Lyttelton Port - Standard Passage Plan Pack

Issued: 27/09/2024

Lyttelton Port Company

Lyttelton Port: Standard Passage Plan Pack

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

Issued: 27/09/2024

Key Port Information

Lyttelton Port Company

Anchorage

The main anchorage for vessels waiting for a berth is a combined general anchorage and quarantine anchorage situated in position: Latitude 43º 33.0’ South, Longitude 172º 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: 43º 34.91’ South, Longitude: 172º 51.22’ East).
The pilot station ALPHA is typically used in heavy weather/sea conditions (Latitude: 43º 34.22’ South, Longitude: 172º 52.93’ 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 identifed 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.

Key Port Information

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 Boarding Station to Cashin Quay						
Name	Latitude	Longitude	Turning Radius (M)	Legline Bearing	Legline Speed (kts)	Legline X Track (M)
PS Alpha	43°34.22'S	172°52.93'E	500	241	12	50
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 to Inner Harbour						
PS Alpha	43°34.22'S	172°52.93'E	500	241	12	50
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°43.0286'E	300	005	4	30
Inner Harbour	43°36.4772'S	172°43.0286'E				

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Key Port Information

BERTH	DESIGN DEPTH	BERTH POCKET	METRE MARKING	WHARF LENGTH	HEADING	BOLLARD CAPACITY	FENDER TYPE	DESIGN DISPLACEMENT	LANDING VELOCITY	FENDER SPACE
CQ 1	13.1	40	20 – 250	230	260°/080°	50/24 t	Spring fender	35000t	0.2 Knots	4m
CQ E	13.6	45	264 - 574	310	260°/080°	50/150 t	Cone	71200t	0.2 Knots	22m
CQ W	13.1	40	574 - 857	283	260°/080°	50 t	Cone	71200t	0.2 Knots	9 – 12m
CB	10.8	55	0 - 148	148	274°/074°	150 t	Cone	106042t	0.2 Knots	18m
NO. 1 BREASTWORK	9.0	20	15 - 155	140	154°/334°	50/11/9/50 t	Teflon rubbing strips		0.2 Knots	
2 EAST	11.8	35	20 - 200	220	036°/216°	25 t	Teflon Rubbing strips			
2 WEST	10.0	30	0 - 170	170	036°/216°	25/13 t	Teflon Rubbing strips			
3 EAST	9.5	30	0 - 180	180	036°/216°	33 t	Rubber ½ round			
3 WEST	11.0	30	0 - 200	200	036°/216°	33 t	Rubber ½ round			
7 EAST	10.5	30	0 - 205	205	024°/204°	30 t	Long arch fenders			
OIL BERTH	12.6	35	-15 - 215	230	117°/217°	50/75/25t	Cone	71000t	0.2 Knots	23/32/8m

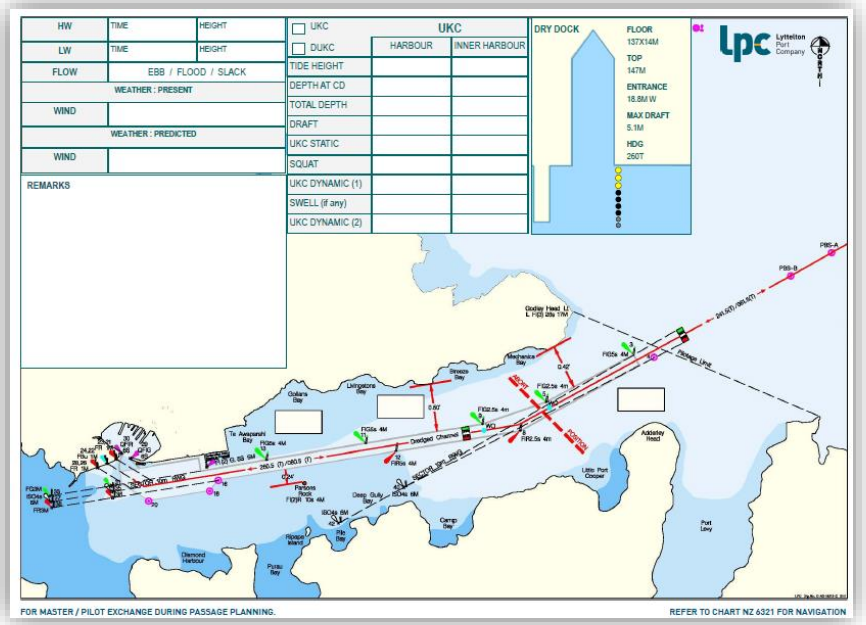
Section 2: MPX and Berth Guide

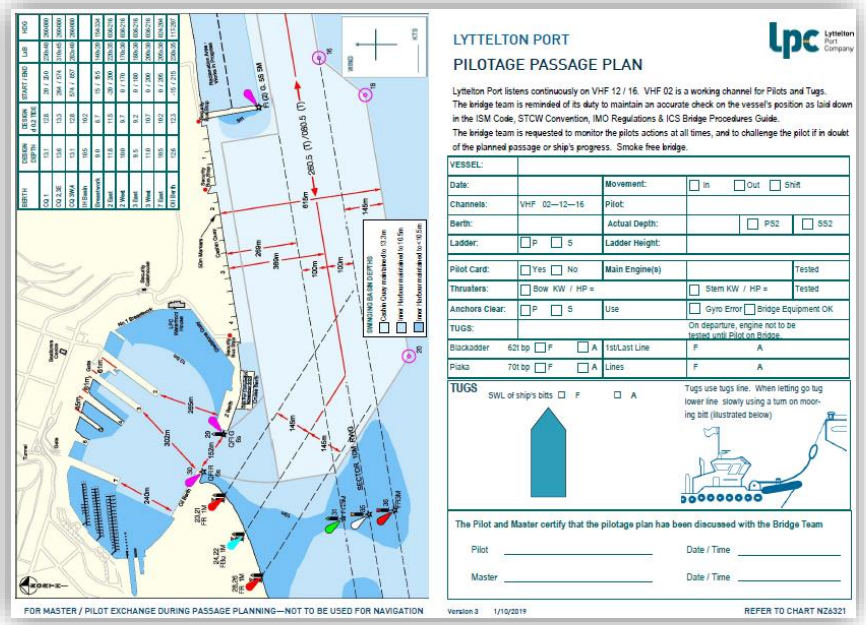
MPX – LPC Master Pilot Exchange Form

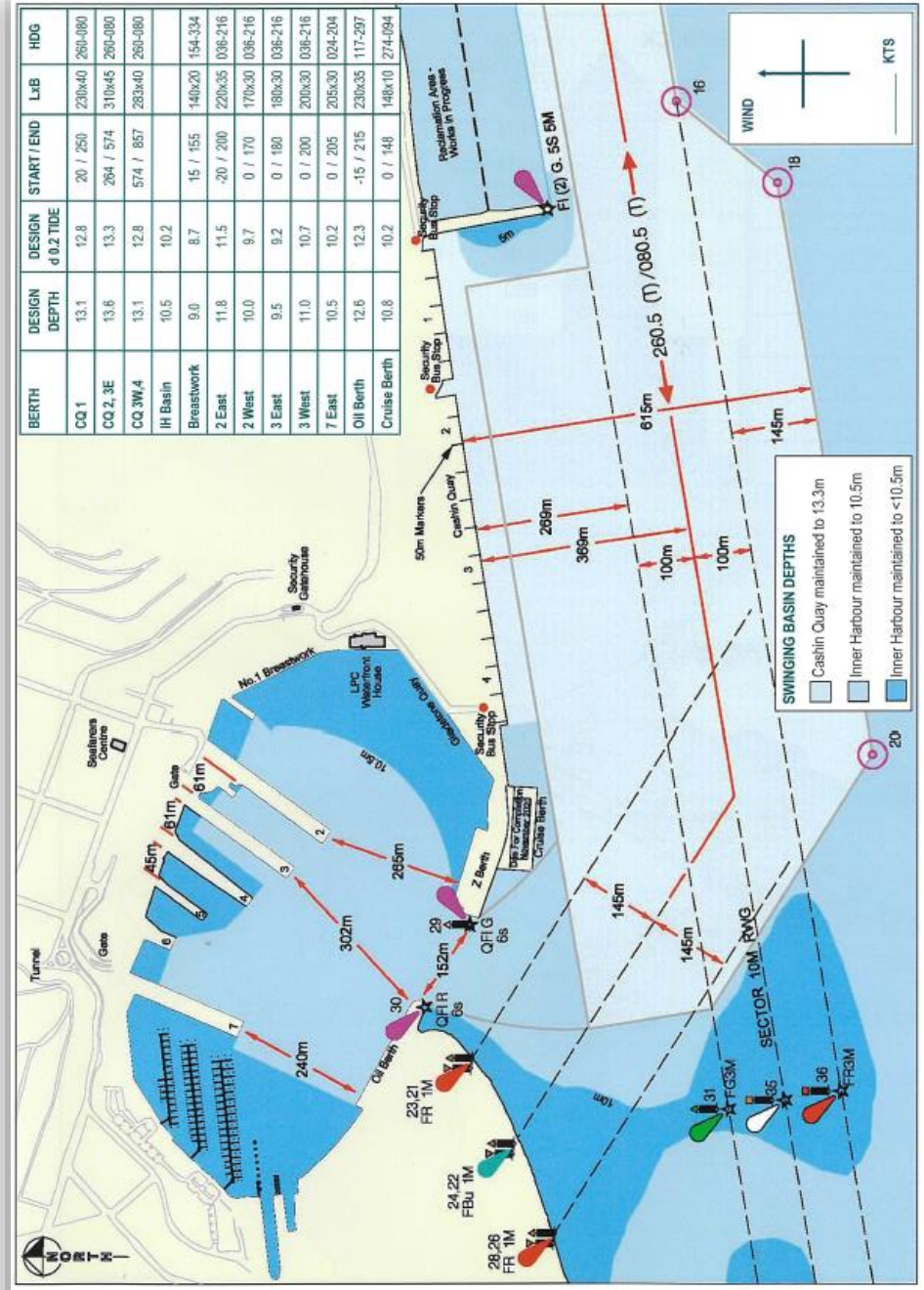
LPC uses an electronic MPX system (eMPX) as the primary document for conducting the MPX.

On occasion LPC Pilots will use the hard copy MPS (as shown below). A PDF download of the hard copy LPC MPX is available from the following web link.

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







BERTH	DESIGN DEPTH	DESIGN d 0.2 TIDE	START / END	LxB	HDG
CQ 1	13.1	12.8	20 / 250	230x40	260-080
CQ 2, 3E	13.6	13.3	264 / 574	310x45	260-080
CQ 3W,4	13.1	12.8	574 / 857	283x40	260-080
IH Basin	10.5	10.2			
Breastwork	9.0	8.7	15 / 155	140x20	154-334
2 East	11.8	11.5	-20 / 200	220x35	036-216
2 West	10.0	9.7	0 / 170	170x30	036-216
3 East	9.5	9.2	0 / 180	180x30	036-216
3 West	11.0	10.7	0 / 200	200x30	036-216
7 East	10.5	10.2	0 / 205	205x30	024-204
Oil Berth	12.6	12.3	-15 / 215	230x35	117-297
Cruise Berth	10.8	10.2	0 / 148	148x10	274-094

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

LYTTELTON PORT

PILOTAGE PASSAGE PLAN

Lyttelton Port Company

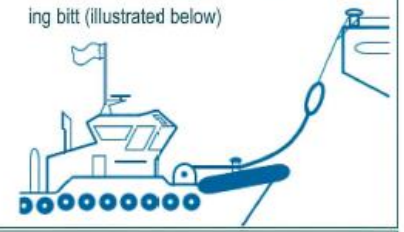
Lyttelton Port listens continuously on VHF 12 / 16. VHF 02 is a working channel for Pilots and Tugs.
The bridge team is reminded of its duty to maintain an accurate check on the vessel's position as laid down in the ISM Code, STCW Convention, IMO Regulations & ICS Bridge Procedures Guide.
The bridge 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**:	☐ In ☐ Out ☐ Shift		
Channels:	VHF 02—12—16	**Pilot**:			
Berth:		**Actual Depth**:		☐ PS2	☐ SS2
Ladder:	☐ P ☐ S	**Ladder Height**:			
Pilot Card:	☐ Yes ☐ No	**Main Engine(s)**			Tested
Thrusters:	☐ Bow KW / HP =		☐ Stern KW / HP =		Tested
Anchors Clear:	☐ P ☐ S	Use	☐ Gyro Error ☐ Bridge Equipment OK		
TUGS:			On departure, engine not to be tested until Pilot on Bridge.		
Blackadder	62t bp ☐ F ☐ A	1st/Last Line	F	A	
Piaka	70t bp ☐ F ☐ A	Lines	F	A	

TUGS

SWL of ship's bitts ☐ F ☐ A

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



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

Pilot _____ Date / Time _____

Master _____ Date / Time _____

Version 3 1/10/2019

REFER TO CHART NZ6321

HW	TIME	HEIGHT
LW	TIME	HEIGHT
FLOW	EBB / FLOOD / SLACK	
WEATHER : PRESENT		
WIND		
WEATHER : PREDICTED		
WIND		

REMARKS

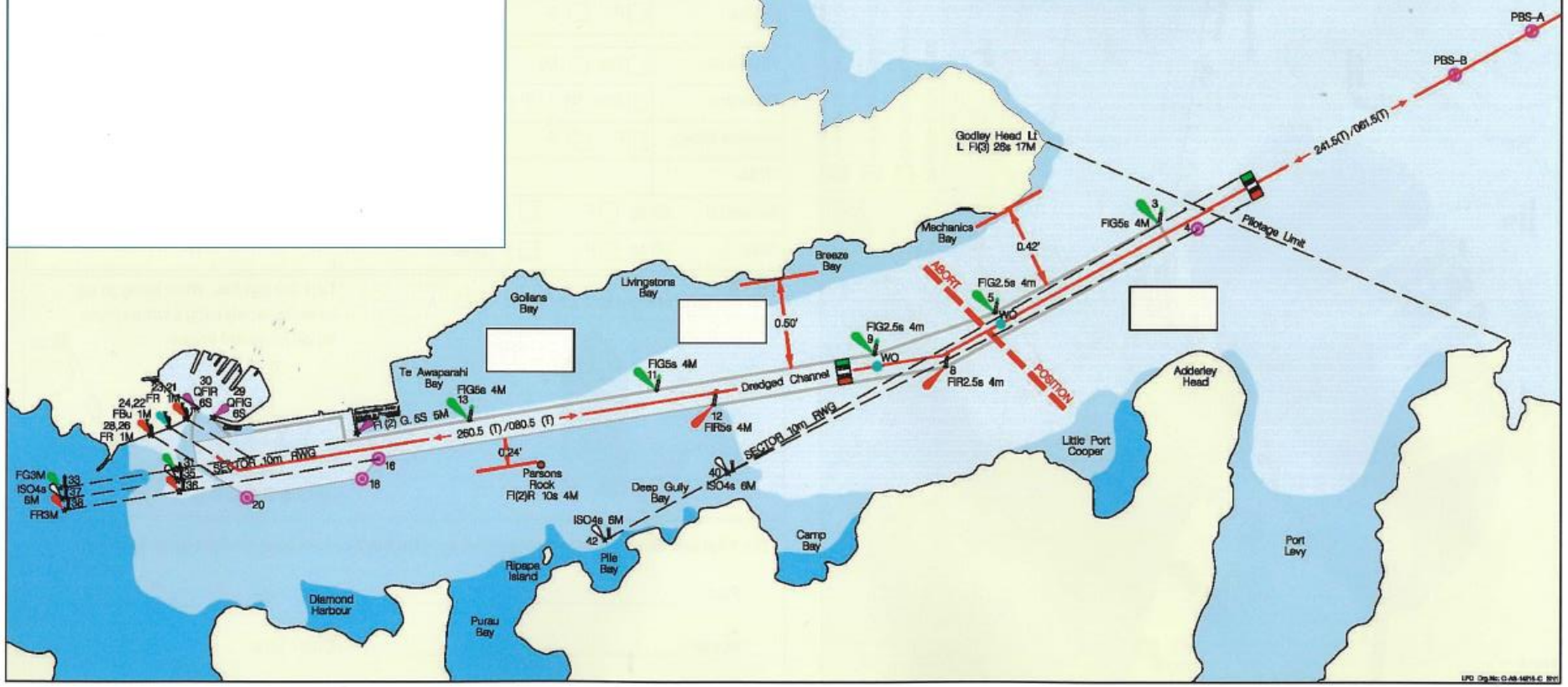
☐ UKC / ☐ DUKC	UKC HARBOUR	UKC INNER HARBOUR
TIDE HEIGHT		
DEPTH AT CD		
TOTAL DEPTH		
DRAFT		
UKC STATIC		
SQUAT		
UKC DYNAMIC (1)		
SWELL (if any)		
UKC DYNAMIC (2)		

DRY DOCK

FLOOR 137X14M
TOP 147M
ENTRANCE 18.8M W
MAX DRAFT 5.1M
HDG 260T

lpc Lyttelton Port Company

NORTH



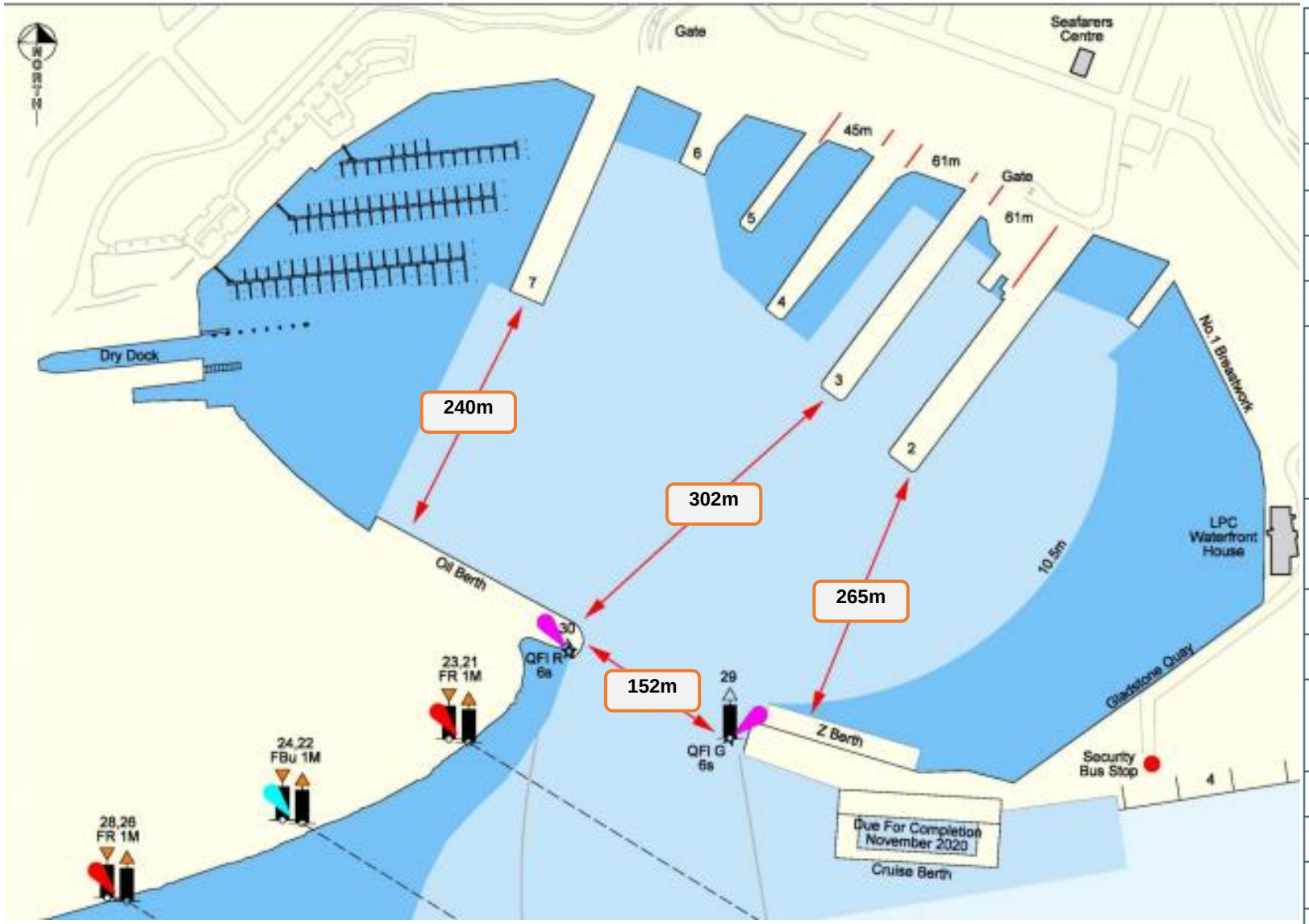
FOR MASTER / PILOT EXCHANGE DURING PASSAGE PLANNING.

REFER TO CHART NZ 6321 FOR NAVIGATION

Issued: 27/09/2024
File: DRY - EMPX

LYTTELTON PORT DRY DOCK PASSAGE PLAN

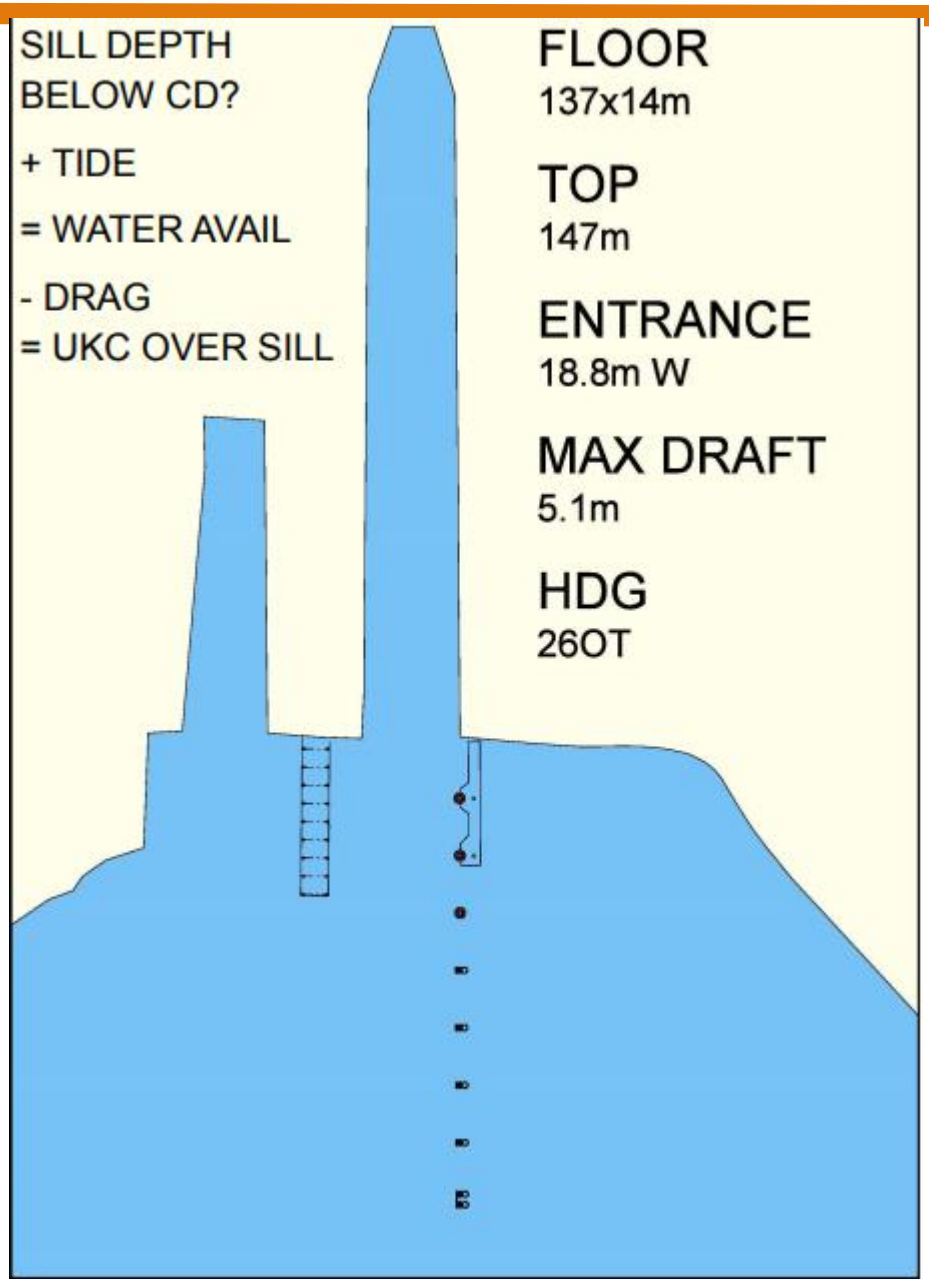
Lyttelton Port Company



VESSEL:	
Date:	☐ Docking ☐ Undocking
Contact:	
Stability Data:	
Engine:	☐ Available ☐ Not available
Bow thruster:	☐ Available ☐ Not available
Tugs Required?	☐ Piaka ☐ Blackadder
LPC Rescue?	☐ Yes ☐ No
Double Docking?	☐ Yes ☐ No If yes, use 2 tugs to speed up
Hull Protrusions?	_____
Vessel PS2 at berth?	☐ Yes ☐ No If yes; tug to change sides
Winches Operable?	☐ Yes ☐ No
Use dock capstan?	☐ Yes ☐ No
Owners rep on board?	☐ Yes ☐ No Sign: _____
Communication with crew	☐ Yes ☐ No
Starks staff?	☐ Yes ☐ No
Discuss with Dock master	☐ Yes ☐ No
All in agreement with plan?	☐ Yes ☐ No

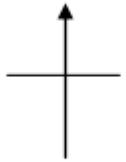
Issued: 27/09/2024
File: DRY - EMPX

LYTTELTON PORT DRY DOCK PASSAGE PLAN



Tug Arrangement

Mooring Arrangement

WIND	COMMENTS
 KTS	

Maximum permissible wind for docking / Undocking is 25 Knots from any direction.

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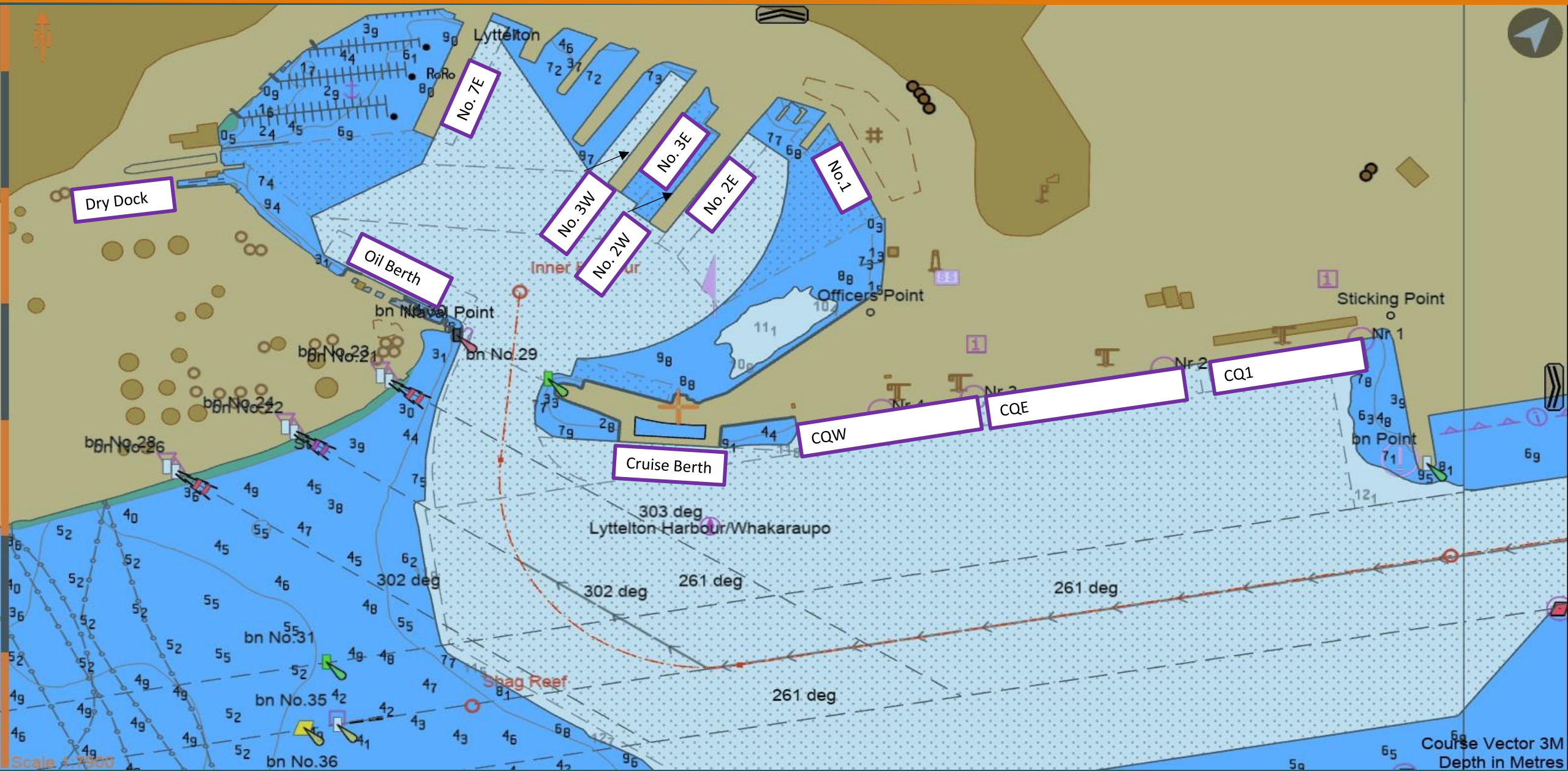
File: Berth_Guide

LPC Berth Guide



Section 3: Standard Passage Plans

Issued: 27/09/2024

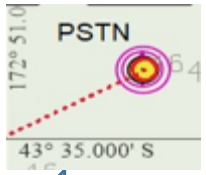
Symbol Key

6 - 8 10

Speed - expressed in knots

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

Wheel over position – target speed and Rate of Turn



Pilot Boarding Station

260.5t

Heading

Wind Hazard

Potential wind hazard

Hazard Notice

General Hazard

Information Notice

Key information

Abort Area

Abort swing area

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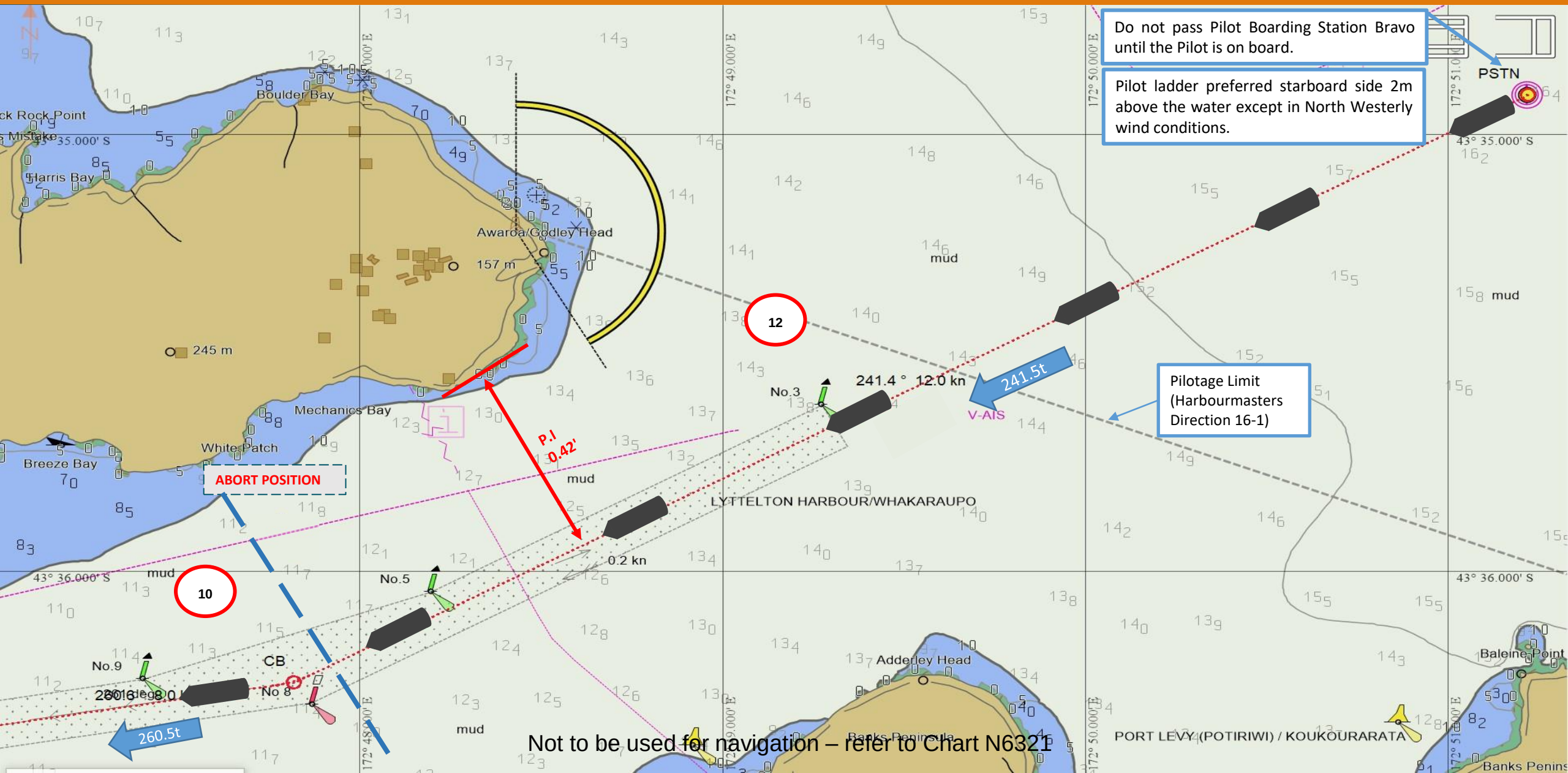
File: ARR-PSB-CBAY

Arrival: Pilot Station to Camp Bay

Lyttelton Port Company

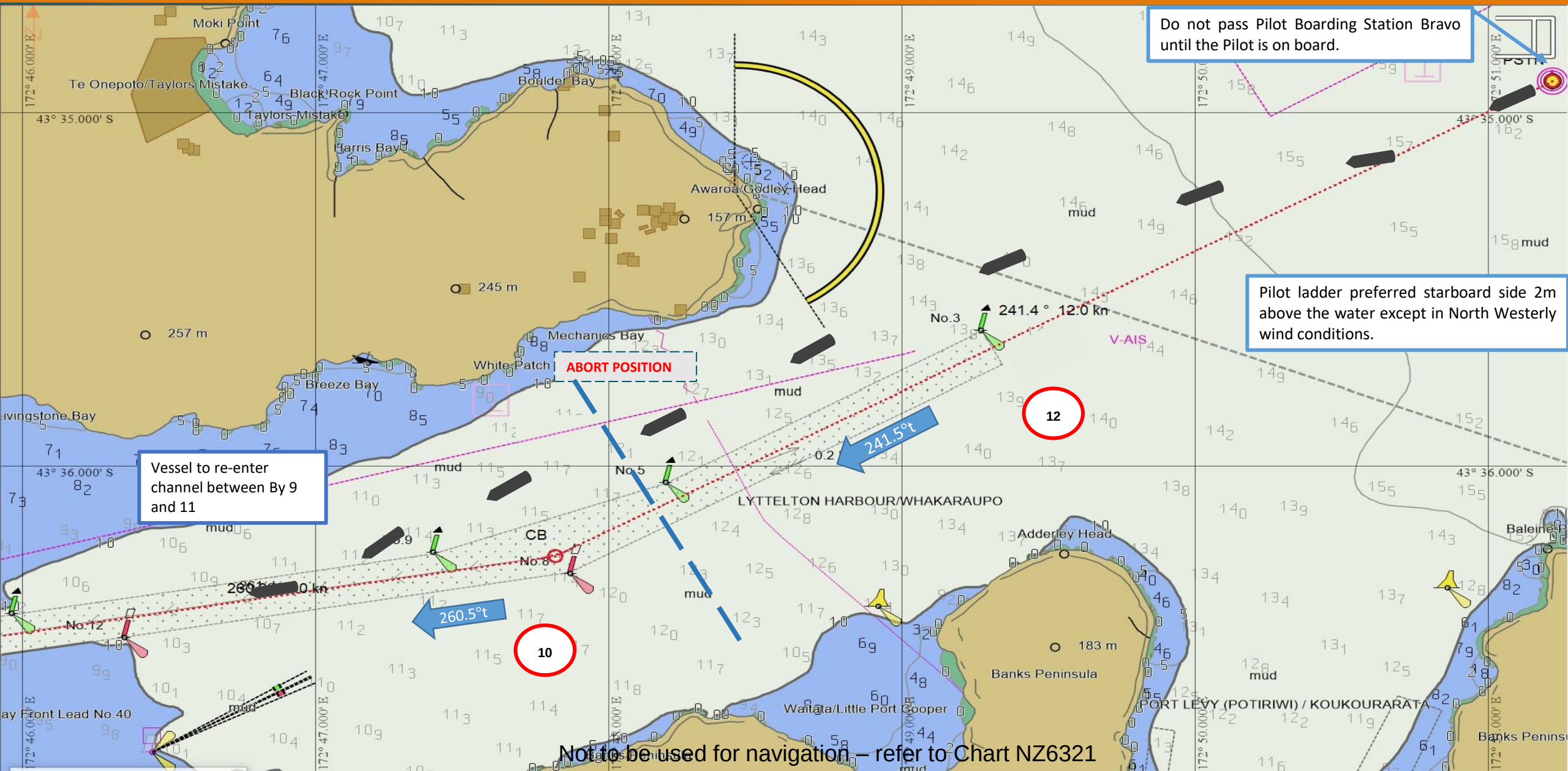


Not to be used for navigation – refer to Chart N6321

Issued: 27/09/2024
File: ARR-PSB-CBAY-OOC

Arrival: Pilot Station to Camp Bay - Out of Channel - Draft determined by Pilot to maximum of 10.0m

Lyttelton Port Company

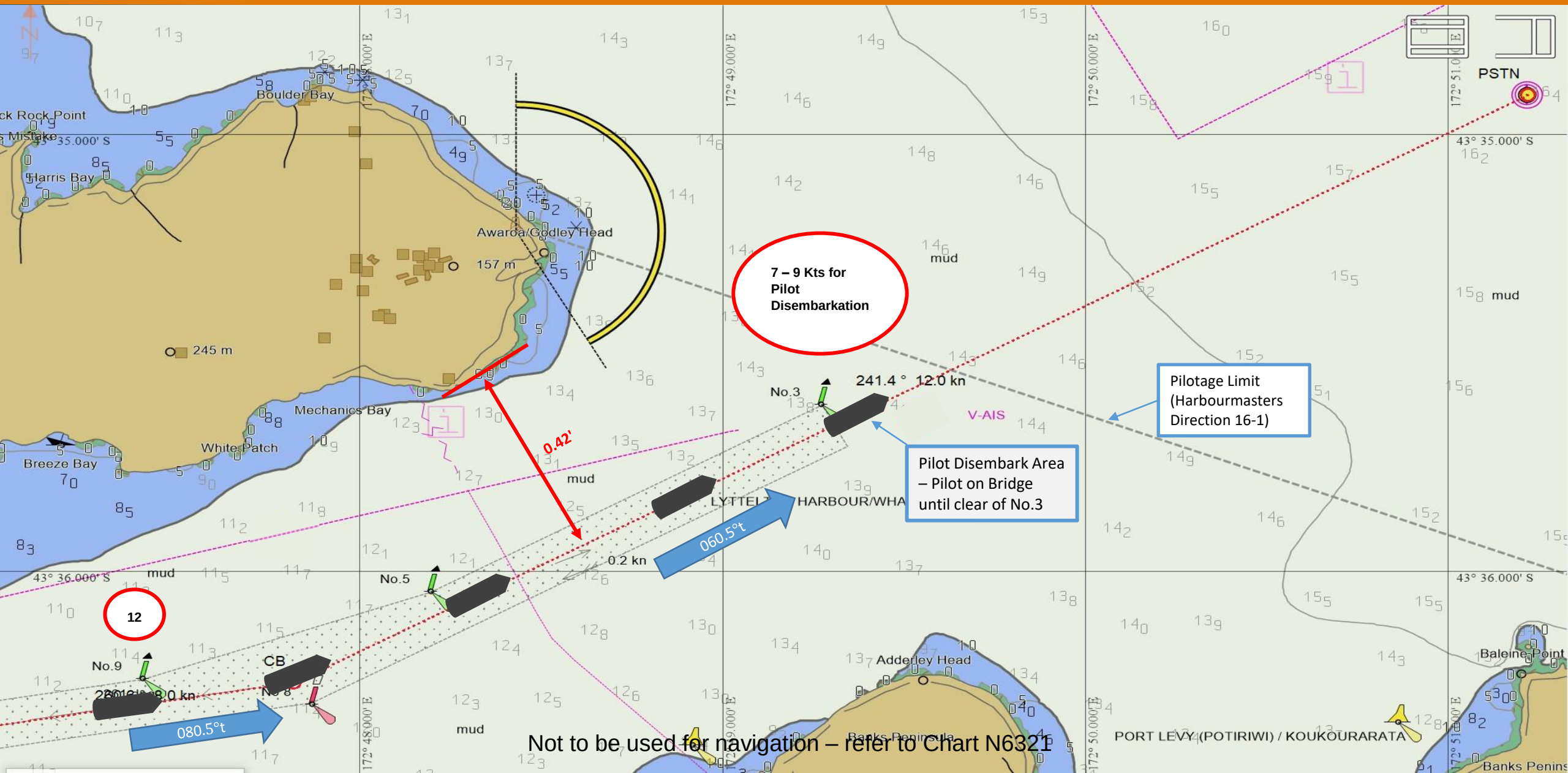


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-CBAY-SEA

Departure: Camp Bay to Sea

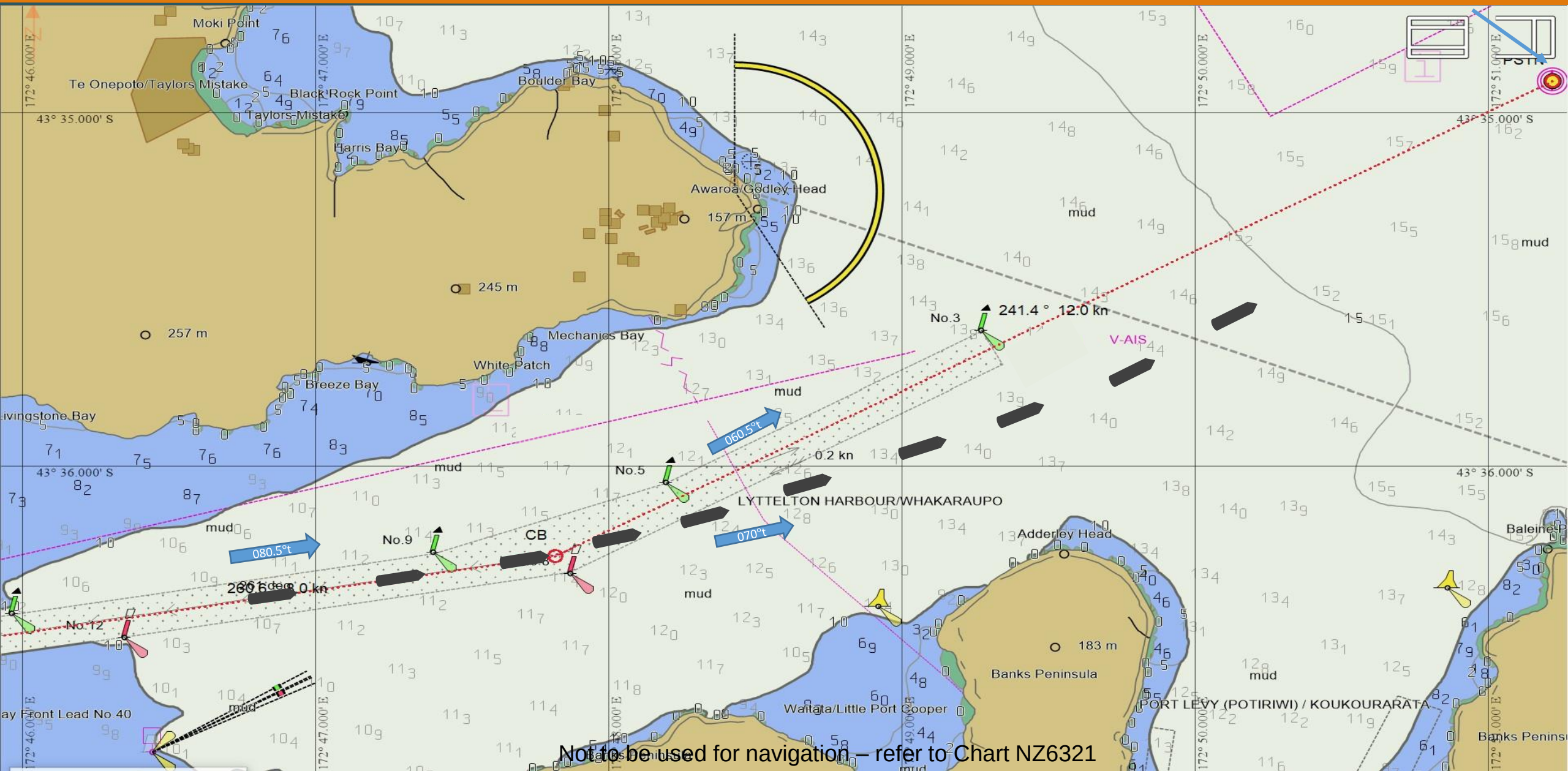
Lyttelton Port Company



Not to be used for navigation – refer to Chart N6321

Issued: 27/09/2024
File: DEP-CBAY-PSB-OOC

Departure: Camp Bay to Pilot Station - Out of Channel - Draft determined by Pilot to maximum of 10.0m

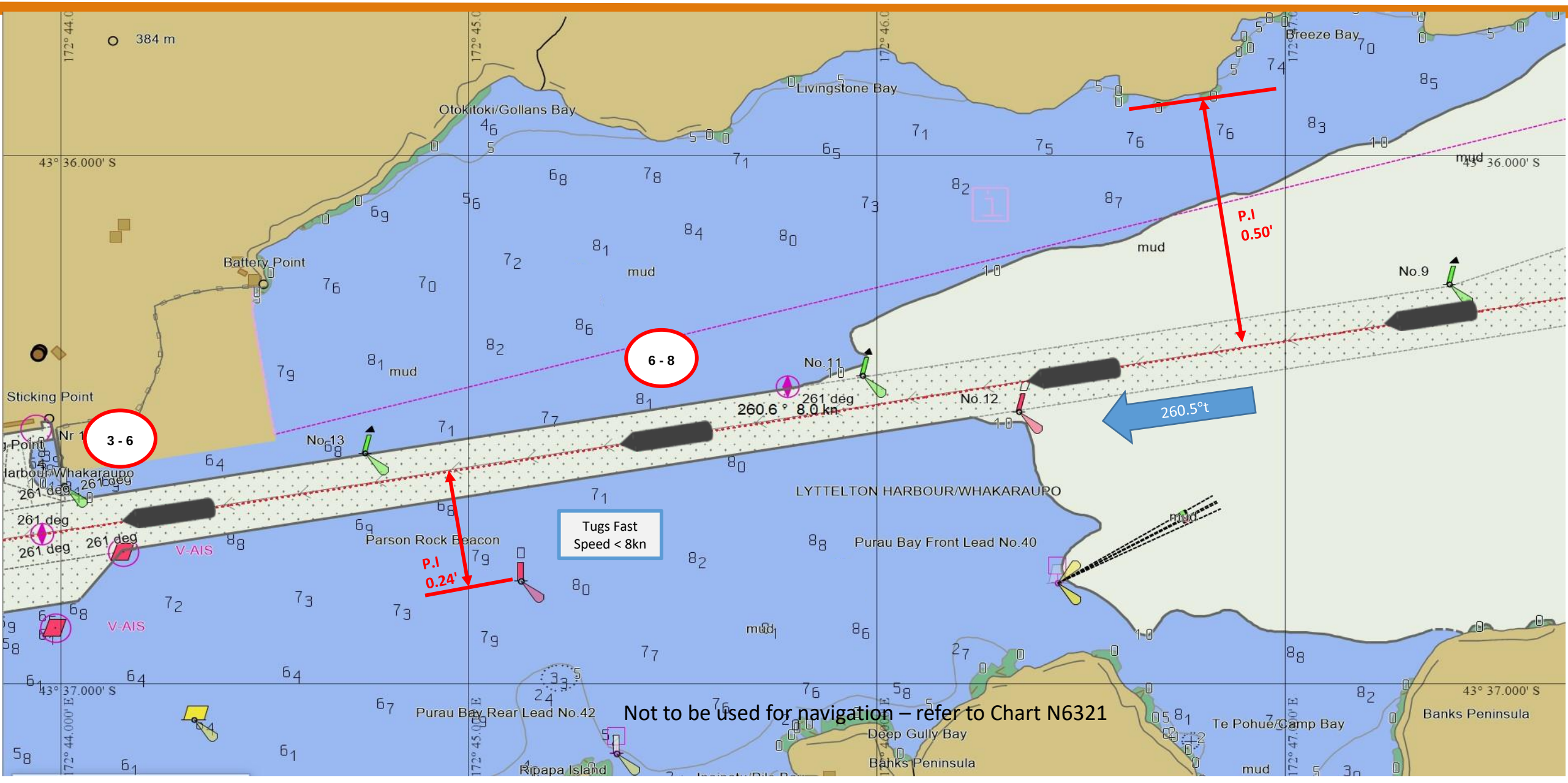


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-CBAY-BW

Arrival: Camp Bay to Breakwater

Lyttelton Port Company

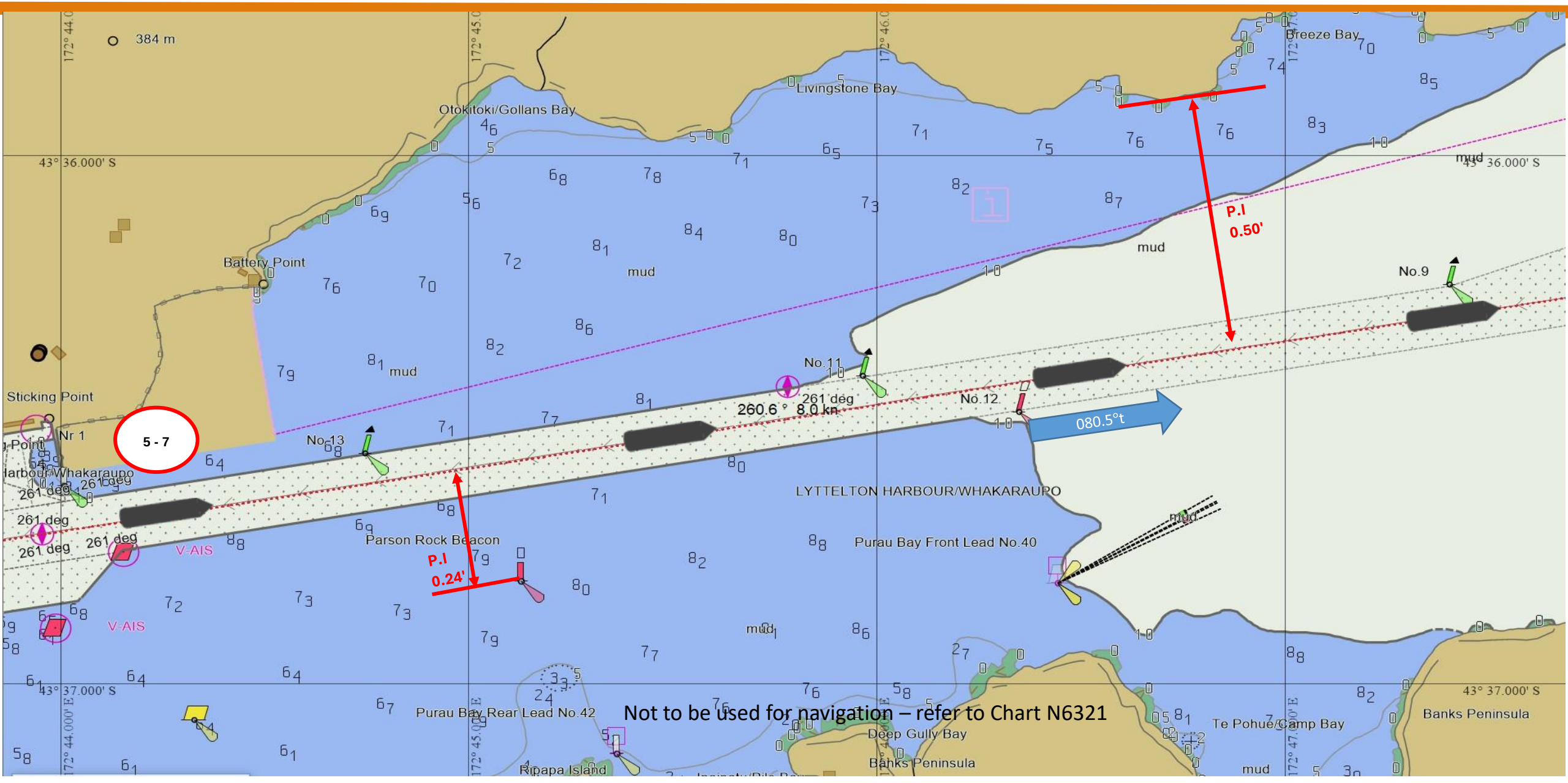


Not to be used for navigation – refer to Chart N6321

Issued: 27/09/2024
File: DEP-BW-CBAY

Departure: Breakwater to Camp Bay

Lyttelton Port Company



Issued: 27/09/2024
File: LeadingOut-105mLOA

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

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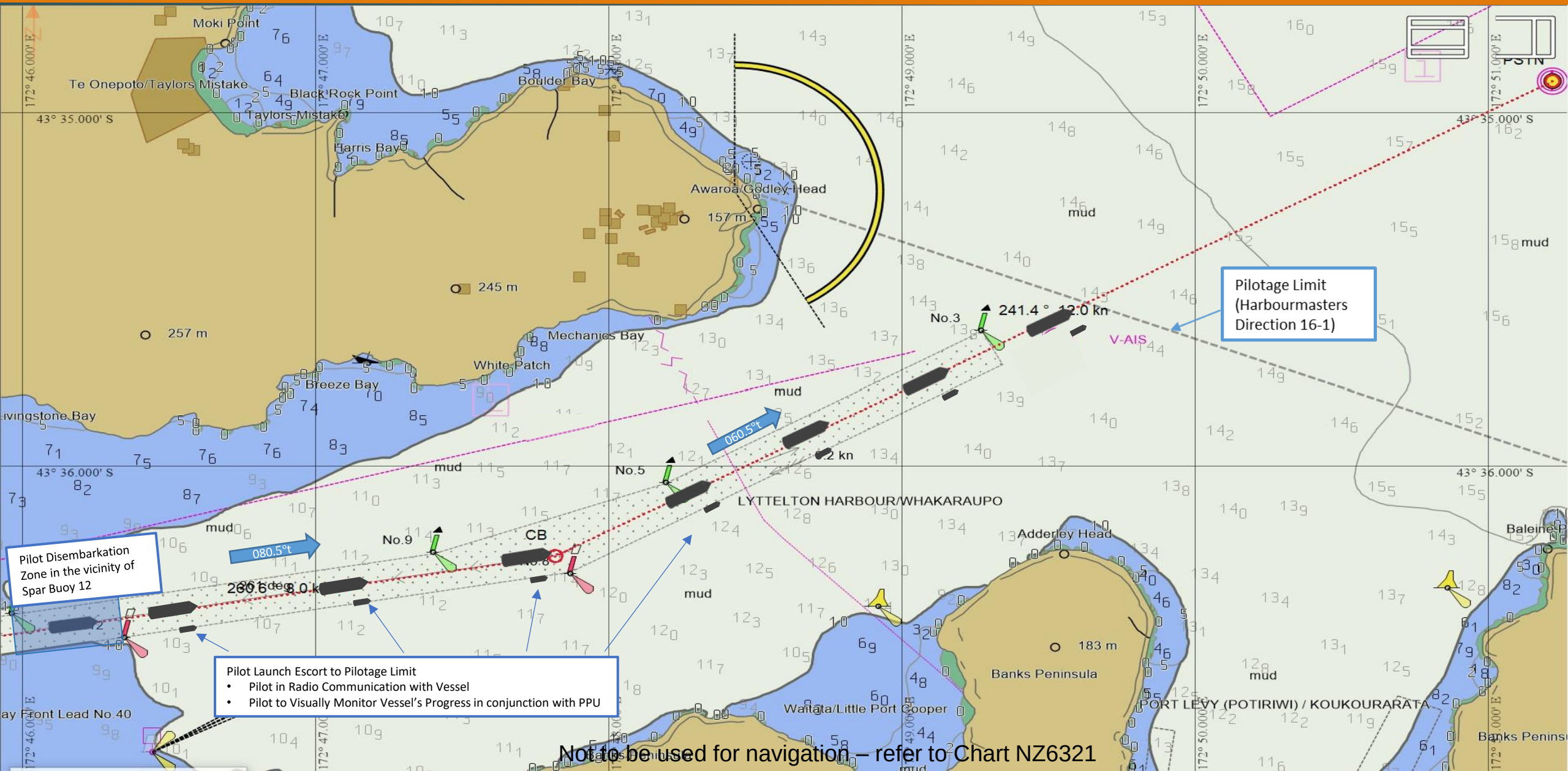
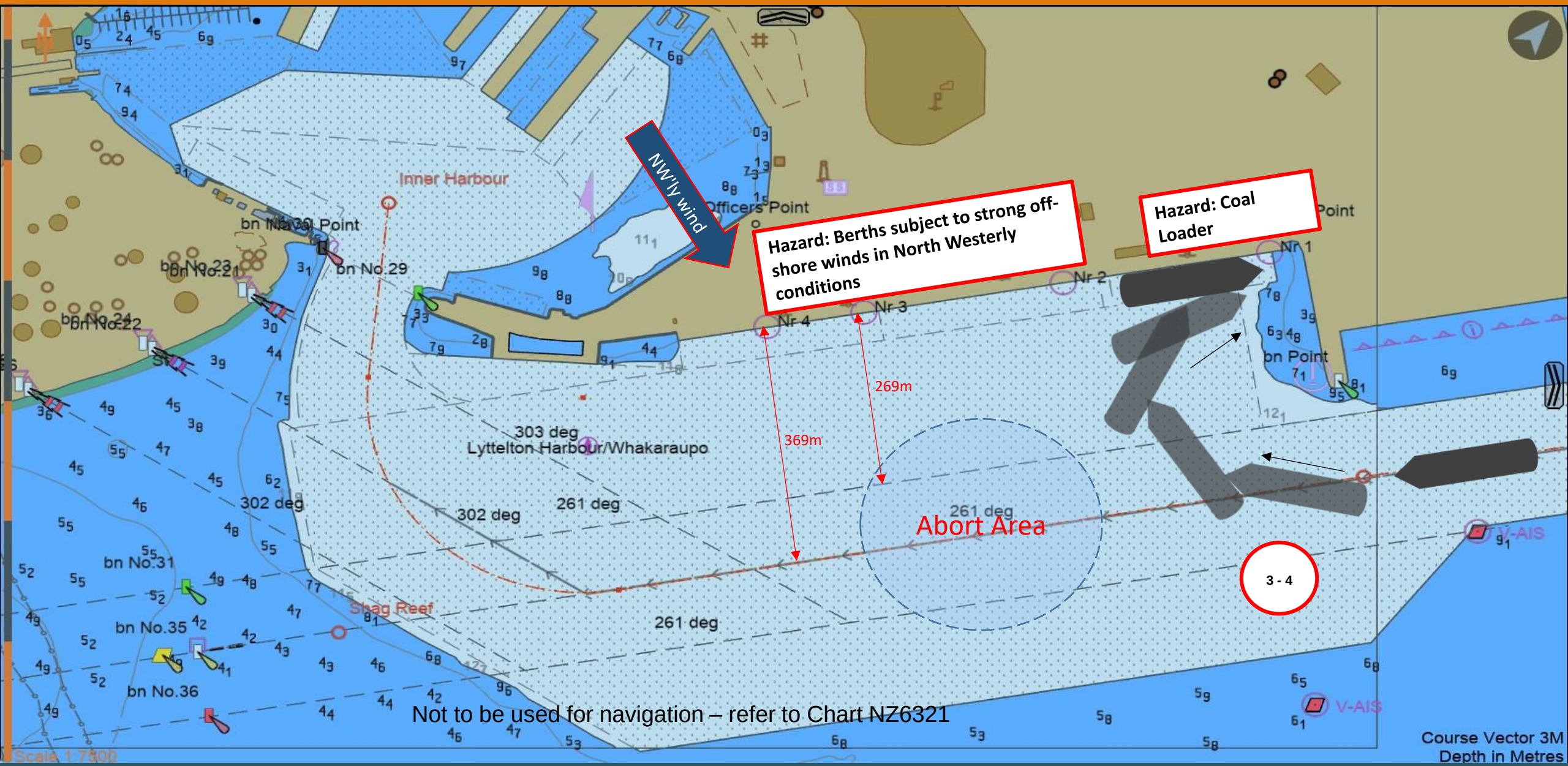


Not to be used for navigation – refer to Chart NZ6321

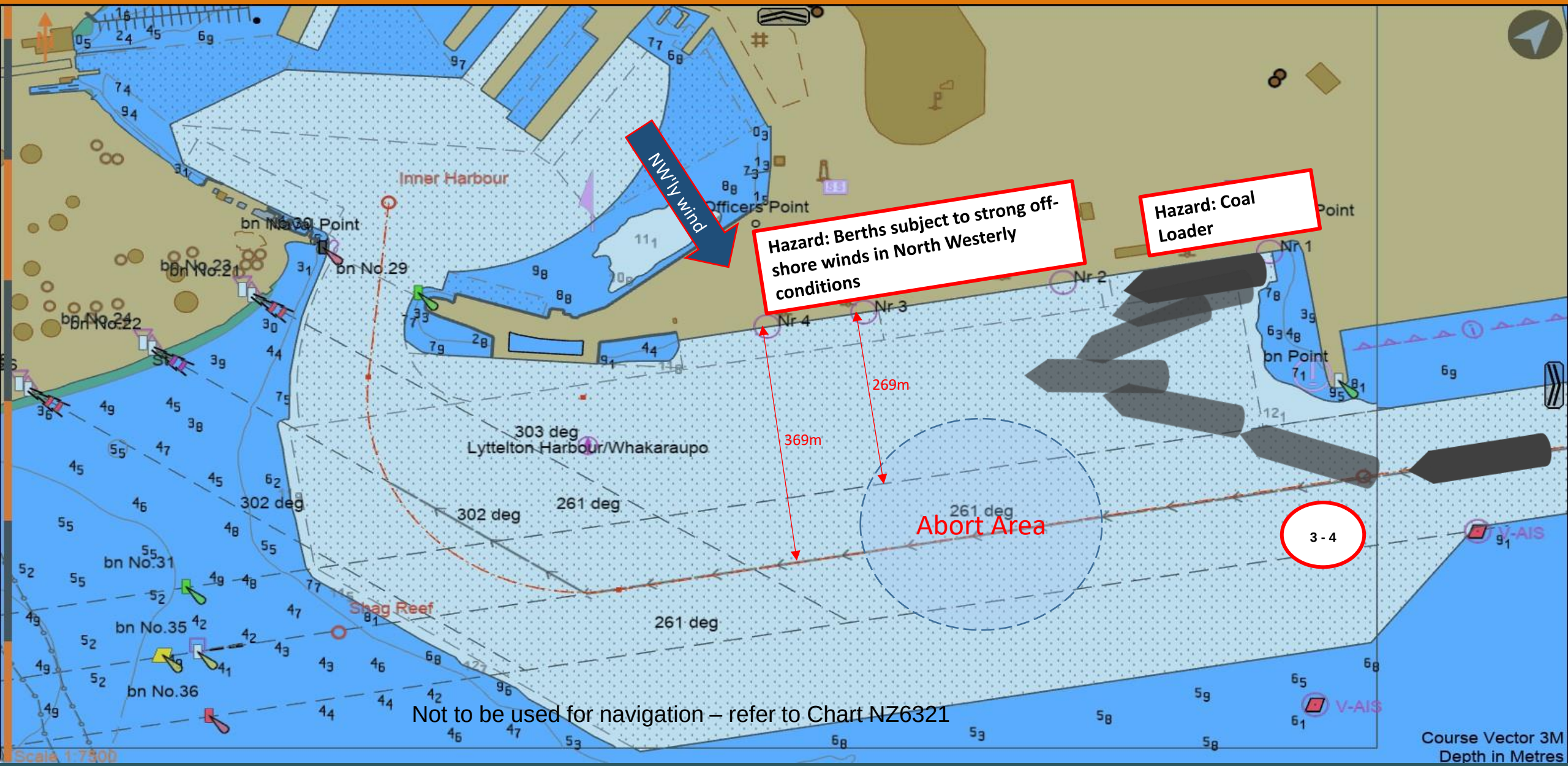
Issued: 27/09/2024
File: ARR-BW-CQ1-PSTQ

Arrival: Breakwater to CQ1 PSTQ



Issued: 27/09/2024
File: ARR-BW-CQ1-SSTQ

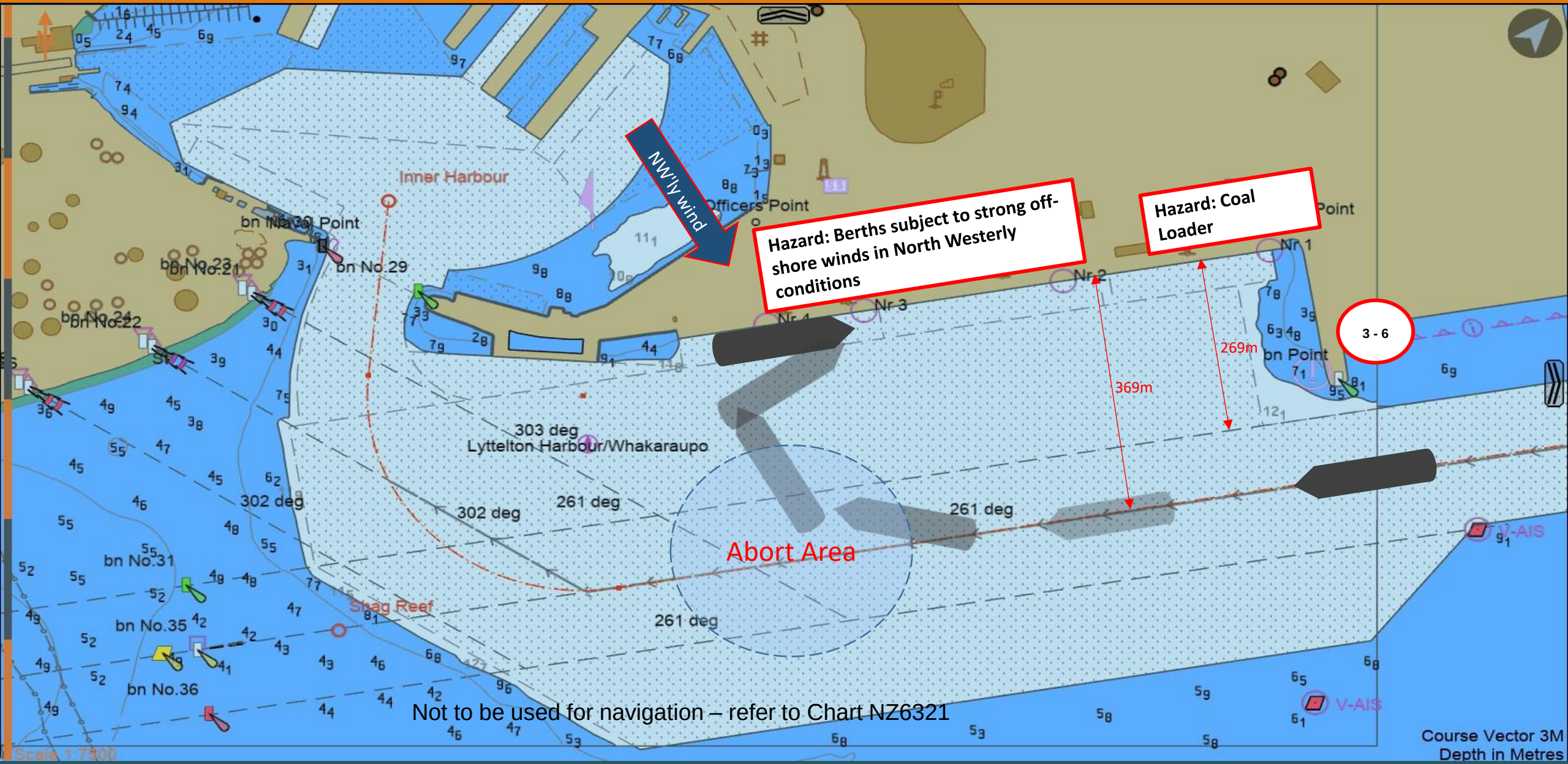
Arrival: Breakwater to CQ1 SSTQ



Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-CQW-PSTQ

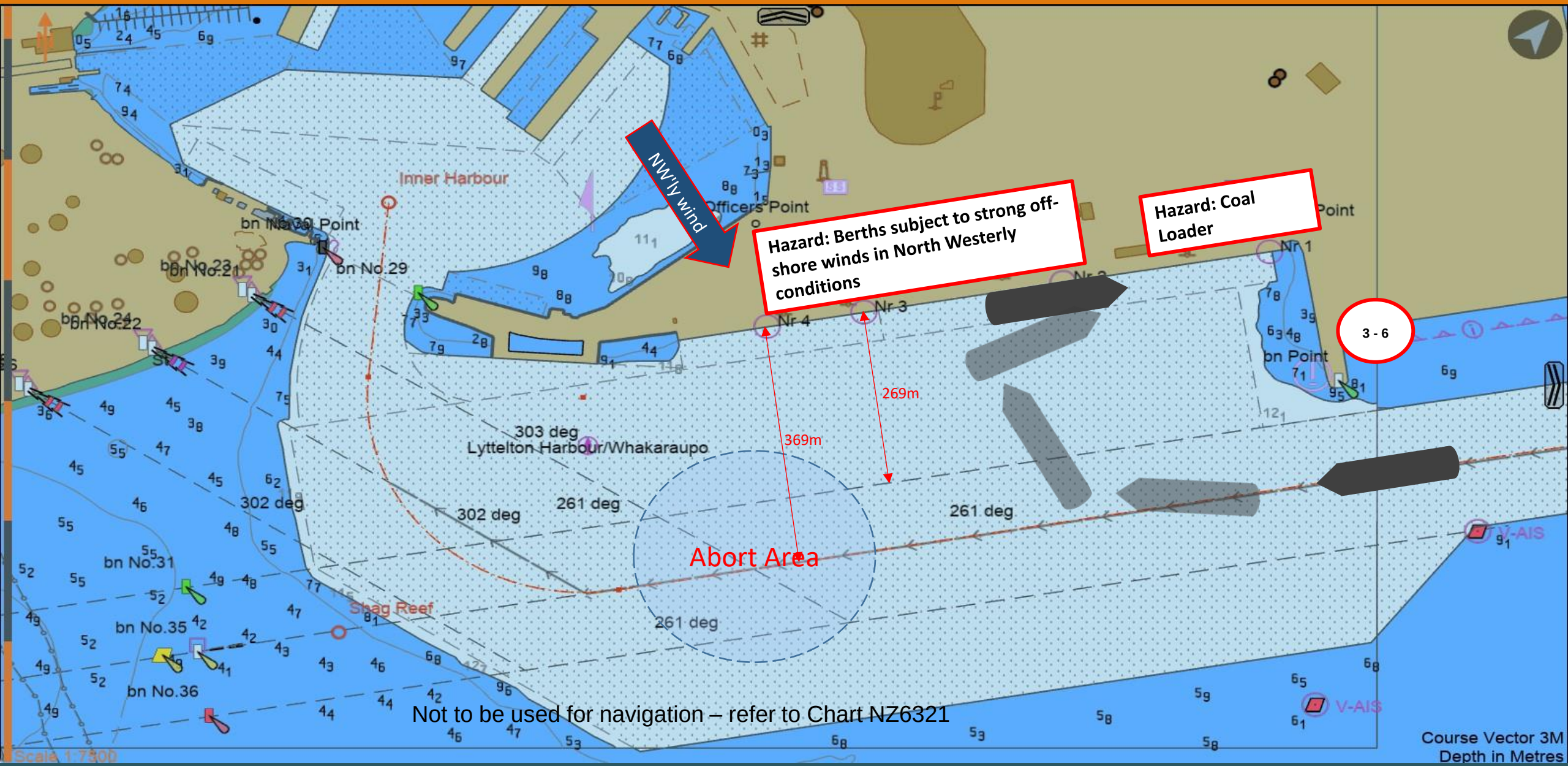
Arrival: Breakwater to CQ-West PSTQ



Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-CQE-PSTQ

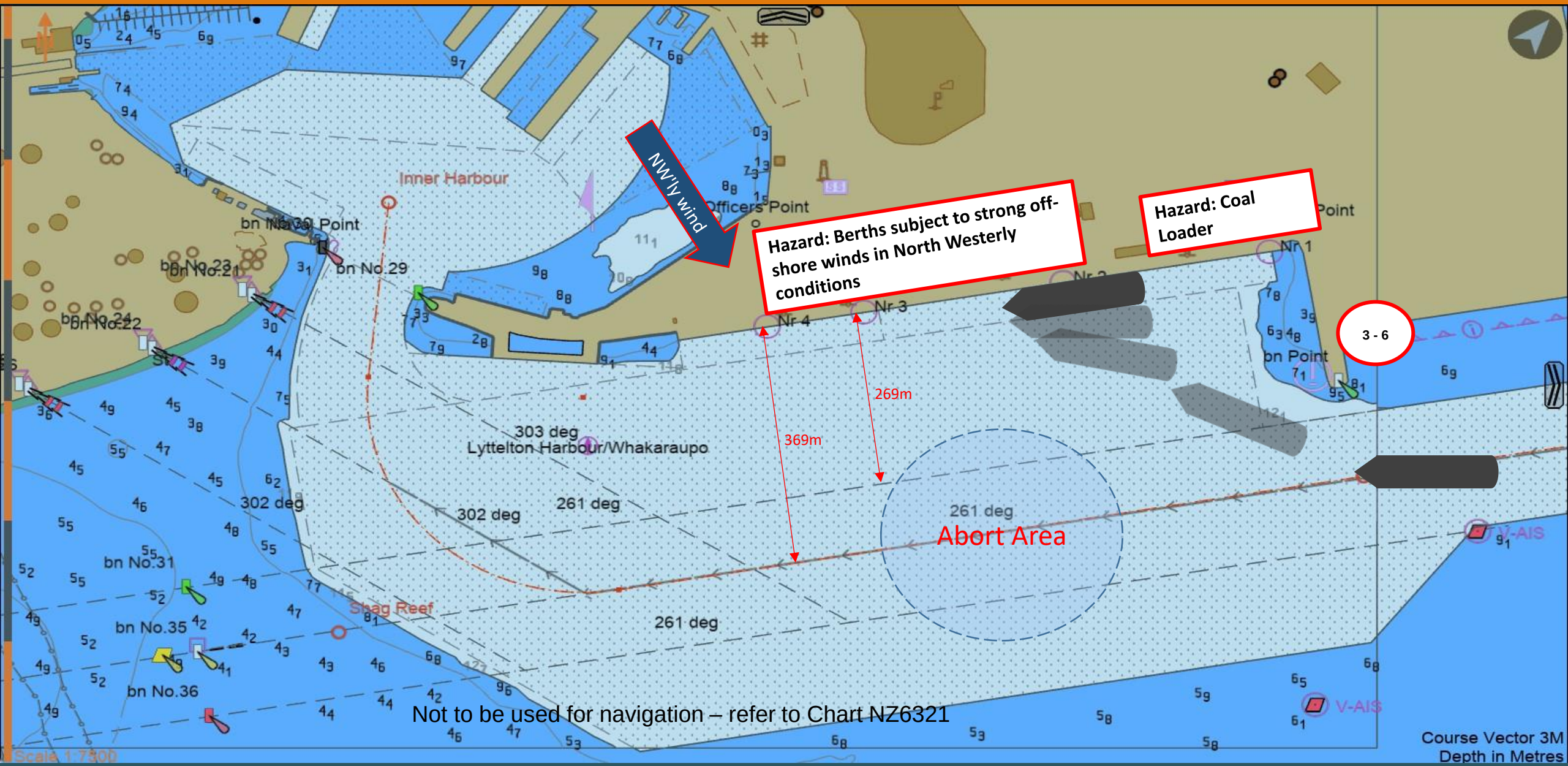
Arrival: Breakwater to CQ-East PSTQ



Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-CQE-SSTQ

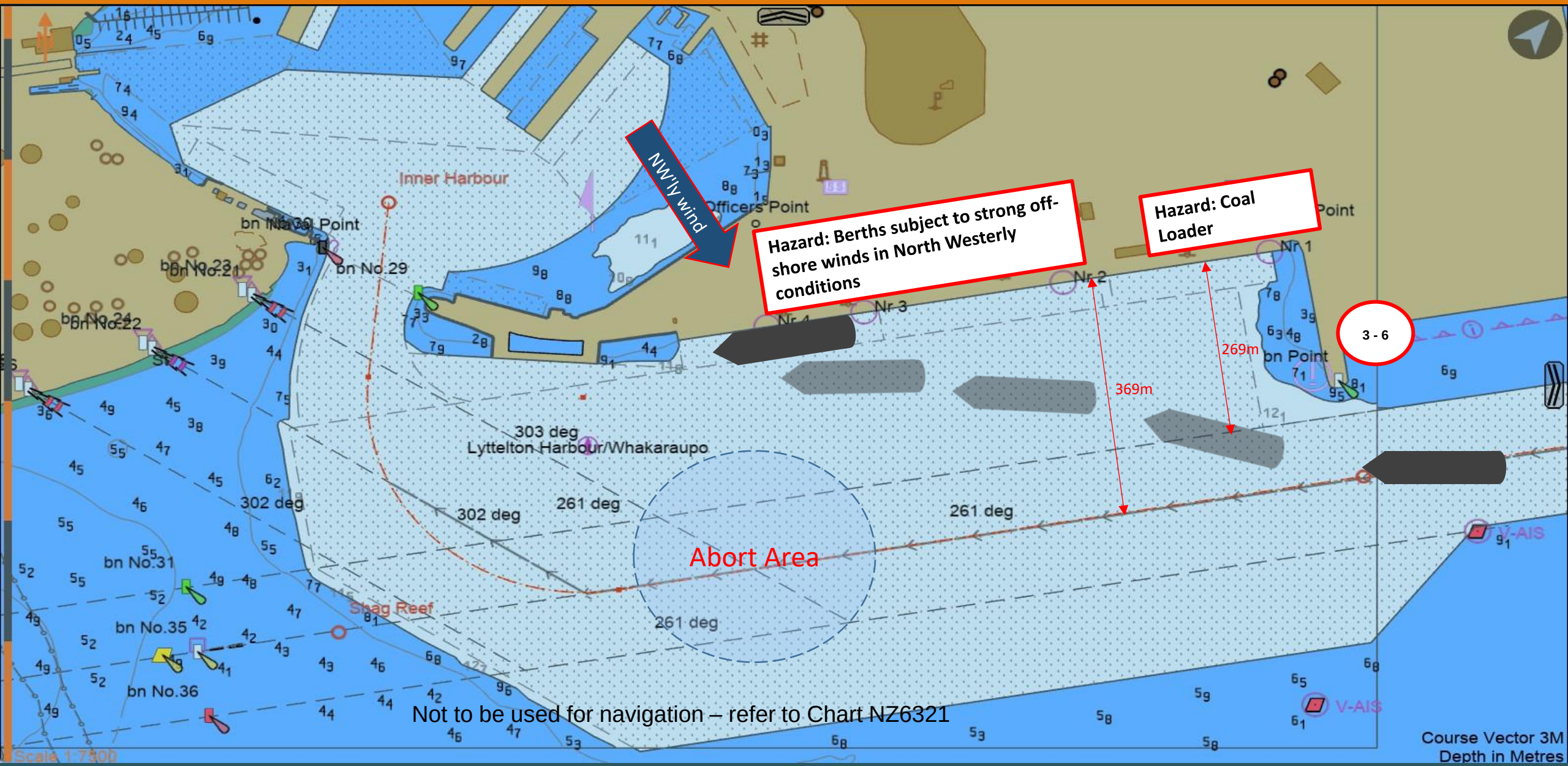
Arrival: Breakwater to CQ-East SSTQ



Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-CQW-SSTQ

Arrival: Breakwater to CQ-West SSTQ

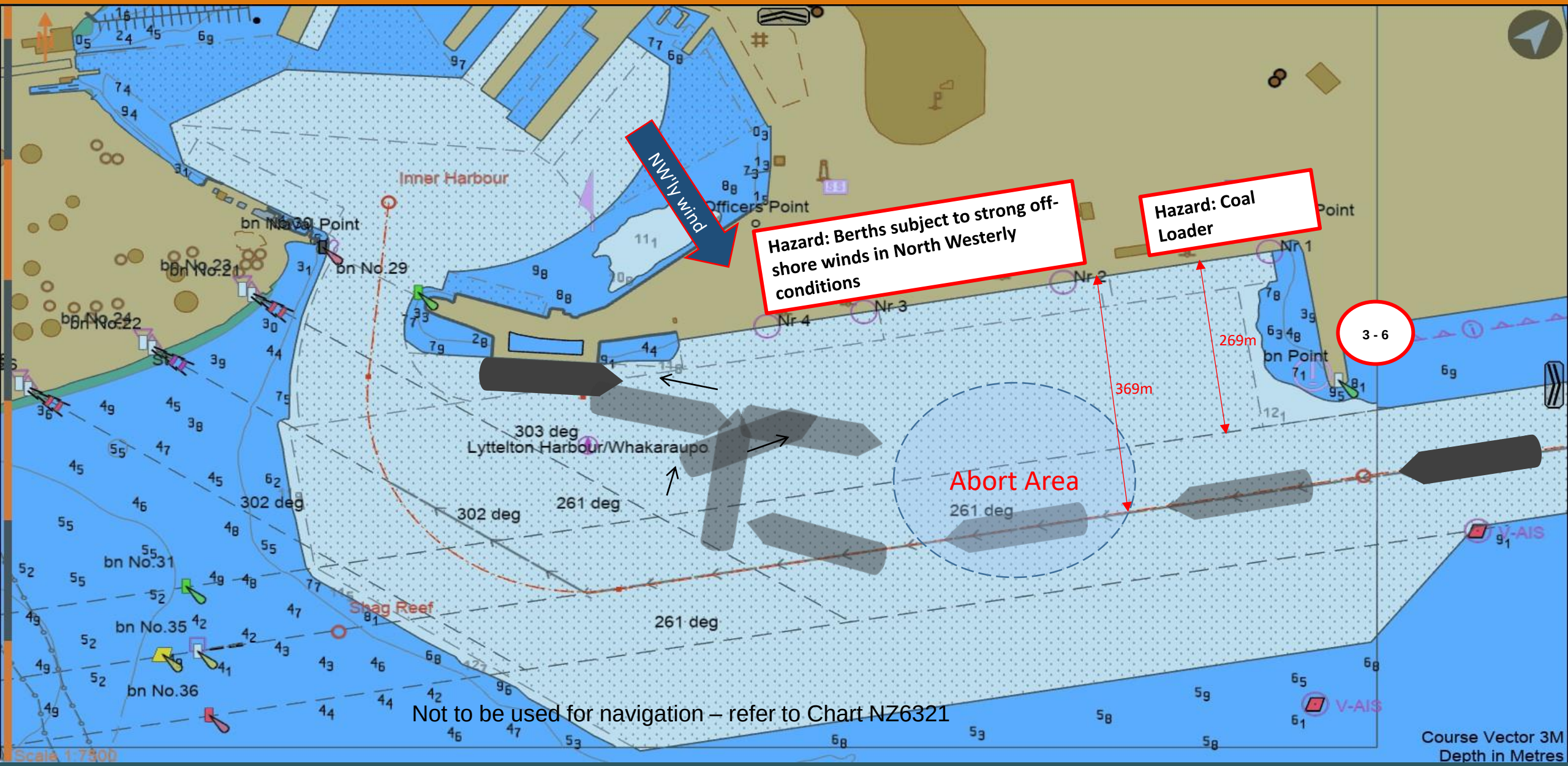


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-CB-PSTQ-B2S

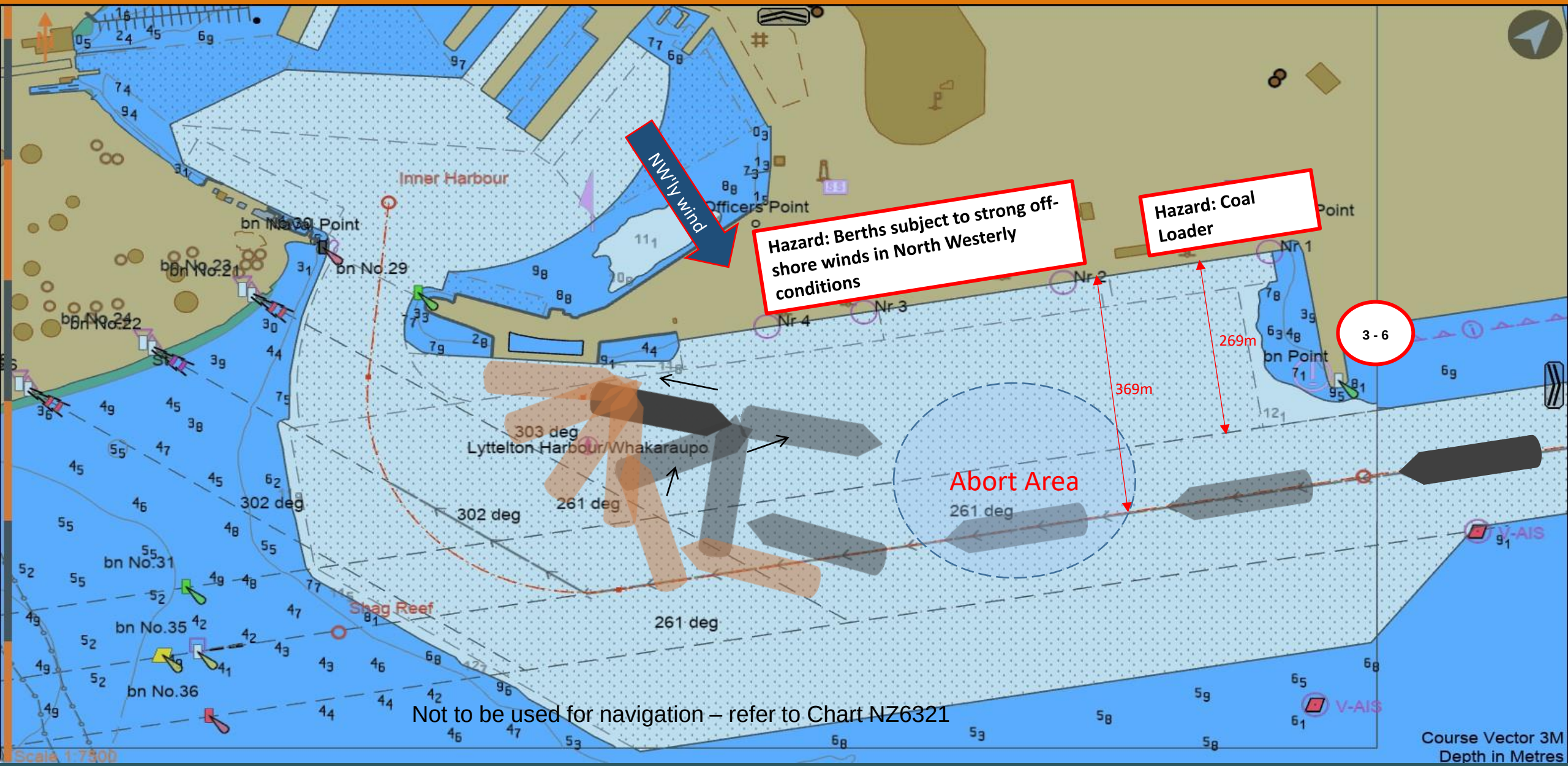
Arrival: Breakwater to Cruise Berth PSTQ – Bow to Stbd

Lyttelton Port Company



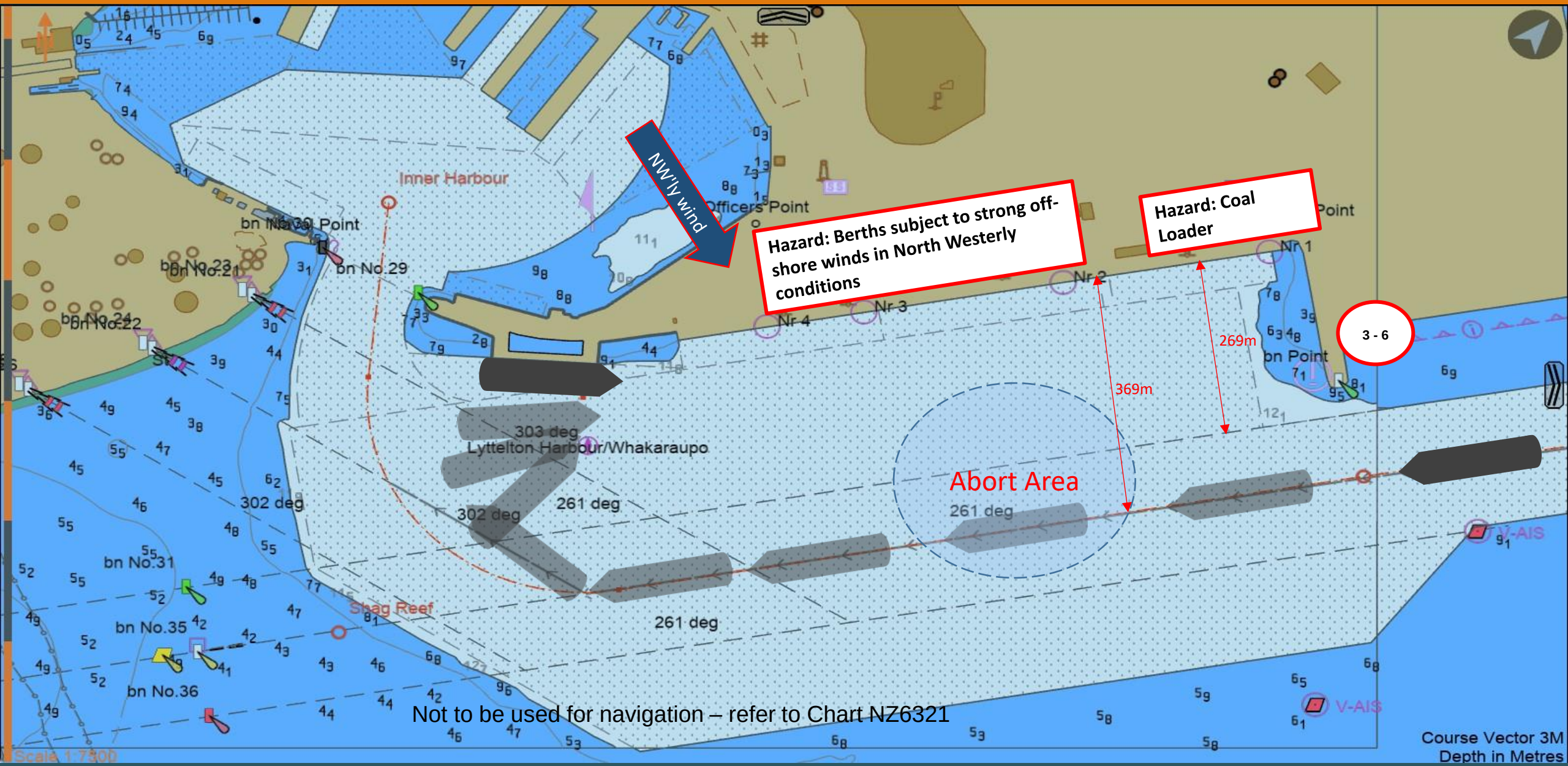
Issued: 27/09/2024
File: ARR-BW-CB-PSTQ-B2S

Arrival: Breakwater to Cruise Berth AZI PSTQ – Bow to Stbd



Issued: 27/09/2024
File: ARR-BW-CB-ALT-PSTQ-B2S

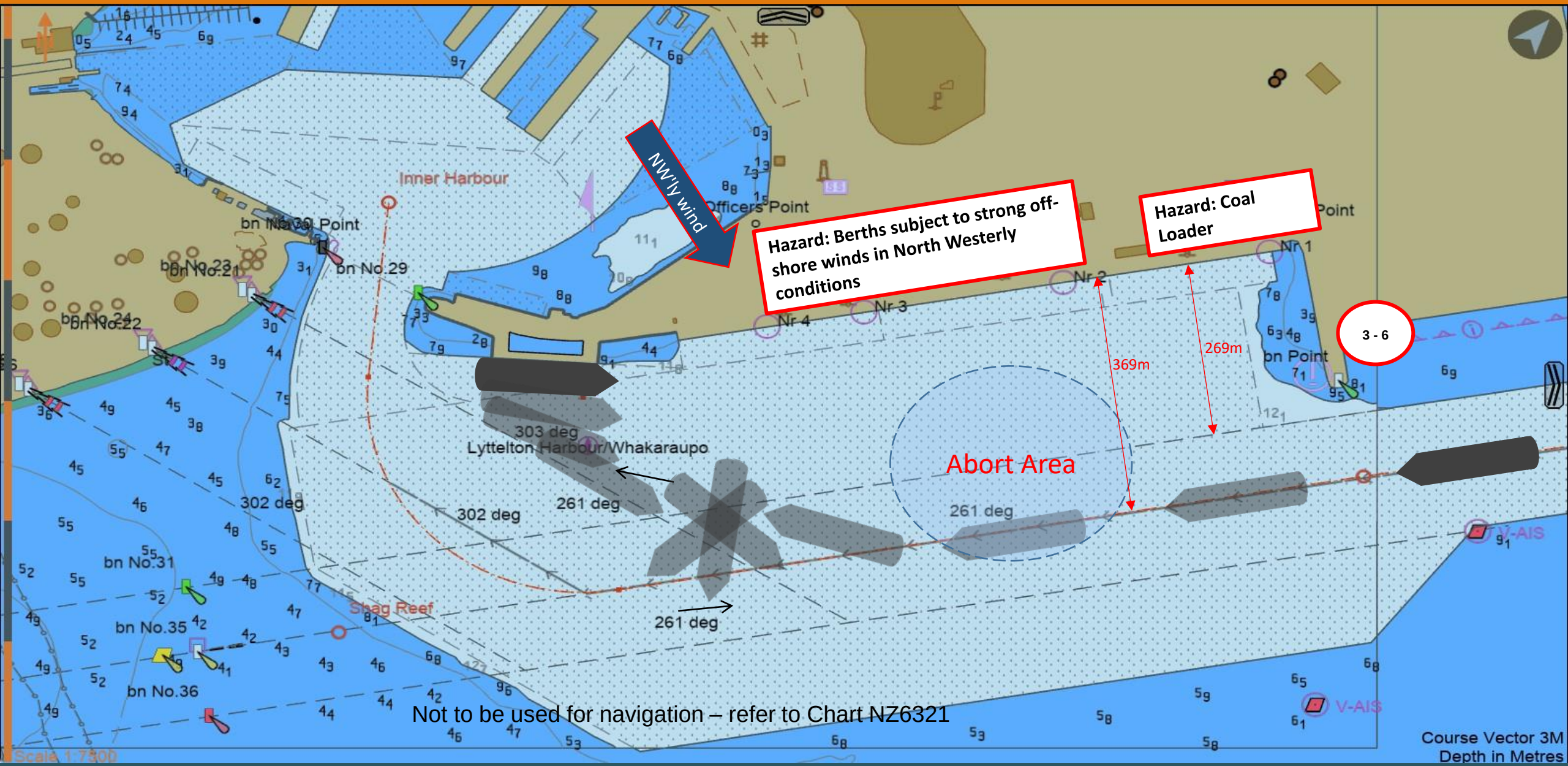
Arrival: Breakwater to Cruise Berth (Non-Cruise) PSTQ – Bow to Stbd



Issued: 27/09/2024
File: ARR-BW-CB-PSTQ-B2P

Arrival: Breakwater to Cruise Berth PSTQ – Bow to Port

Lyttelton Port Company

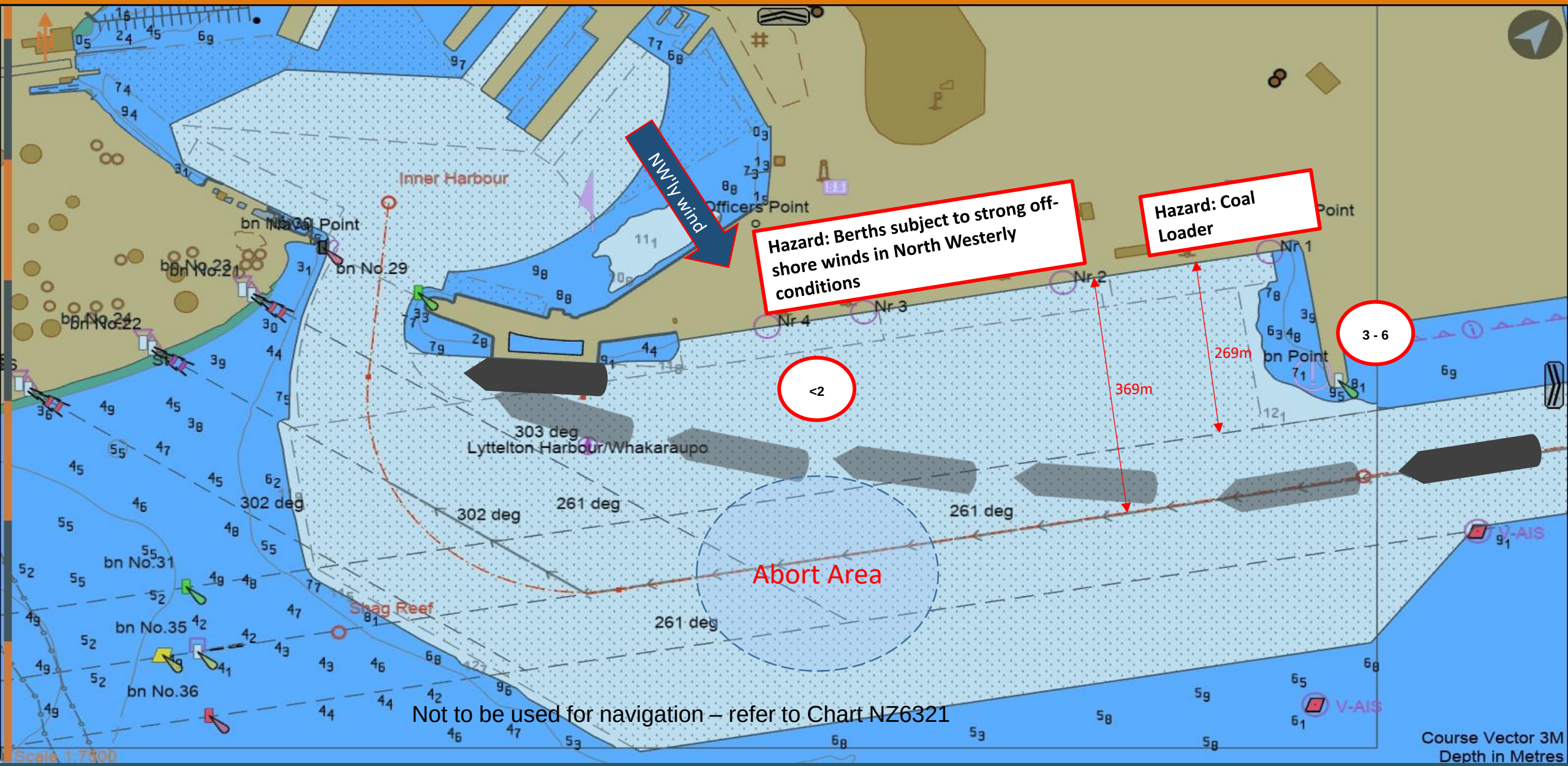


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-CB-SSTQ-NonPAX

Arrival: Breakwater to Cruise Berth SSTQ (non Cruise)

Lyttelton Port Company

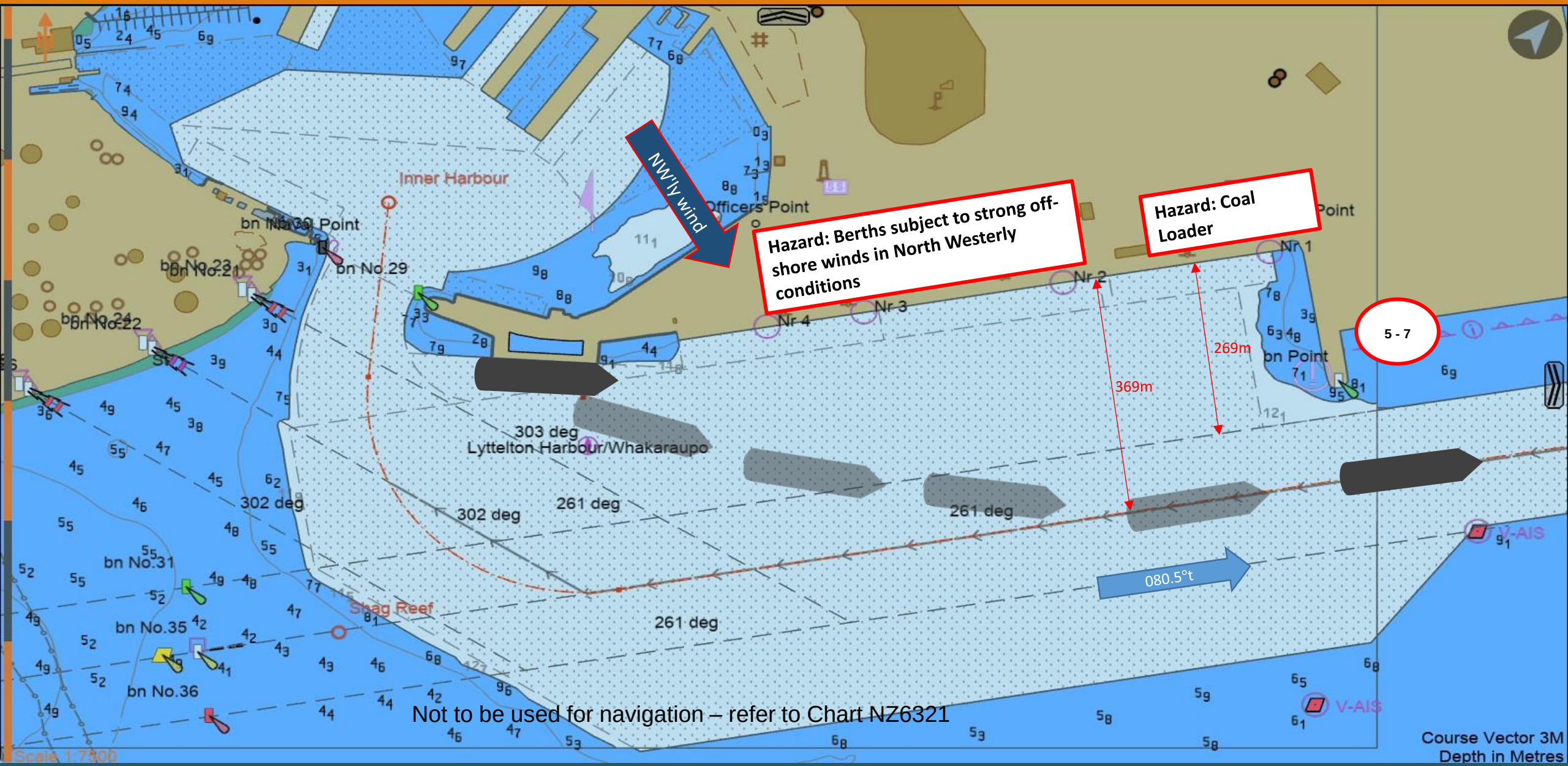


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-CB-BW-PSTQ

Departure: Cruise Berth PSTQ to Breakwater

Lyttelton Port Company

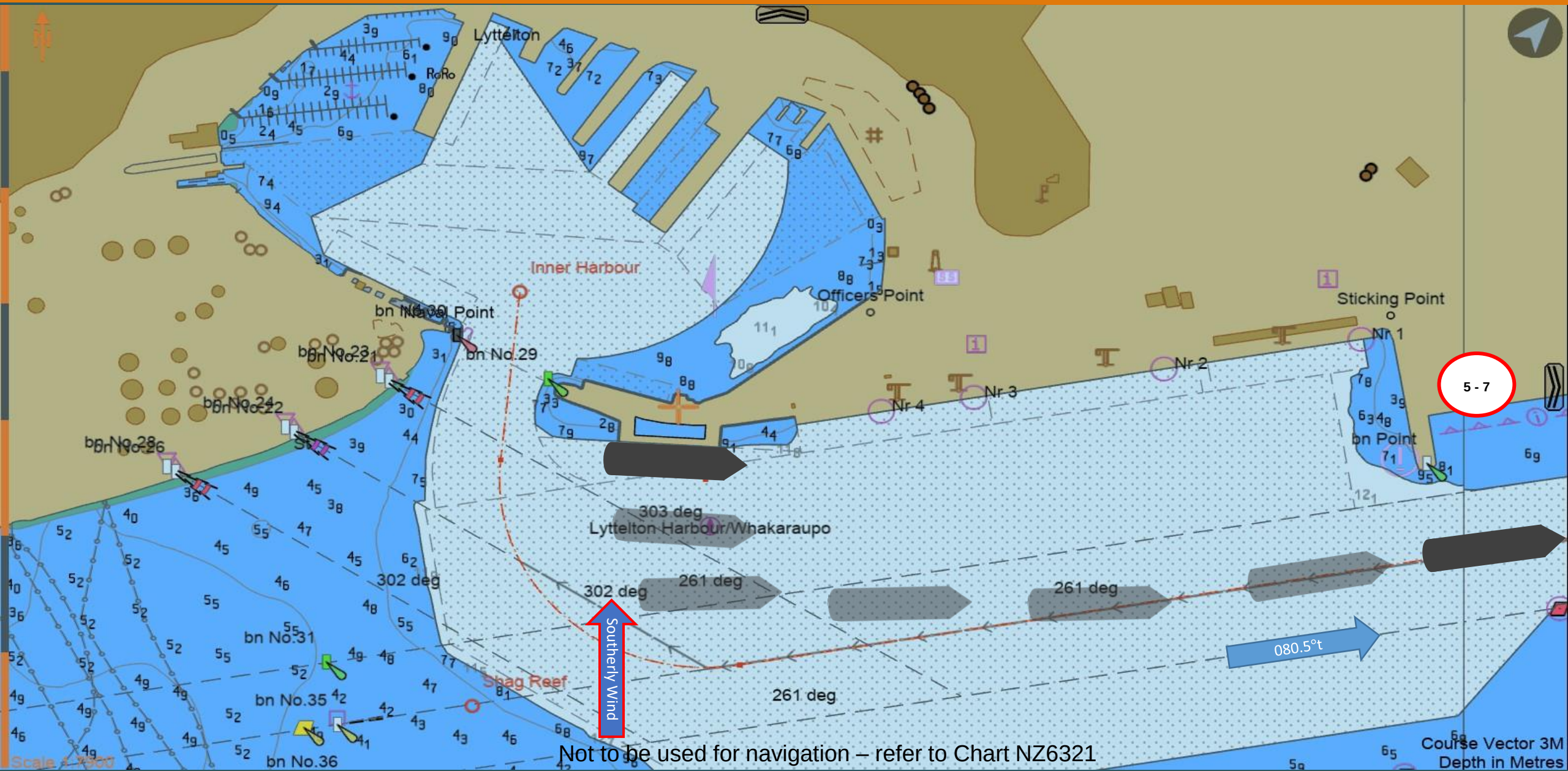


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-CB-BW-PSTQ-SWwind

Departure: Cruise Berth PSTQ to Breakwater – – Strong S'ly Wind

Lyttelton Port Company



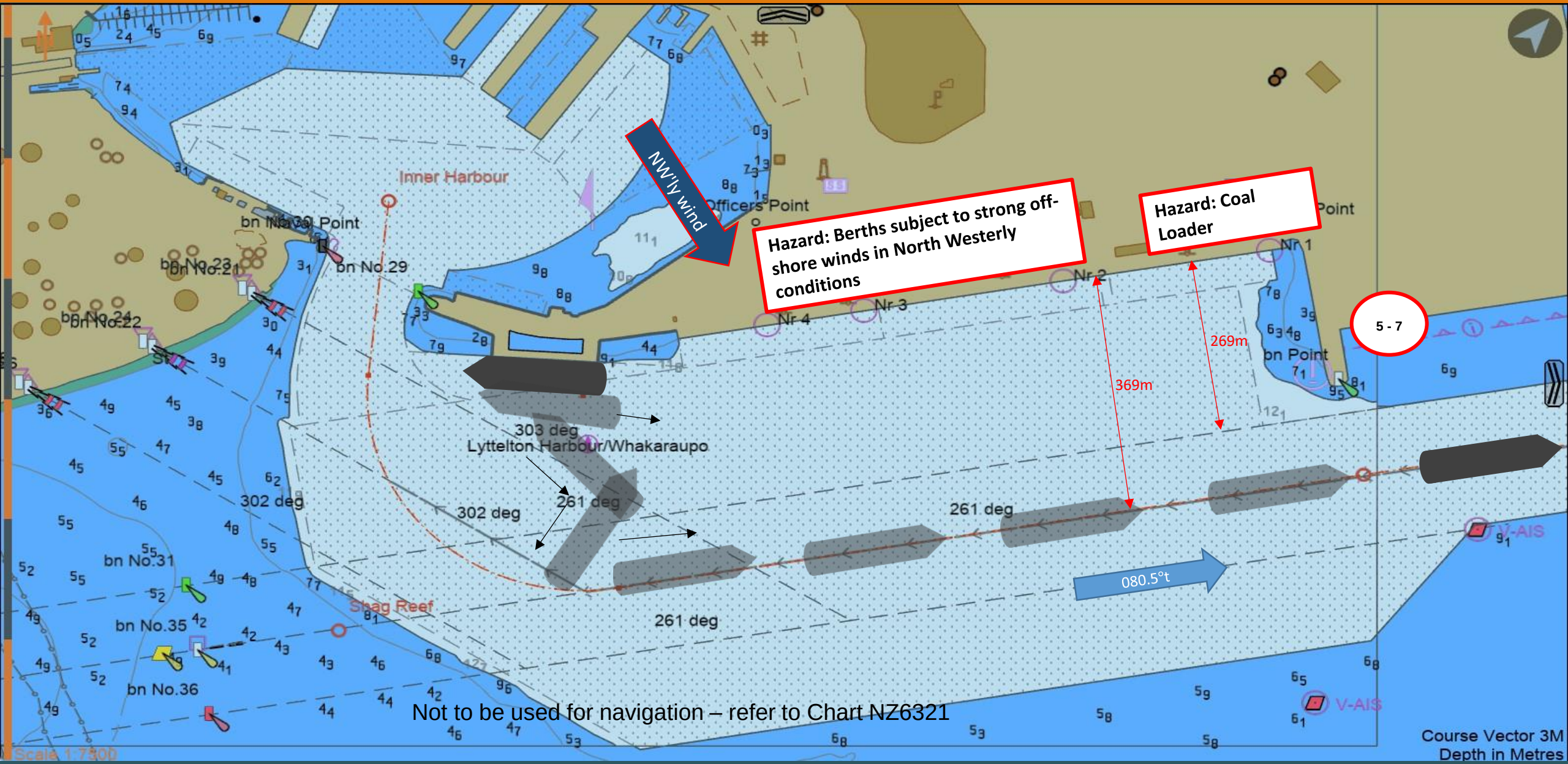
Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

Issued: 27/09/2024
File: DEP-CB-BW-SSTQ-NonPAX

Departure: Cruise Berth SSTQ to Breakwater (Non Cruise)

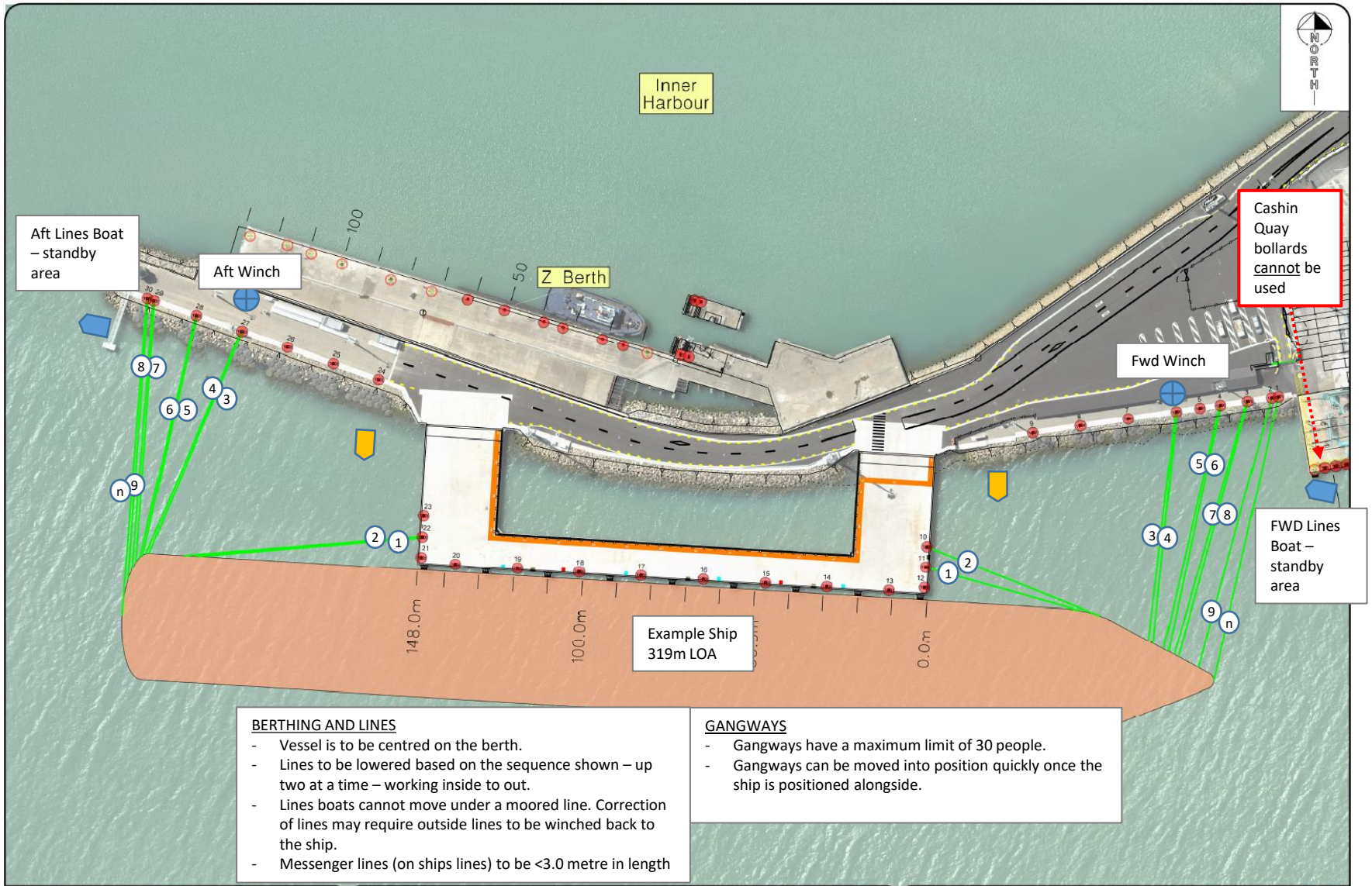
Lyttelton Port Company



Issued: 27/09/2024
File: CB Mooring Lines Boats

Cruise Berth Arrival – Mooring Operation with Lines Boats

Lyttelton Port Company



BERTHING AND LINES
- Vessel is to be centred on the berth.
- Lines to be lowered based on the sequence shown – up two at a time – working inside to out.
- Lines boats cannot move under a moored line. Correction of lines may require outside lines to be winched back to the ship.
- Messenger lines (on ships lines) to be <3.0 metre in length

GANGWAYS
- Gangways have a maximum limit of 30 people.
- Gangways can be moved into position quickly once the ship is positioned alongside.

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Example Ship 319m LOA
Berthing on Cruise Berth

Scales 1:1000 Original Sheet Size A3

Designed			
Drawn	JR	12.05.2022	
Checked			
Approved			

Sheet 1 of
Drawing No C–A3–14744–B
File

Key

- Lines Boat – Standby Area
- Shore Lines Winch
- Lines Boat – In Operation
- (1) - (n) 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

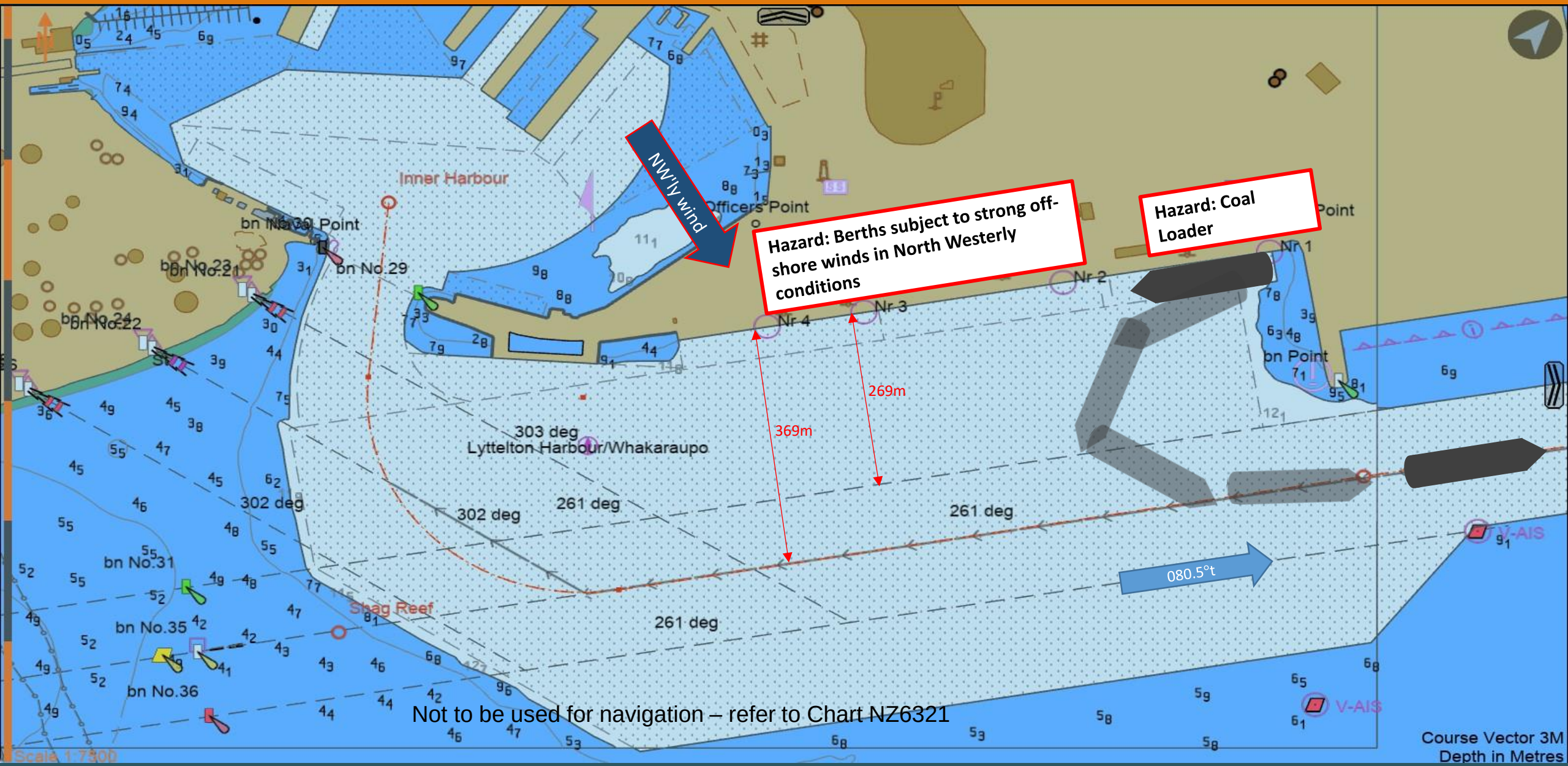
Cruise Berth Arrival/Departure Wind Limits

Vessel LOA / tug assistance	Max 3 second wind speed (southerly quarter)
>=250m LOA with Tugs	25kn
< 250m LOA with Tugs	30kn

Clear Berth Wind Limits (3 second gusts)
- Cruise Berth: 40kn gusts NW (>220m LOA), else 50kn gusts NW/NE/SW direction
- Inner Harbour (No2. No7): 30kn gusts NW, 50kn gusts SW

Issued: 27/09/2024
File: DEP-CQ1-BW-SSTQ

Departure: CQ1 SSTQ to Breakwater



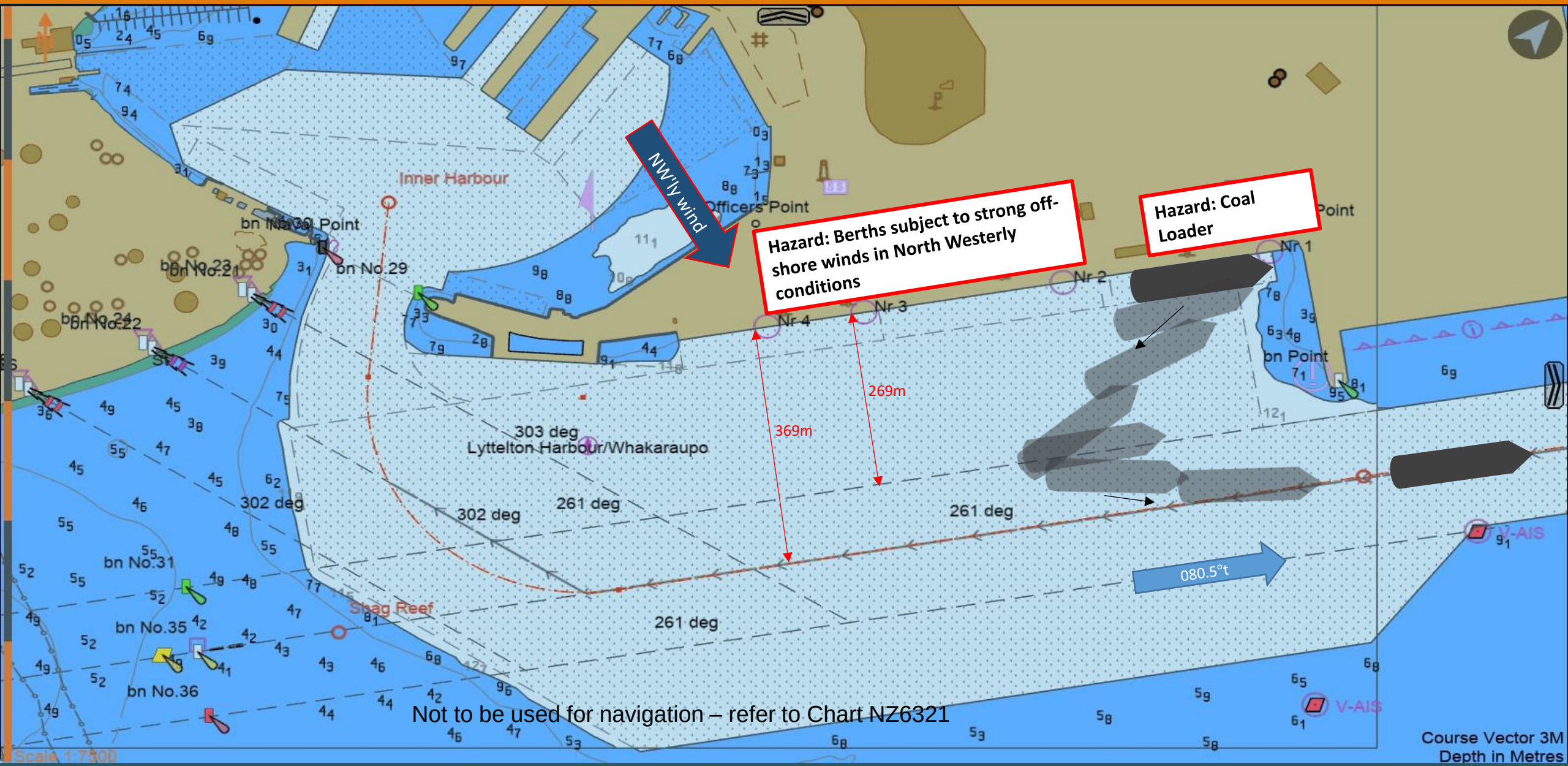
Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

Issued: 27/09/2024
File: DEP-CQ1-BW-PSTQ

Departure: CQ1 PSTQ to Breakwater

Lyttelton Port Company

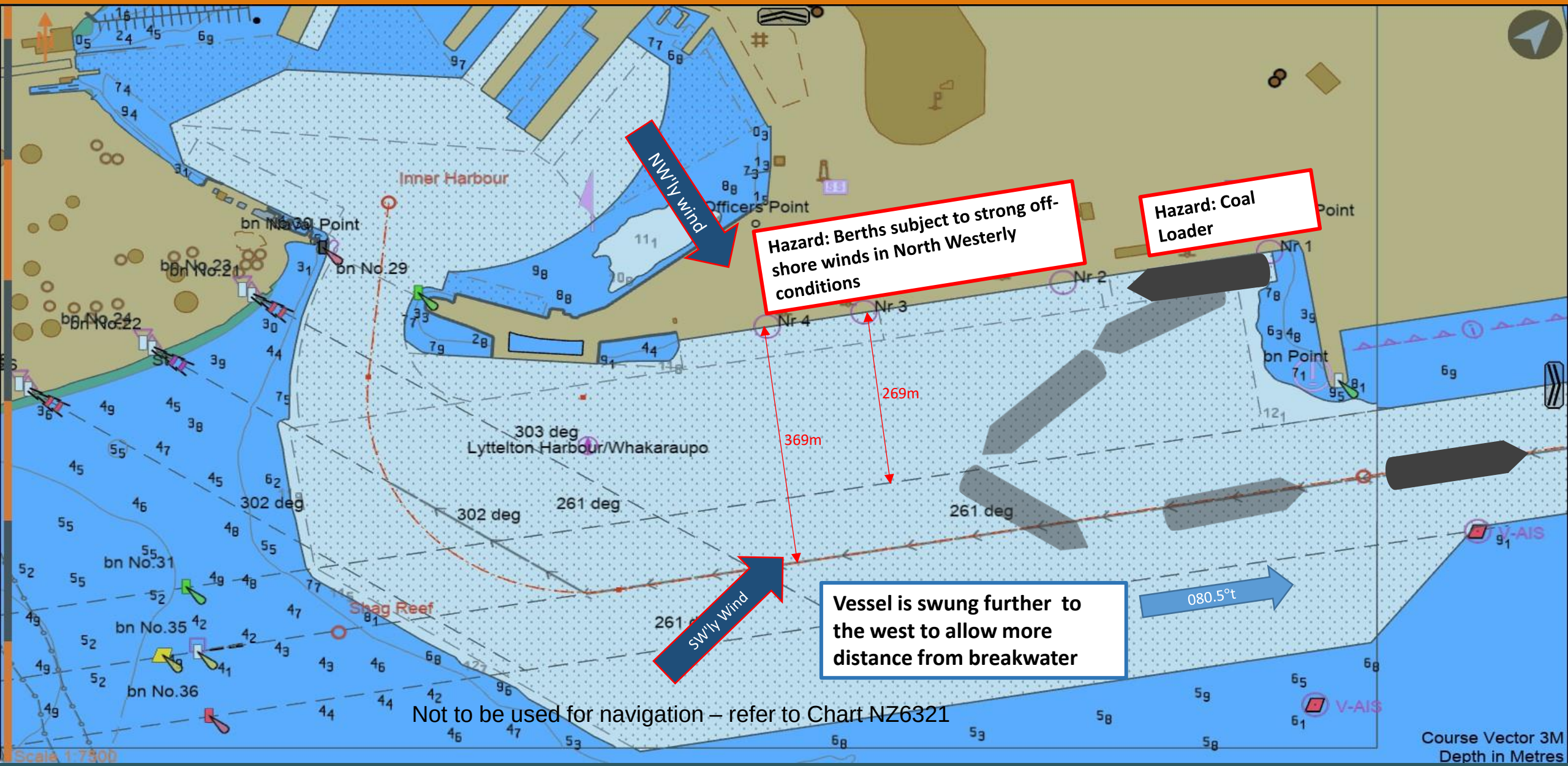


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-CQ1-BW-SSTQ-SWwind

Departure: CQ1 SSTQ to Breakwater – Strong S'ly Wind

Lyttelton Port Company

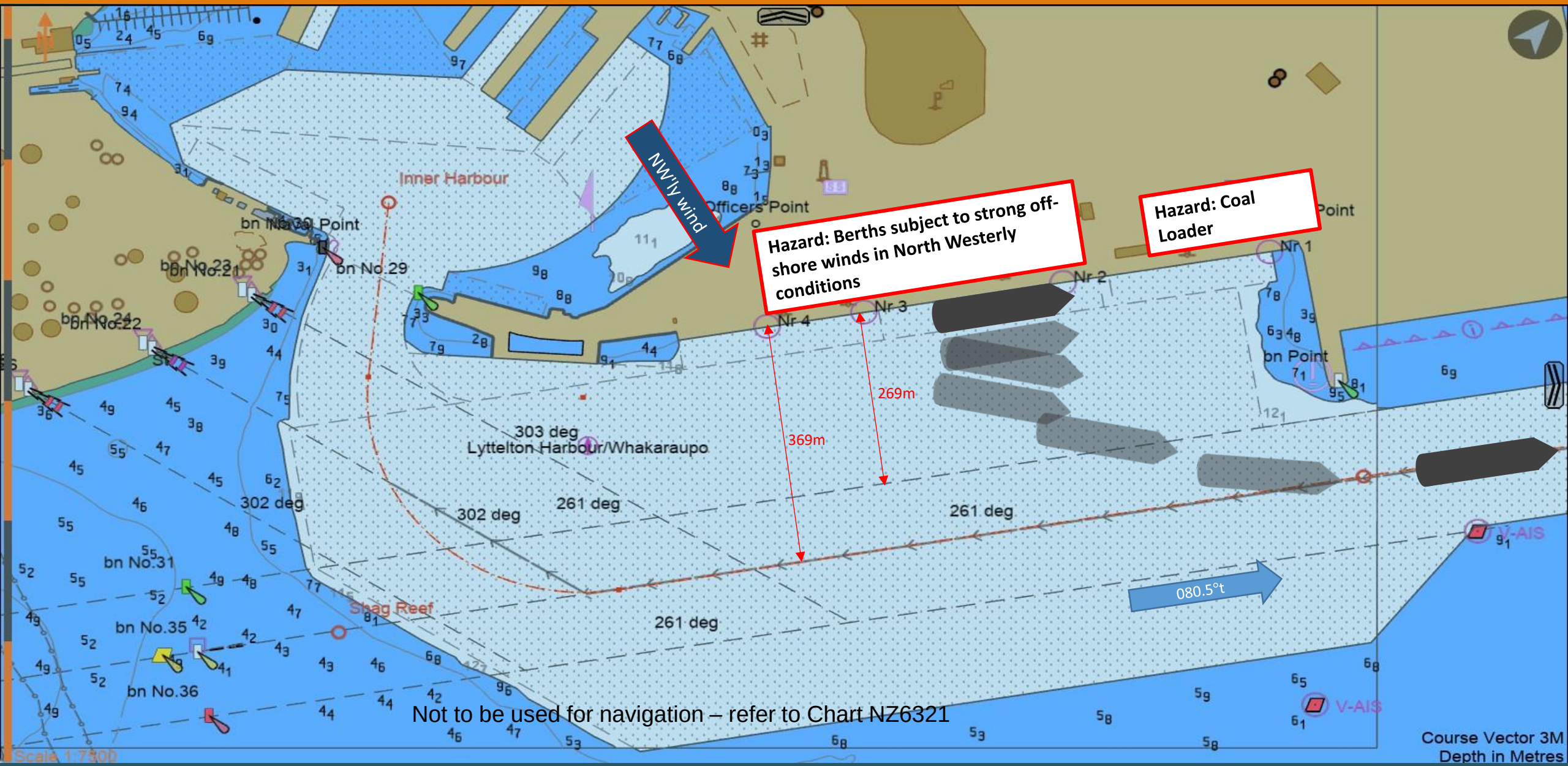


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-CQE-BW-PSTQ

Departure: CQ-East PSTQ to Breakwater

Lyttelton Port Company

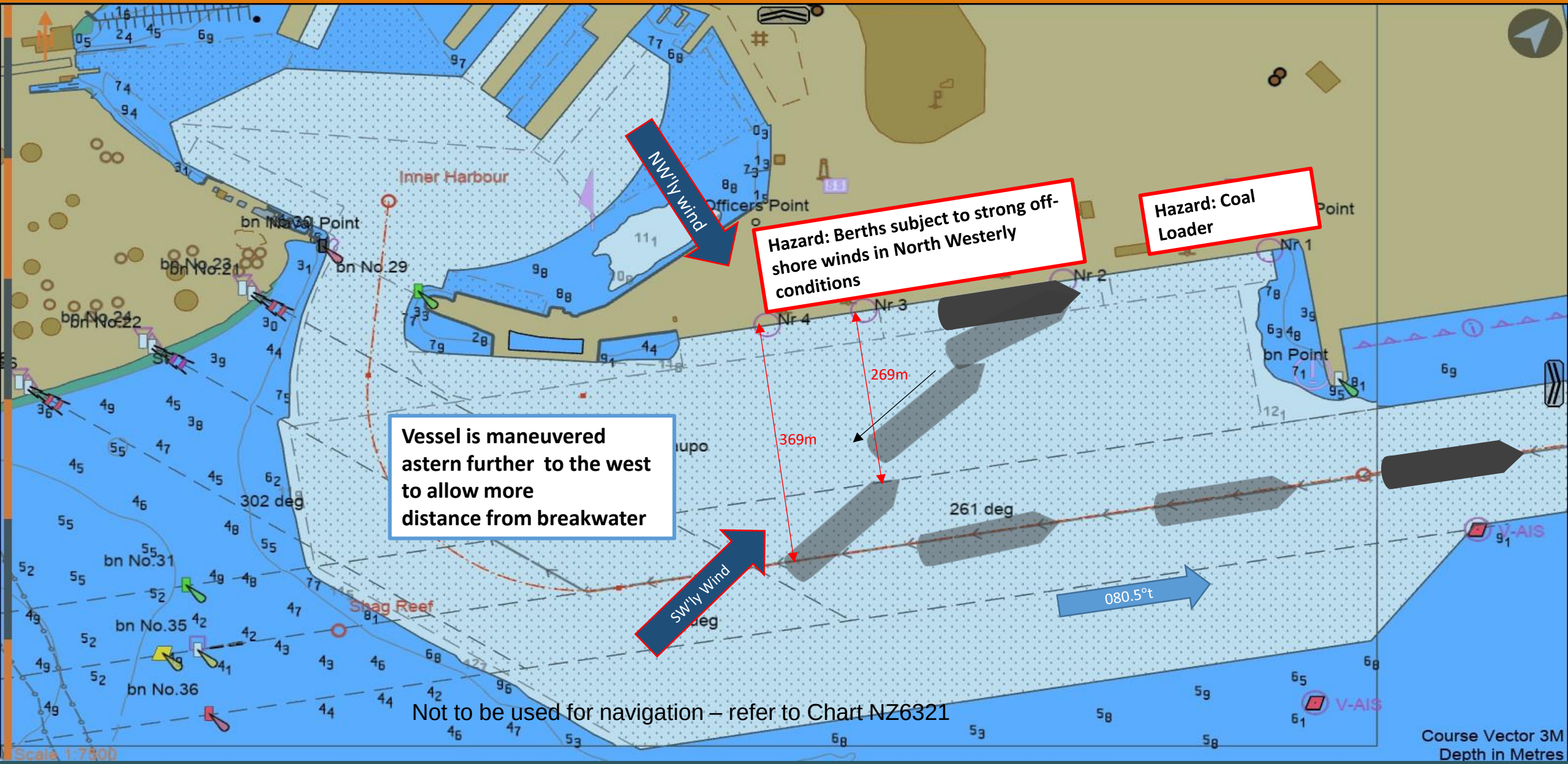


Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

Issued: 27/09/2024
File: DEP-CQE-BW-PSTQ-SWwind

Departure: CQ-East PSTQ to Breakwater – Strong SW'ly Wind

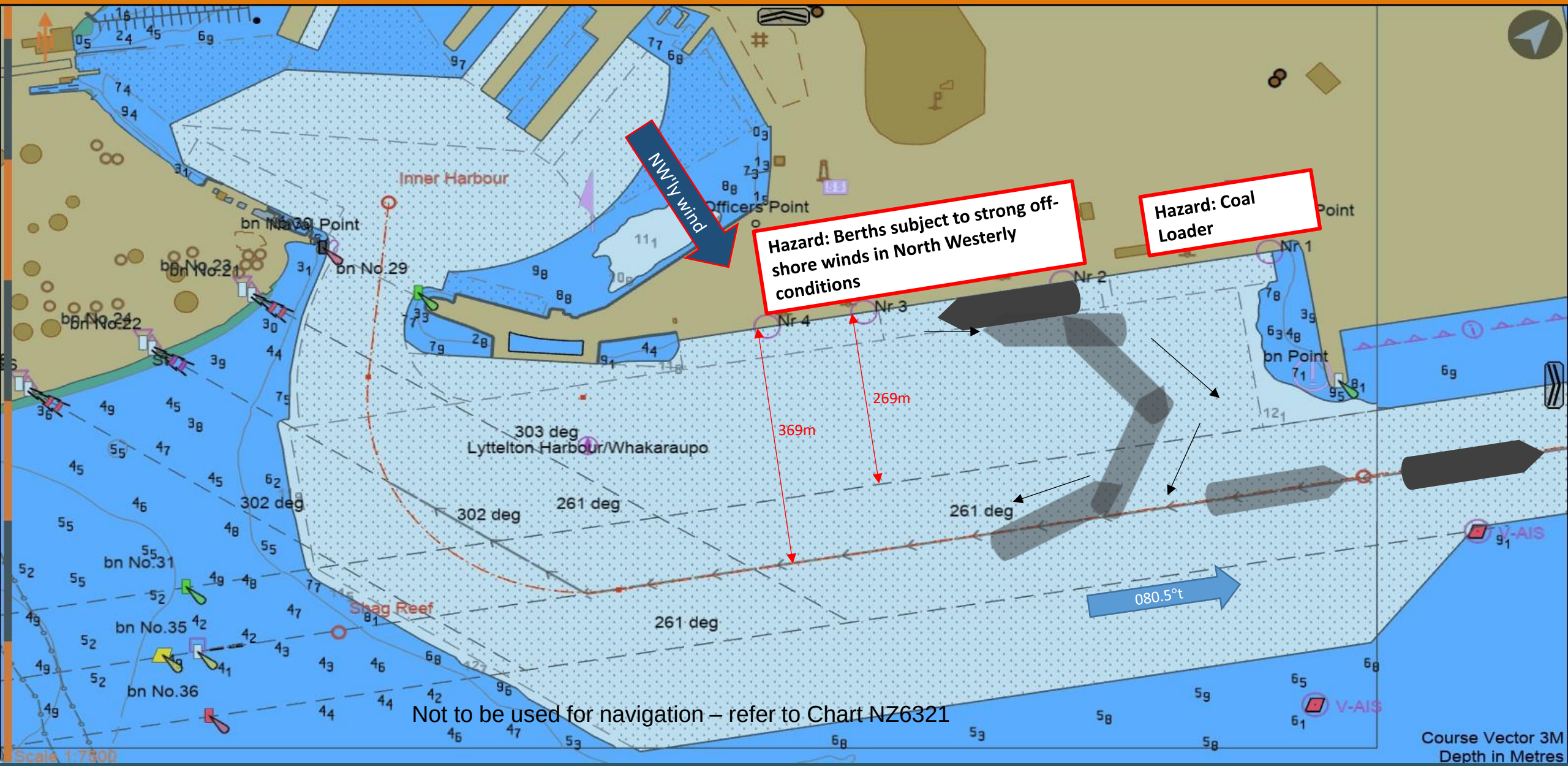


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-CQE-BW-SSTQ-B2S

Departure: CQ-East SSTQ to Breakwater (Bow to Stbd)

Lyttelton Port Company



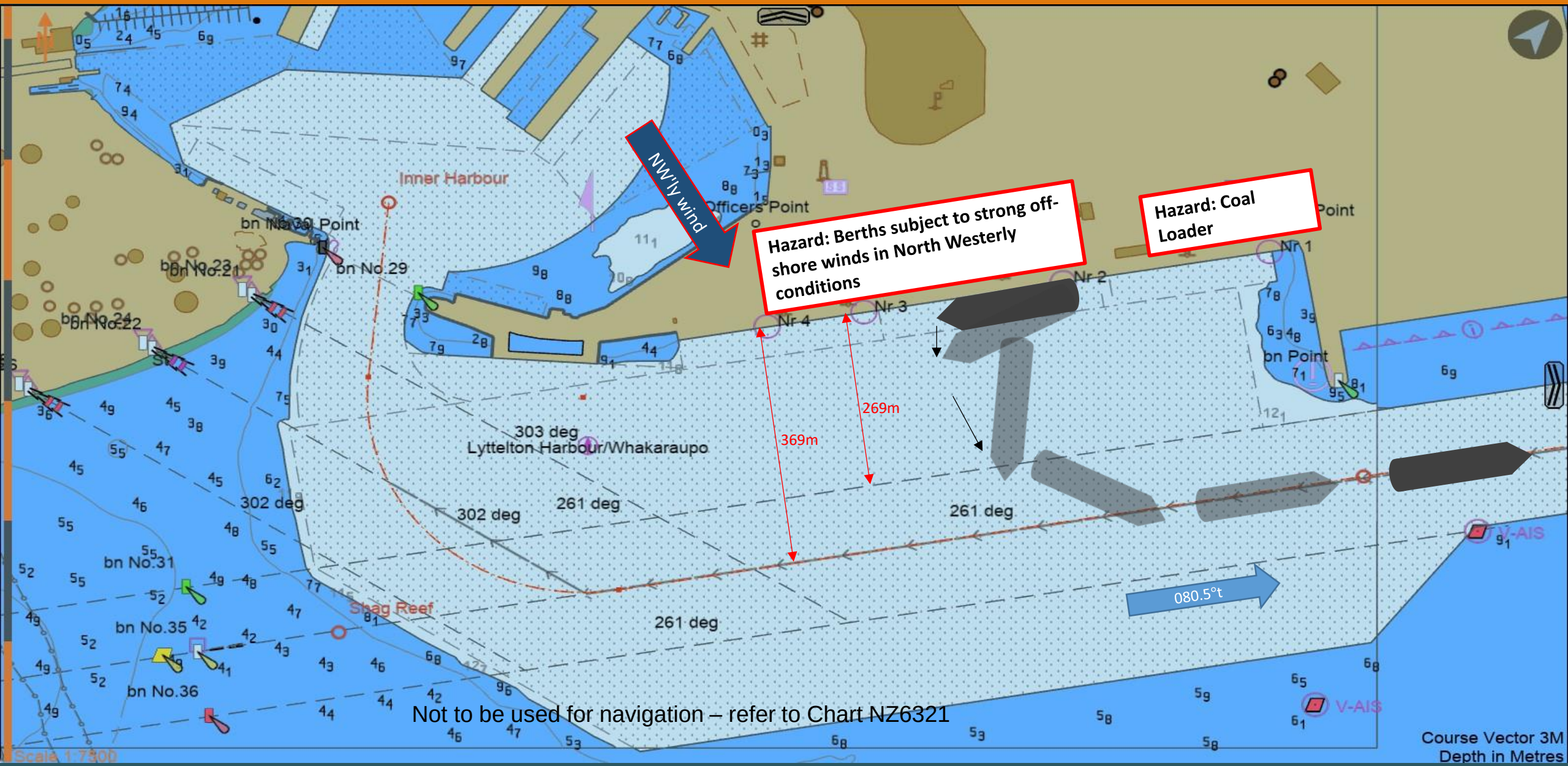
Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

Issued: 27/09/2024
File: DEP-CQE-BW-SSTQ-B2P

Departure: CQ-East SSTQ to Breakwater (Bow to Port)

Lyttelton Port Company

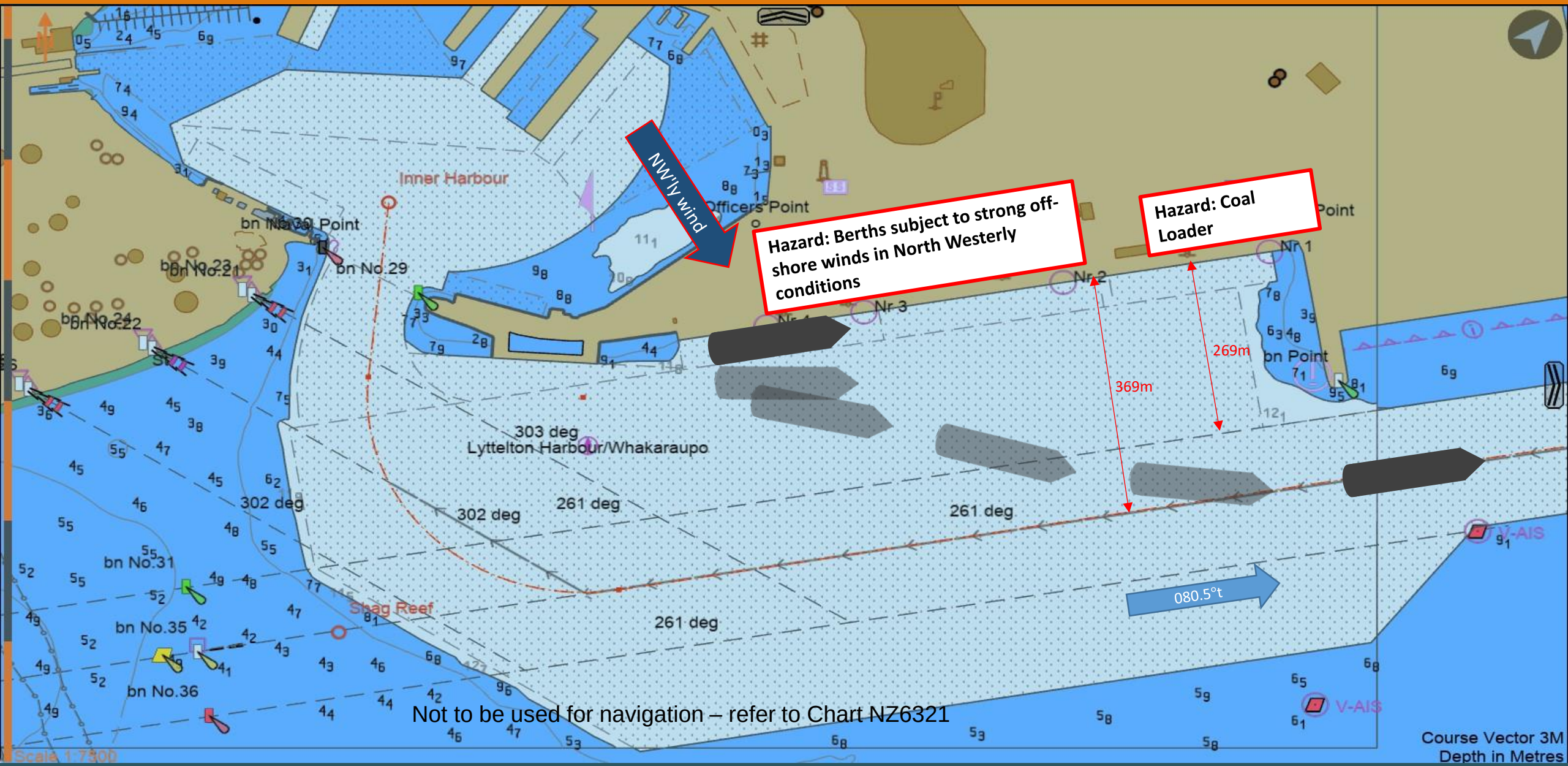


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-CQW-BW-PSTQ

Departure: CQ-West PSTQ to Breakwater

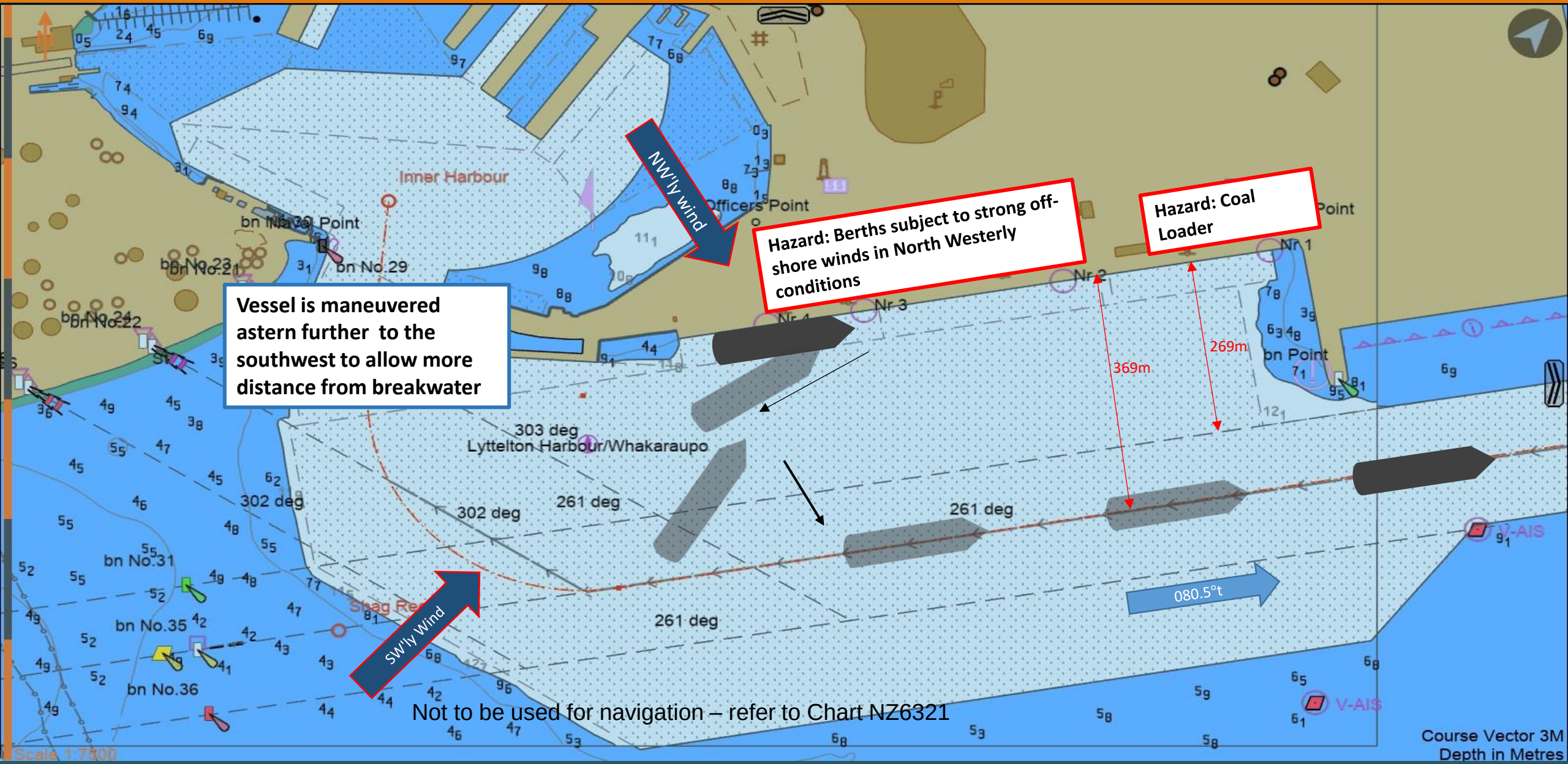
Lyttelton Port Company



Issued: 27/09/2024
File: DEP-CQW-BW-PSTQ-SWwind

Departure: CQ-West PSTQ to Breakwater – Strong SW'ly Wind

Lyttelton Port Company



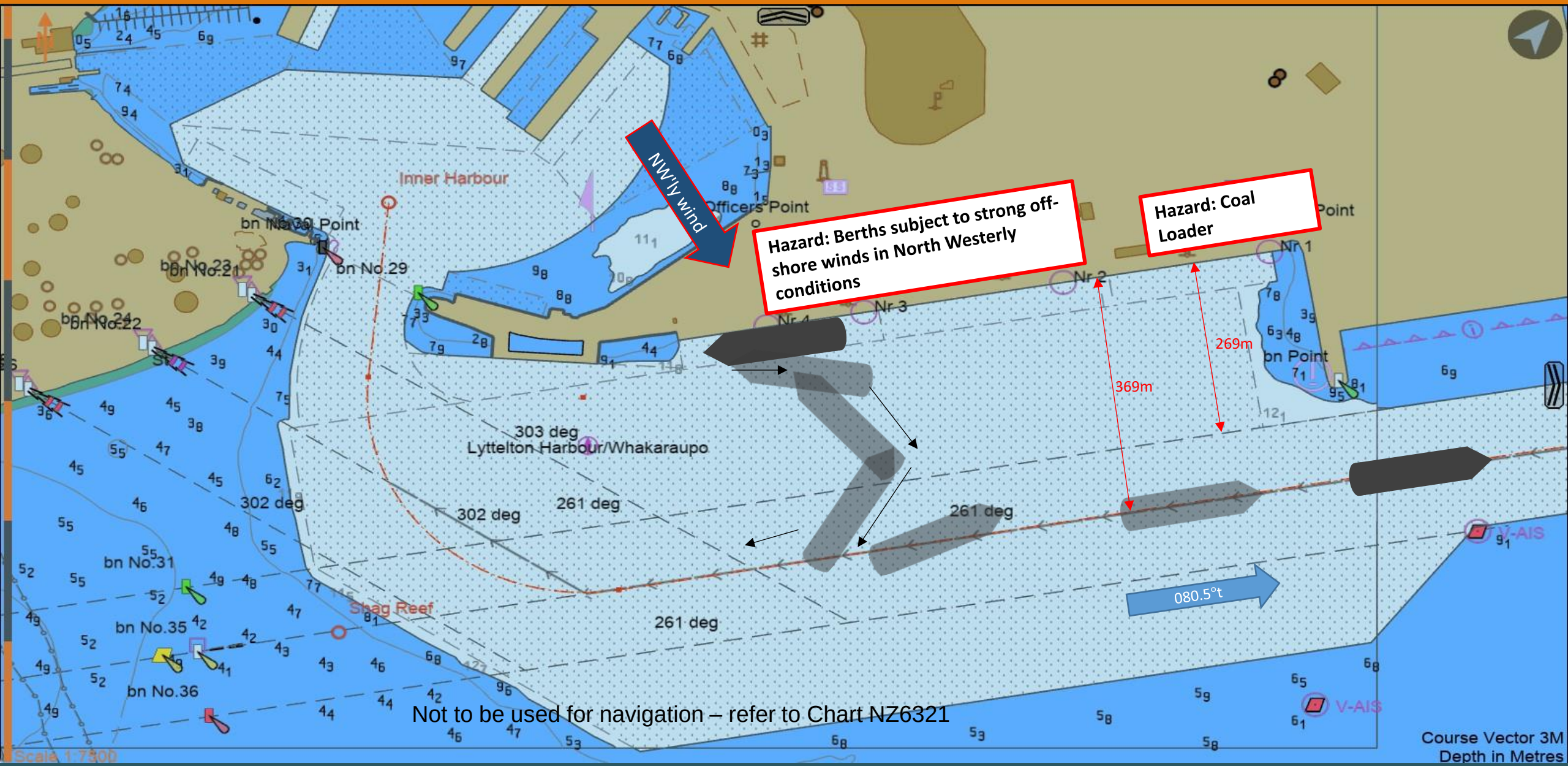
Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

Issued: 27/09/2024
File: DEP-CQW-BW-SSTQ-B2S

Departure: CQ-West SSTQ to Breakwater (Bow to Stbd)

Lyttelton Port Company

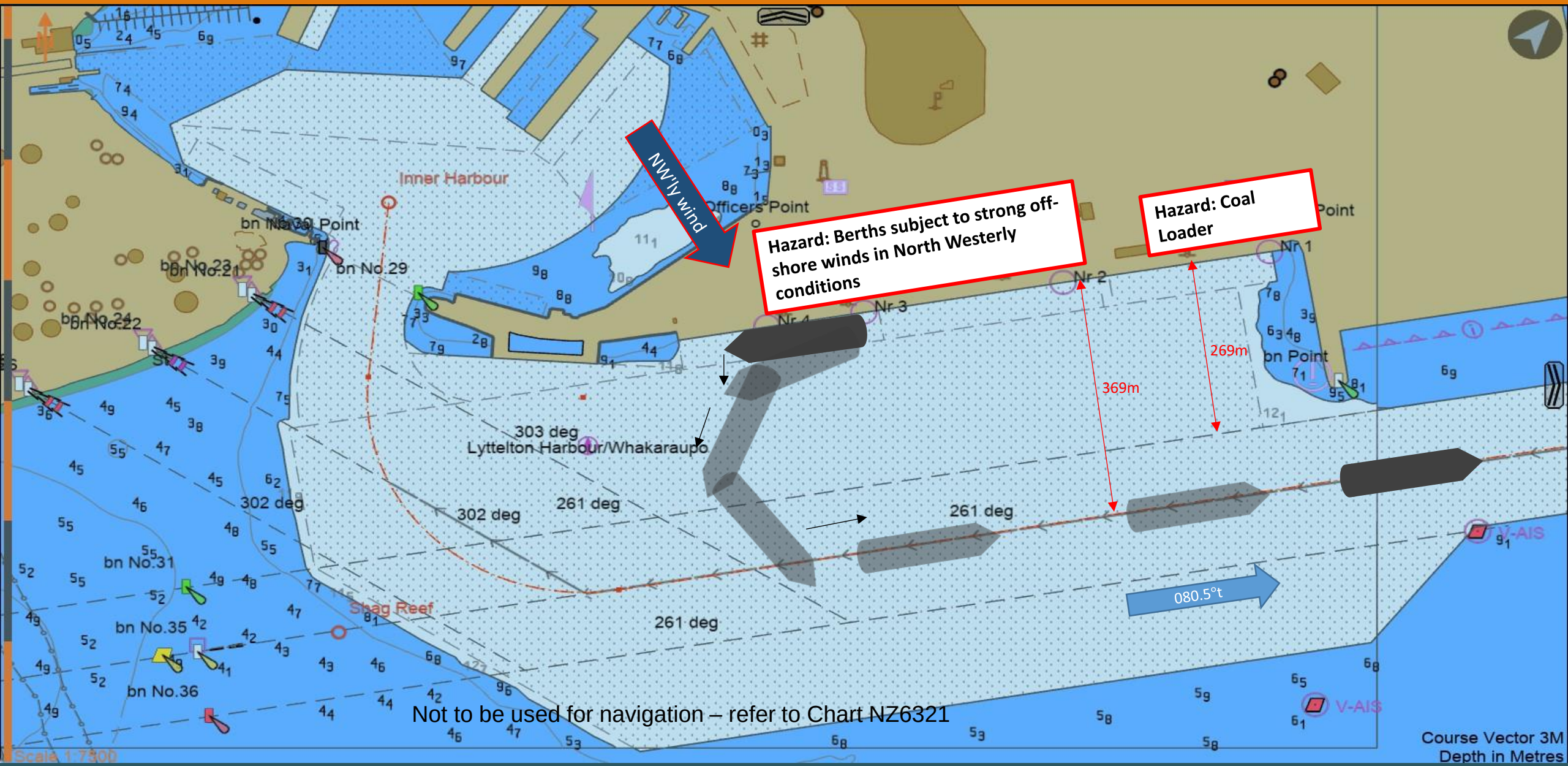


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-CQW-BW-SSTQ-B2P

Departure: CQ-West SSTQ to Breakwater (Bow to Port)

Lyttelton Port Company

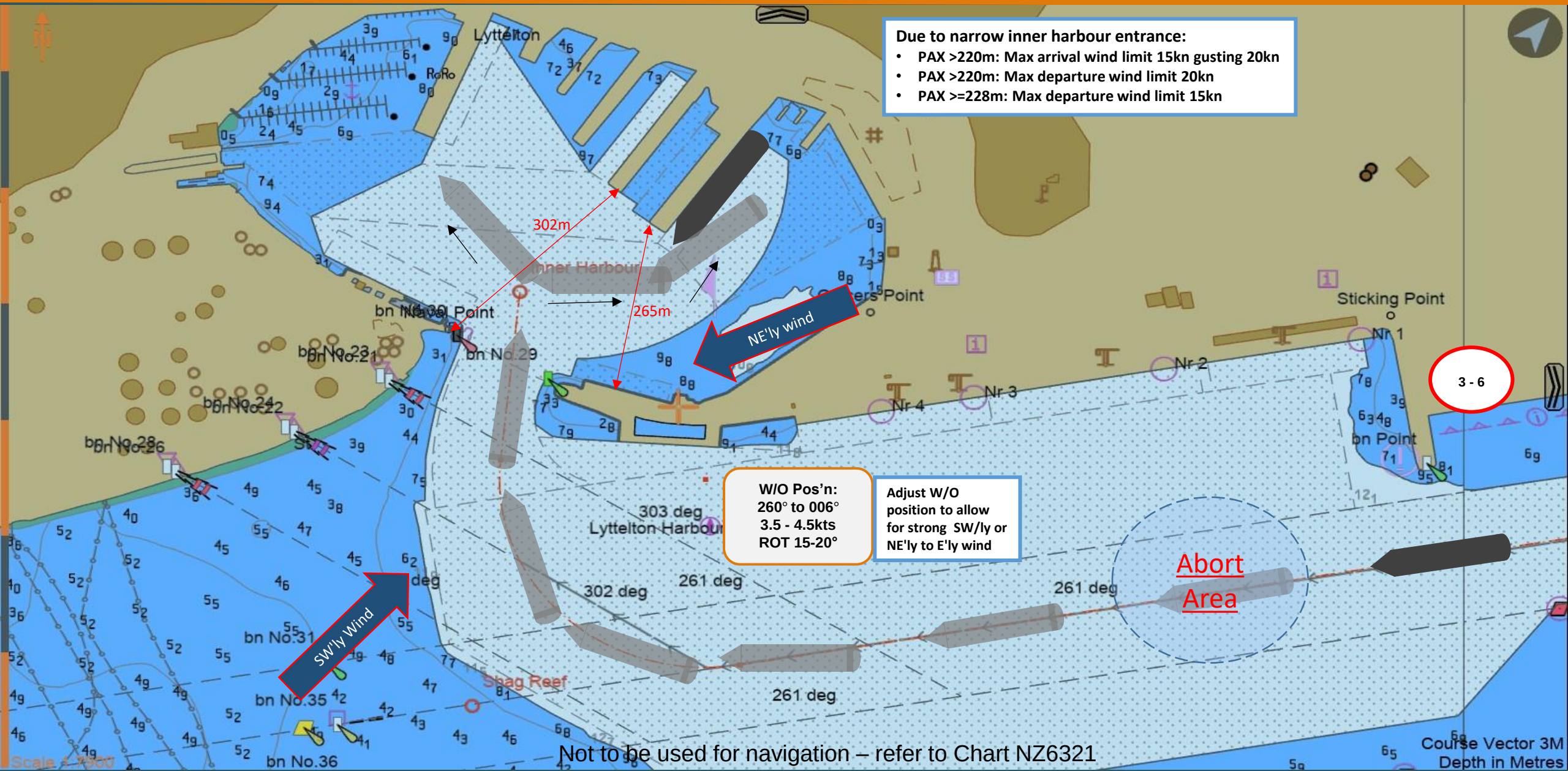


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-2E-SSTQ

Arrival: Breakwater to 2East SSTQ

Lyttelton Port Company

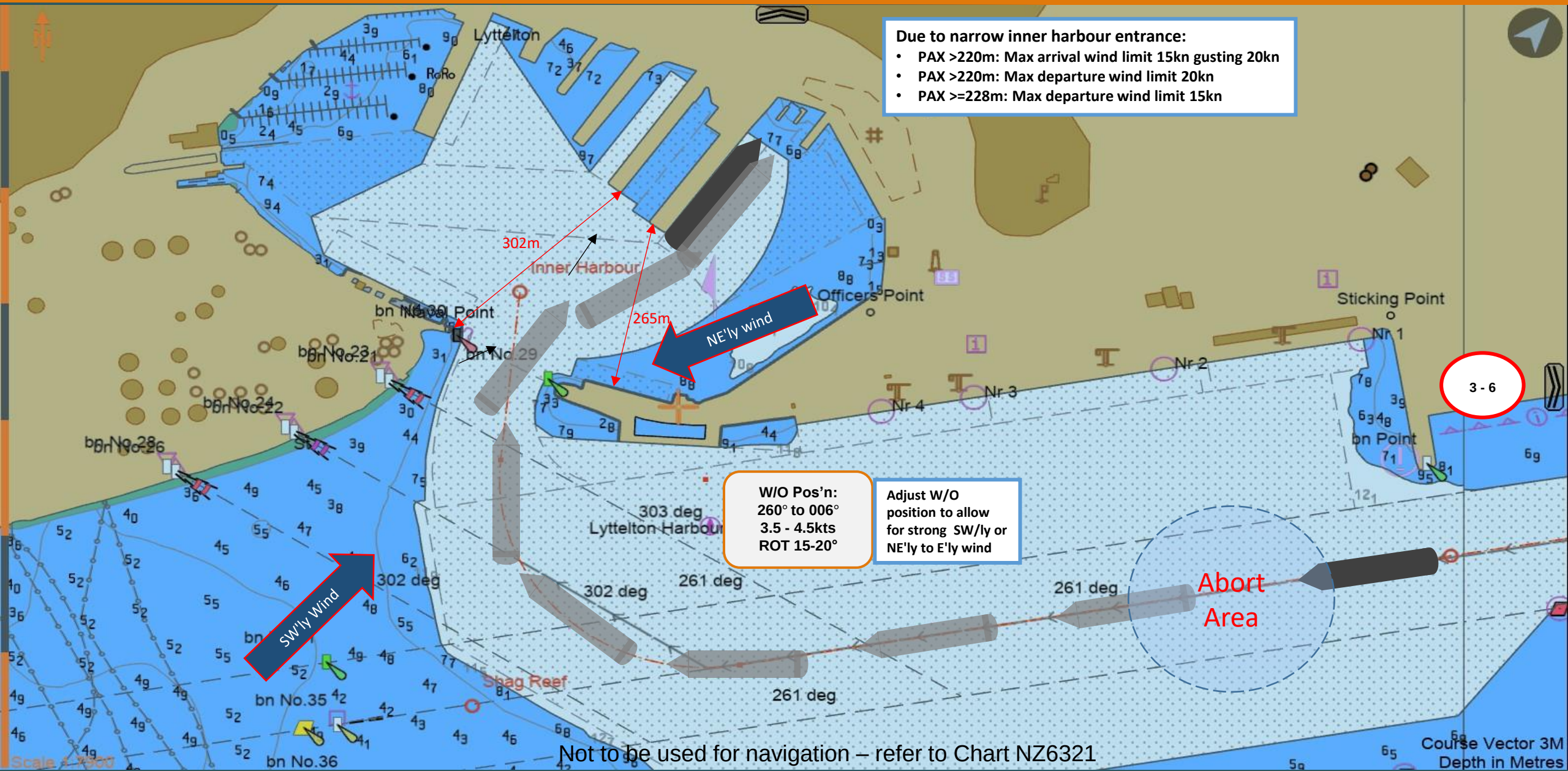


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-2E-PSTQ

Arrival: Breakwater to 2East PSTQ

Lyttelton Port Company

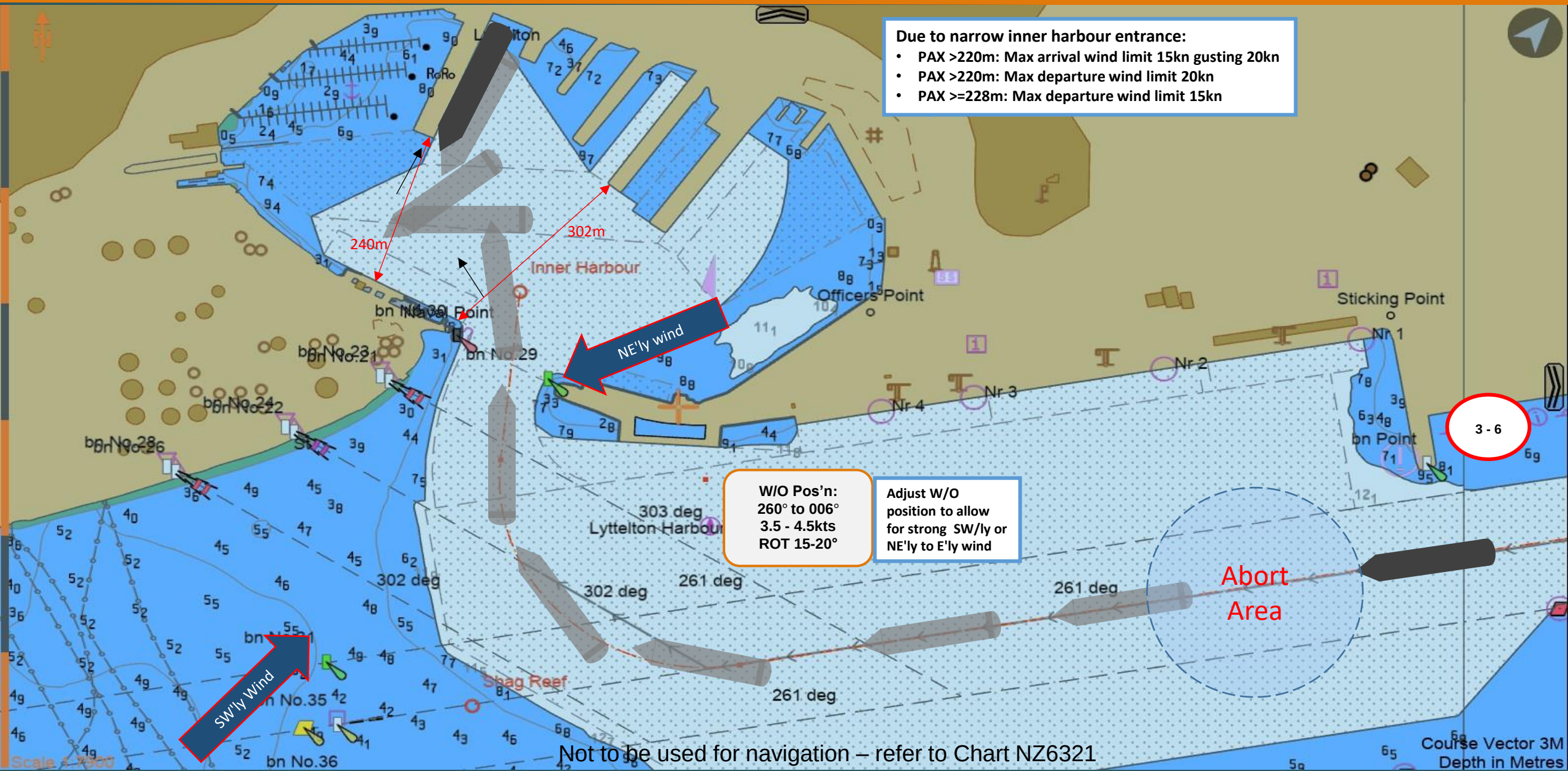


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-7E-SSTQ

Arrival: Breakwater to 7East SSTQ

Lyttelton Port Company

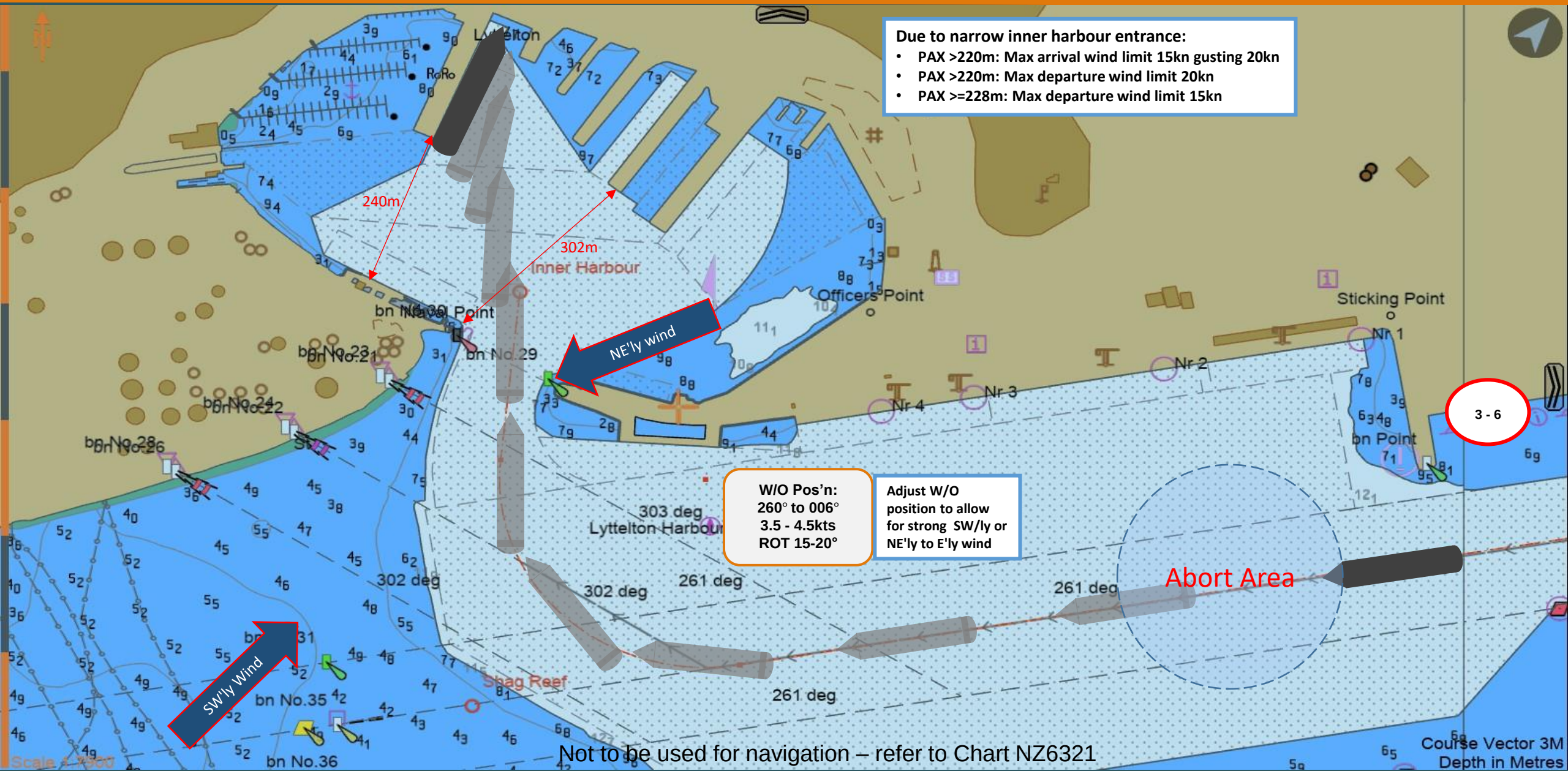


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-7E-PSTQ

Arrival: Breakwater to 7East PSTQ

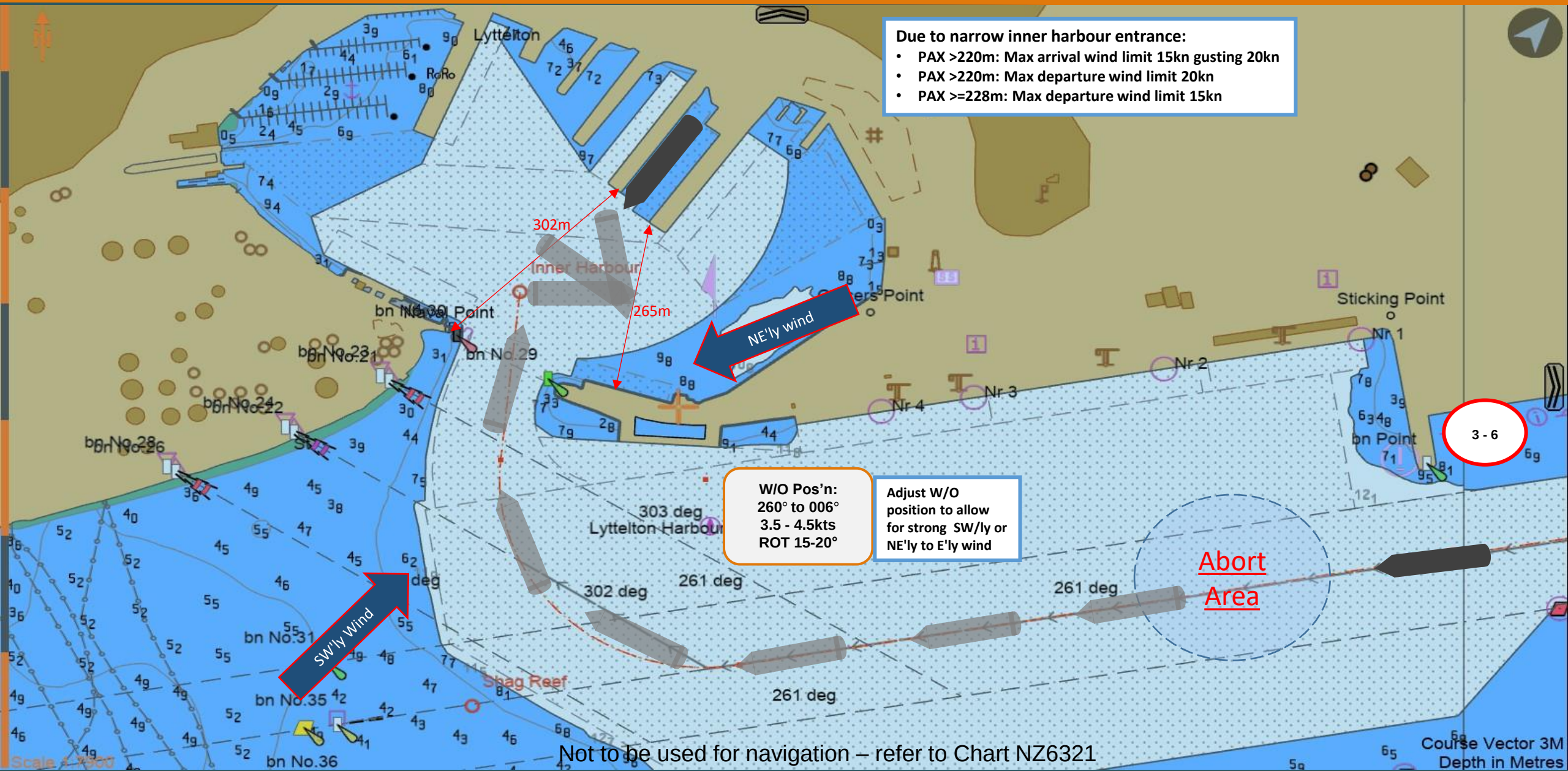
Lyttelton Port Company



Issued: 27/09/2024
File: ARR-BW-3E-SSTQ

Arrival: Breakwater to 3East SSTQ

Lyttelton Port Company

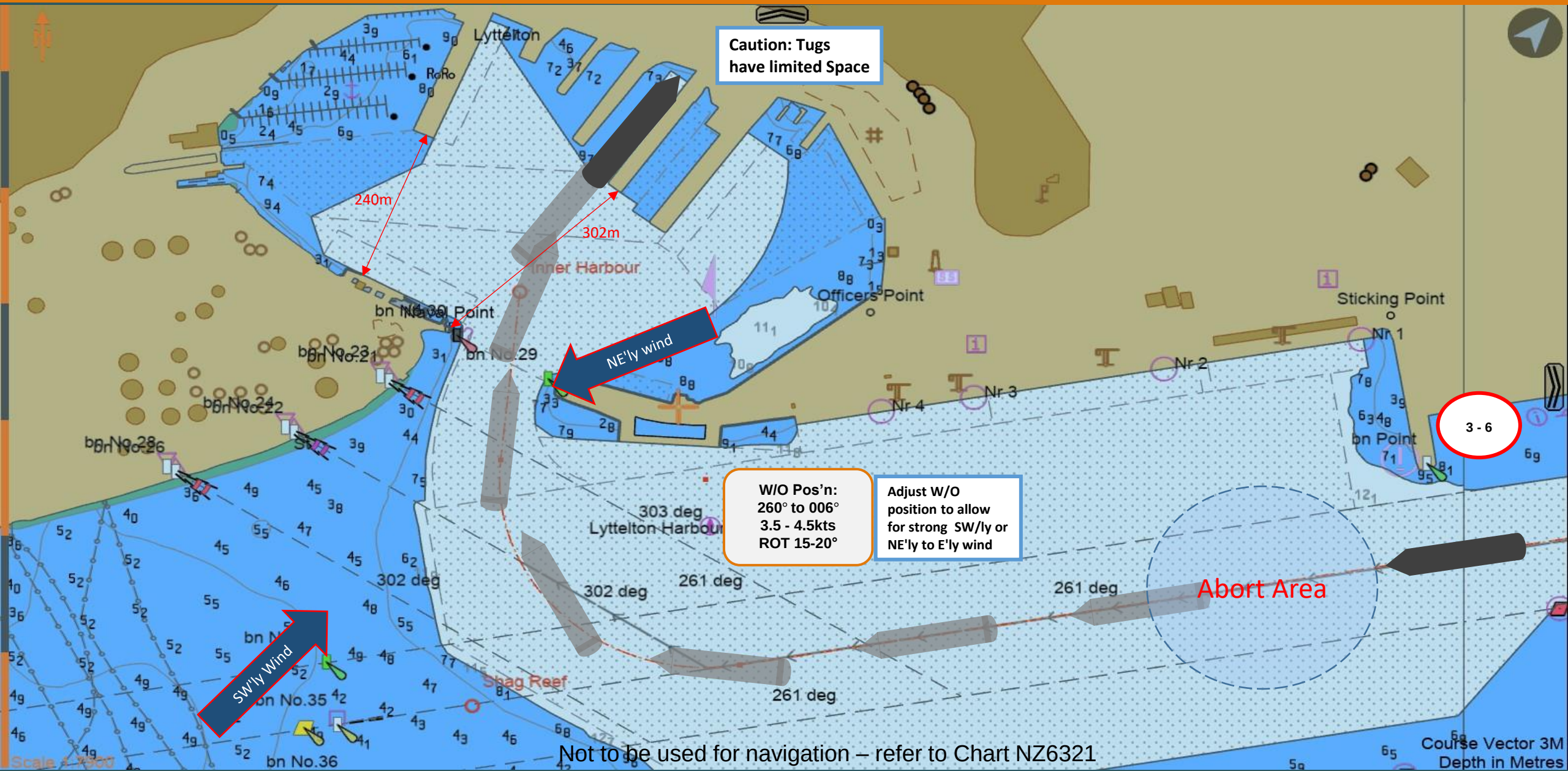


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-3W-SSTQ

Arrival: Breakwater to 3West SSTQ

Lyttelton Port Company

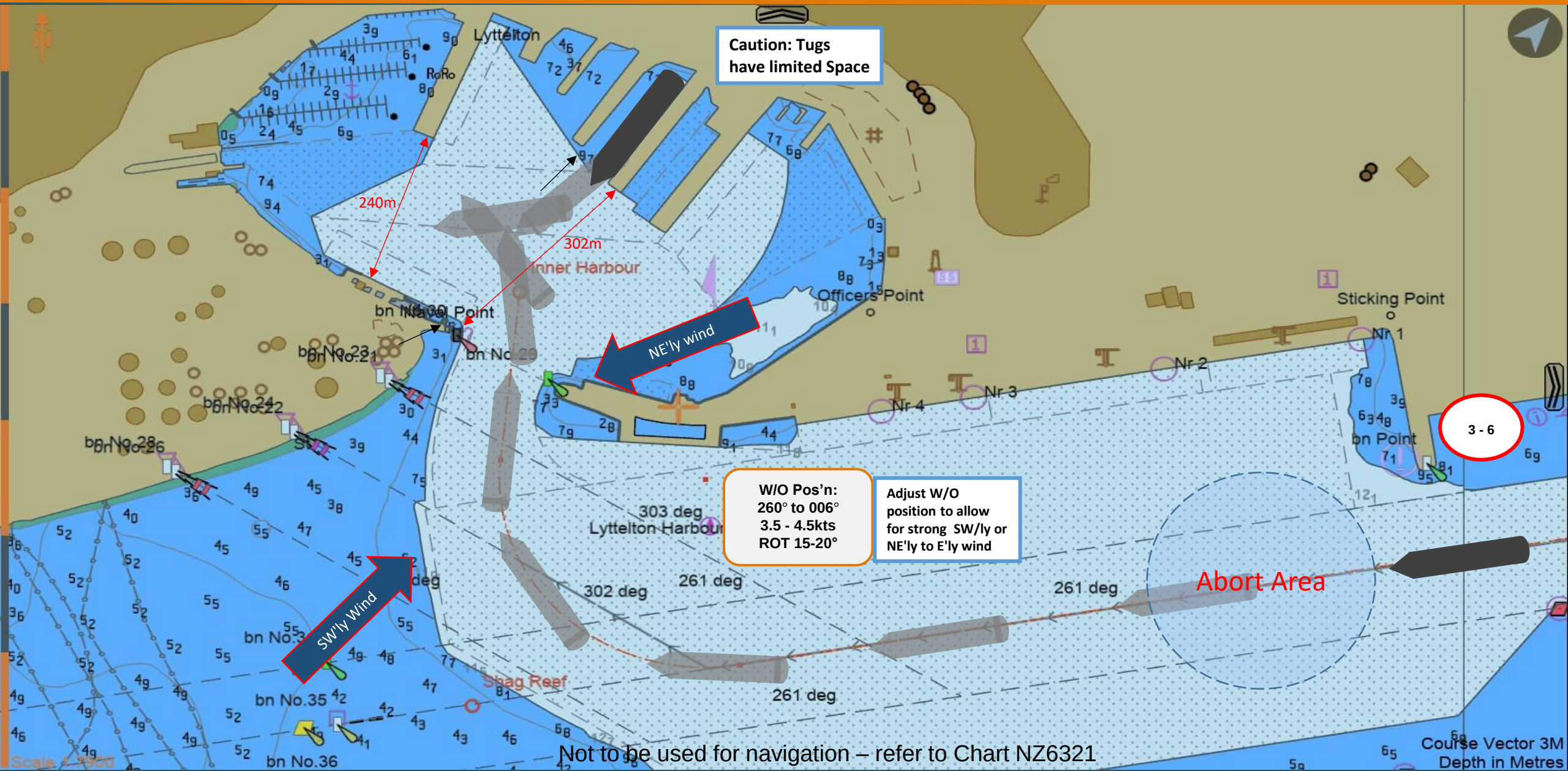


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-3W-PSTQ

Arrival: Breakwater to 3West PSTQ

Lyttelton Port Company

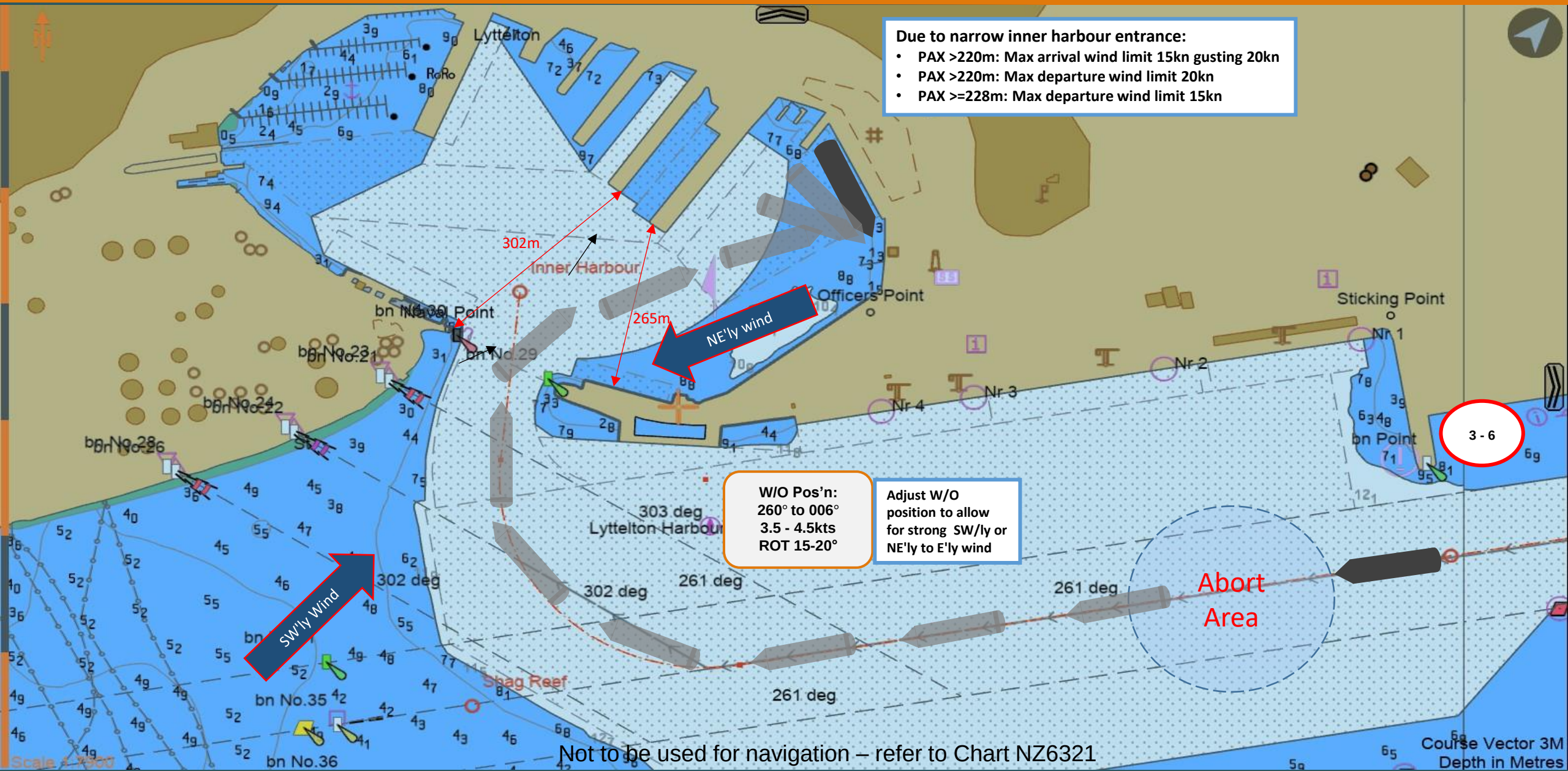


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-1BW-PSTQ

Arrival: Breakwater to 1BW PSTQ

Lyttelton Port Company

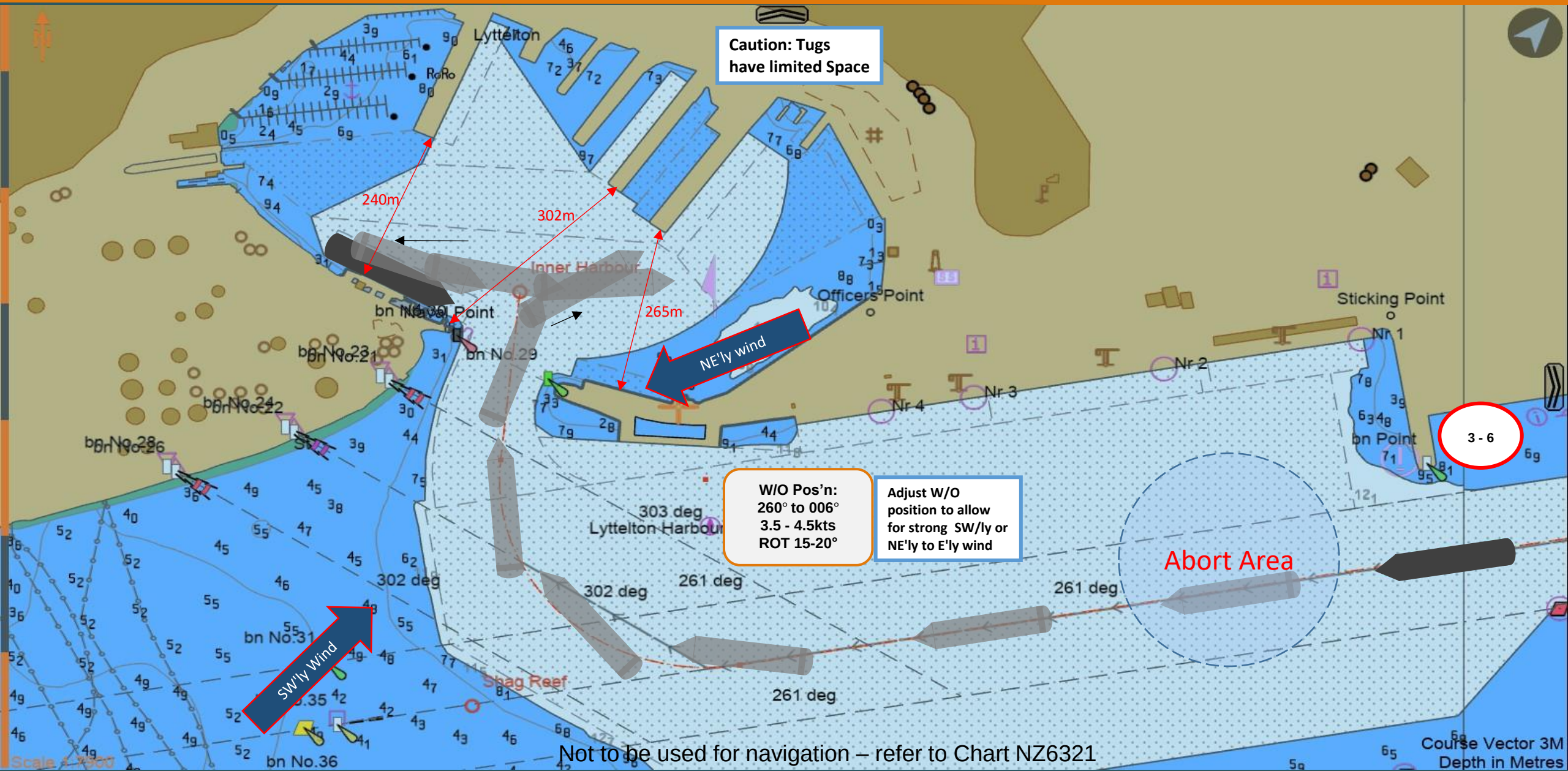


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: ARR-BW-OB-SSTQ

Arrival: Breakwater to Oil Berth SSTQ

Lyttelton Port Company

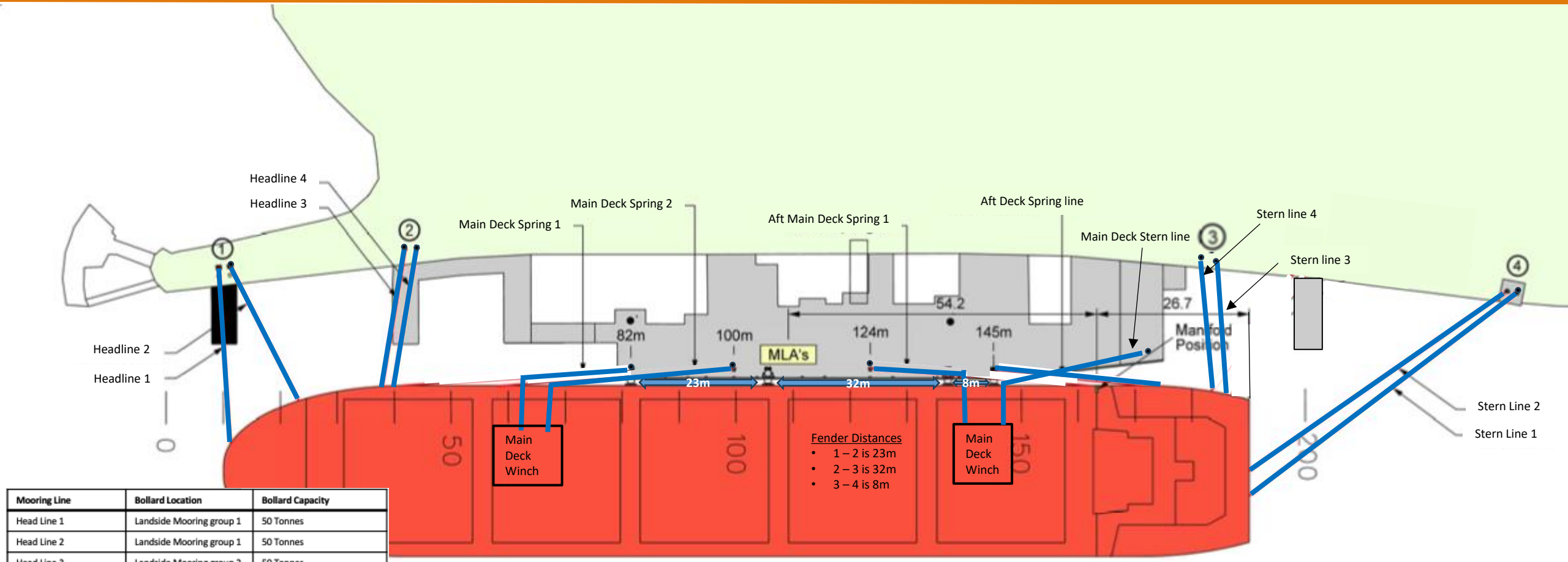


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: OB Mooring Lines

Oil Berth Arrival Tanker 183m LOA – Mooring Operation

Lyttelton Port Company



Mooring Line	Bollard Location	Bollard Capacity
Head Line 1	Landside Mooring group 1	50 Tonnes
Head Line 2	Landside Mooring group 1	50 Tonnes
Head Line 3	Landside Mooring group 2	50 Tonnes
Headline 4	Landside Mooring group 2	50 Tonnes
Main deck Bow Spring 1	82m	75 Tonnes
Main Deck Bow Spring 2	100m	50 Tonnes
Main Deck Spring 1	124m	50 Tonnes
Aft Deck Spring	145m	75 Tonnes
Stern line 1	Landside Mooring group 4	50 Tonnes
Stern line 2	Landside Mooring group 4	50 Tonnes
Stern line 3	Landside Mooring group 3	50 Tonnes
Stern line 4	Landside Mooring group 3	50 Tonnes

Moorings

- Moorings to be discussed during Master Pilot exchange. When strong winds are forecast head and stern lines should be increased accordingly - factors to consider will be the type and strength of moorings, freeboard, wind direction and duration of stay
- Only Two lines permitted at Each landside group 1 – 4.
- Crew at the stern of the vessel can pass heaving lines for first spring as stern is passing fender #4.

Wind

- Clear Berth limit 60 knots (3 Second Gusts)
- When the wind speed forecast is SW 45 Knots, the Oil Company, Liquidgas, the Ship and the Duty Pilot are to review the forecast and if wind is forecast to strengthen:
  - Discharge operations to stop.
  - The MLA / LPG arm to be disconnected.
  - A Tug will be placed on standby.

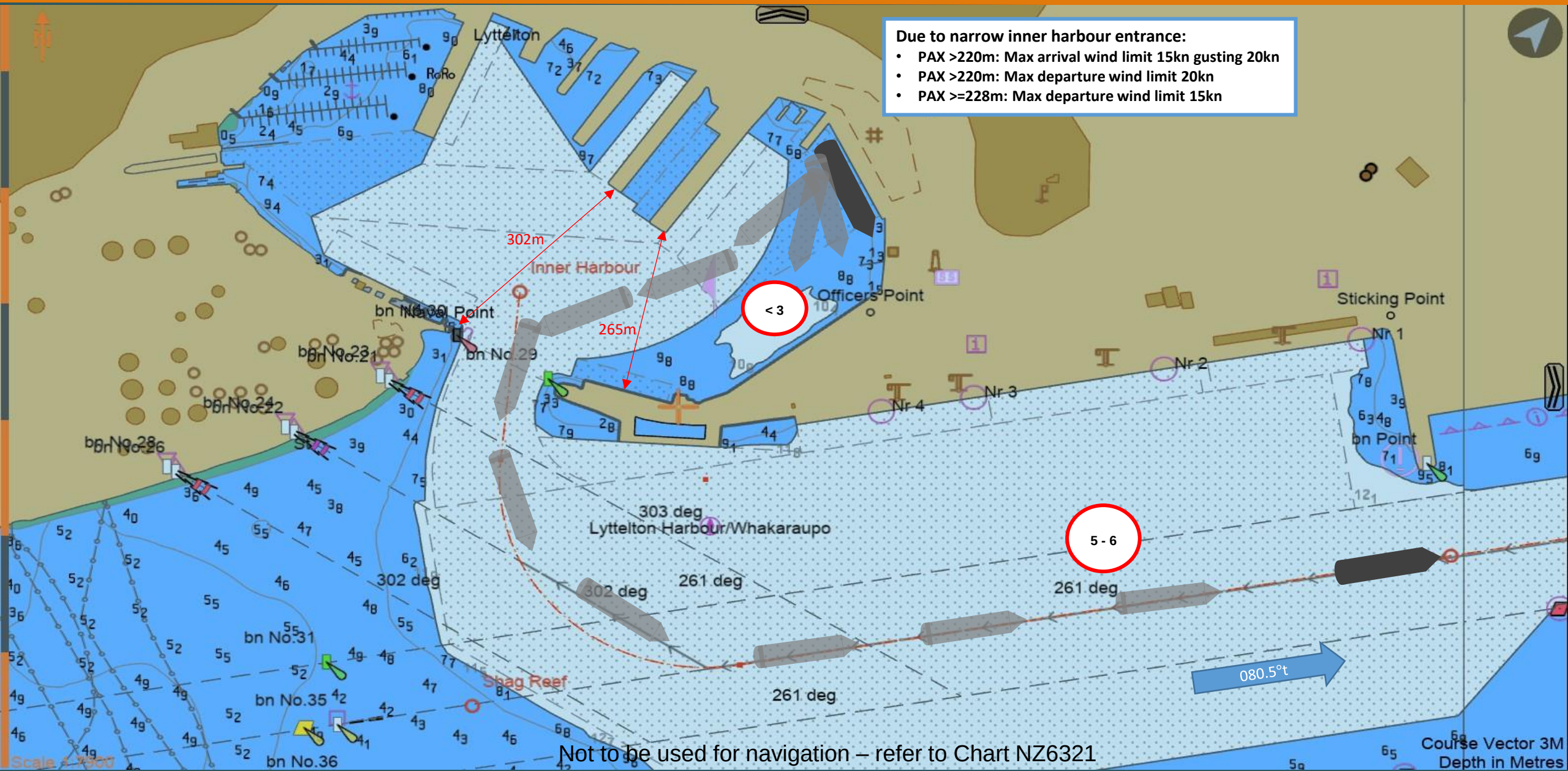
Berth Information

- The main wharf structure is 115m long and approx. 25m wide
- Maximum vessel length is 200m with a maximum draught of 11.2m
- The wharf has a modern fender and mooring system, with Trelleborg fenders. The wharf deck is lightweight concrete providing access for operations and vessel personnel.
- Facilities include:
  - 3 Marine unloading arms for discharge of petroleum products
  - 1 Marine unloading arm for LPG
  - Facilities for discharge of bitumen and methanol
  - Bunkering facilities
  - Potable water supply

Issued: 27/09/2024
File: DEP-1BW-BW-PSTQ_V1

Departure: 1BW PSTQ to Breakwater

Lyttelton Port Company

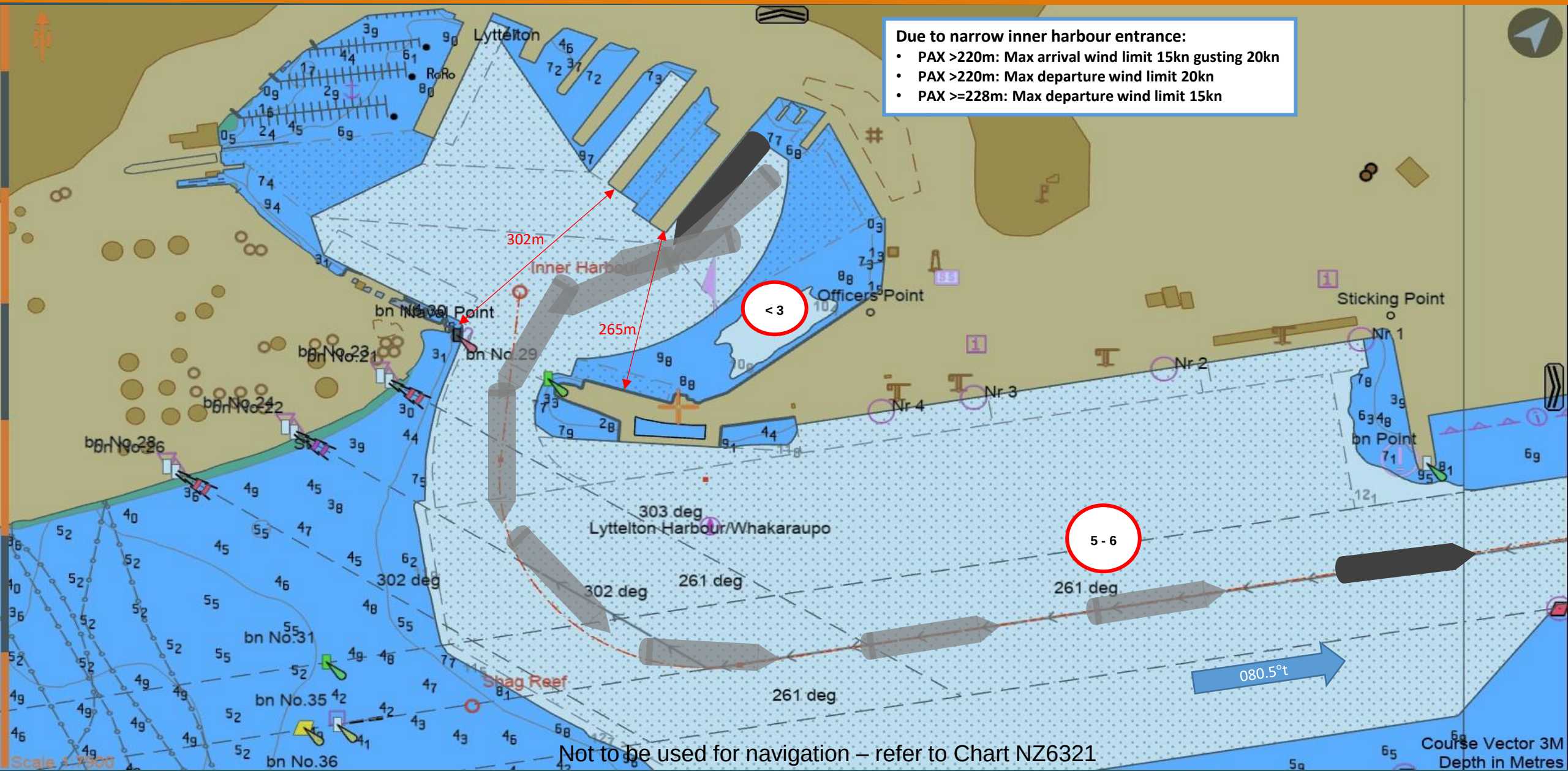


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-2E-BW-SSTQ_V1

Departure: 2East SSTQ to Breakwater

Lyttelton Port Company



Not to be used for navigation – refer to Chart NZ6321

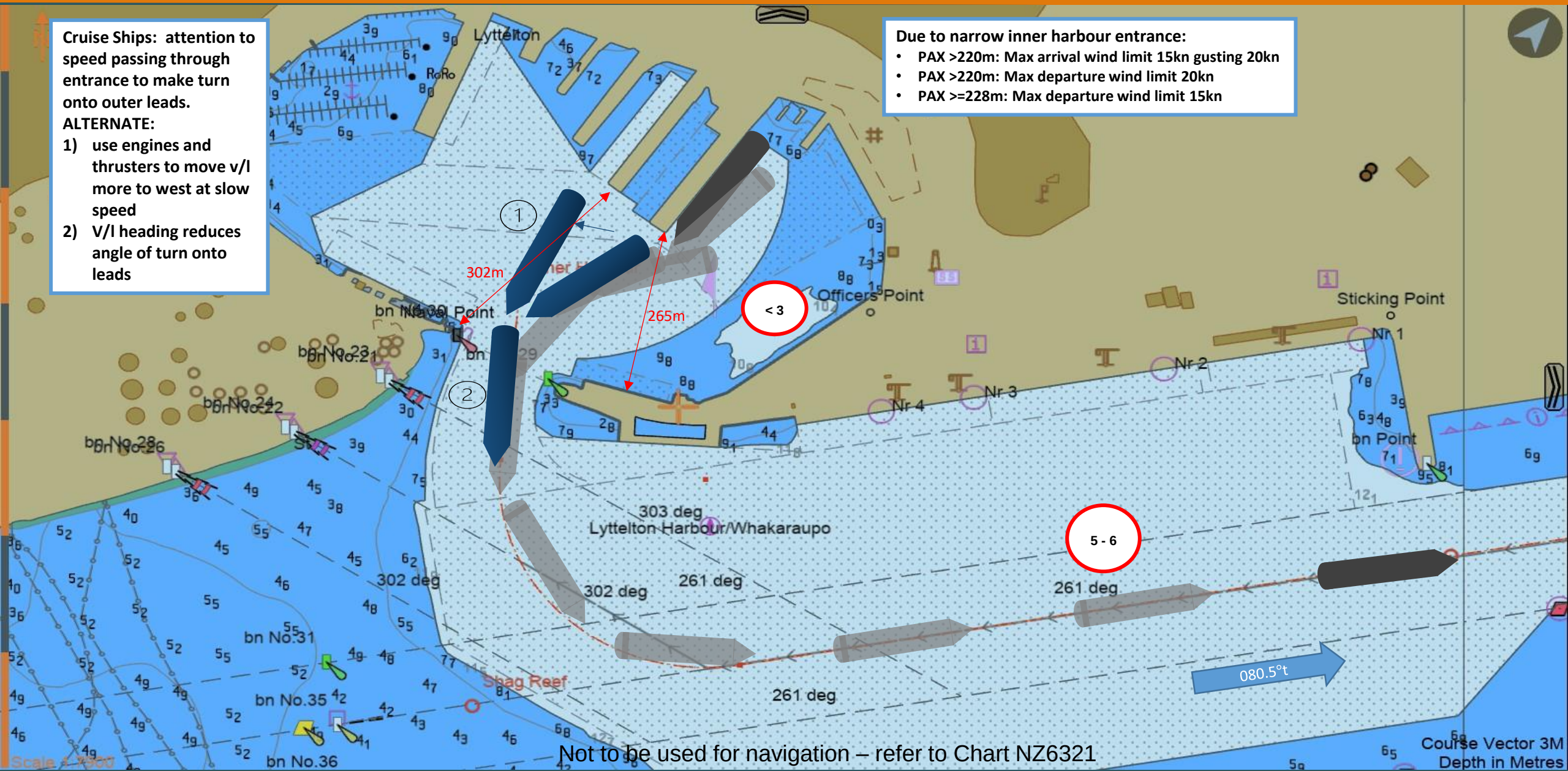
Issued: 27/09/2024
File: DEP-2E-BW-SSTQ_V2

Departure: 2East SSTQ to Breakwater

Lyttelton Port Company

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**

Due to narrow inner harbour entrance:
- **PAX >220m: Max arrival wind limit 15kn gusting 20kn**
- **PAX >220m: Max departure wind limit 20kn**
- **PAX >=228m: Max departure wind limit 15kn**



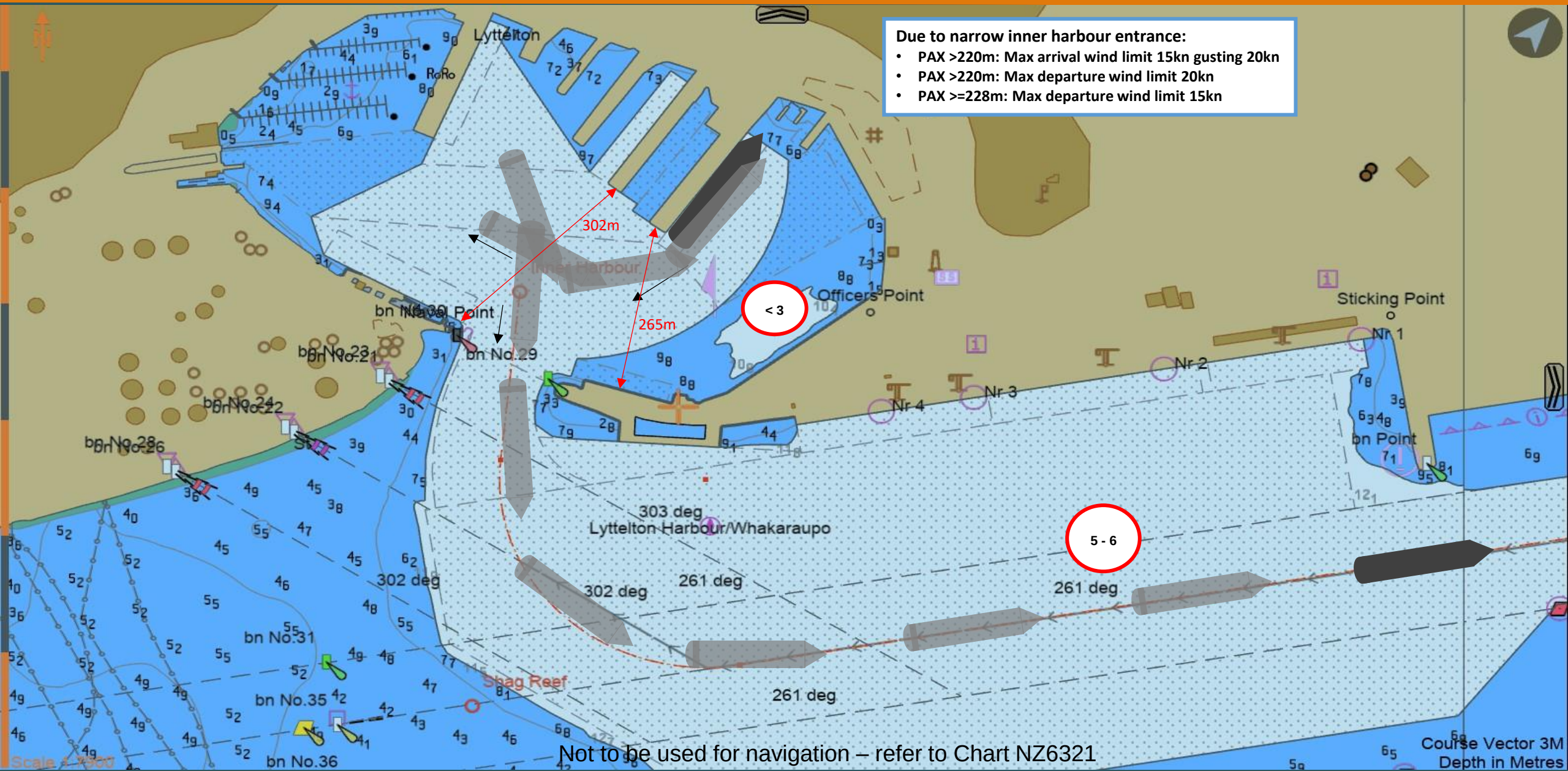
Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

Issued: 27/09/2024
File: DEP-2E-BW-PSTQ

Departure: 2East PSTQ to Breakwater

Lyttelton Port Company

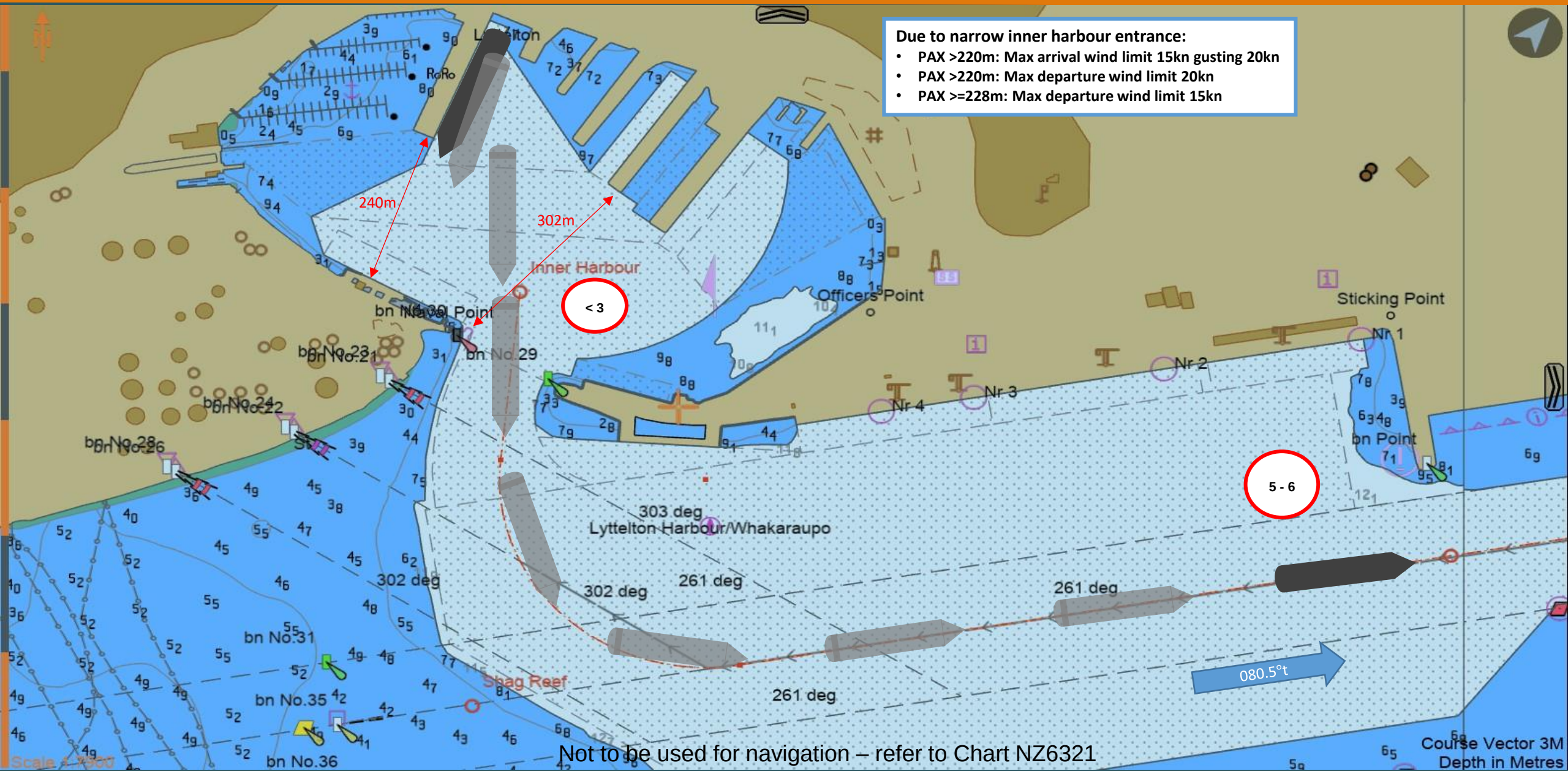


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-7E-BW-SSTQ

Departure: 7East SSTQ to Breakwater

Lyttelton Port Company

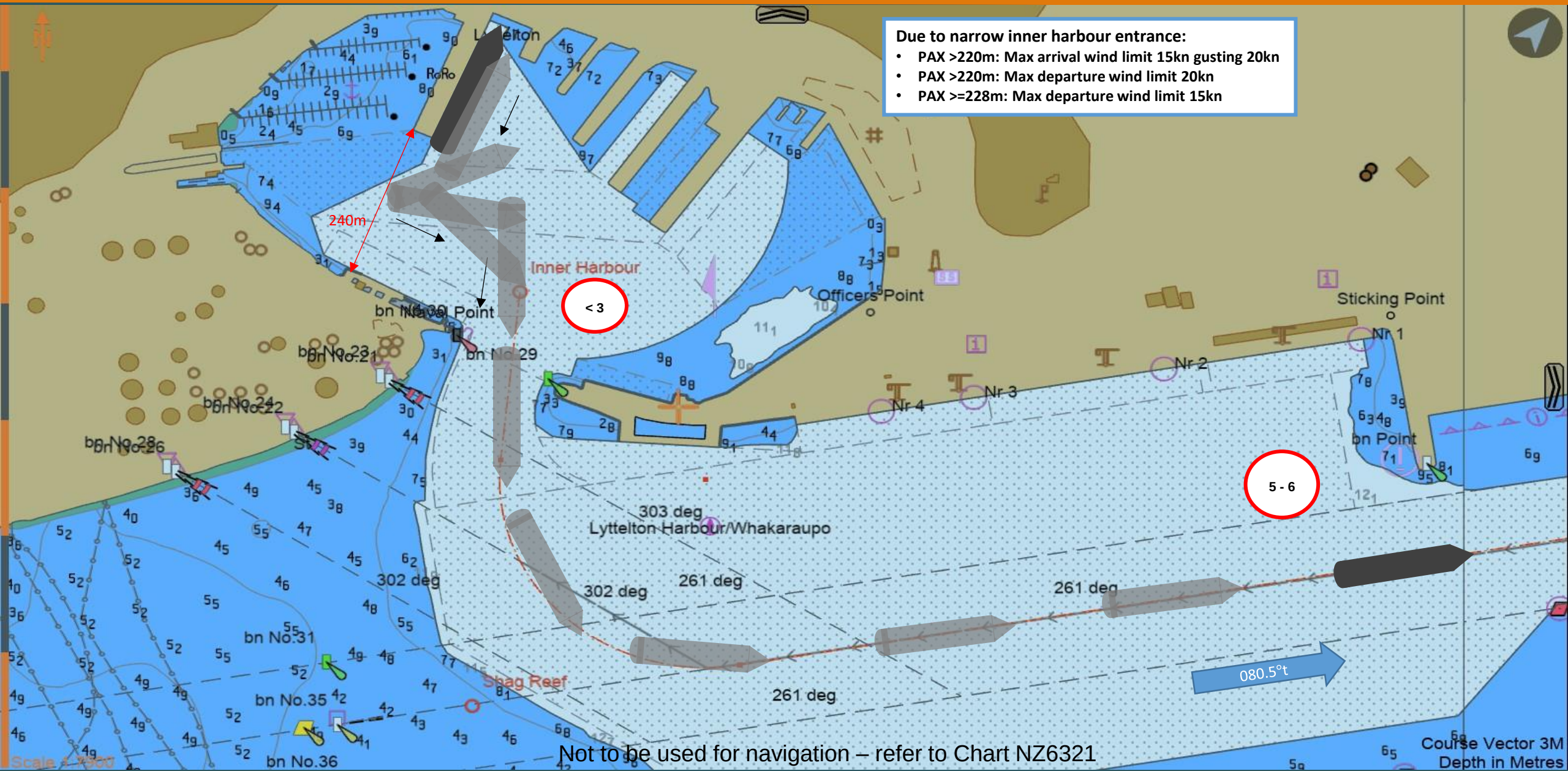


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-7E-BW-PSTQ

Departure: 7East PSTQ to Breakwater

Lyttelton Port Company

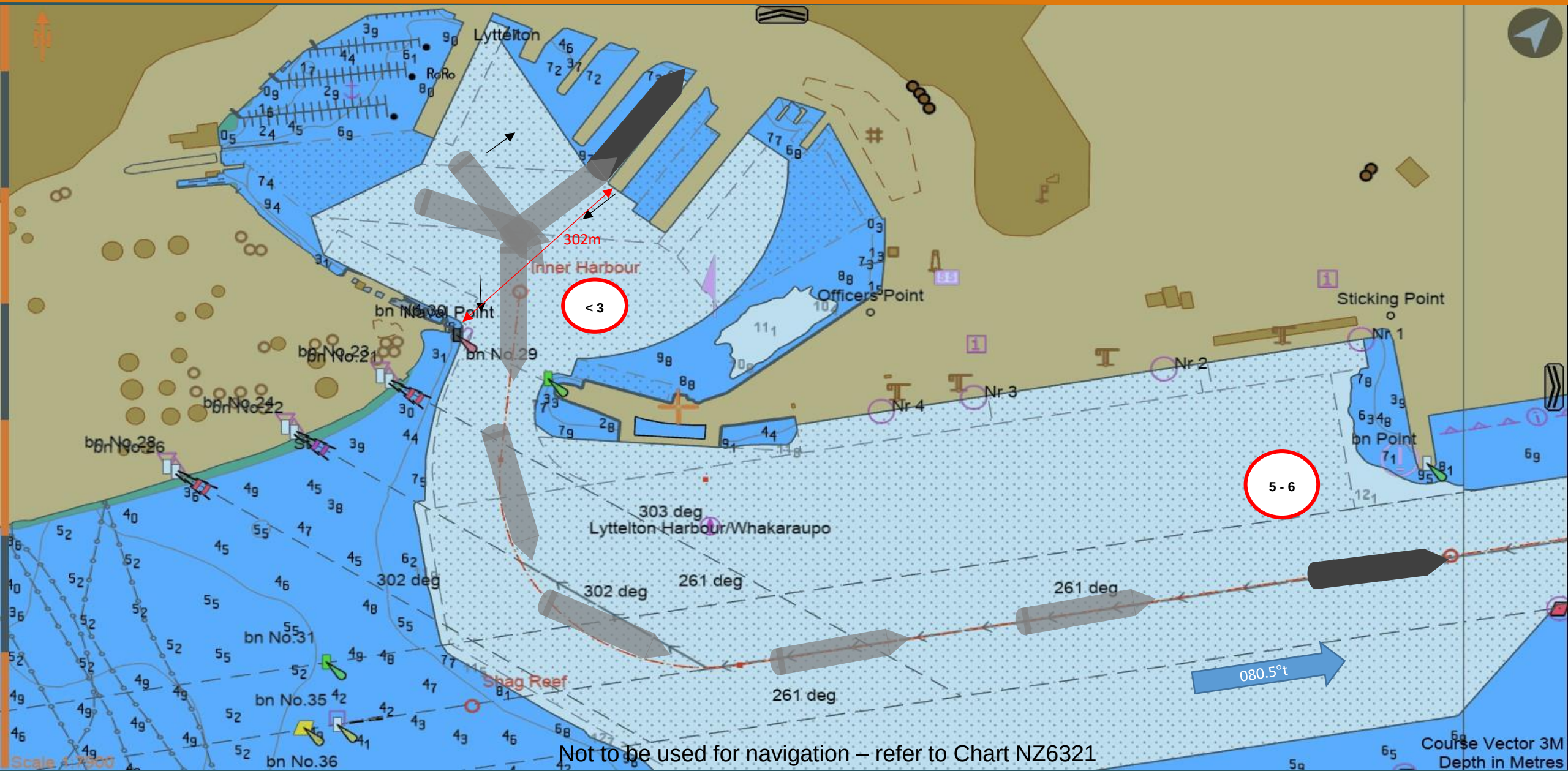


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-3W-BW-SSTQ

Departure: 3West SSTQ to Breakwater

Lyttelton Port Company

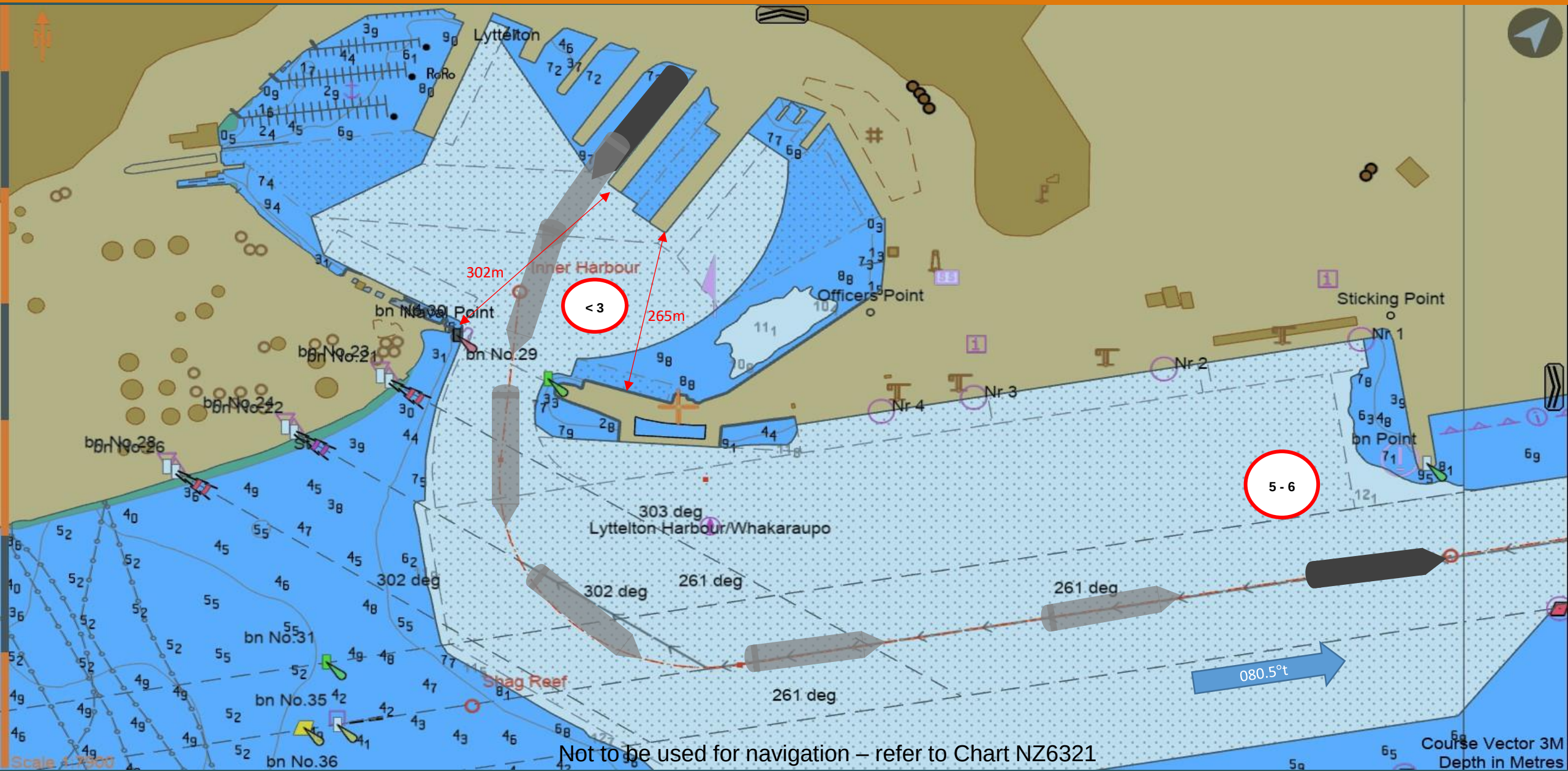


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-3W-BW-PSTQ

Departure: 3West PSTQ to Breakwater

Lyttelton Port Company

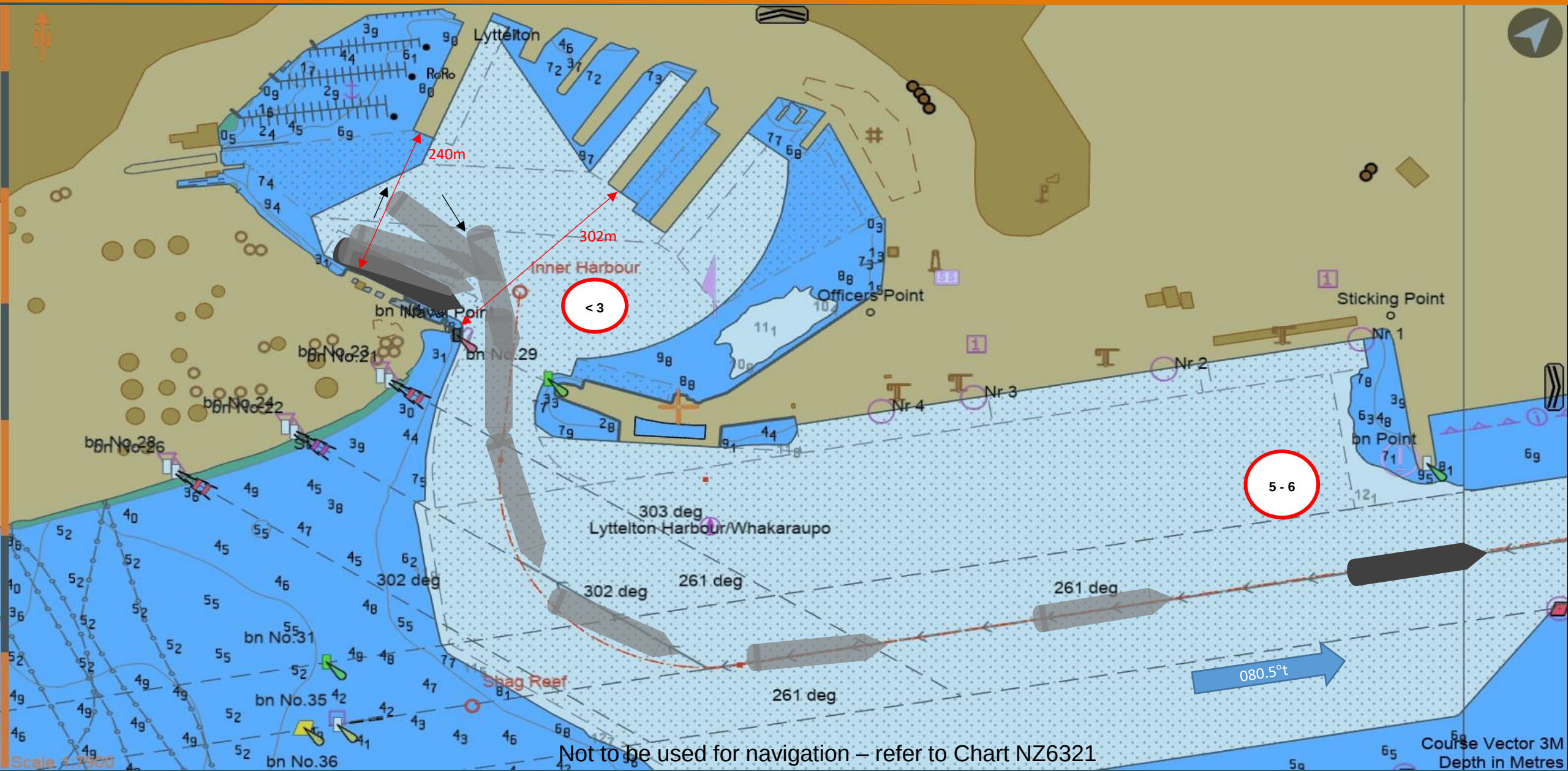


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: DEP-OB-BW-SSTQ

Departure: Oil Berth SSTQ to Breakwater

Lyttelton Port Company

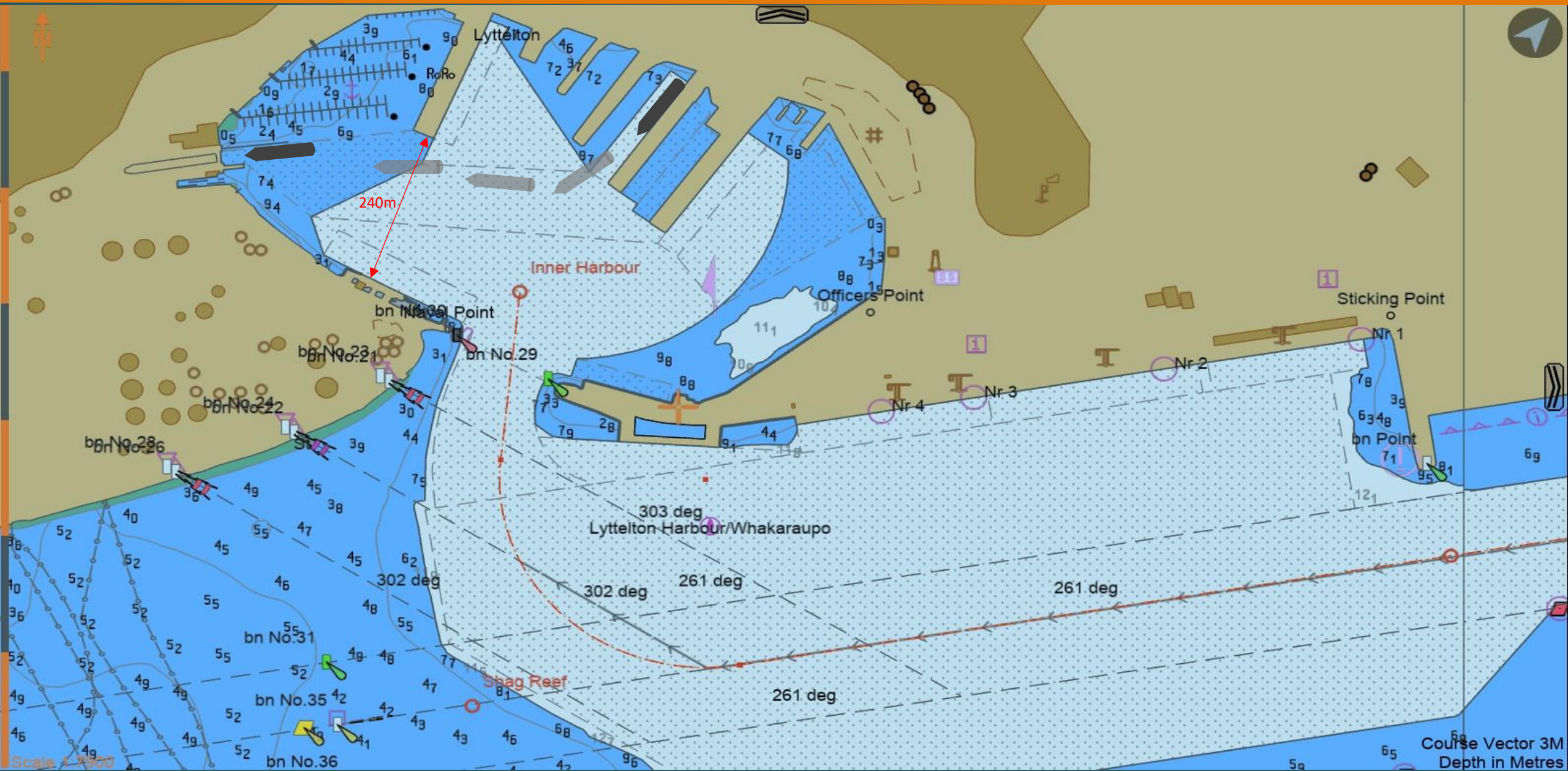


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-DD-3W-PSTQ

Shift: Dry Dock to 3West PSTQ

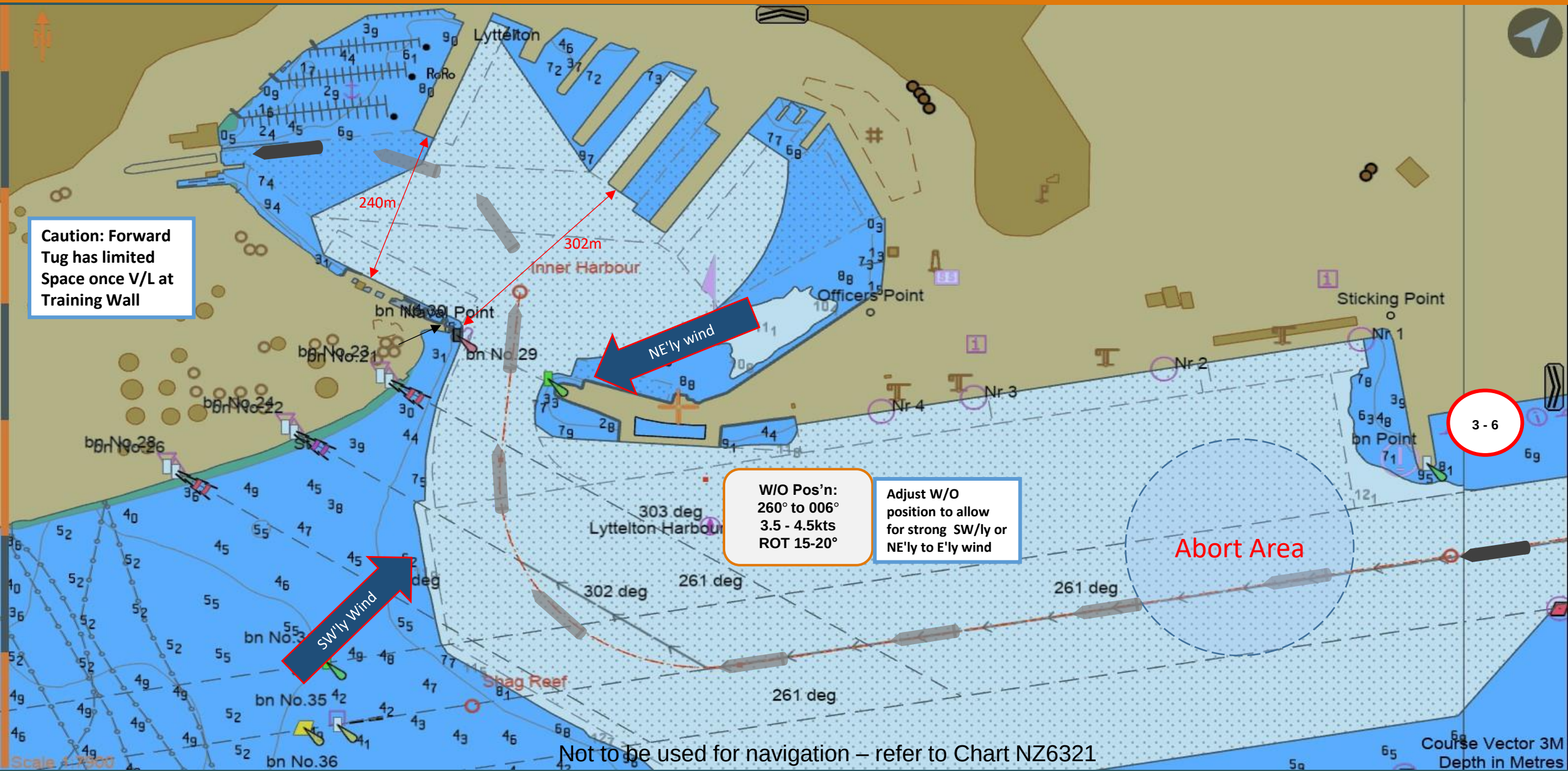
Lyttelton Port Company



Issued: 27/09/2024
File: ARR-BW-DD

Arrival: Breakwater to Dry Dock

Lyttelton Port Company

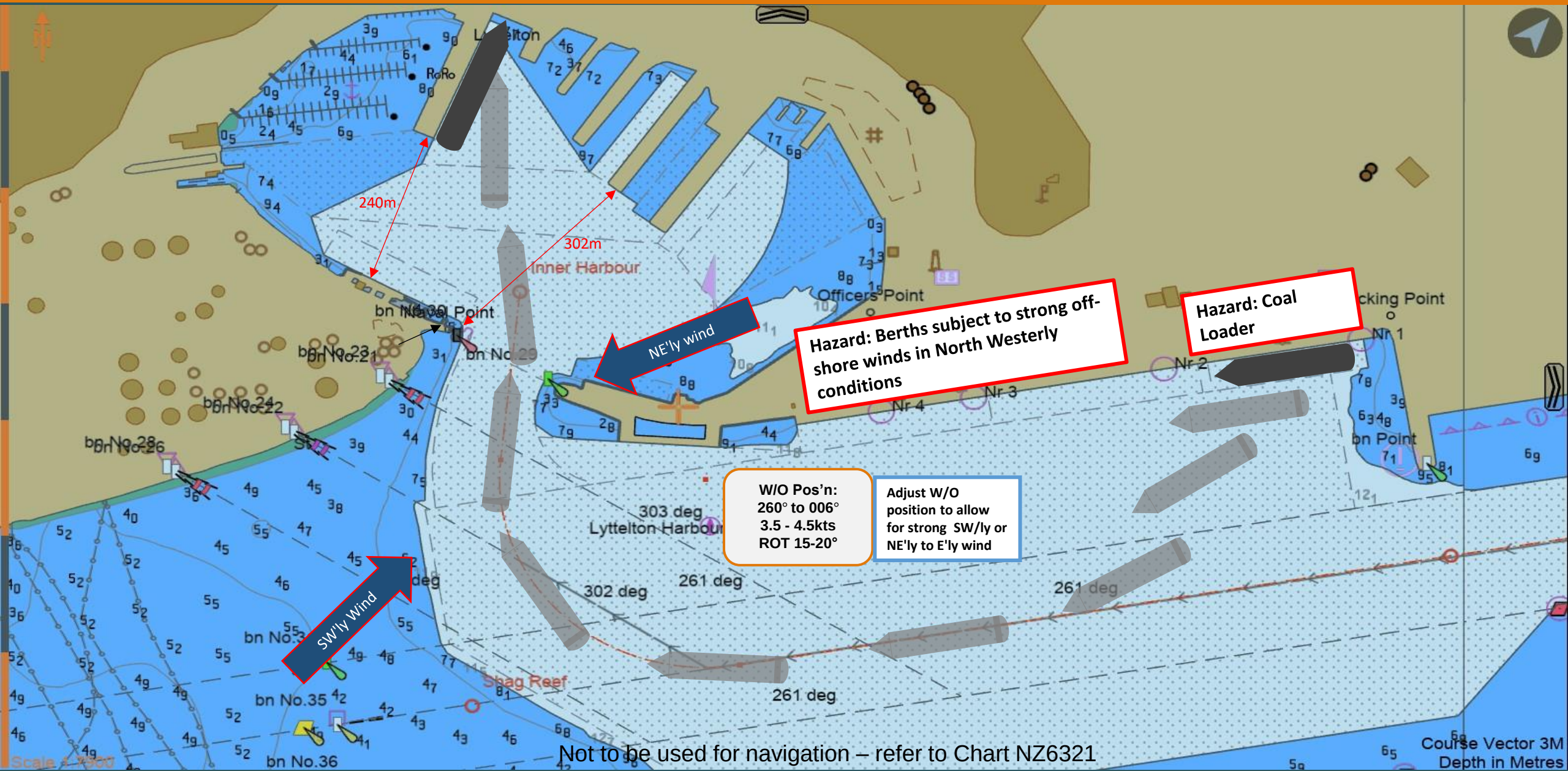


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-CQ1-SSTQ-7E-PSTQ

Shift: CQ1 SSTQ to 7E PSTQ

Lyttelton Port Company

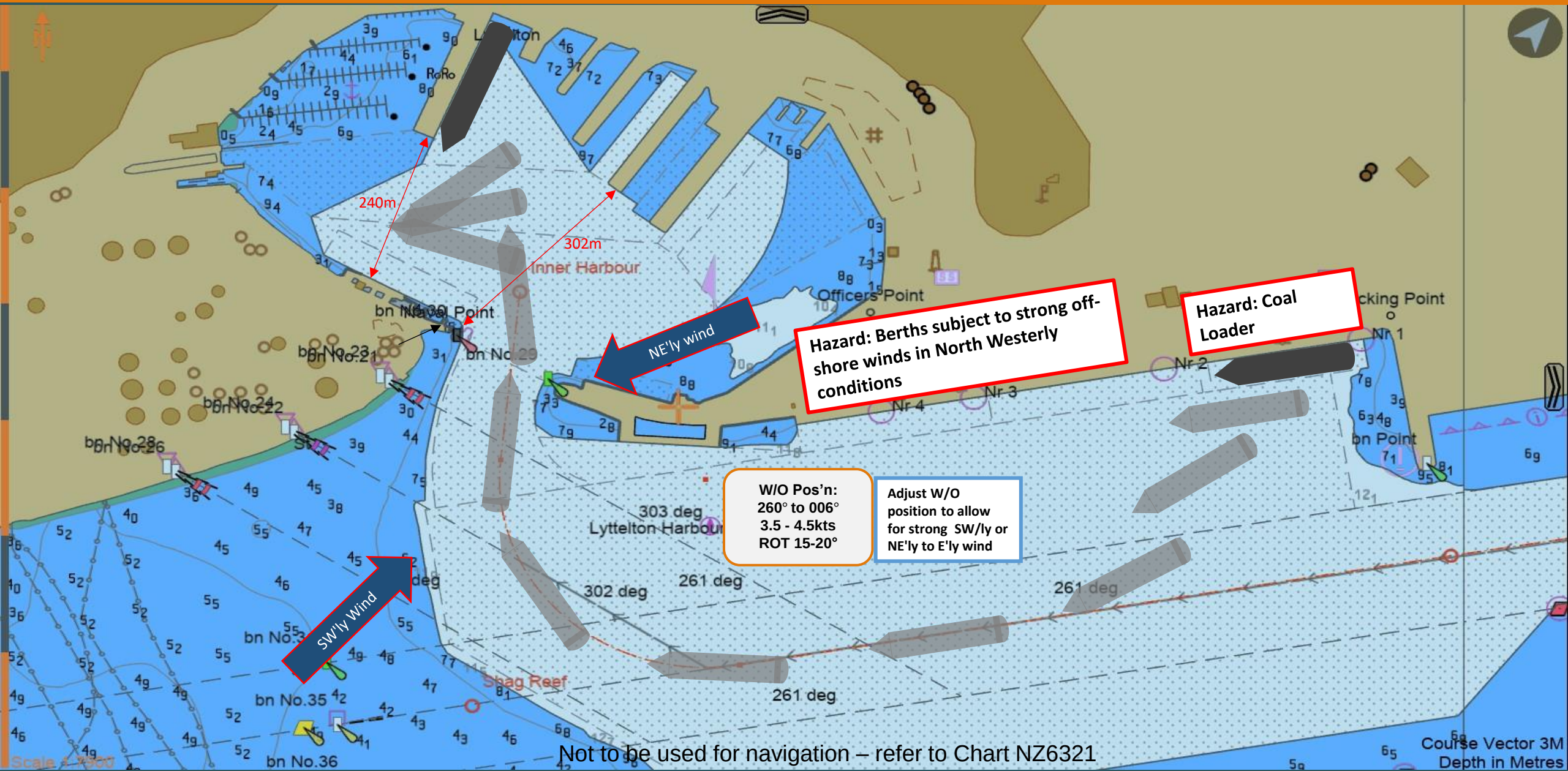


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-CQ1-SSTQ-7E-SSTQ

Shift: CQ1 SSTQ to 7E SSTQ

Lyttelton Port Company

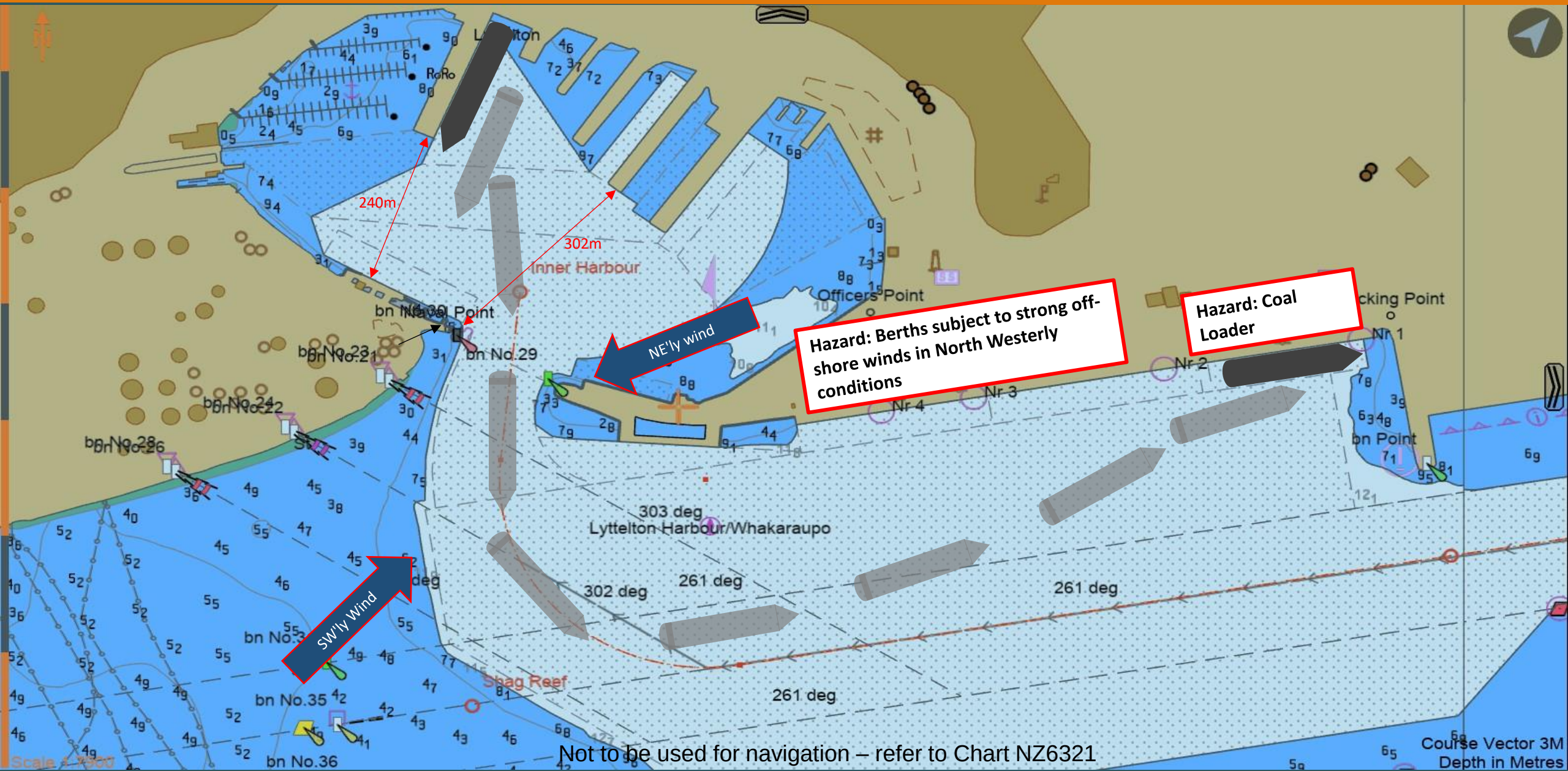


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-7E-SSTQ-CQ1-PSTQ

Shift: 7E SSTQ to CQ1 PSTQ

Lyttelton Port Company

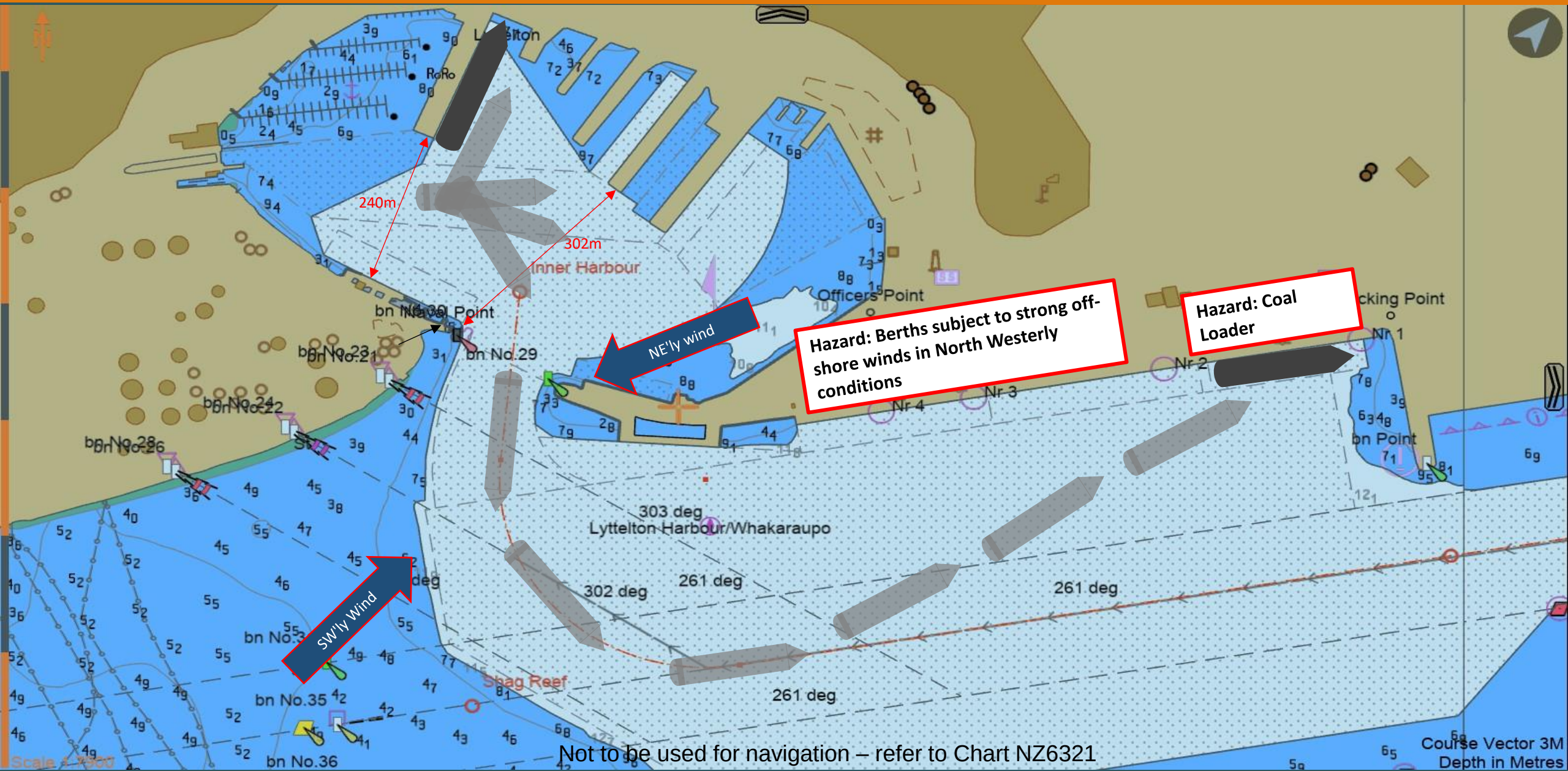


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-7E-PSTQ-CQ1-PSTQ

Shift: 7E PSTQ to CQ1 PSTQ

Lyttelton Port Company

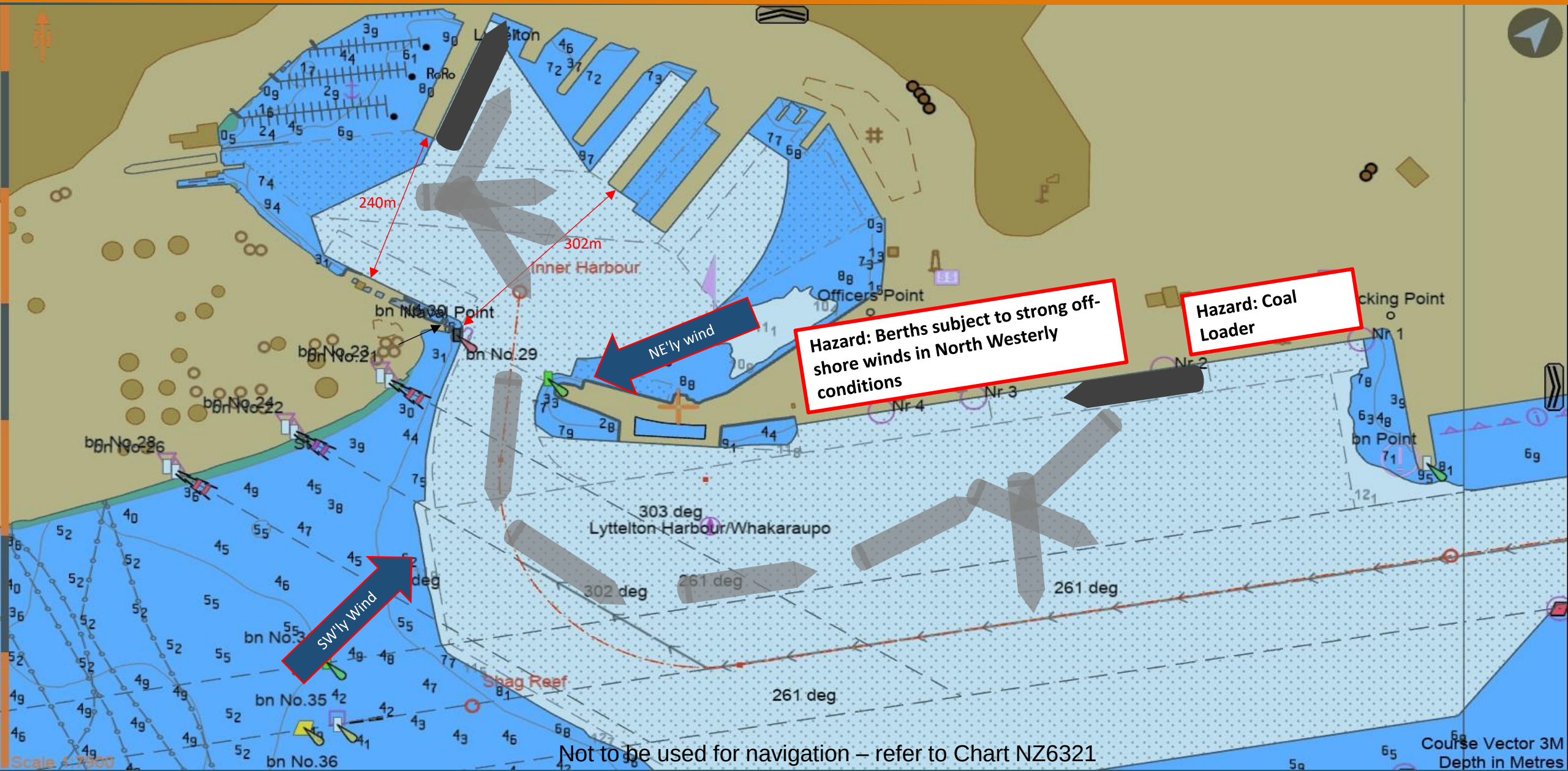


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-7E-PSTQ-CQE-SSTQ

Shift: 7E PSTQ to CQE SSTQ

Lyttelton Port Company

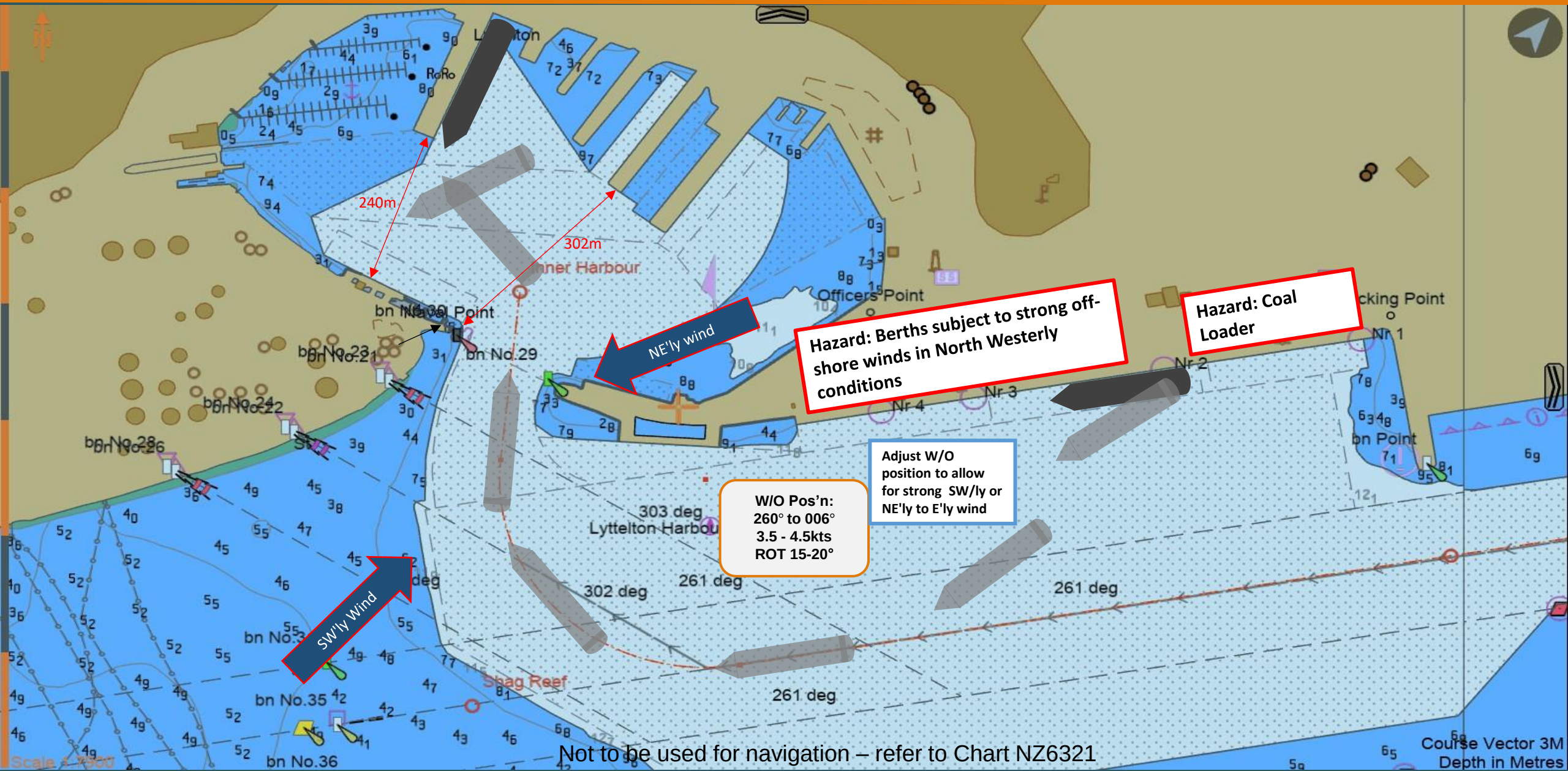


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-CQE-SSTQ-7E-SSTQ

Shift: CQE SSTQ to 7E SSTQ

Lyttelton Port Company

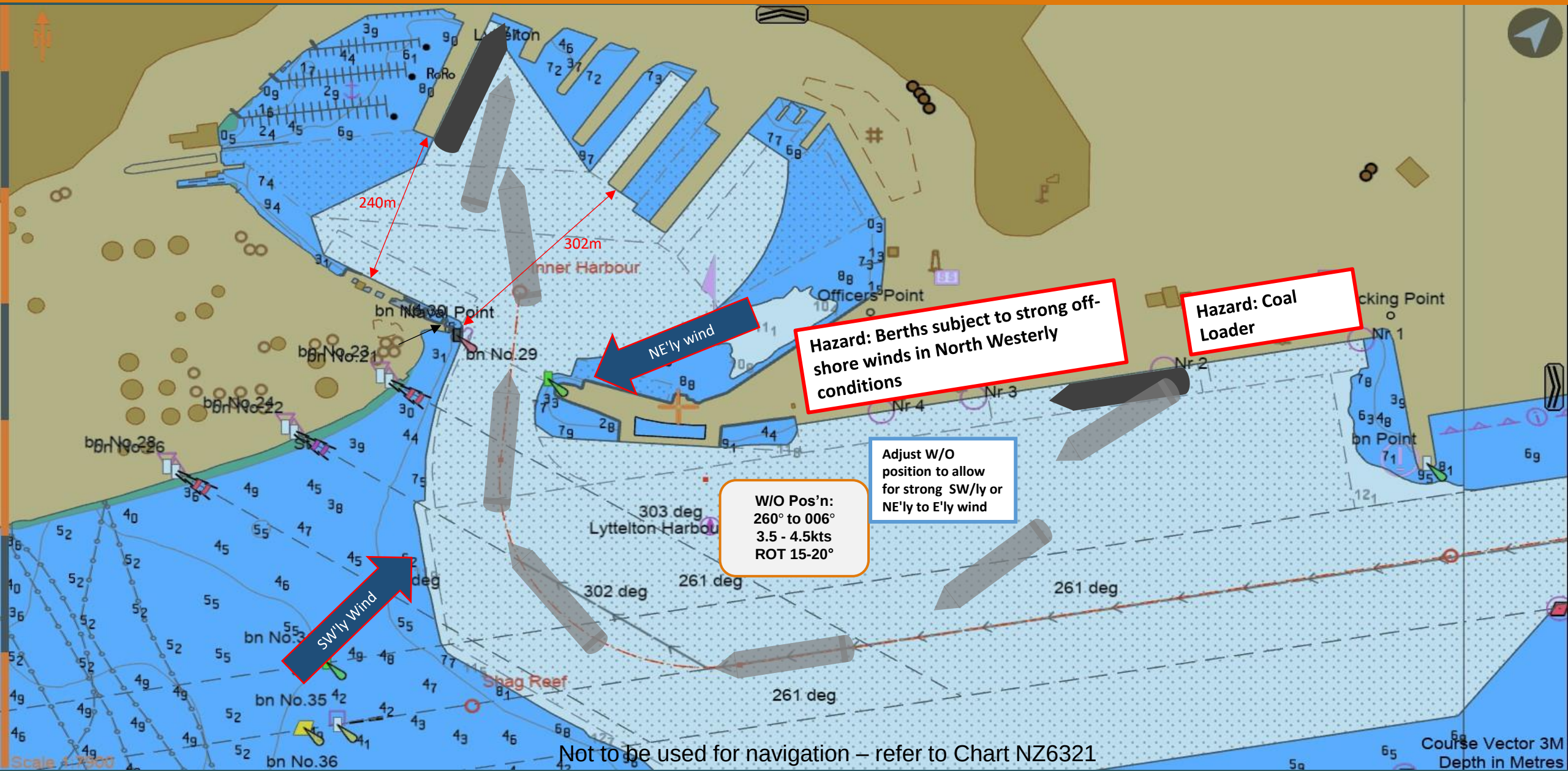


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-CQE-SSTQ-7E-PSTQ

Shift: CQE SSTQ to 7E PSTQ

Lyttelton Port Company

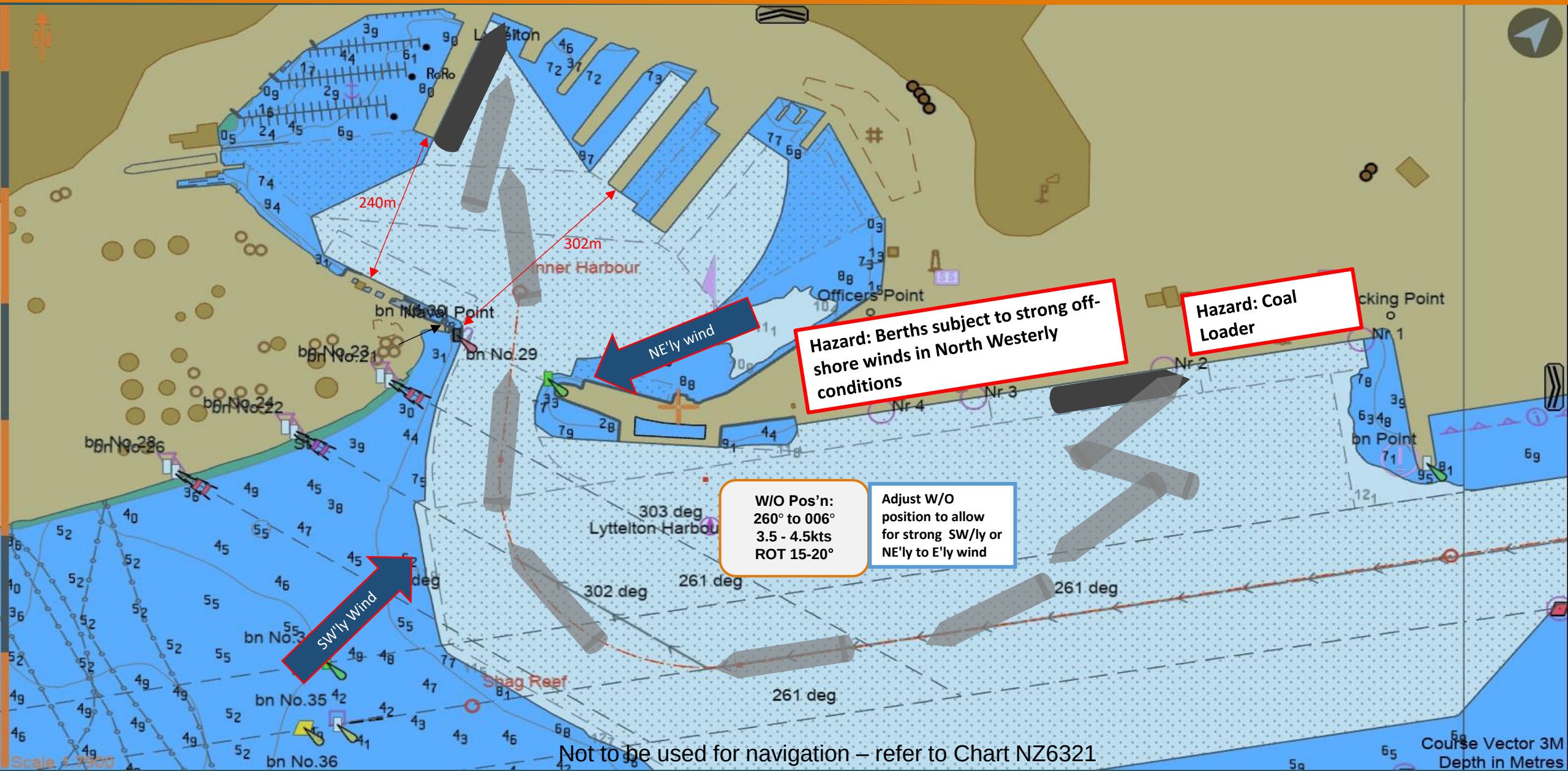


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-CQE-PSTQ-7E-PSTQ

Shift: CQE PSTQ to 7E PSTQ

Lyttelton Port Company

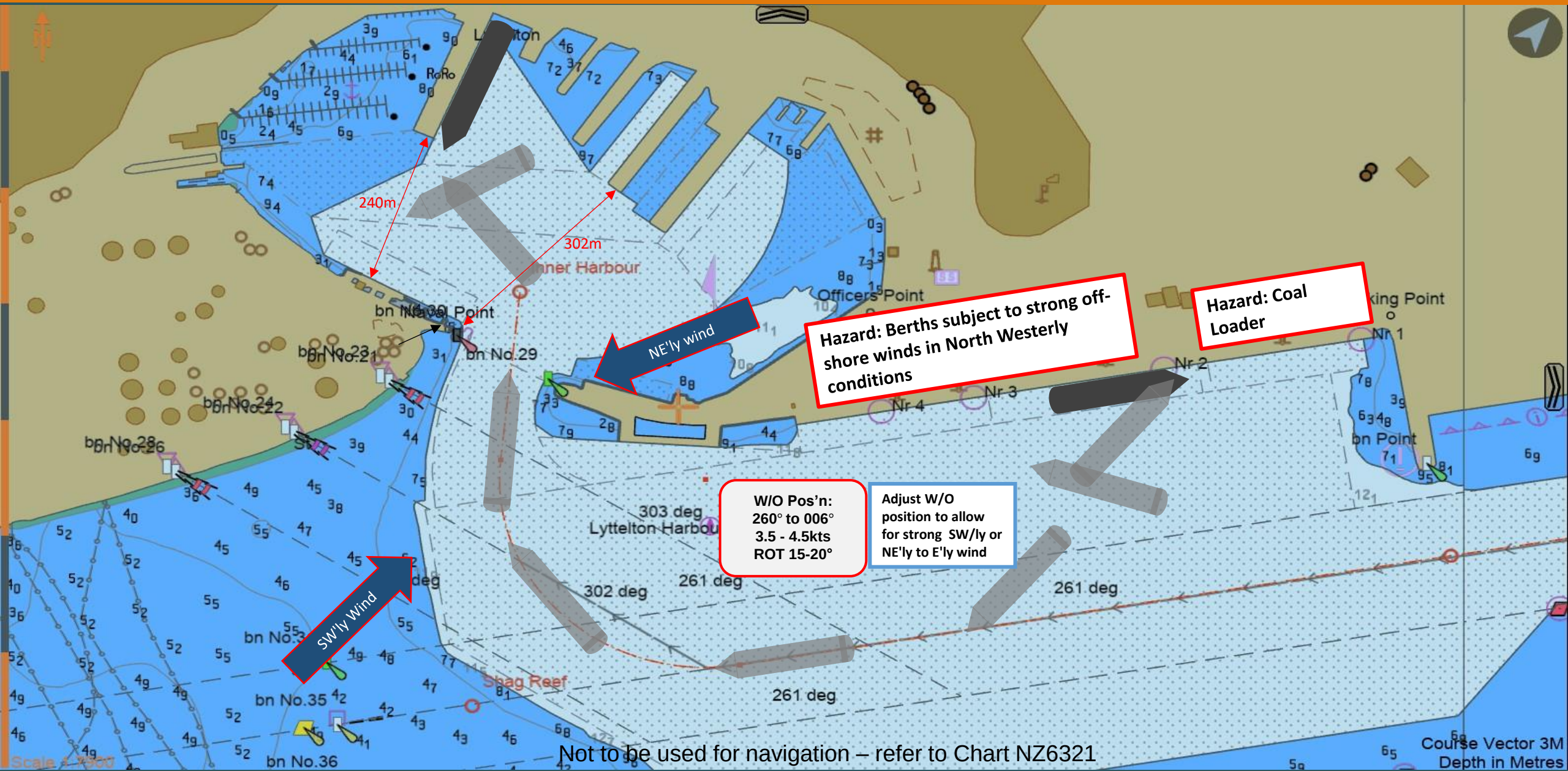


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-CQE-PSTQ-7E-SSTQ

Shift: CQE PSTQ to 7E SSTQ

Lyttelton Port Company

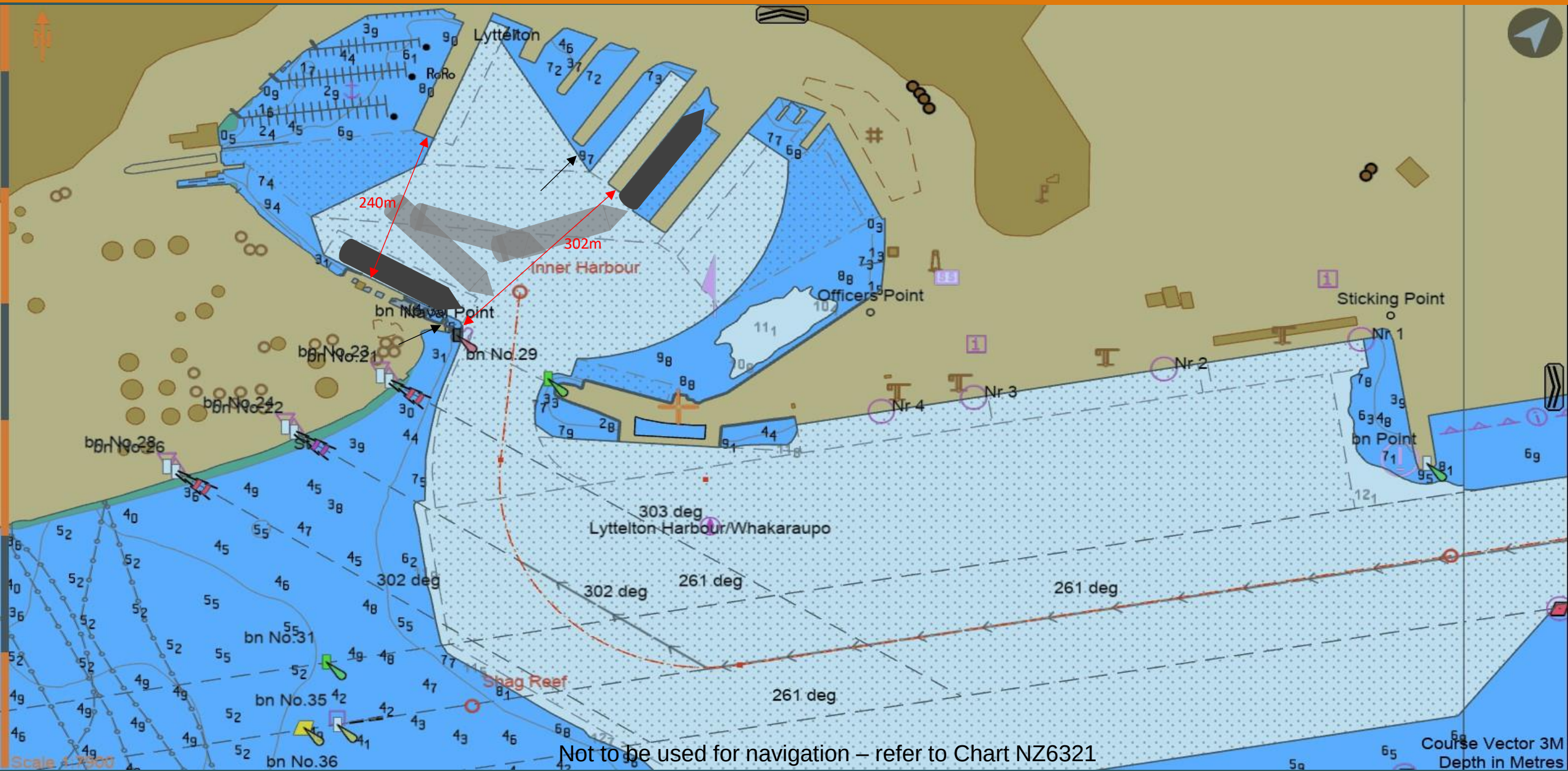


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-OB-SSTQ-3E-PSTQ

Shift OB SSTQ to 3E PSTQ

Lyttelton Port Company

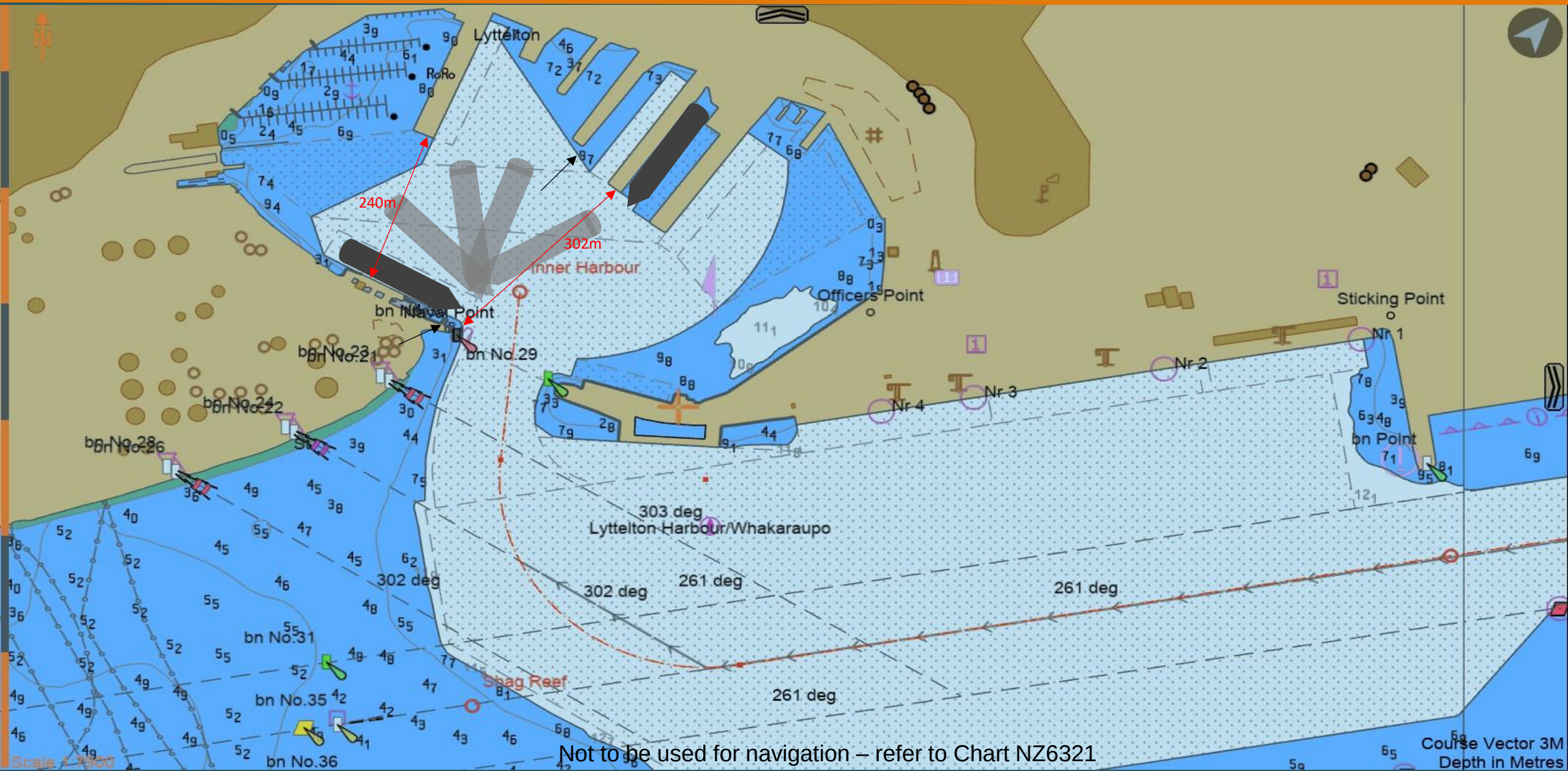


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-OB-SSTQ-3E-SSTQ

Shift OB SSTQ to 3E SSTQ

Lyttelton Port Company

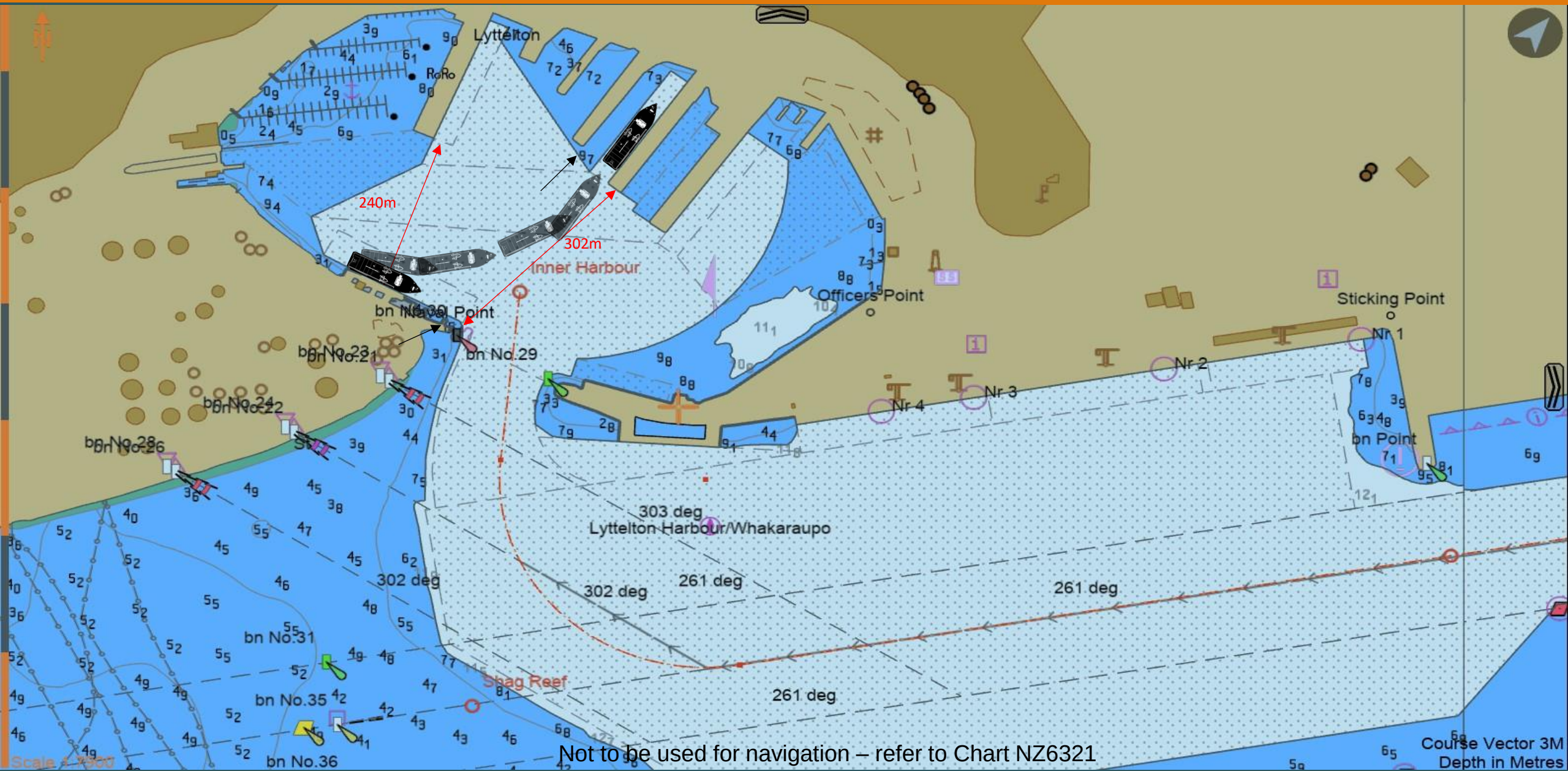


Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
File: SFT-3W-SSTQ-OB-SSTQ

Shift 3W SSTQ to OB SSTQ

Lyttelton Port Company



Not to be used for navigation – refer to Chart NZ6321

Issued: 27/09/2024
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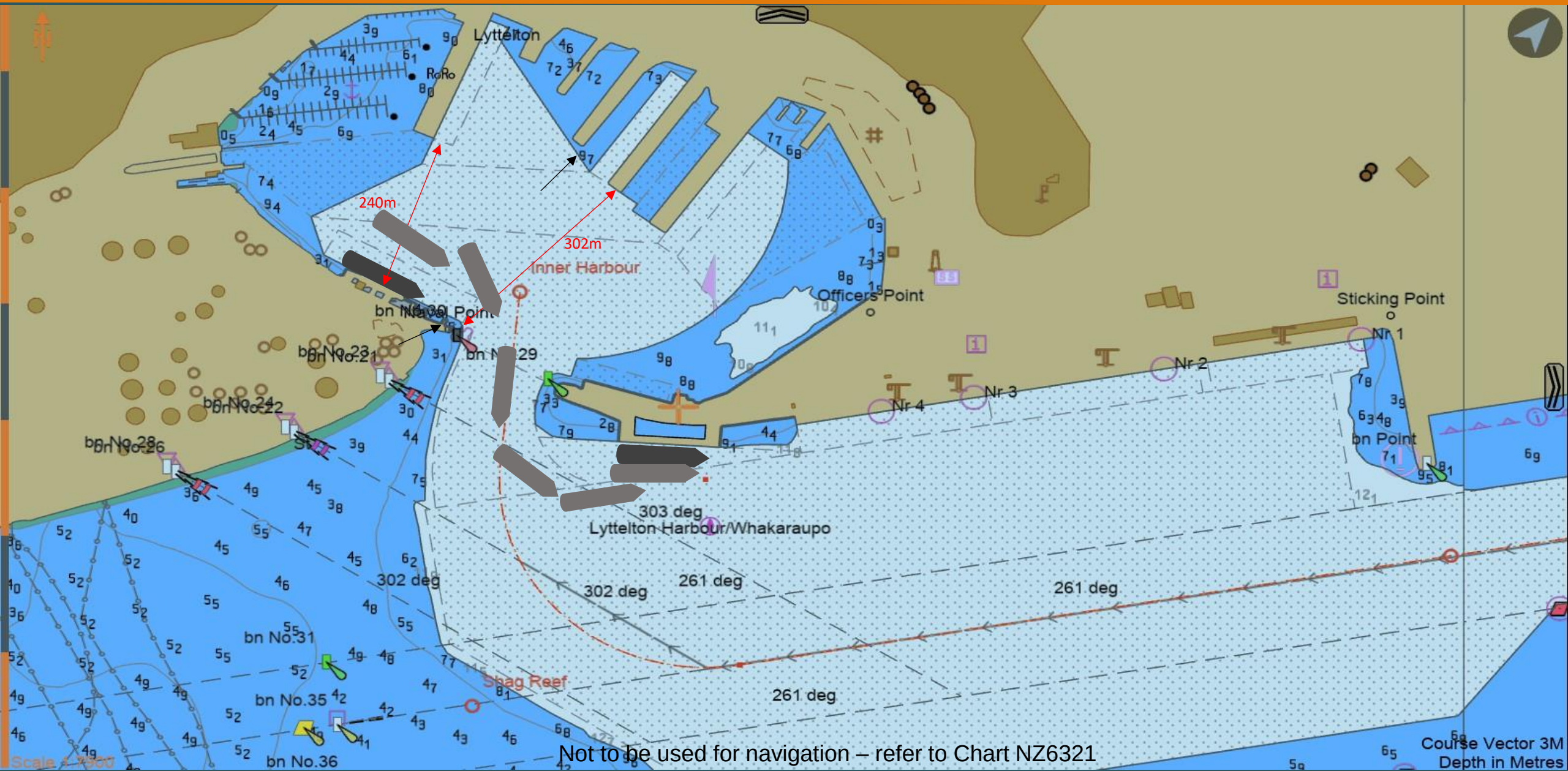
Shift OB SSTQ to CB PSTQ

Lyttelton Port Company



Not to be used for navigation – refer to Chart NZ6321