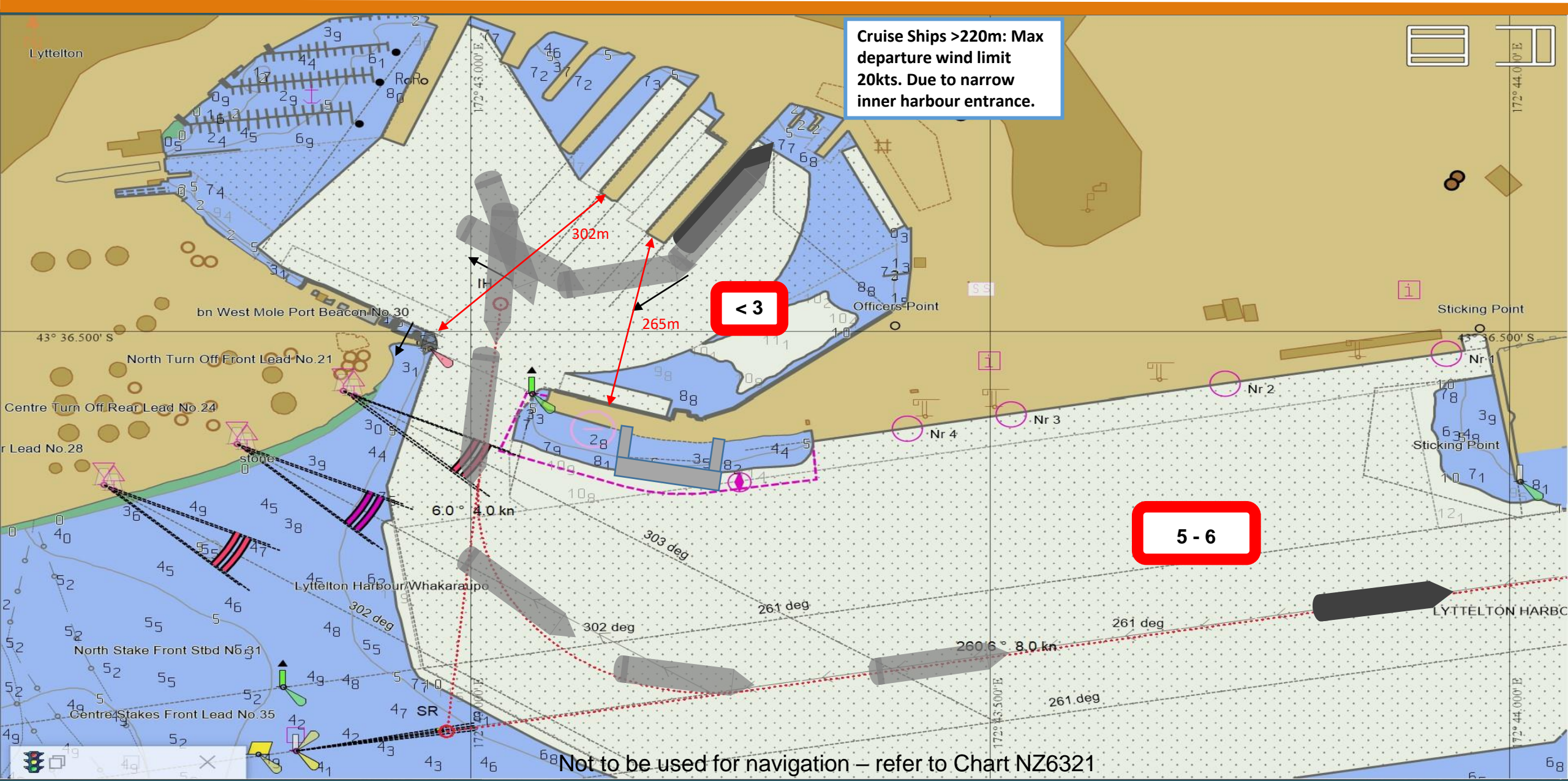
Cruise Ships >220m: Max departure wind limit 20kts. Due to narrow inner harbour entrance.



< 3

5 - 6

Departure 2East PSTQ to Sea



Cruise Ships >220m: Max departure wind limit 20kts. Due to narrow inner harbour entrance.

< 3

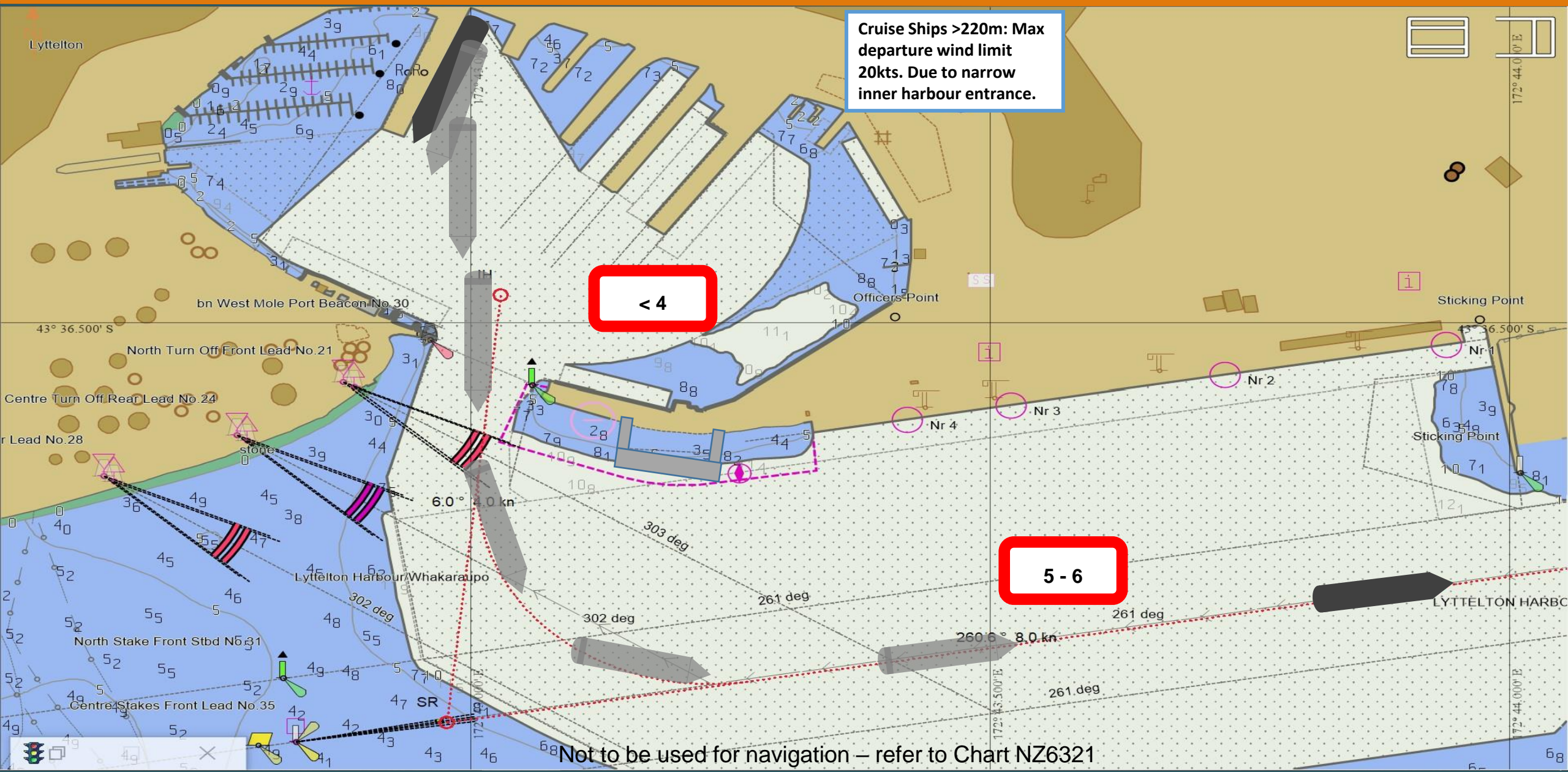
5 - 6

Departure 7East SSTQ to Sea

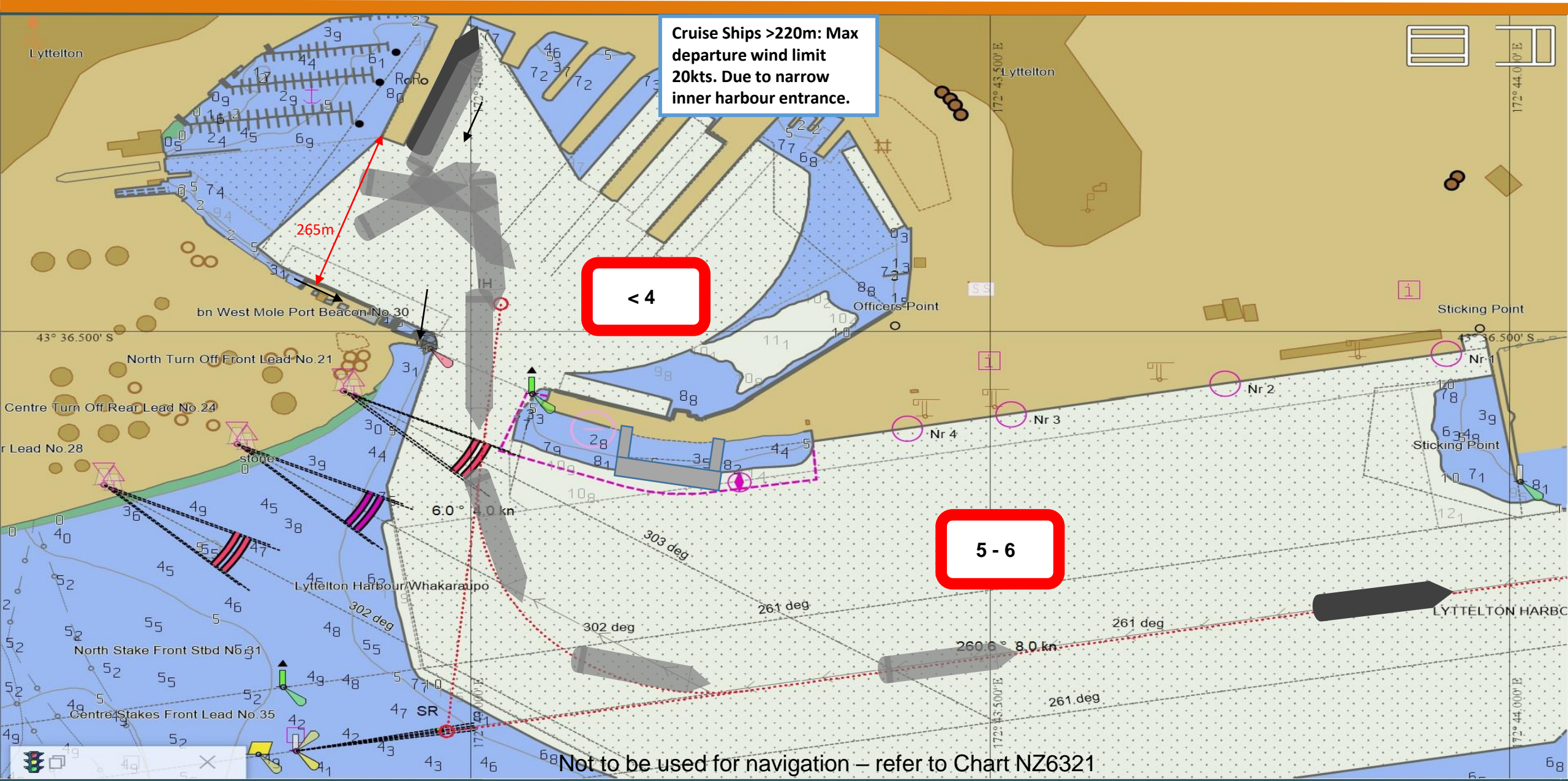
Cruise Ships >220m: Max departure wind limit 20kts. Due to narrow inner harbour entrance.

< 4

5 - 6



Departure 7East PSTQ to Sea



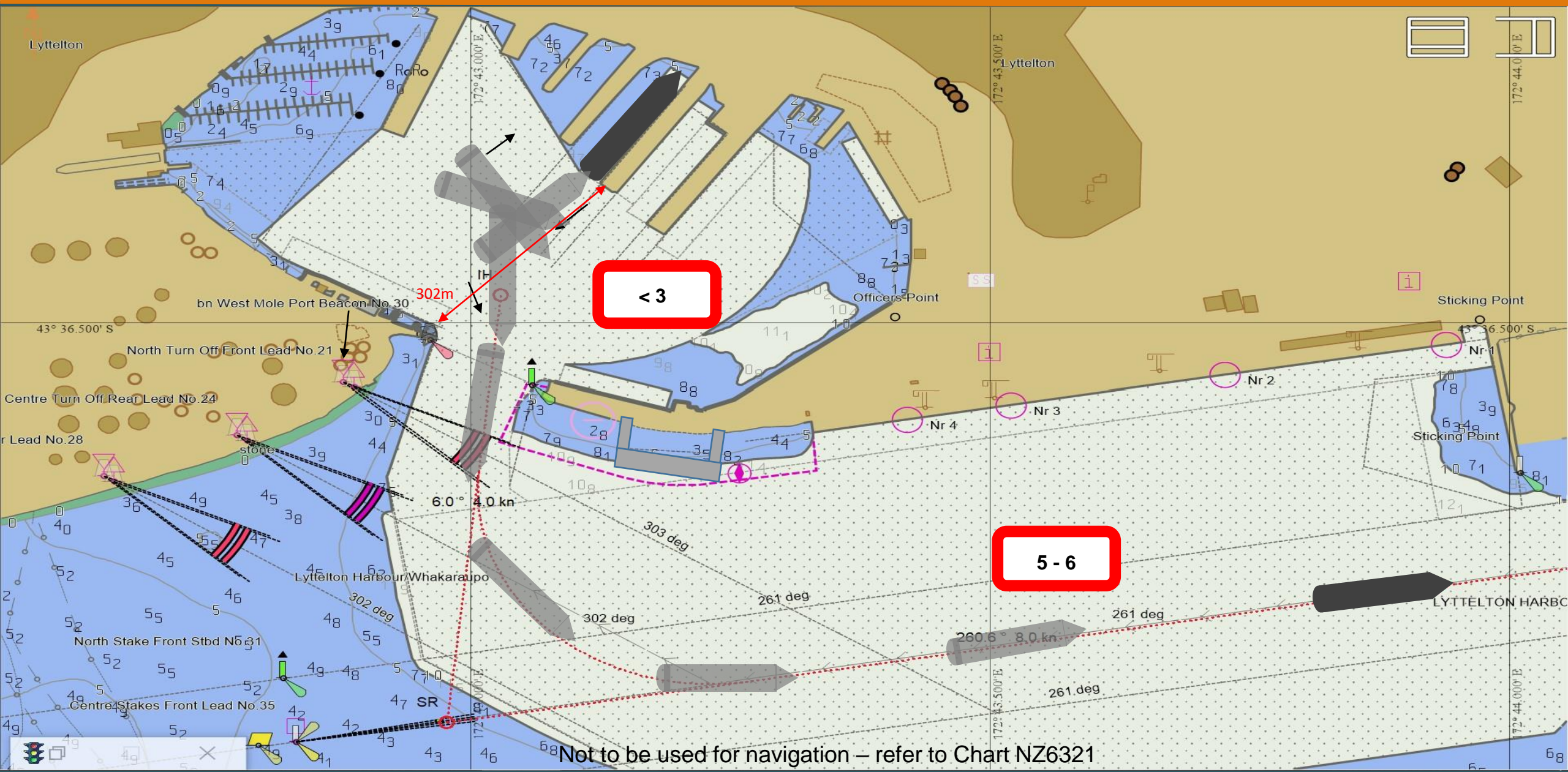
Cruise Ships >220m: Max departure wind limit 20kts. Due to narrow inner harbour entrance.

< 4

5 - 6

265m

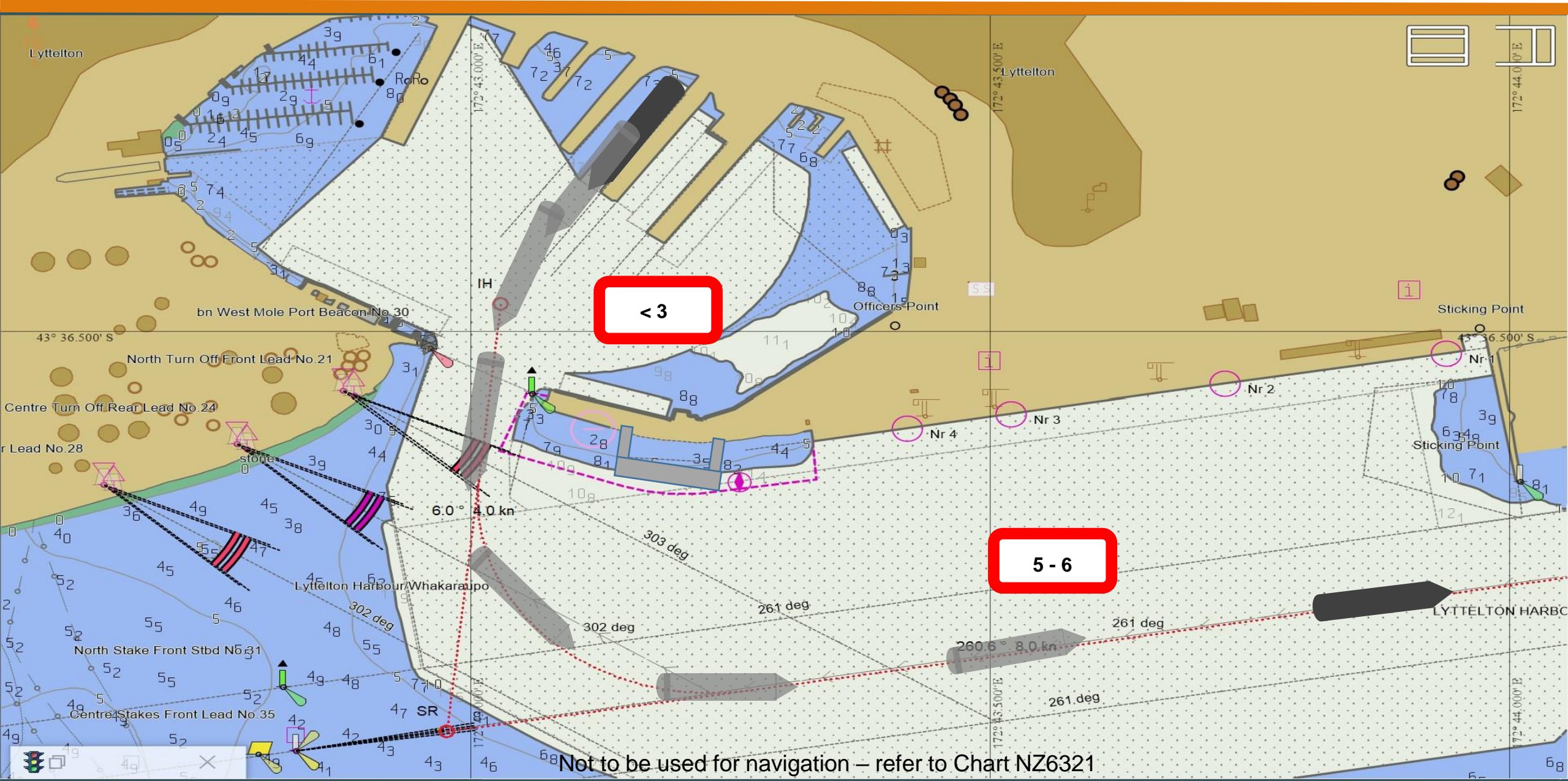
Departure 3West SSTQ to Sea



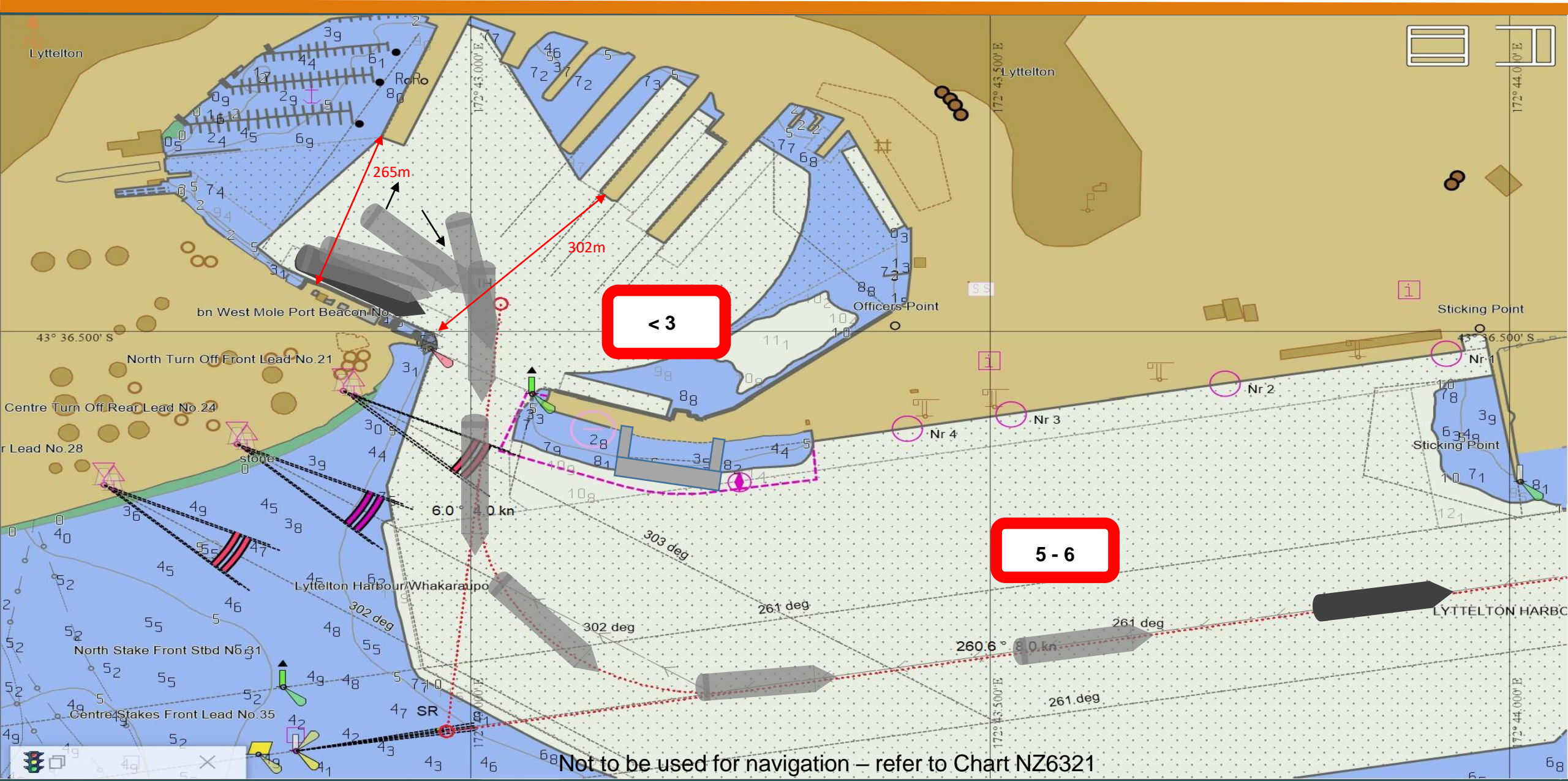
< 3

5 - 6

Departure 3West PSTQ to Sea



Departure Oil Berth SSTQ to Sea

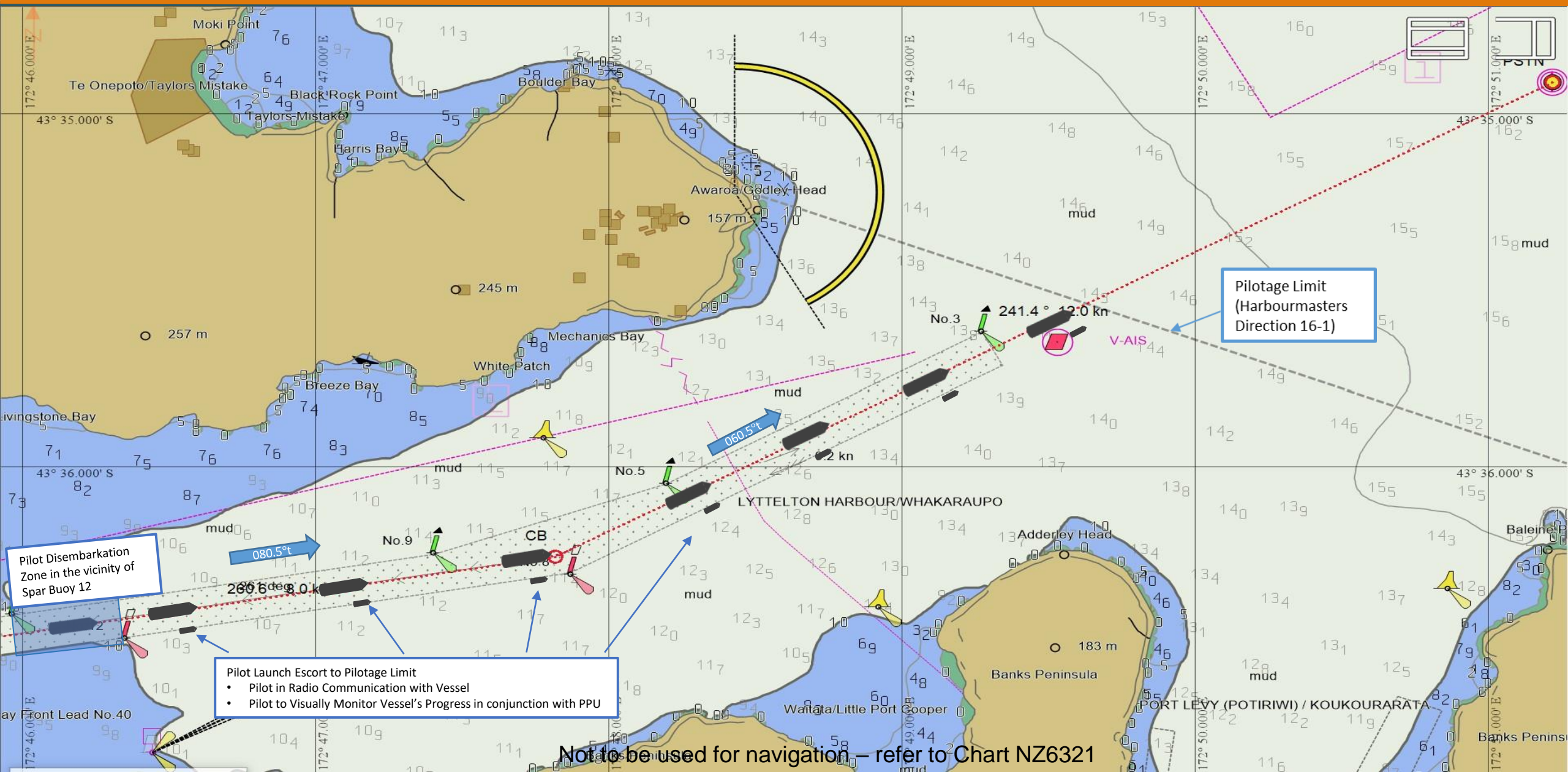


< 3

5 - 6

Leading Out of Vessels <105m LOA, <7.5m Draft

May be used when sea conditions pose a risk to Pilot Disembarkation at Spar Buoy No.3



Pilotage Limit
(Harbourmasters
Direction 16-1)

Pilot Disembarkation
Zone in the vicinity of
Spar Buoy 12

Pilot Launch Escort to Pilotage Limit

- Pilot in Radio Communication with Vessel
- Pilot to Visually Monitor Vessel's Progress in conjunction with PPU