

Lyttelton Port - Standard Passage Plan Pack



Issued: 23/06/2025

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

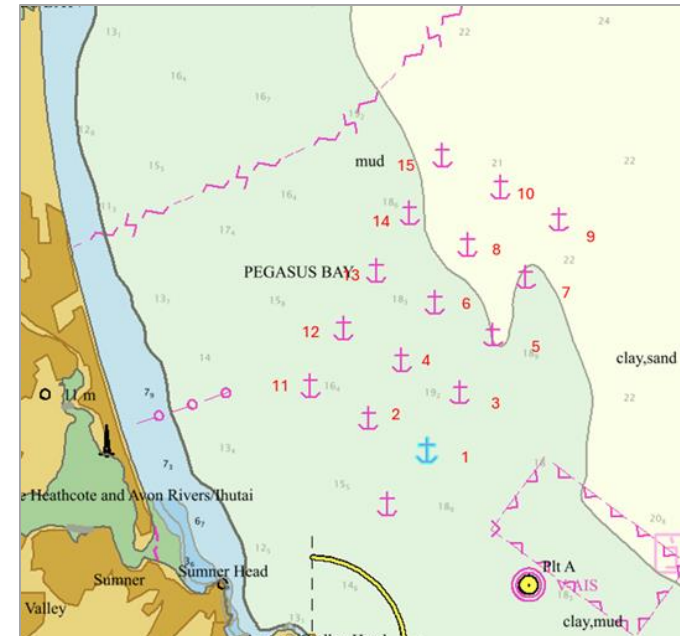
Anchorage information from the Harbourmaster

Anchorage

15 designated anchorages are available for general use outside Lyttelton. When anchoring, the anchorage used must be the lowest numbered anchorage available at the time of arrival at the anchorage area.

The quarantine anchorage (Latitude 43° 33.0' South, Longitude 172° 50.0' East, SW of #1 anchorage) may only be used with the permission of the Harbourmaster or when required to quarantine while awaiting free pratique. Further details may be found in the Harbourmaster's Direction 16-1 on Environment Canterbury's website.

Anchorage	Latitude	Longitude
1	43° 32.19' S	172° 50.82' E
2	43° 31.71' S	172° 49.61' E
3	43° 31.33' S	172° 51.50' E
4	43° 30.84' S	172° 50.30' E
5	43° 30.46' S	172° 52.18' E
6	43° 29.98' S	172° 50.98' E
7	43° 29.59' S	172° 52.87' E
8	43° 29.11' S	172° 51.66' E
9	43° 28.72' S	172° 53.55' E
10	43° 28.24' S	172° 52.34' E
11	43° 31.23' S	172° 48.41' E
12	43° 30.36' S	172° 49.09' E
13	43° 29.49' S	172° 49.77' E
14	43° 28.63' S	172° 50.46' E
15	43° 27.76' S	172° 51.14' E



Key Port Information

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).

The pilot station ALPHA is typically used in heavy weather/sea conditions (Latitude: 43° 34.22' South, Longitude: 172° 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 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.*

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				

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°/094°	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°/297°	50/75/25t	Cone	71000t	0.2 Knots	23/32/8m

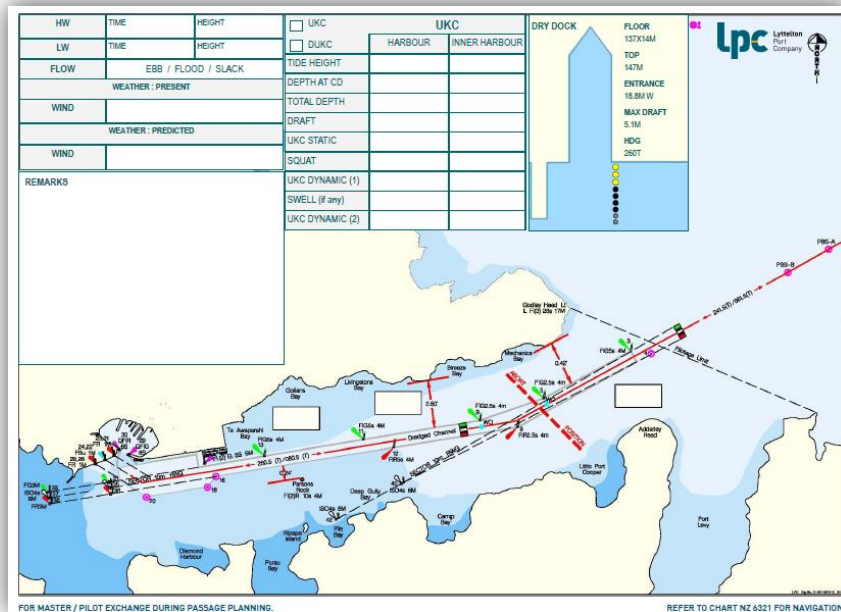
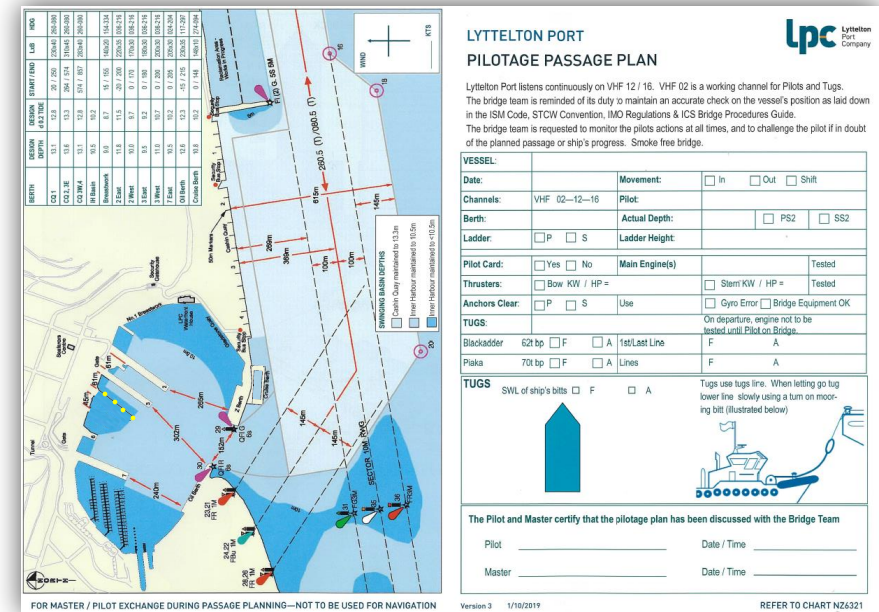
Section 2: MPX and Berth Guide

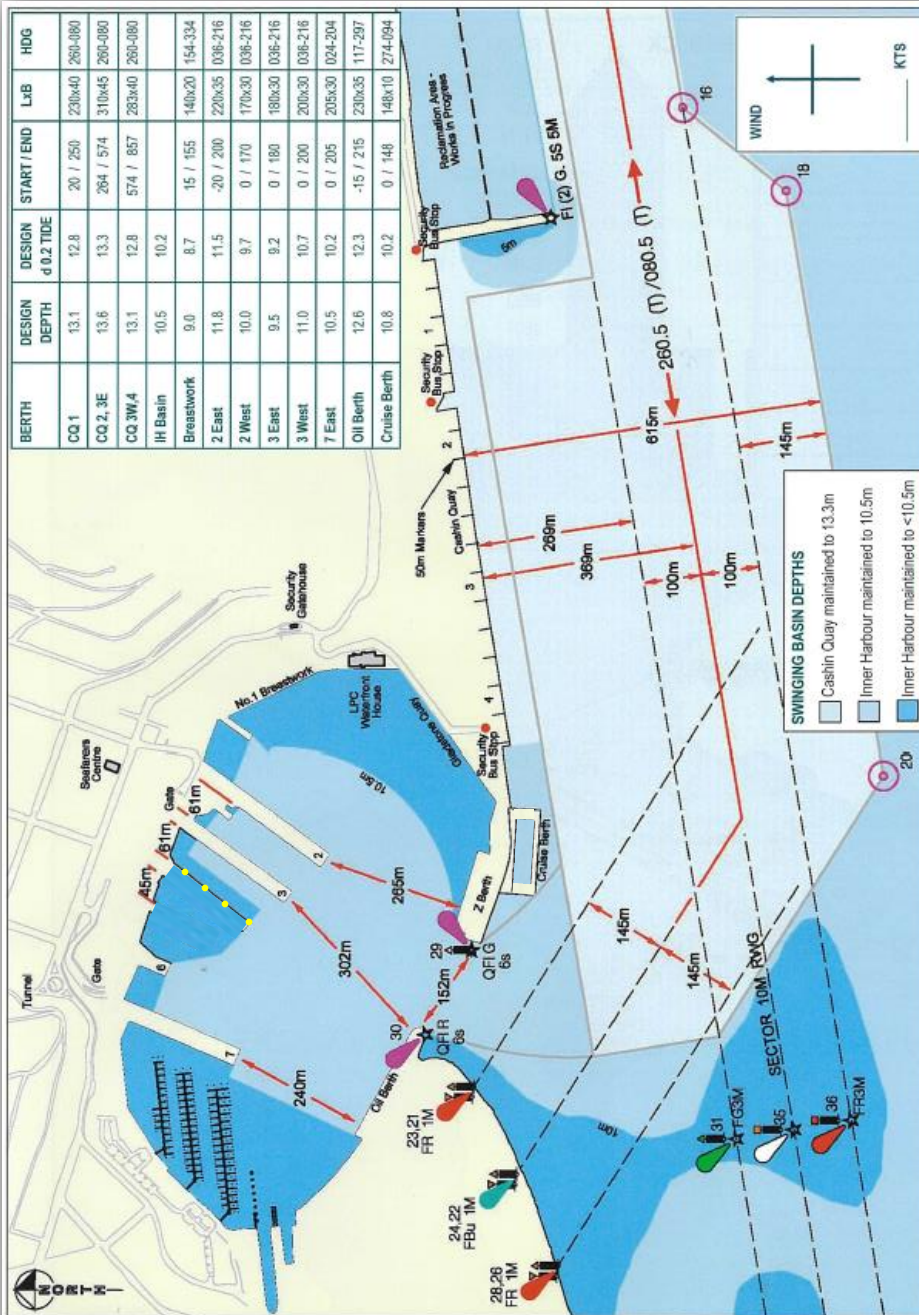
MPX – LPC Master Pilot Exchange Form

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>

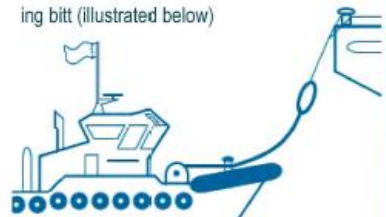



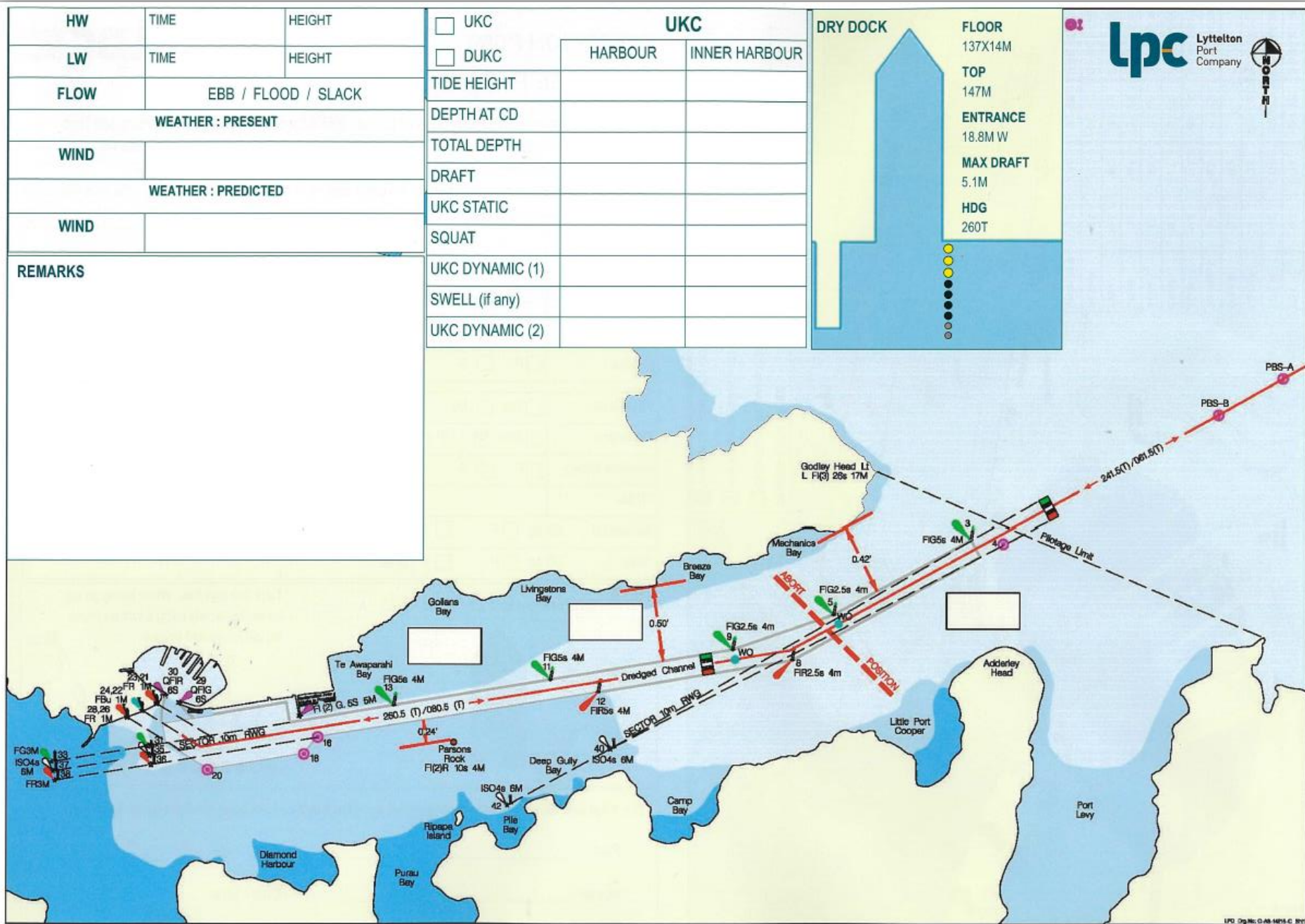


FOR MASTER / PILOT EXCHANGE DURING PASSAGE PLANNING—NOT TO BE USED FOR NAVIGATION

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.

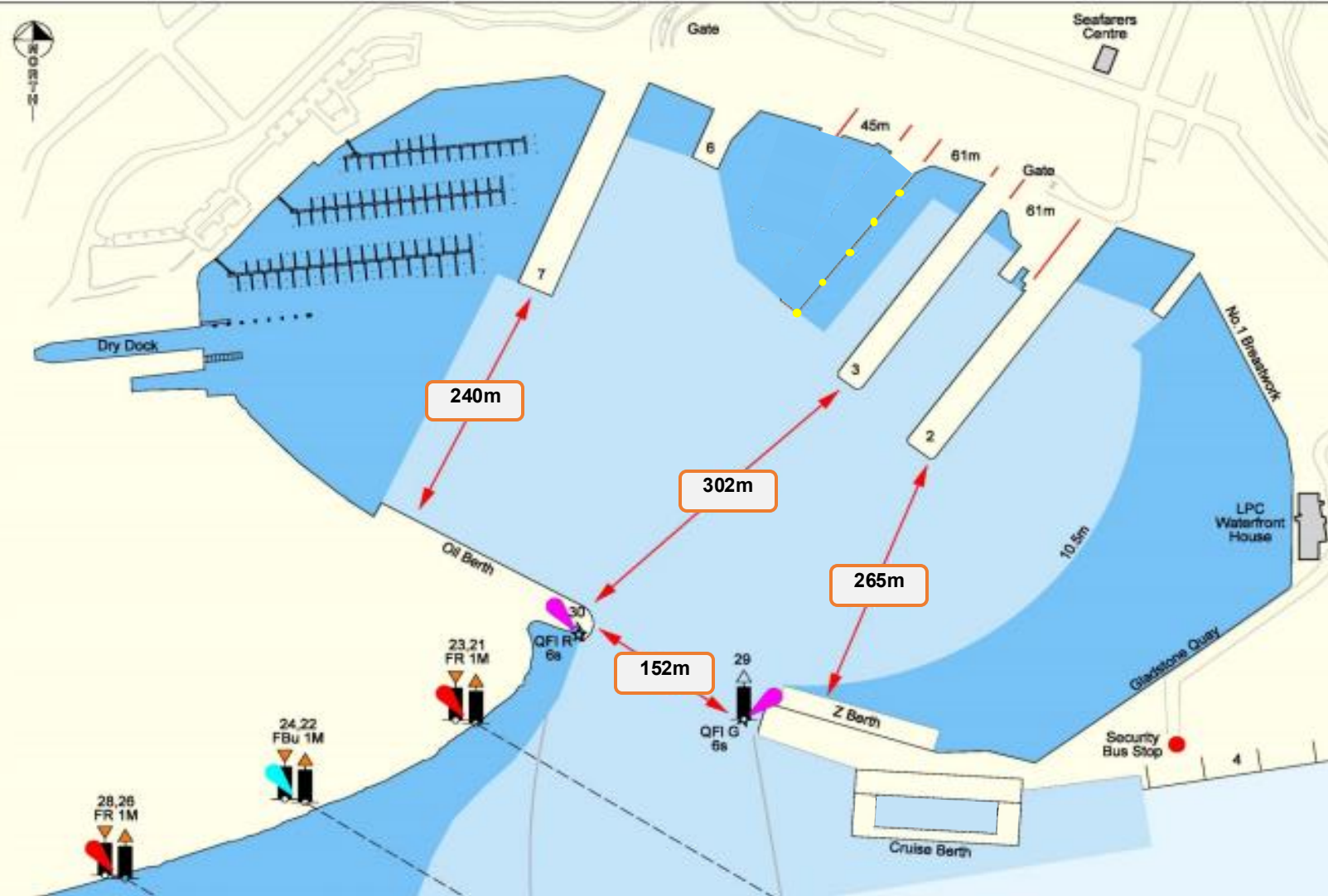
VESSEL:			
Date:		Movement:	☐ In ☐ Out ☐ Shift
Channels:	VHF 02—12—16	Pilot:	
Berth:		Actual Depth:	☐ PS2 ☐ SS2
Ladder:	☐ P ☐ S	Ladder Height:	
Pilot Card:	☐ Yes ☐ No	Main Engine(s)	Tested
Thrusters:	☐ Bow KW / HP =	☐ Stern KW / HP =	Tested
Anchors Clear:	☐ P ☐ S	Use	☐ Gyro Error ☐ Bridge Equipment OK
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  			
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.

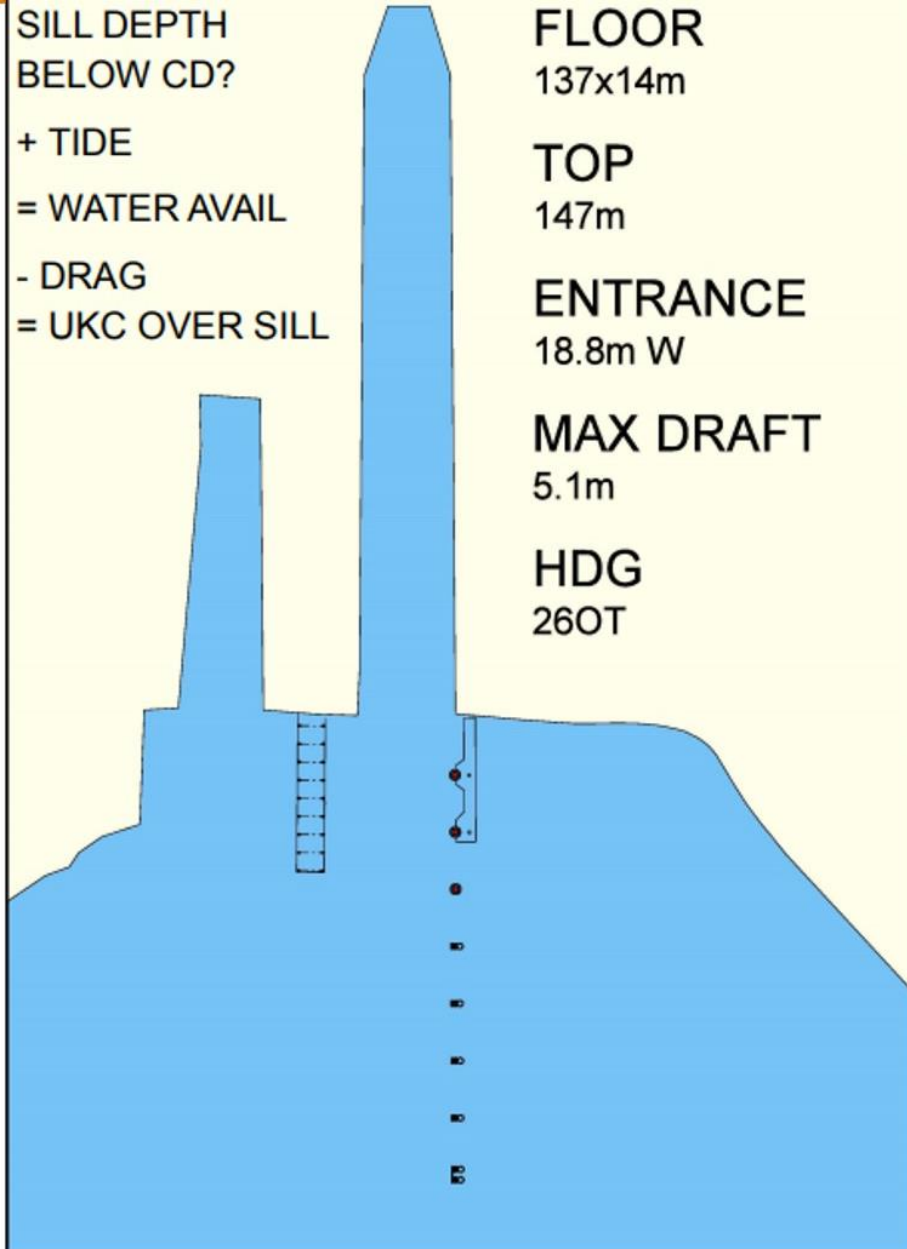
REFER TO CHART NZ 6321 FOR NAVIGATION

COMMERCIAL
LYTTTELTON PORT DRY DOCK PASSAGE PLAN



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

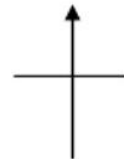
Arrival DRY DOCK PASSAGE PLAN



Tug Arrangement



WIND



KTS

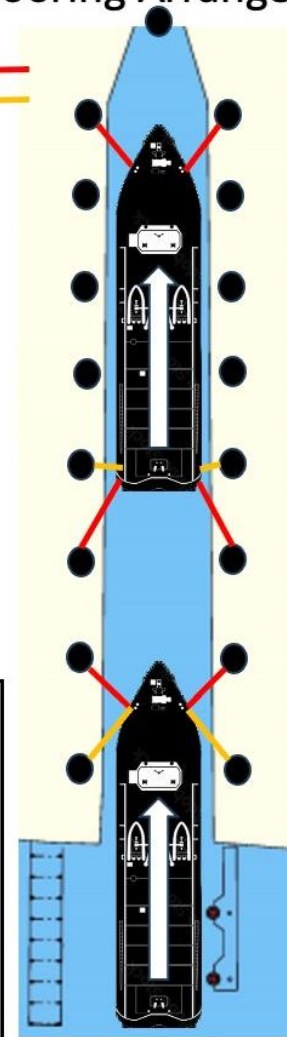
COMMENTS

Dock Mooring Arrangement

Key:

Line position 1 —

Line Position 2 —

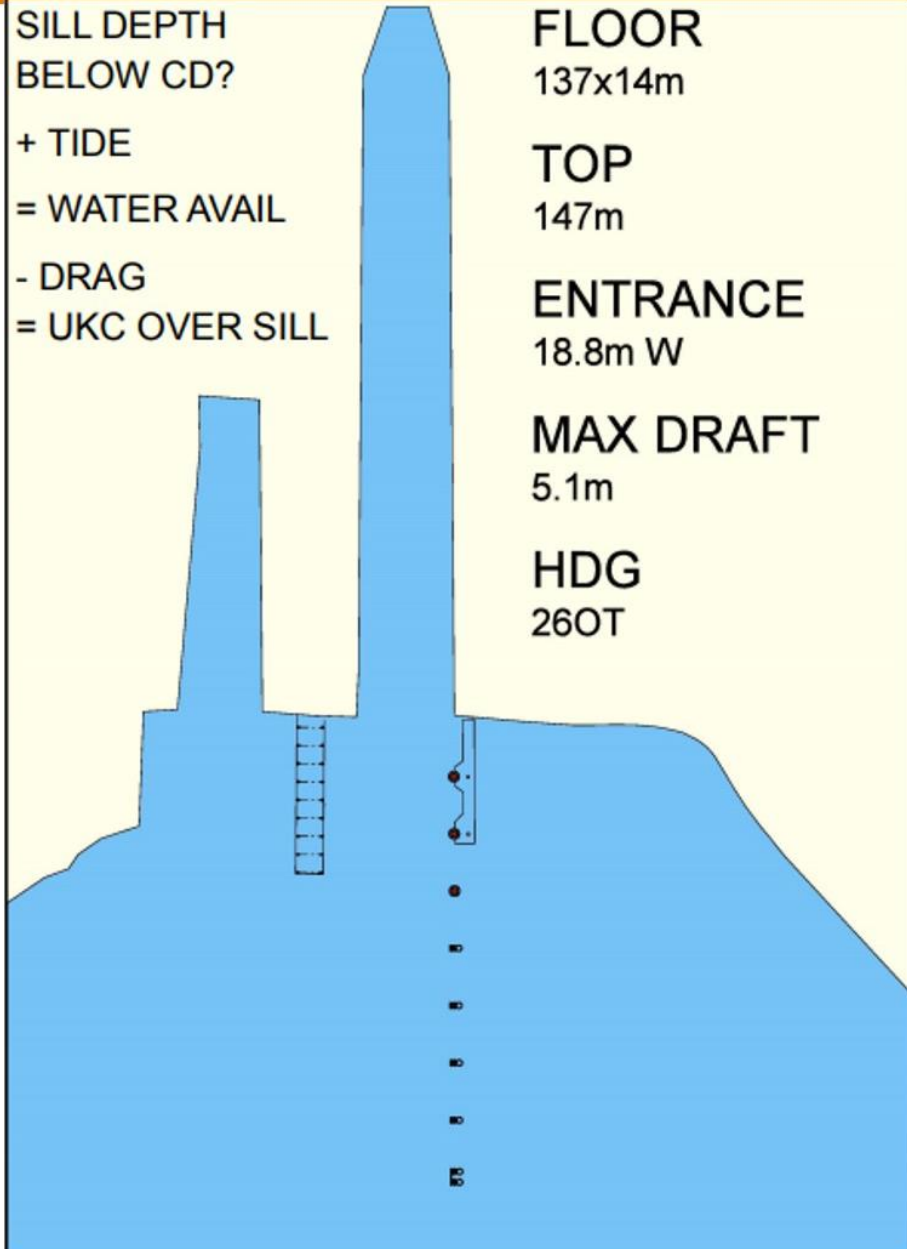


When Aft lines are at Position 2, they must be moved to lead Aft.

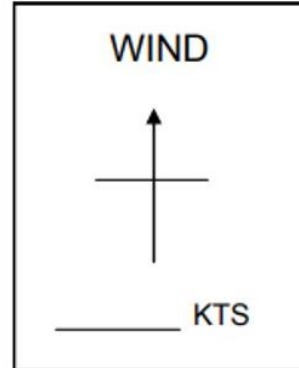
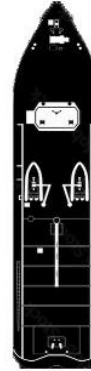
When forward lines are at Position 2, they must be moved to lead forward.

Maximum permissible wind for docking / Undocking is 20 Knots from any direction.

Departure DRY DOCK PASSAGE PLAN



Tug Arrangement



COMMENTS

Maximum permissible wind for docking / Undocking is 20 Knots from any direction.

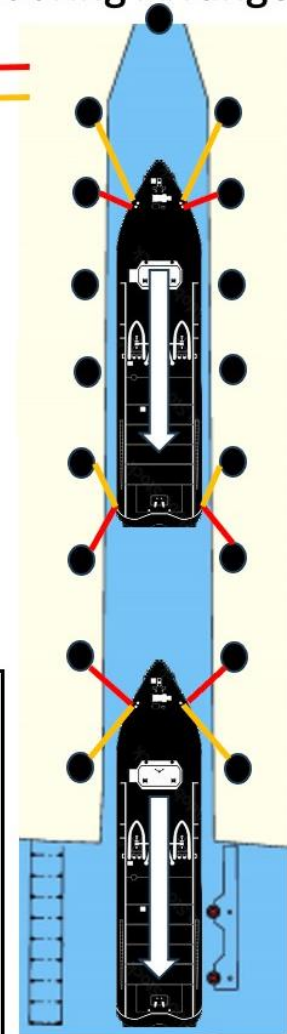
Dock Mooring Arrangement

Key:

Line position 1 

Line Position 2 

When forward lines are at Position 2 with a long lead, they must move abeam with a slight lead forward.



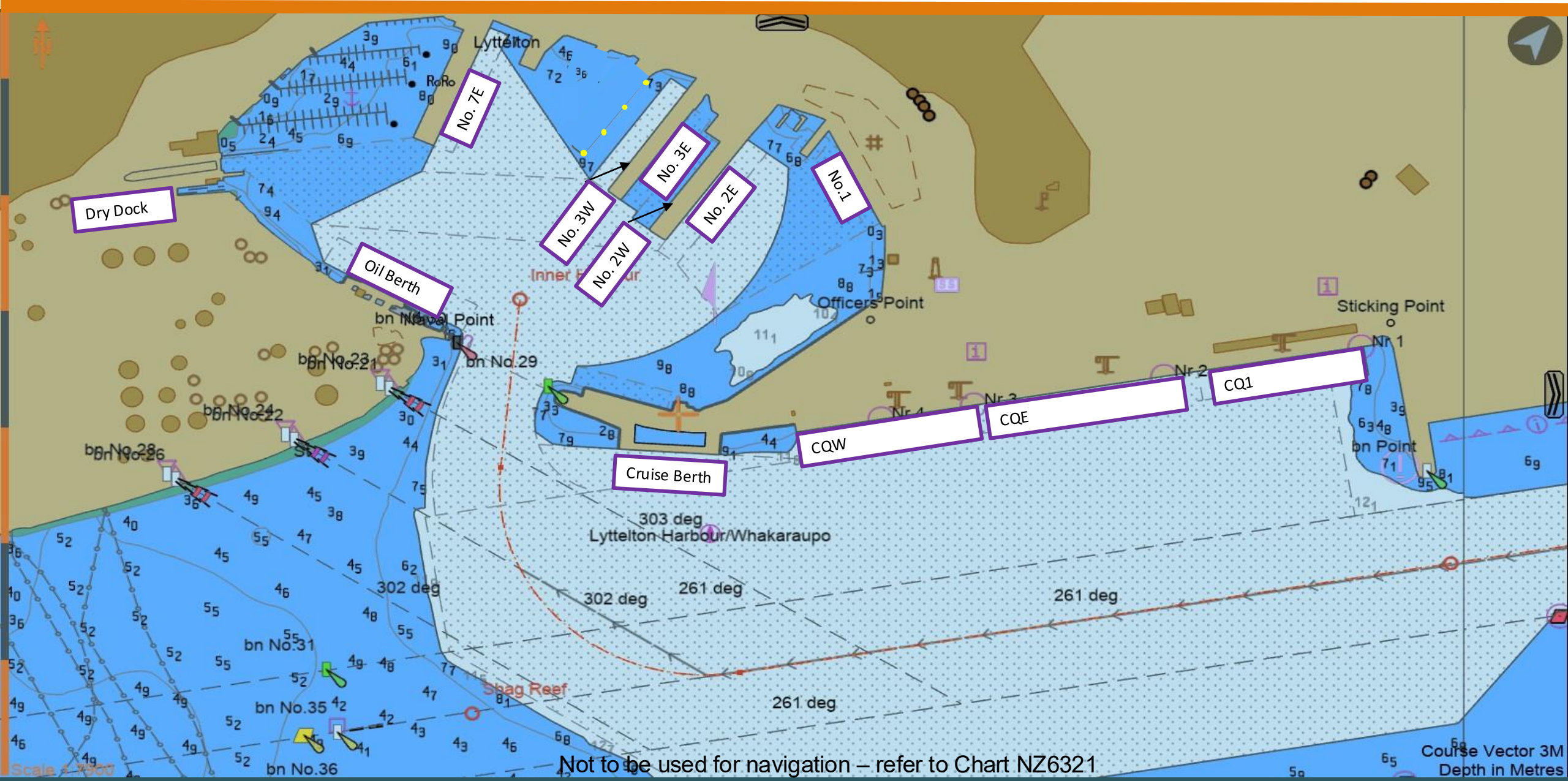
The intention is to always have a forward lead for Dock master to control the bow.

When Aft lines are at Position 2, they must be moved to lead Aft.

Stern lines are retrieved as stern passes through the entrance

LPC Berth Guide

COMMERCIAL

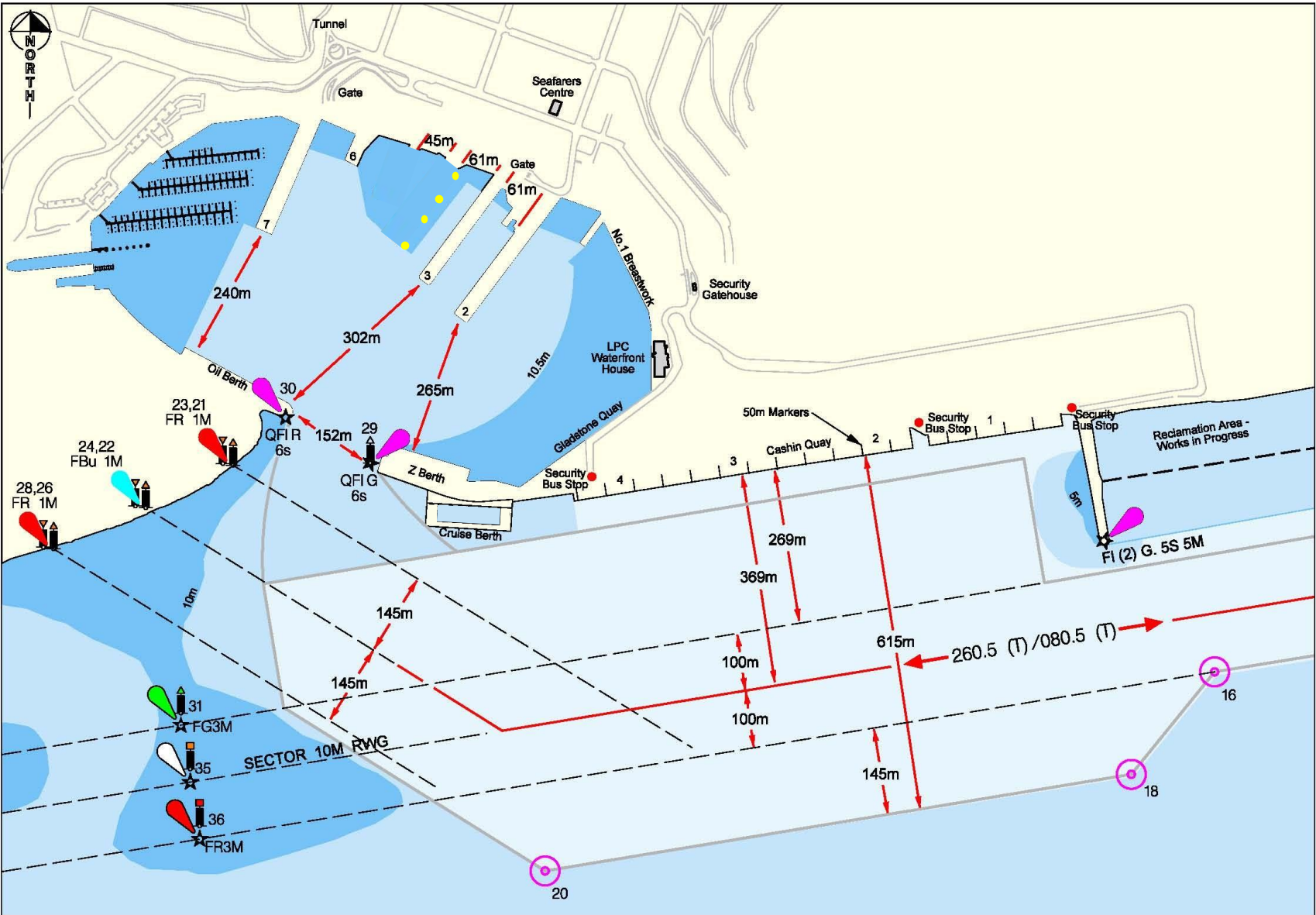


Not to be used for navigation – refer to Chart NZ6321

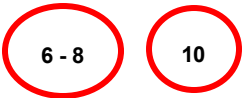
Course Vector 3M
Depth in Metres

Inner Harbour - Blank

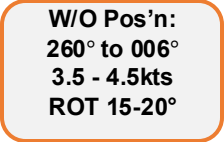
COMMERCIAL



Section 3: Standard Passage Plans



Speed - expressed in knots



Wheel over position – target speed and Rate of Turn



Pilot Boarding Station



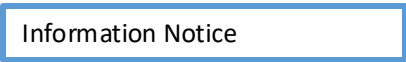
Heading



Potential wind hazard



General Hazard



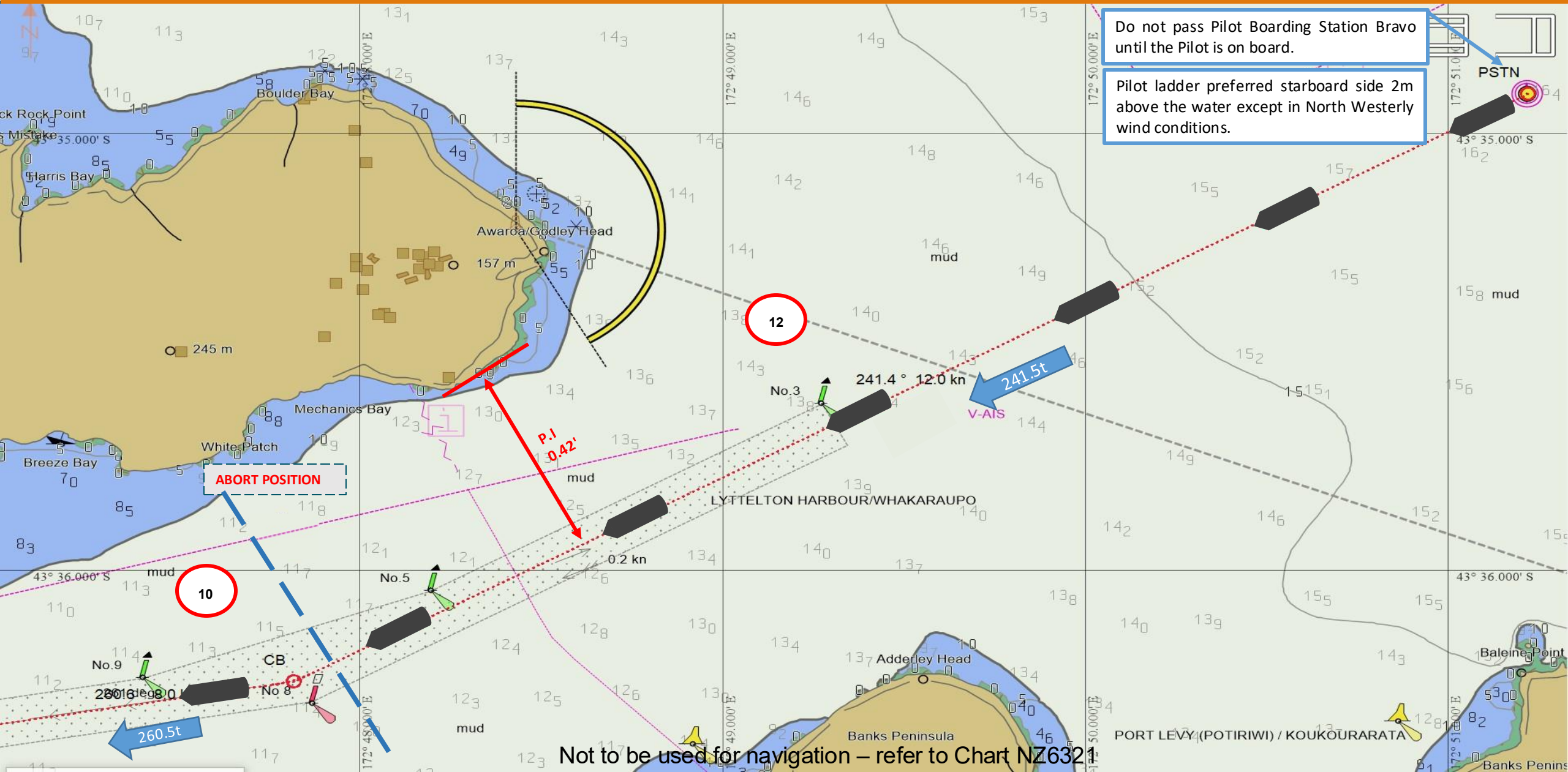
Key information



Abort swing area

COMMERCIAL

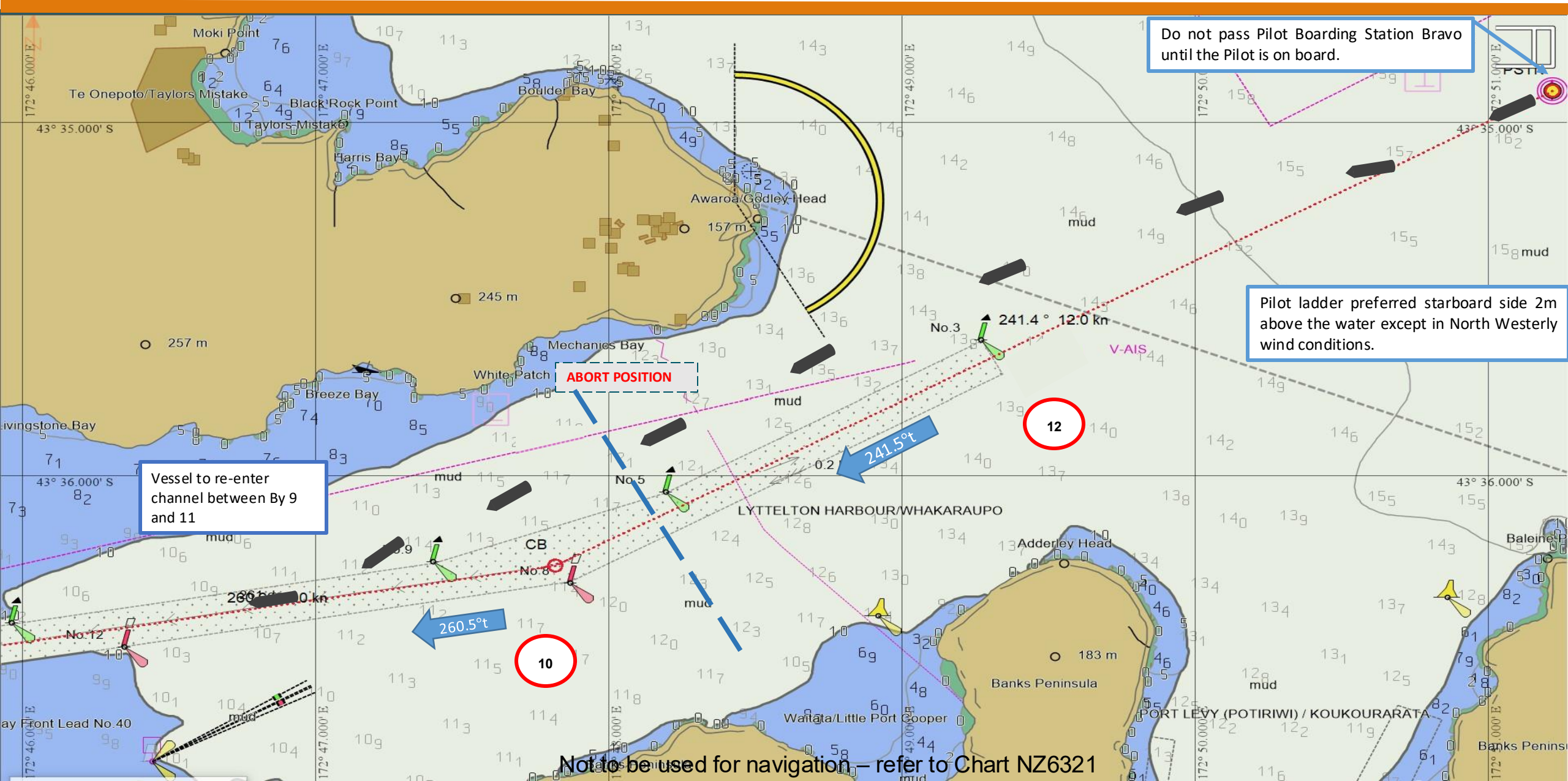
Arrival: Pilot Station to Camp Bay



Do not pass Pilot Boarding Station Bravo until the Pilot is on board.

Pilot ladder preferred starboard side 2m above the water except in North Westerly wind conditions.

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



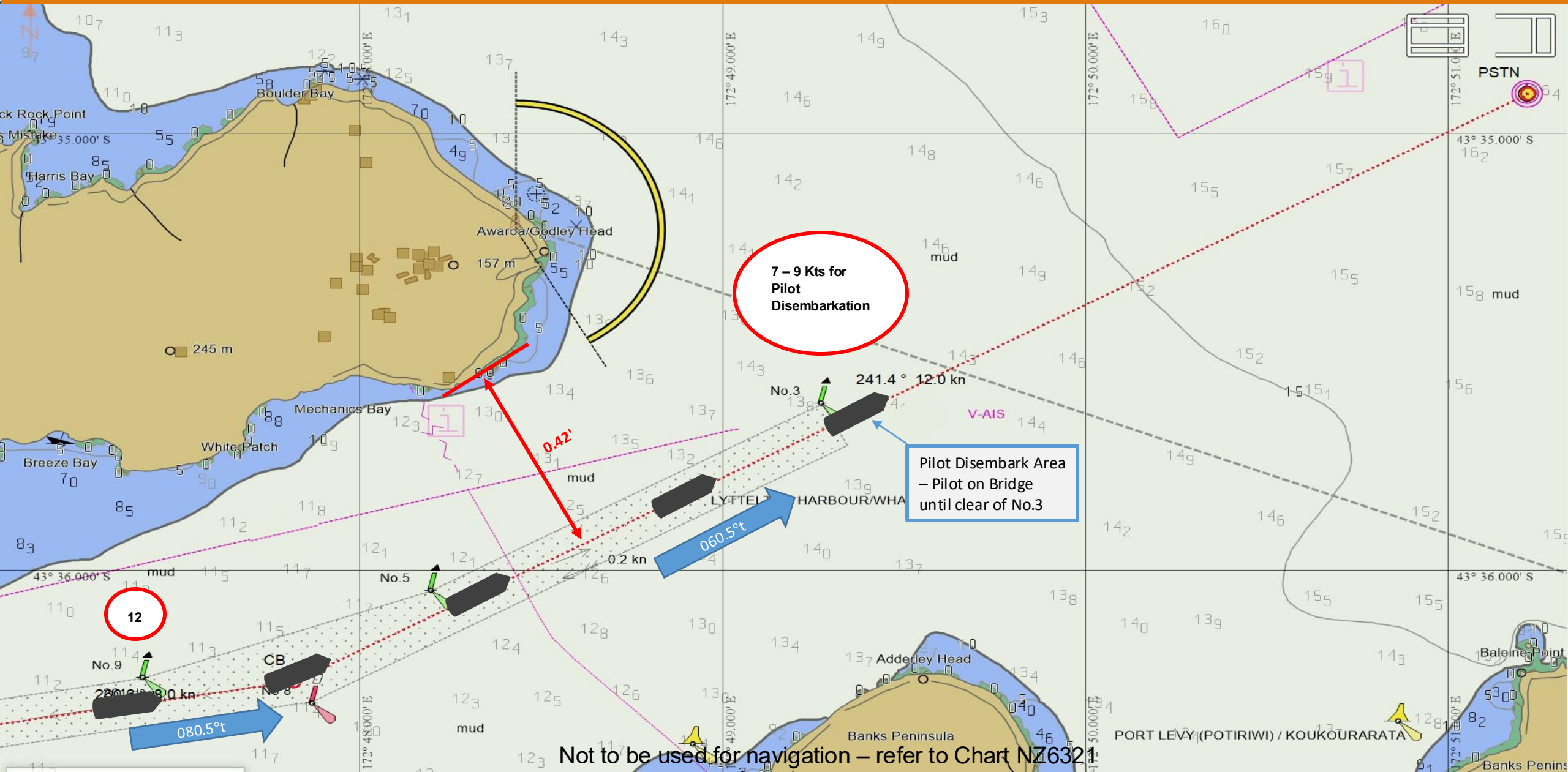
Do not pass Pilot Boarding Station Bravo until the Pilot is on board.

Pilot ladder preferred starboard side 2m above the water except in North Westerly wind conditions.

Vessel to re-enter channel between By 9 and 11

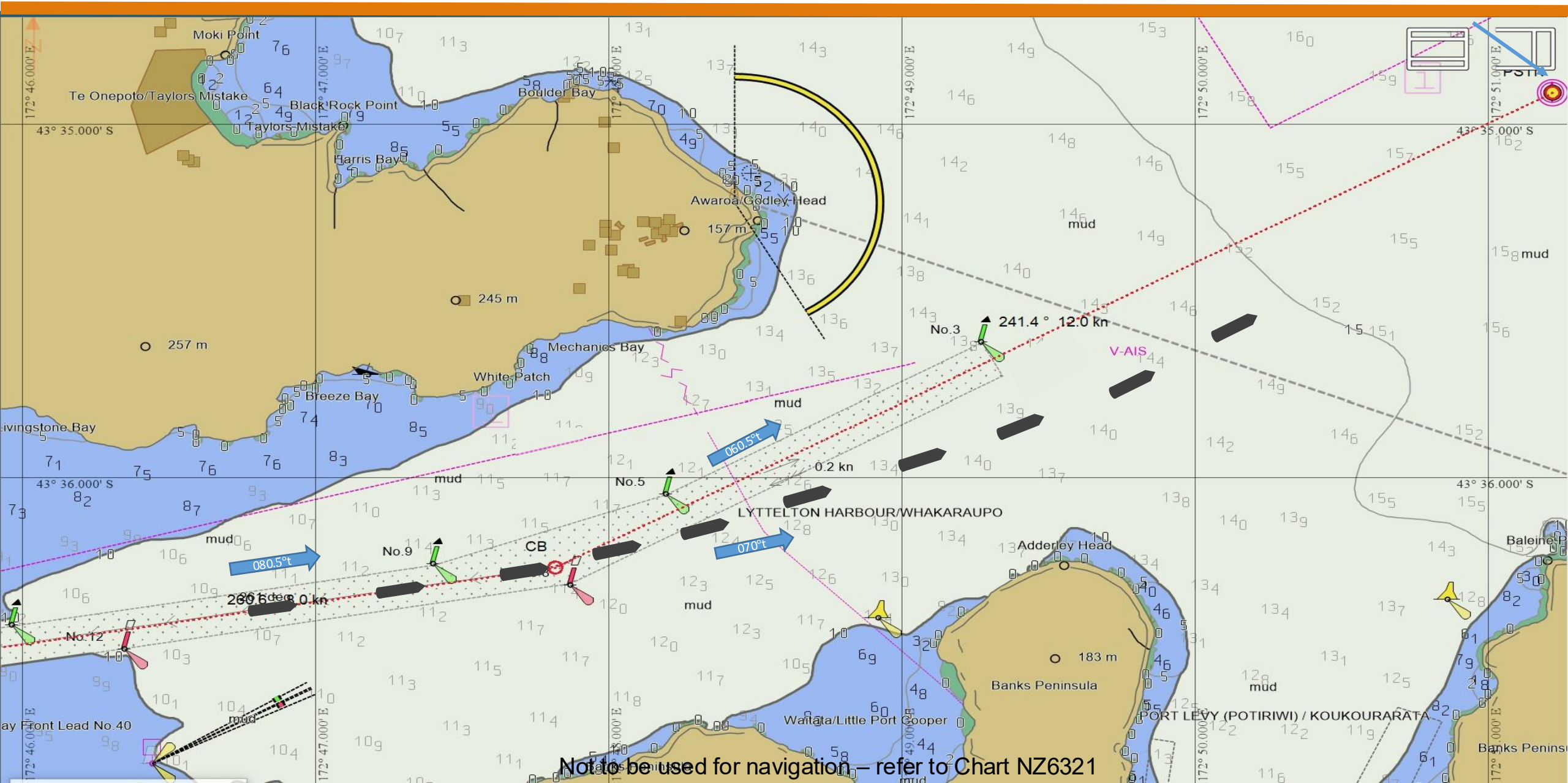
COMMERCIAL

Departure: Camp Bay to Sea



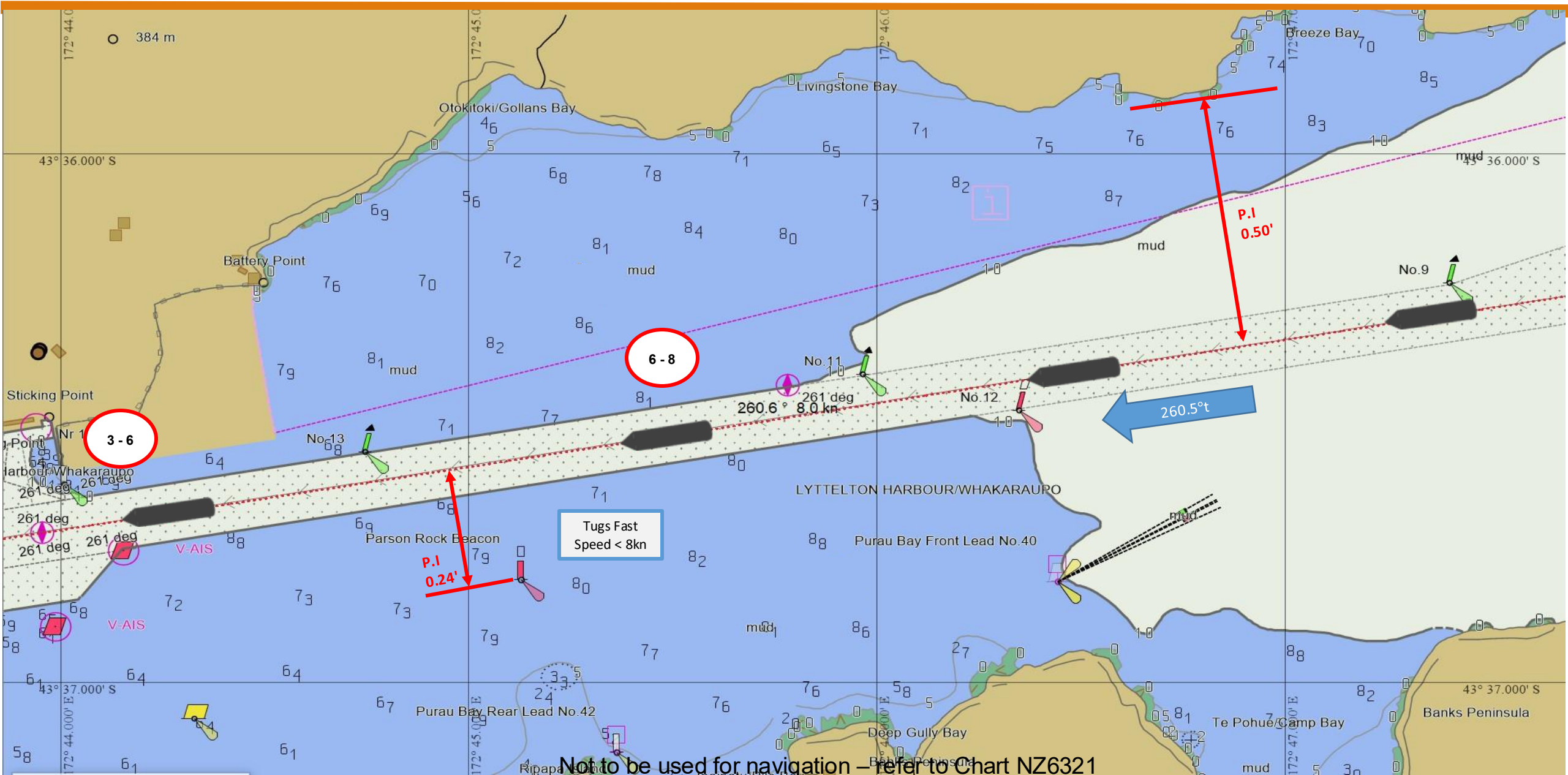
Not to be used for navigation – refer to Chart NZ6321

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



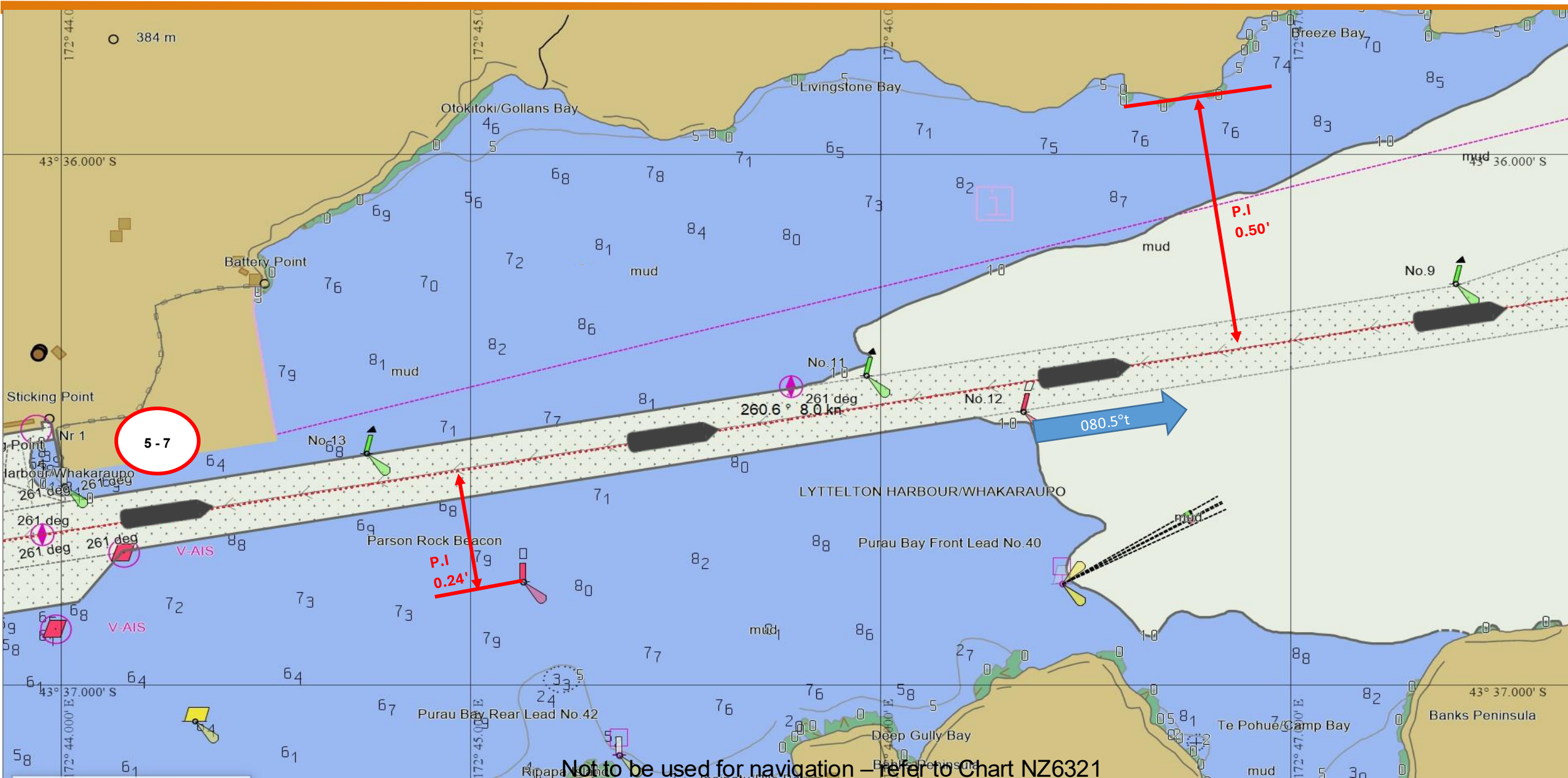
Arrival: Camp Bay to Breakwater

COMMERCIAL



Departure: Breakwater to Camp Bay

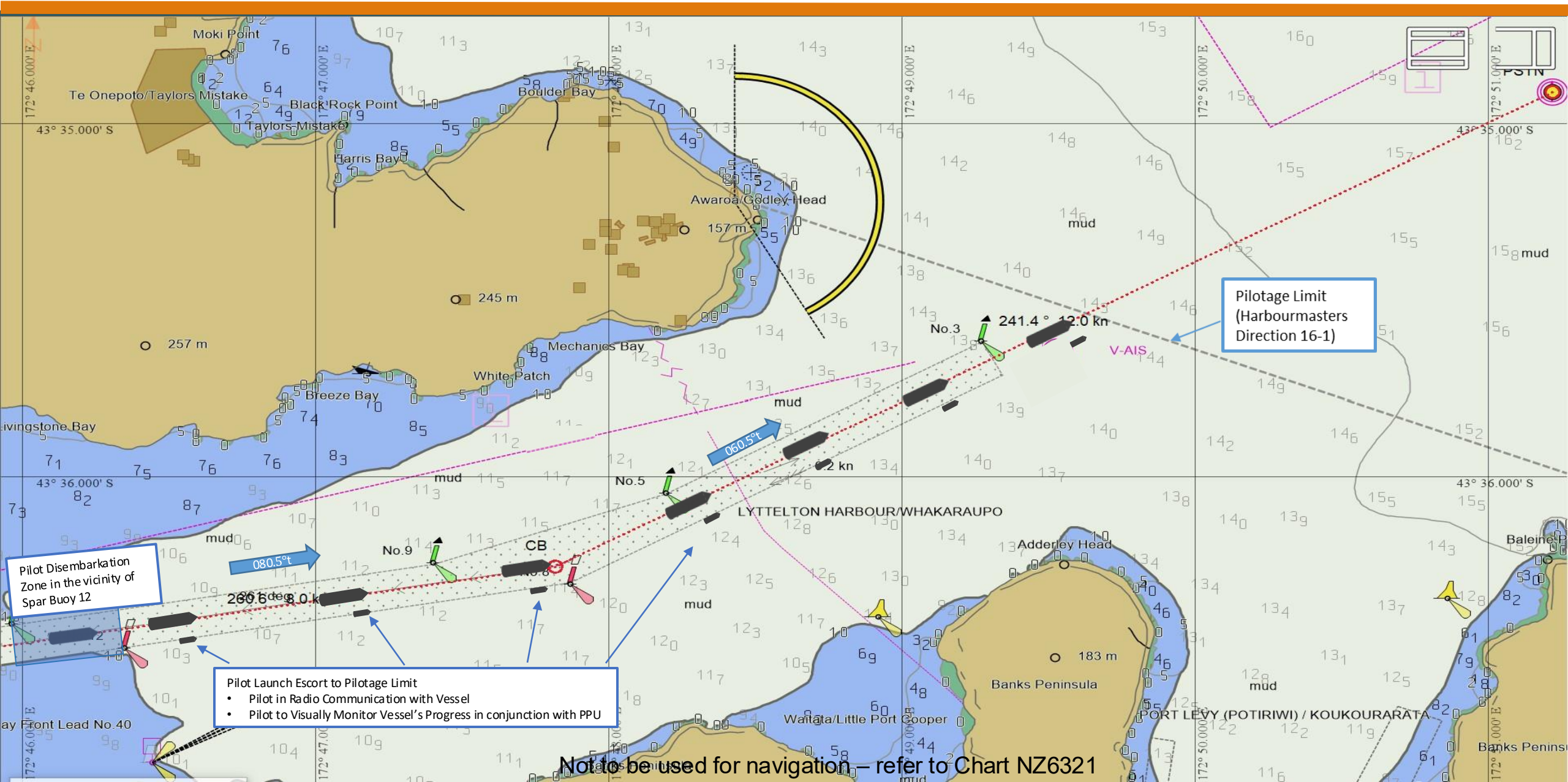
Lpc Lyttelton
Port
Company



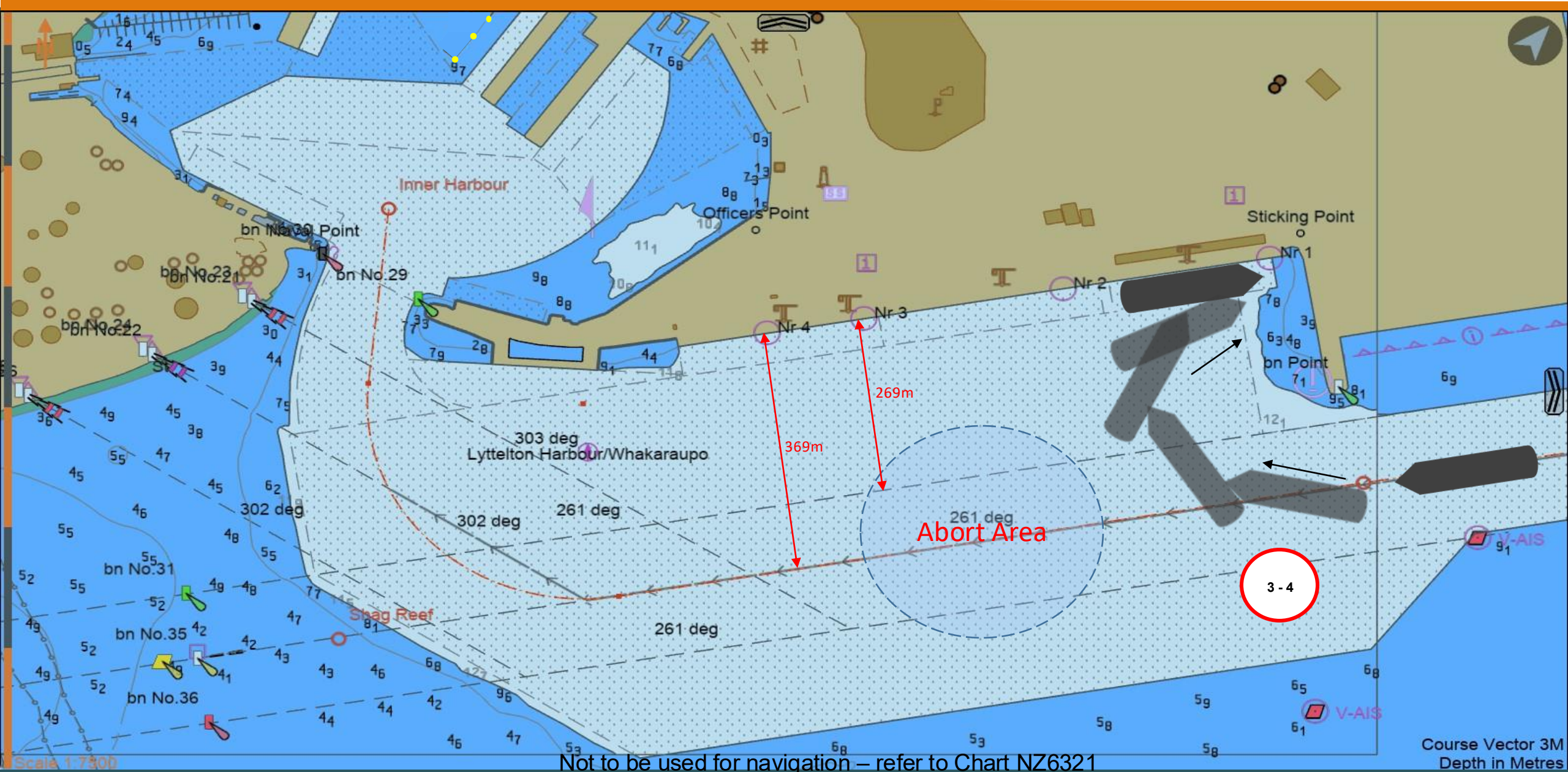
Leading Out of Vessels <105m LOA & <7.5m Draft

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

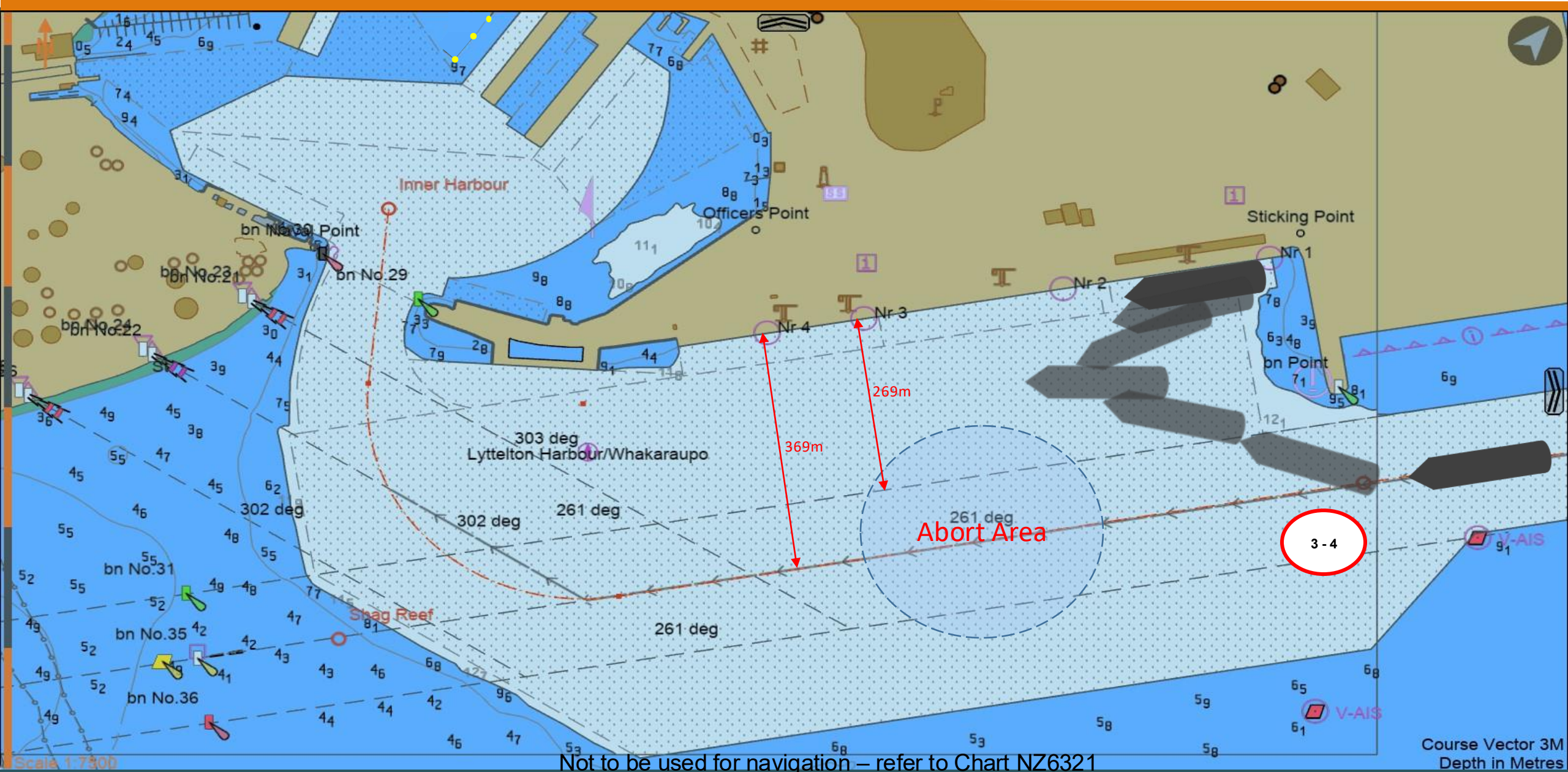
COMMERCIAL



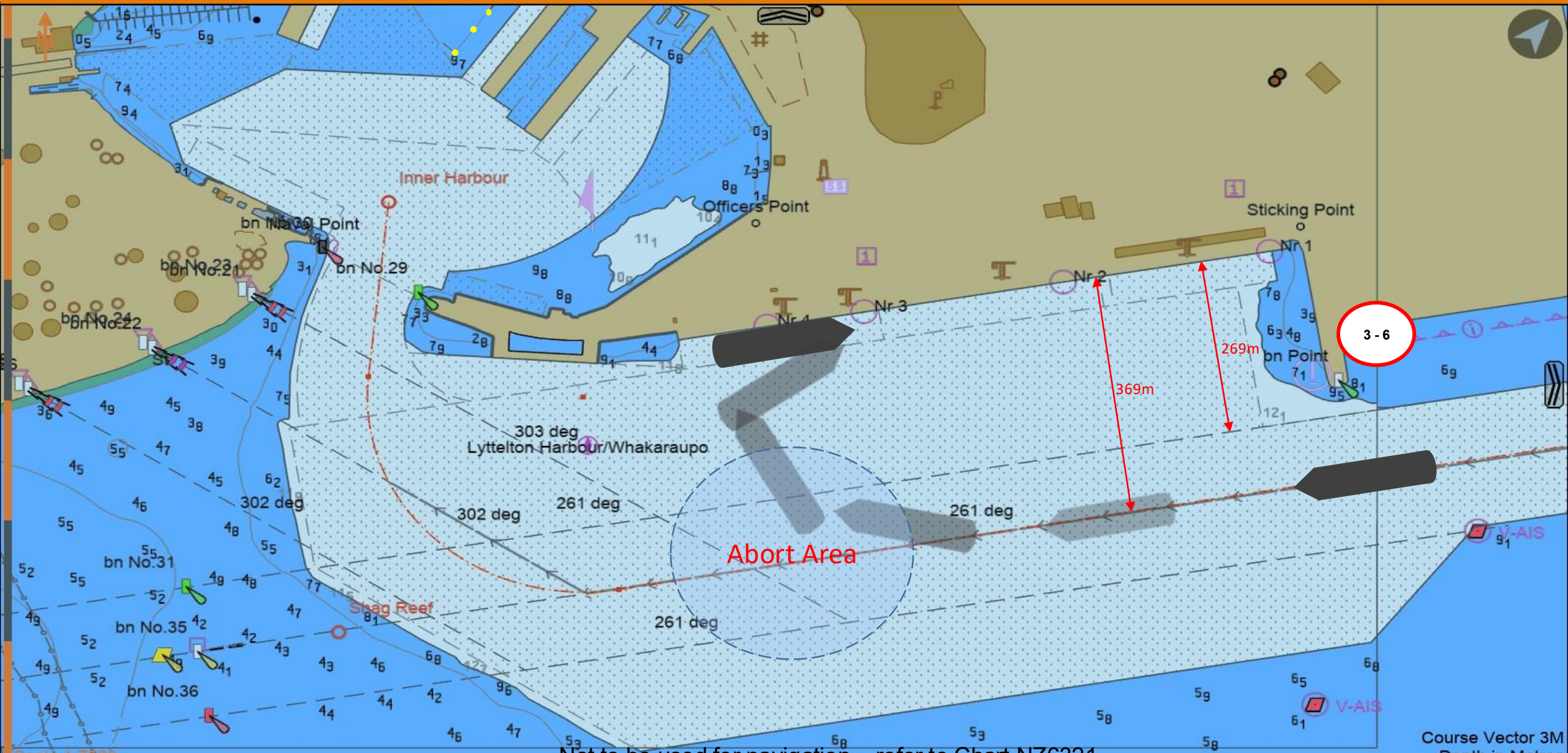
Arrival: Breakwater to CQ1 PSTQ



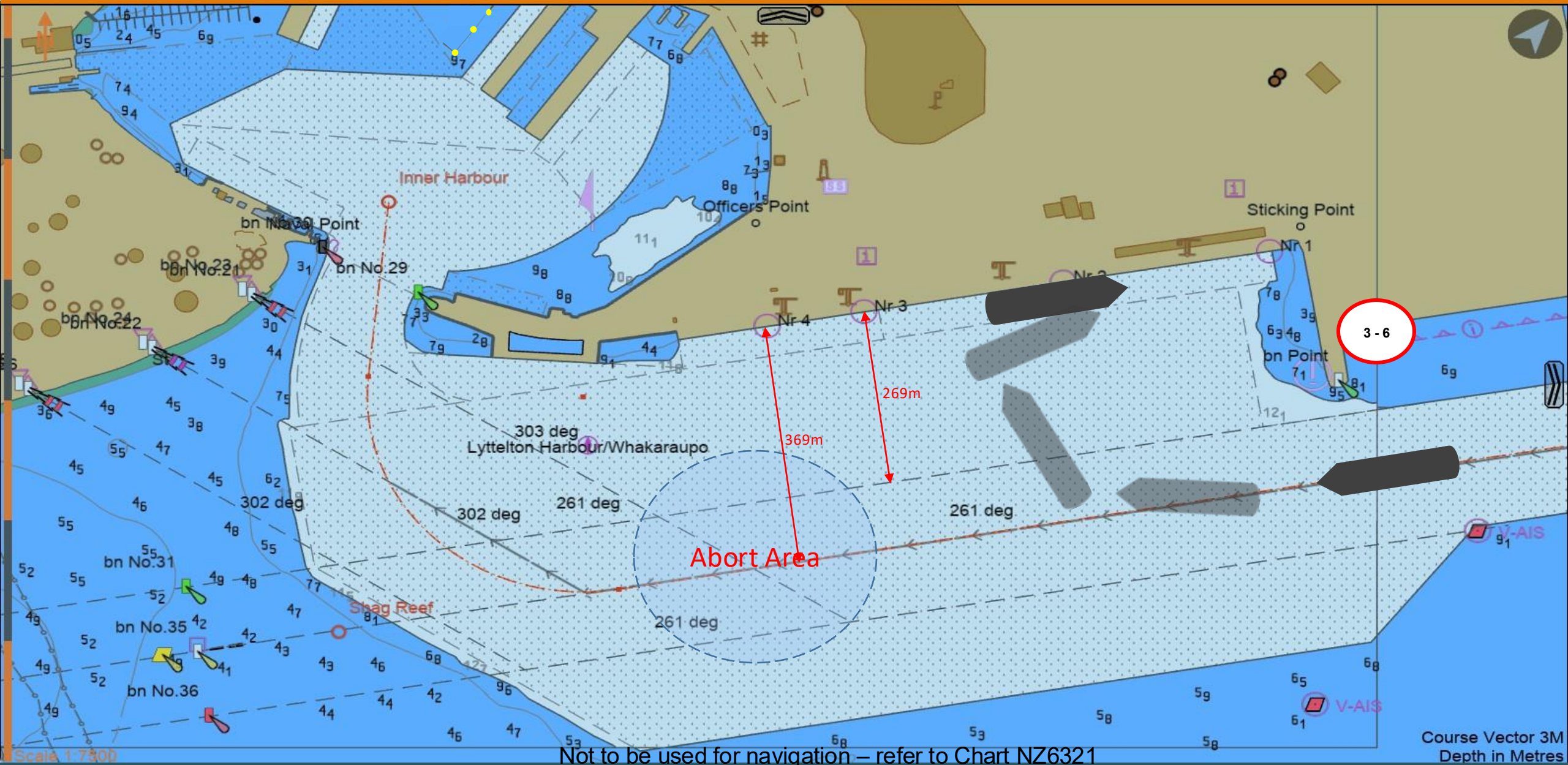
Arrival: Breakwater to CQ1 SSTQ

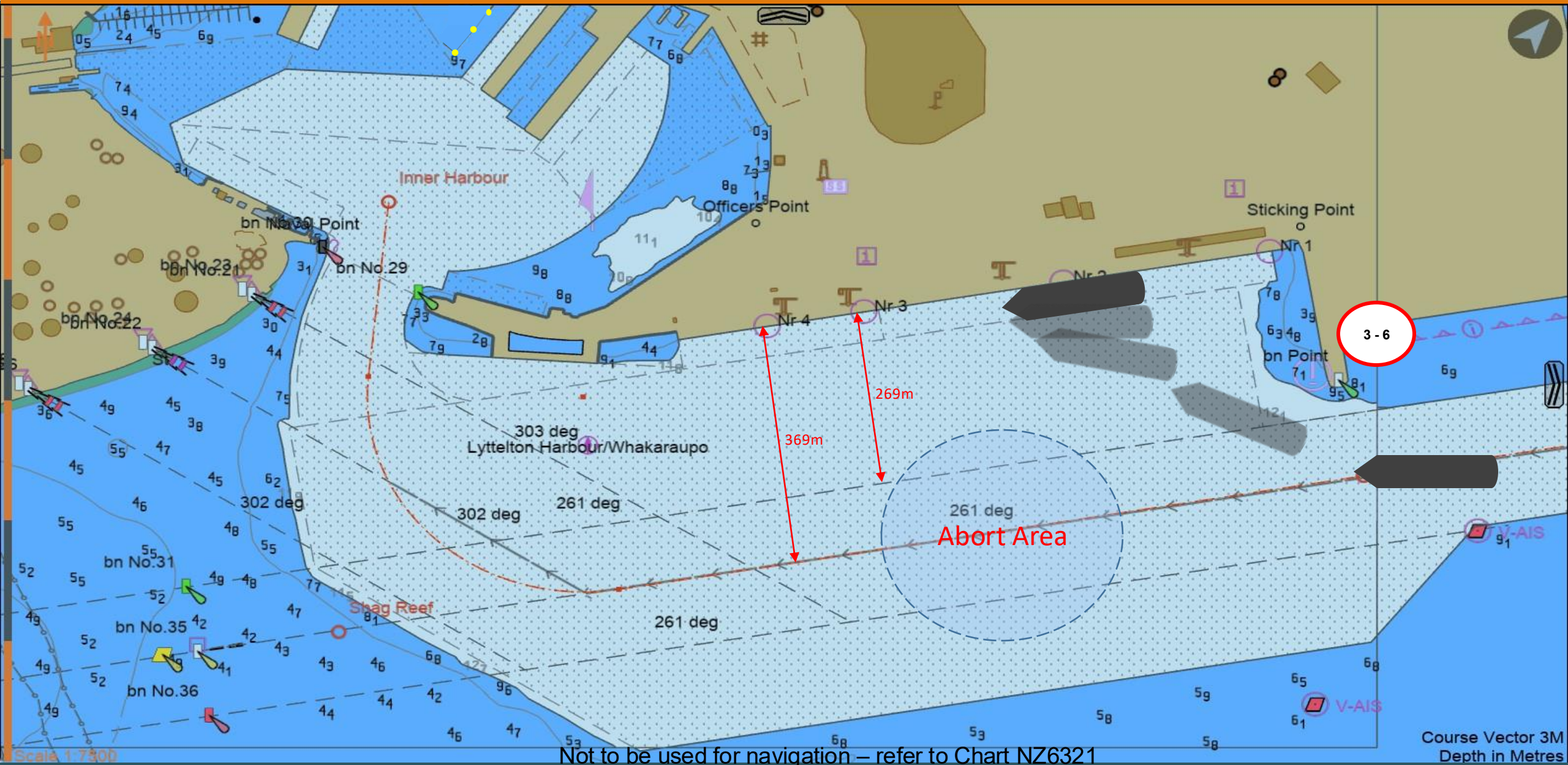


Arrival: Breakwater to CQ-West PSTQ

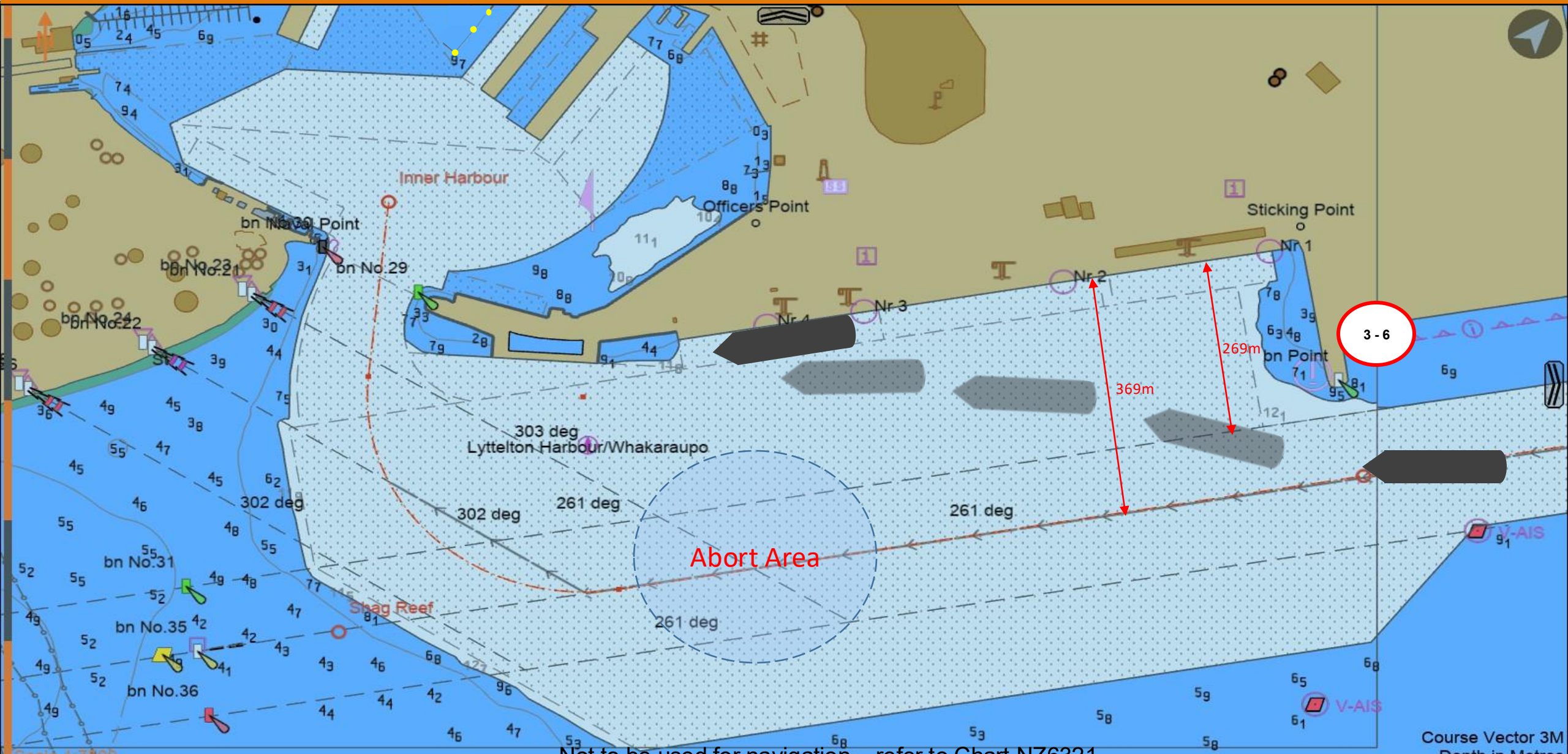


Arrival: Breakwater to CQ-East PSTQ

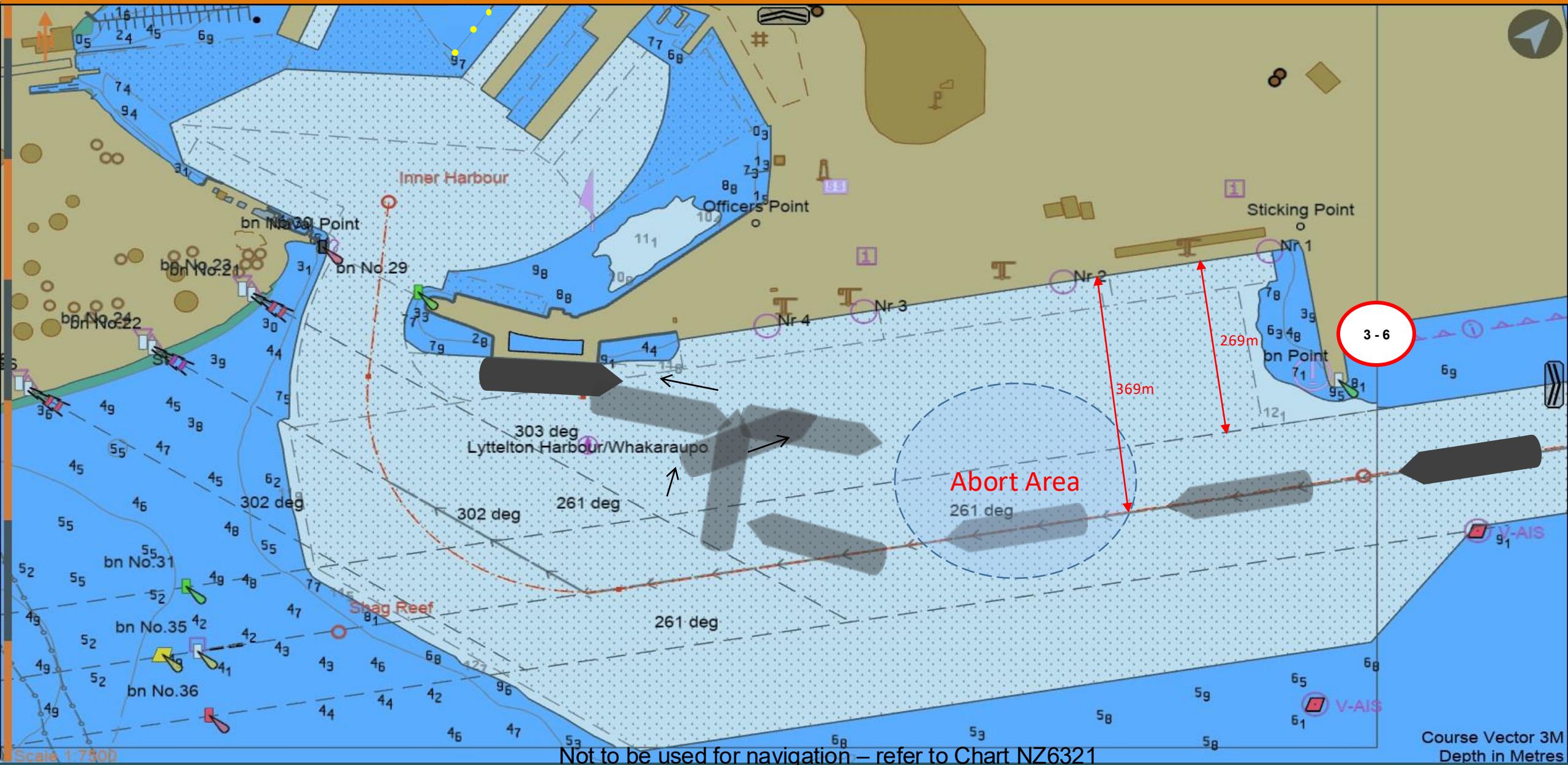




Arrival: Breakwater to CQ-West SSTQ

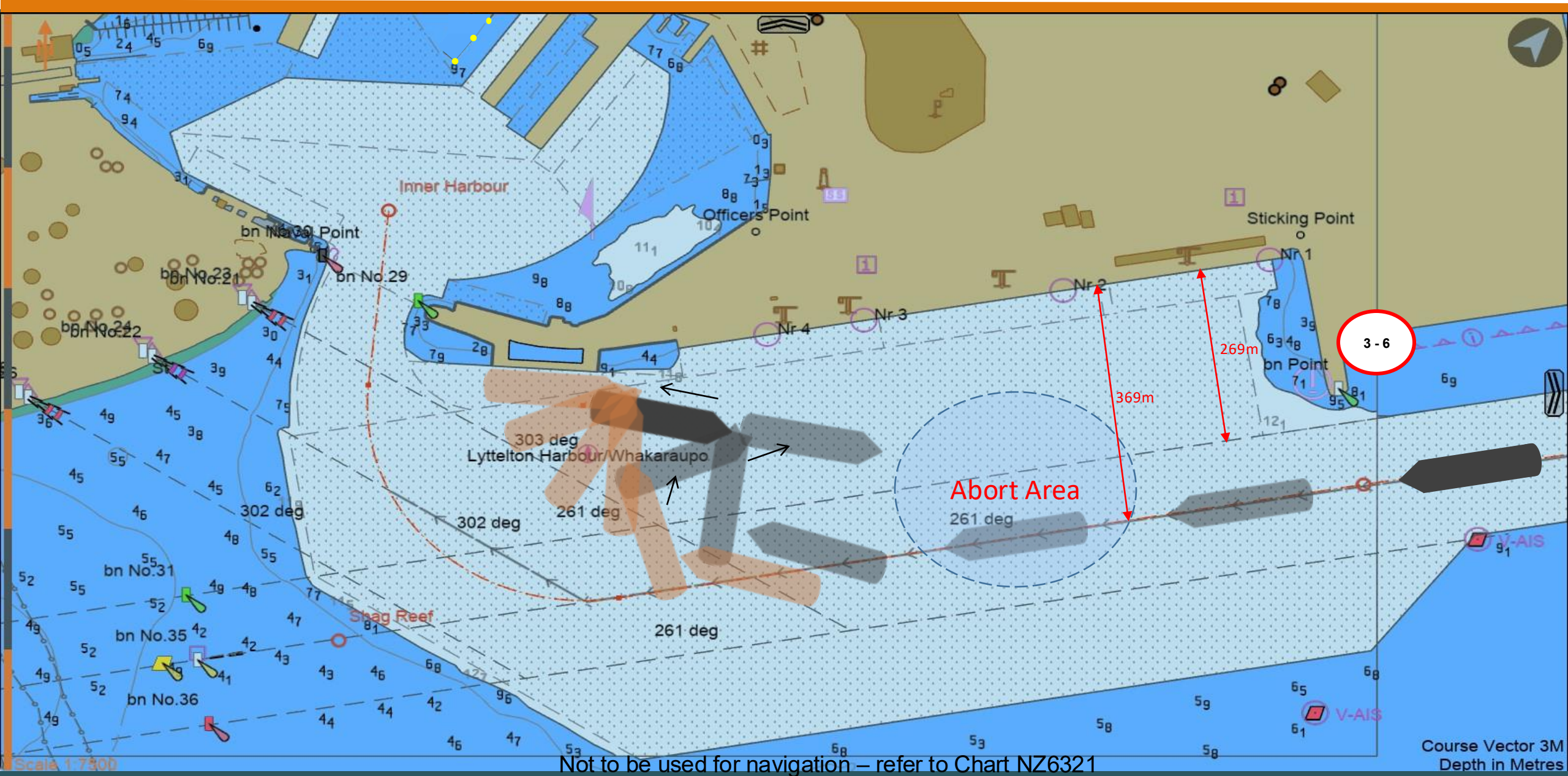


Arrival: Breakwater to Cruise Berth PSTQ – Bow to Stbd



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

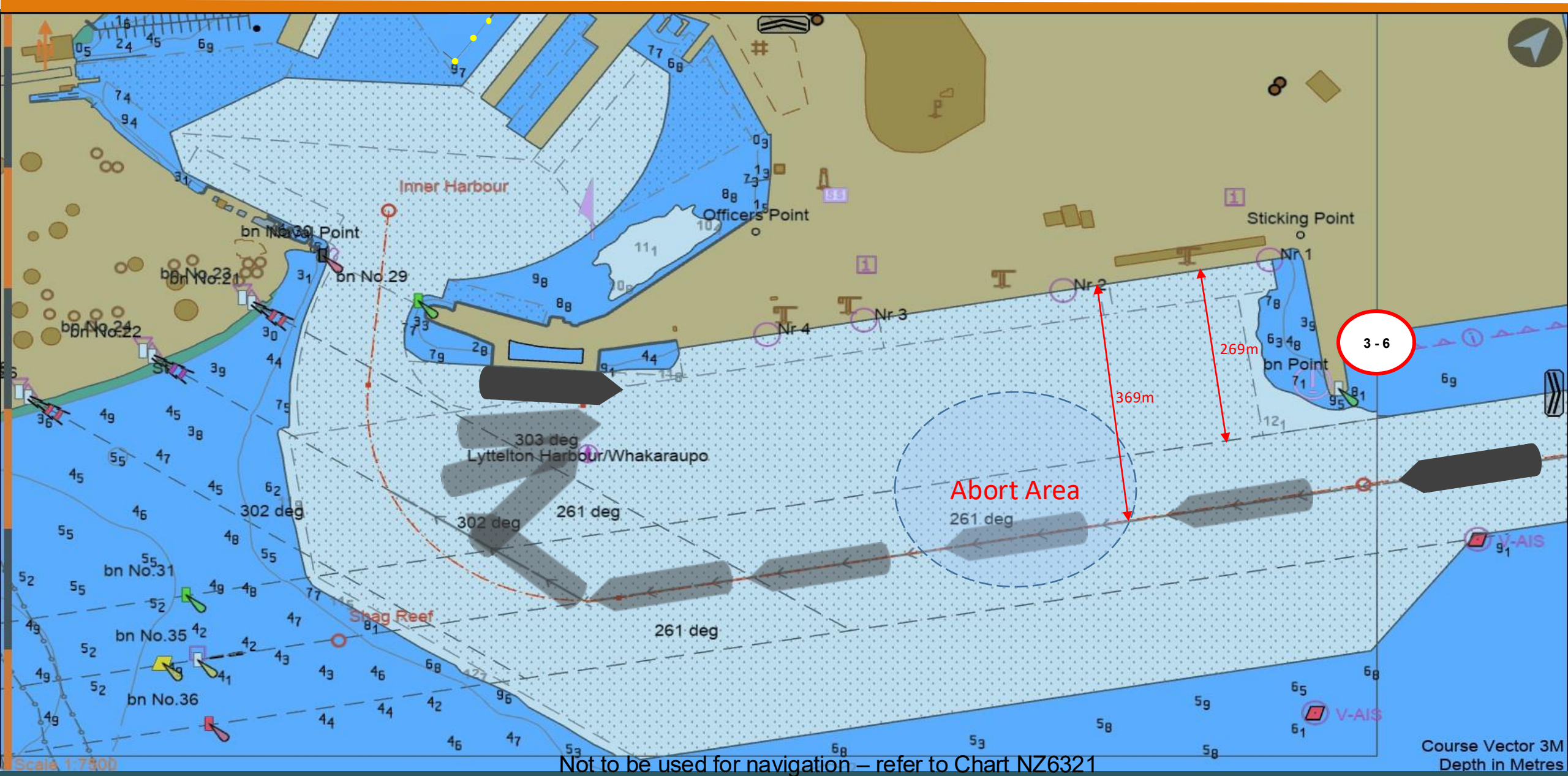
Issued: 23/06/2025
File: ARR-BW-CB-PSTQ-B2S



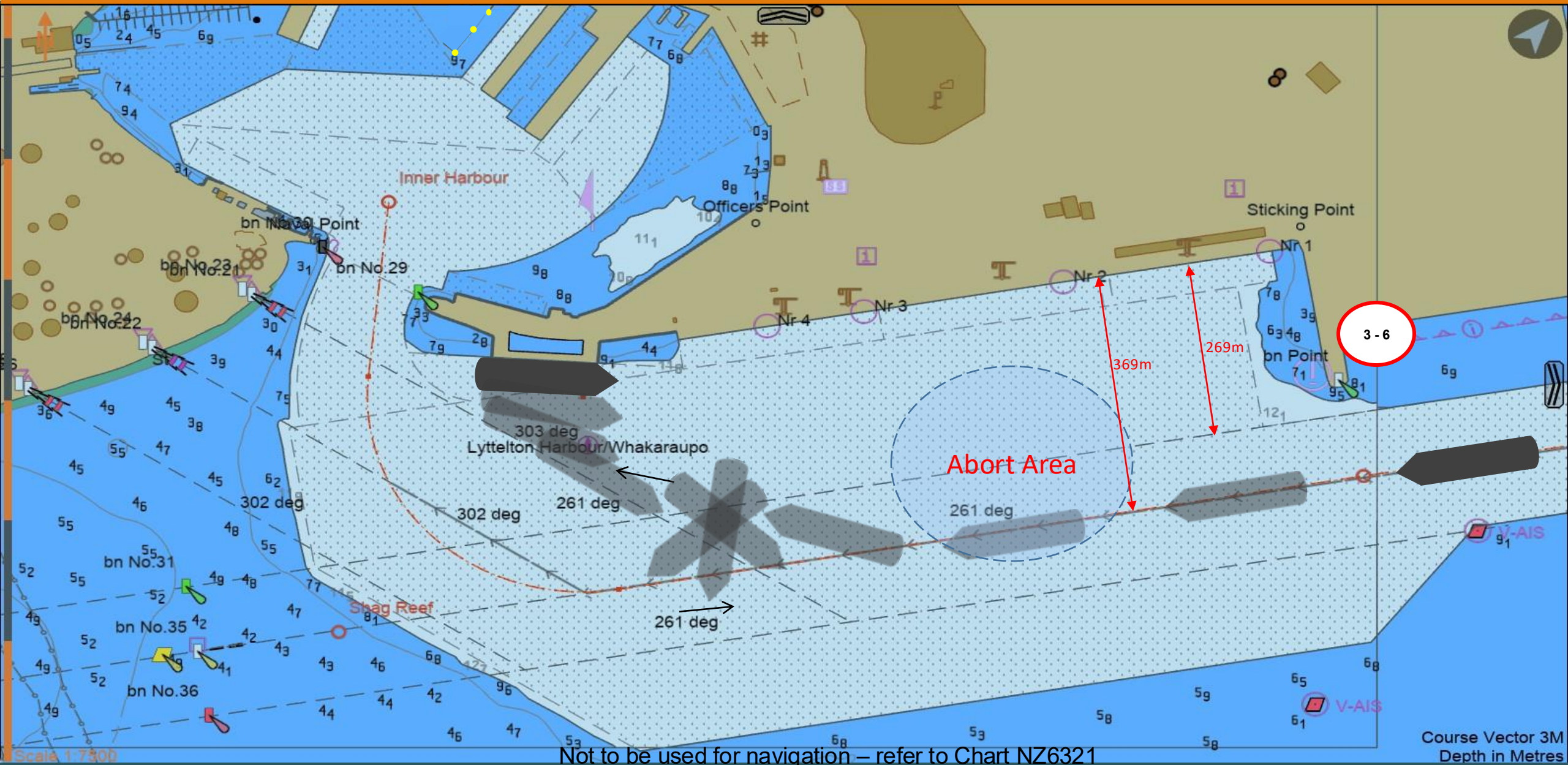
Arrival: Breakwater to Cruise Berth (Non-Cruise) PSTQ – Bow to Stbd

Issued: 23/06/2025

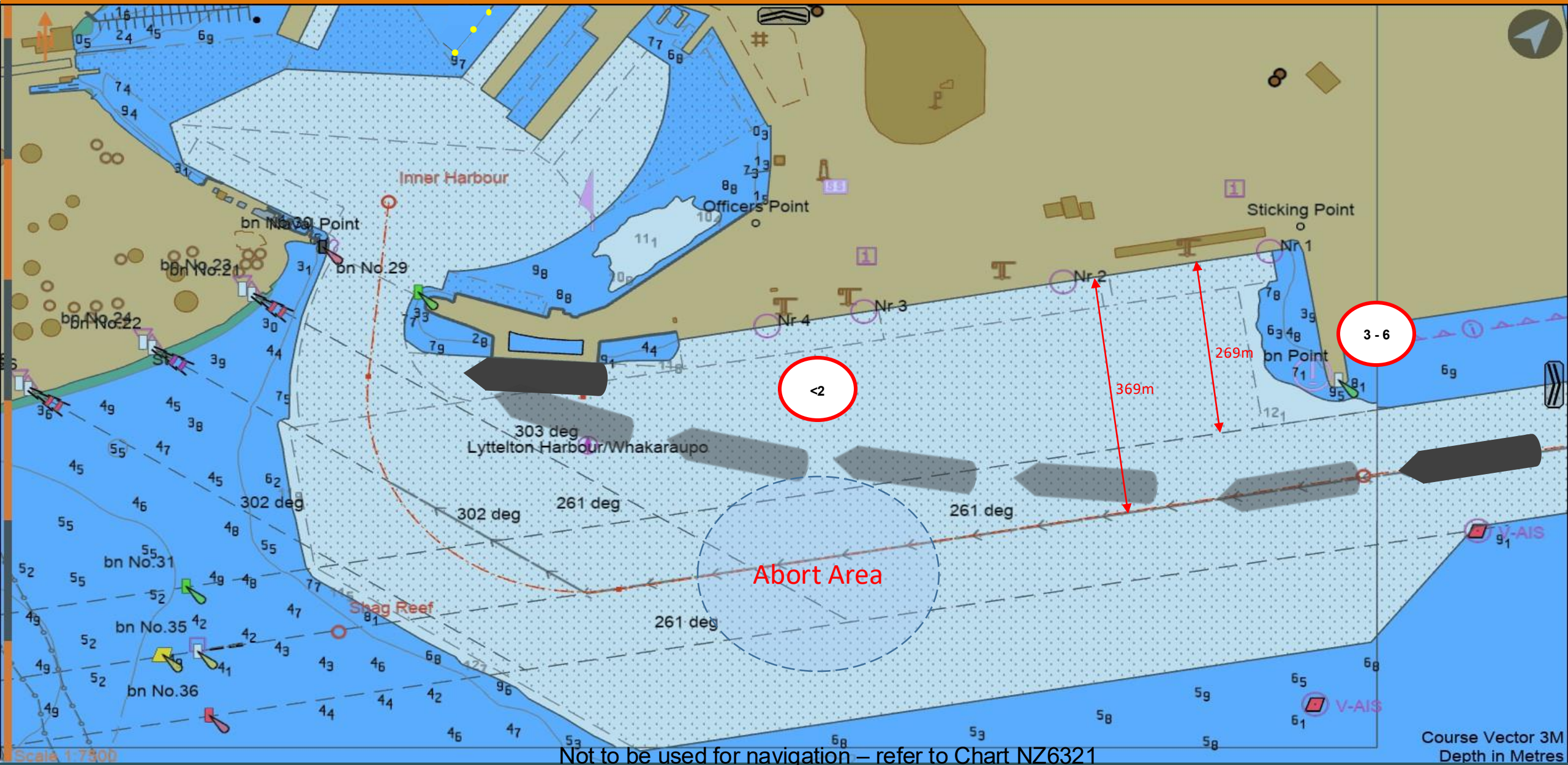
File: ARR-BW-CB-ALT-PSTQ-B2S



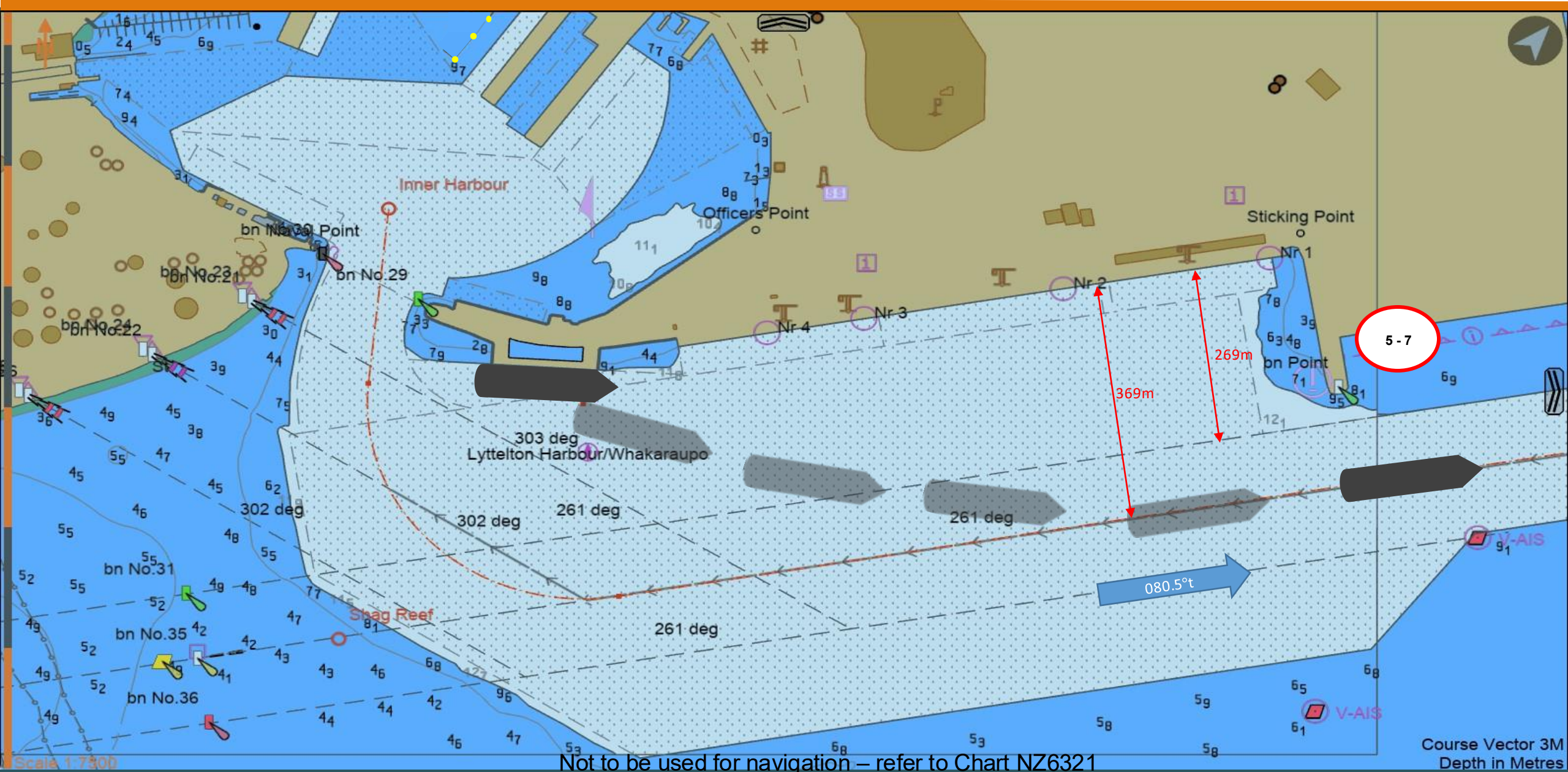
Arrival: Breakwater to Cruise Berth PSTQ – Bow to Port



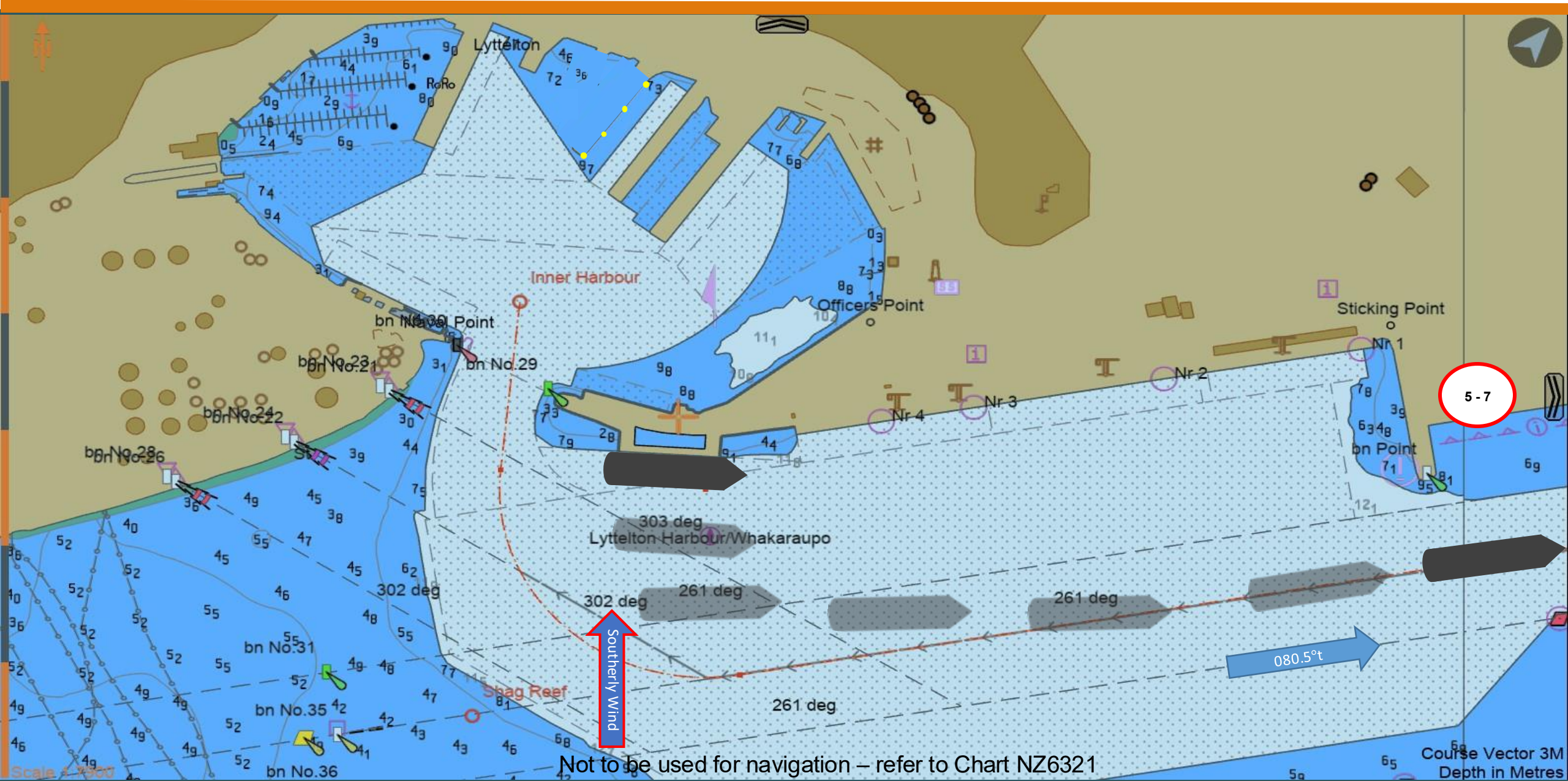
Arrival: Breakwater to Cruise Berth SSTQ (non Cruise)



Departure: Cruise Berth PSTQ to Breakwater



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



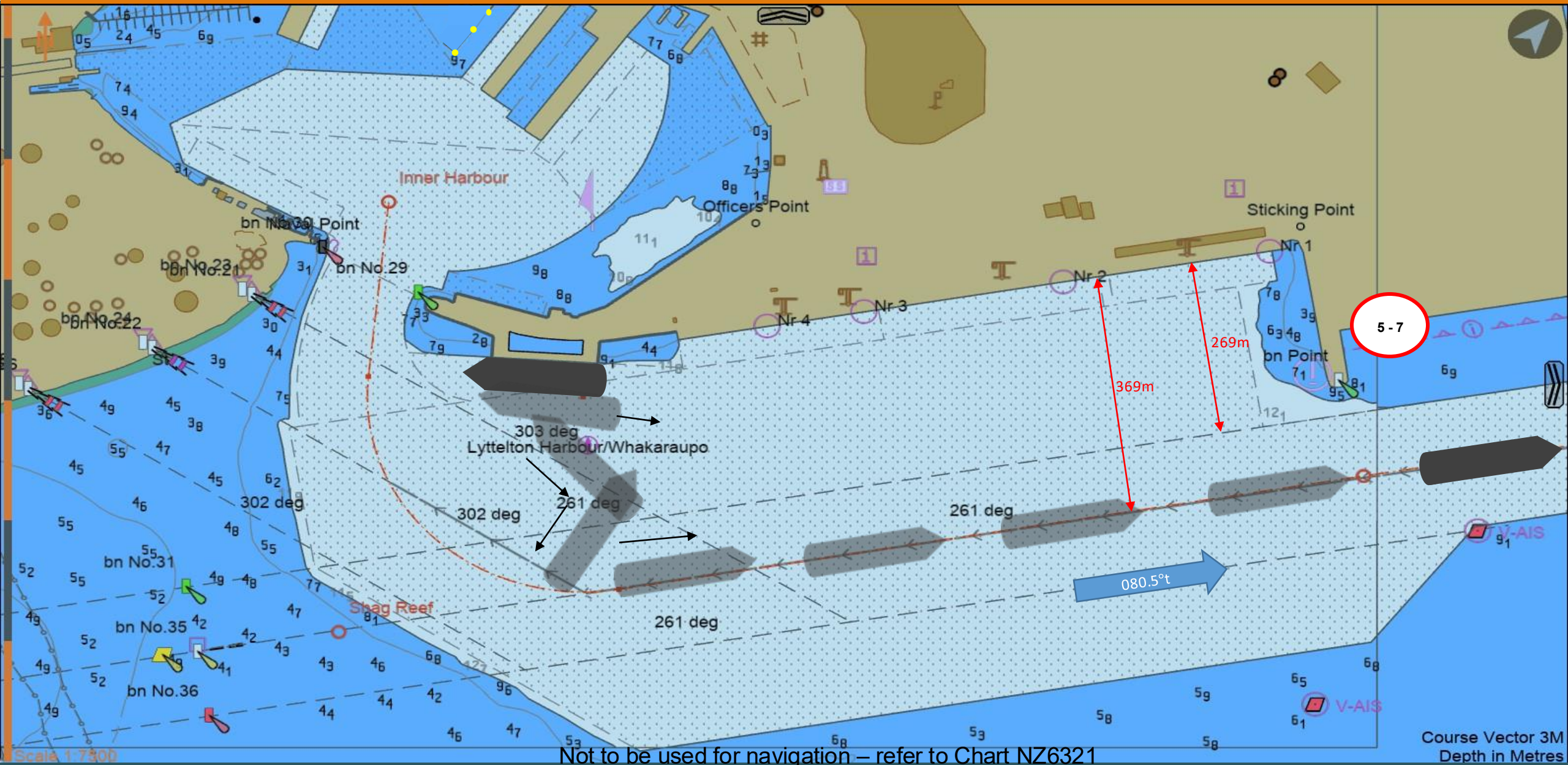
Not to be used for navigation – refer to Chart NZ6321

Issued: 23/06/2025

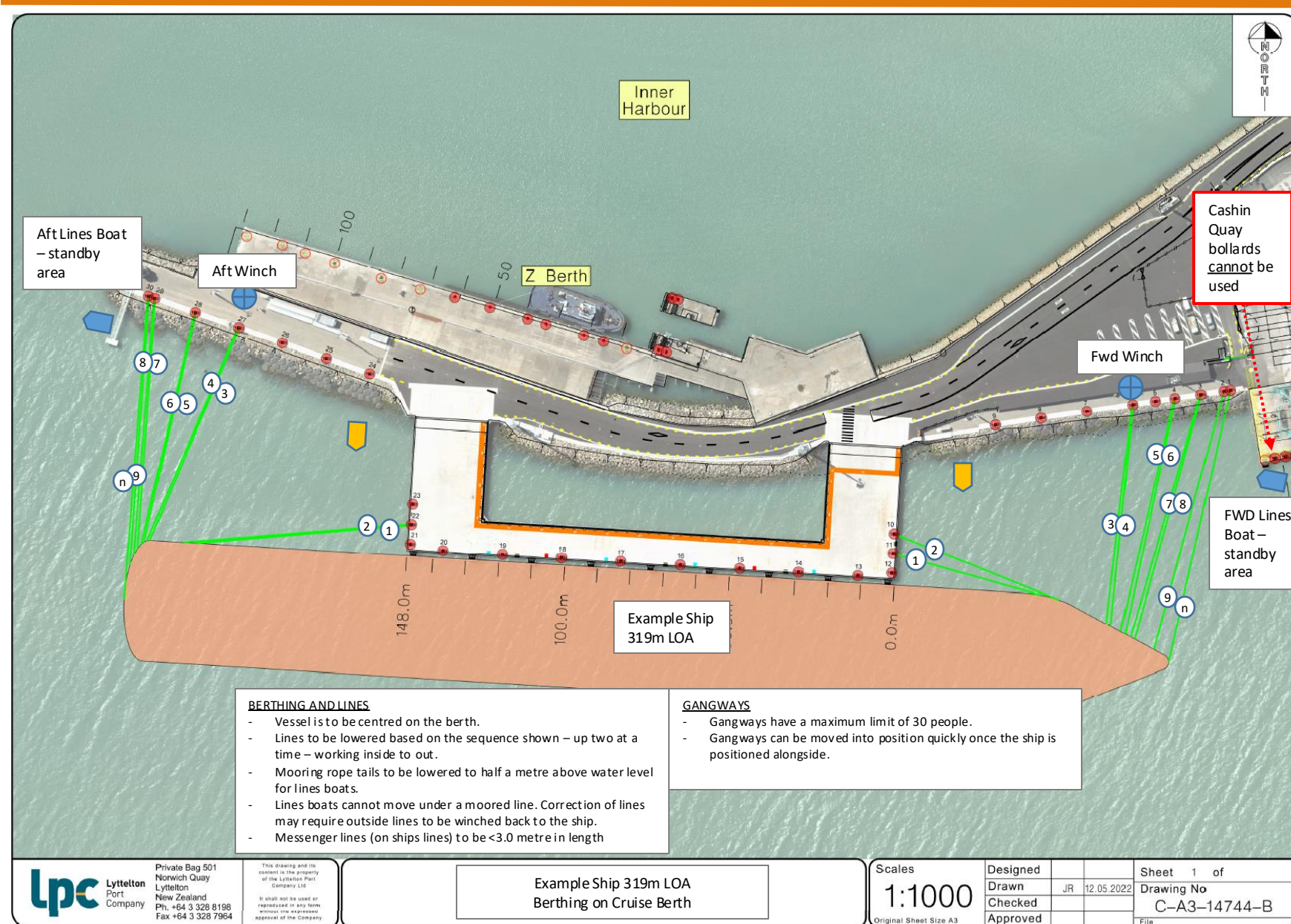
File: DEP-CB-BW-SSTQ-NonPAX

COMMERCIAL

Departure: Cruise Berth SSTQ to Breakwater (Non Cruise)



Cruise Berth Arrival – Mooring Operation with Lines Boats



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

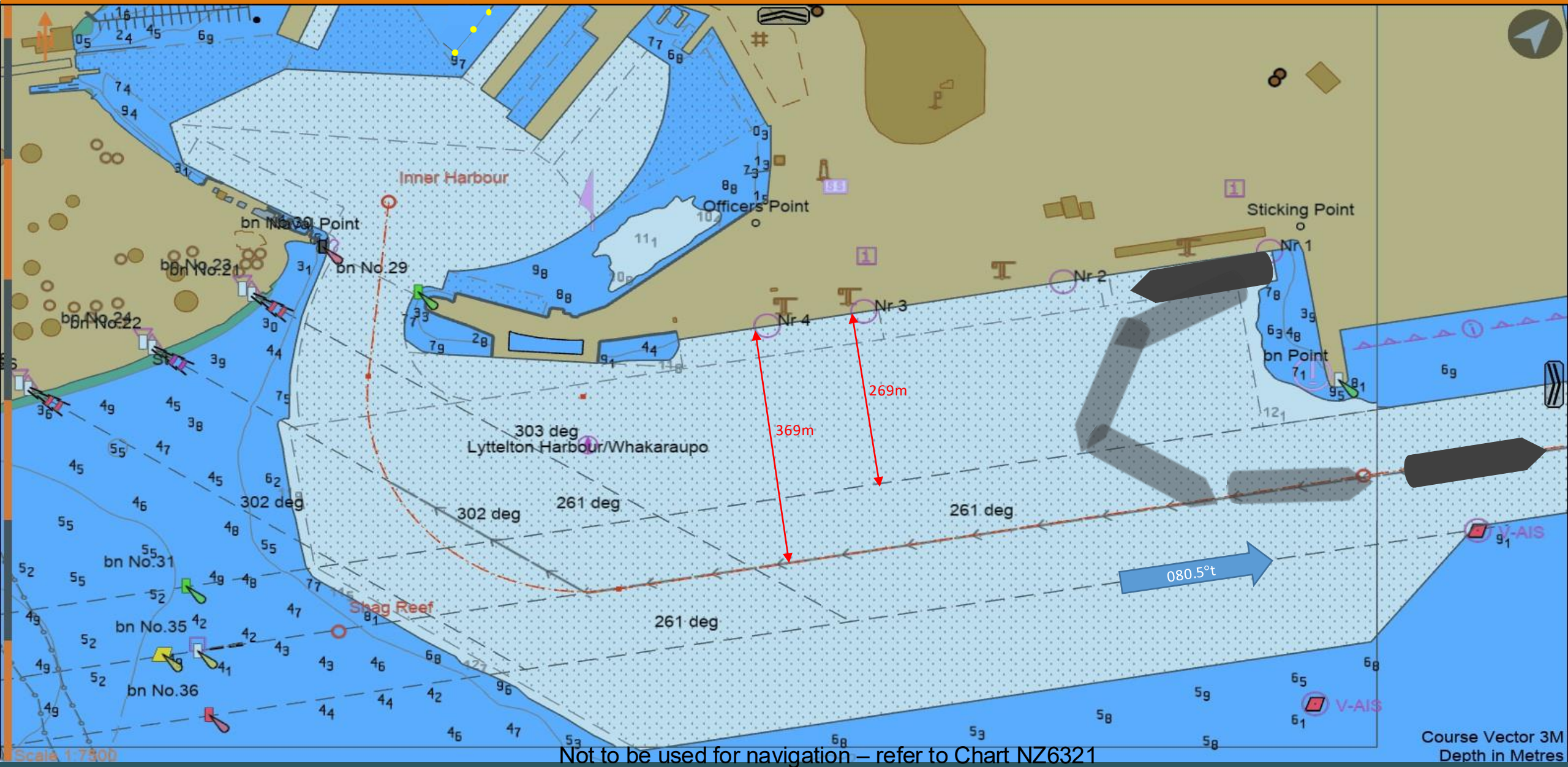
Cruise Berth Arrival/Departure Wind Limits

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

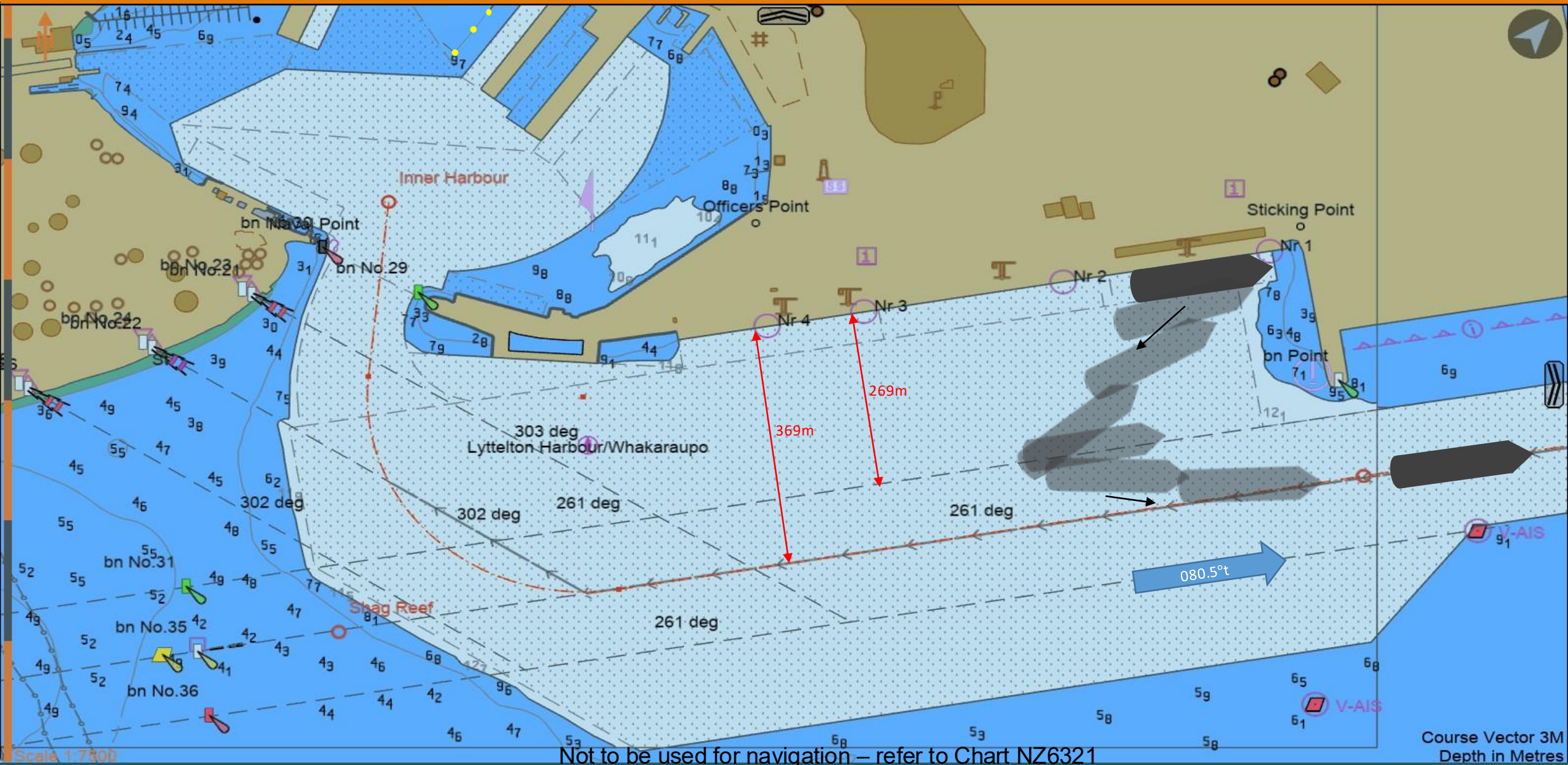
Clear Berth Wind Limits (3 second gusts)

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

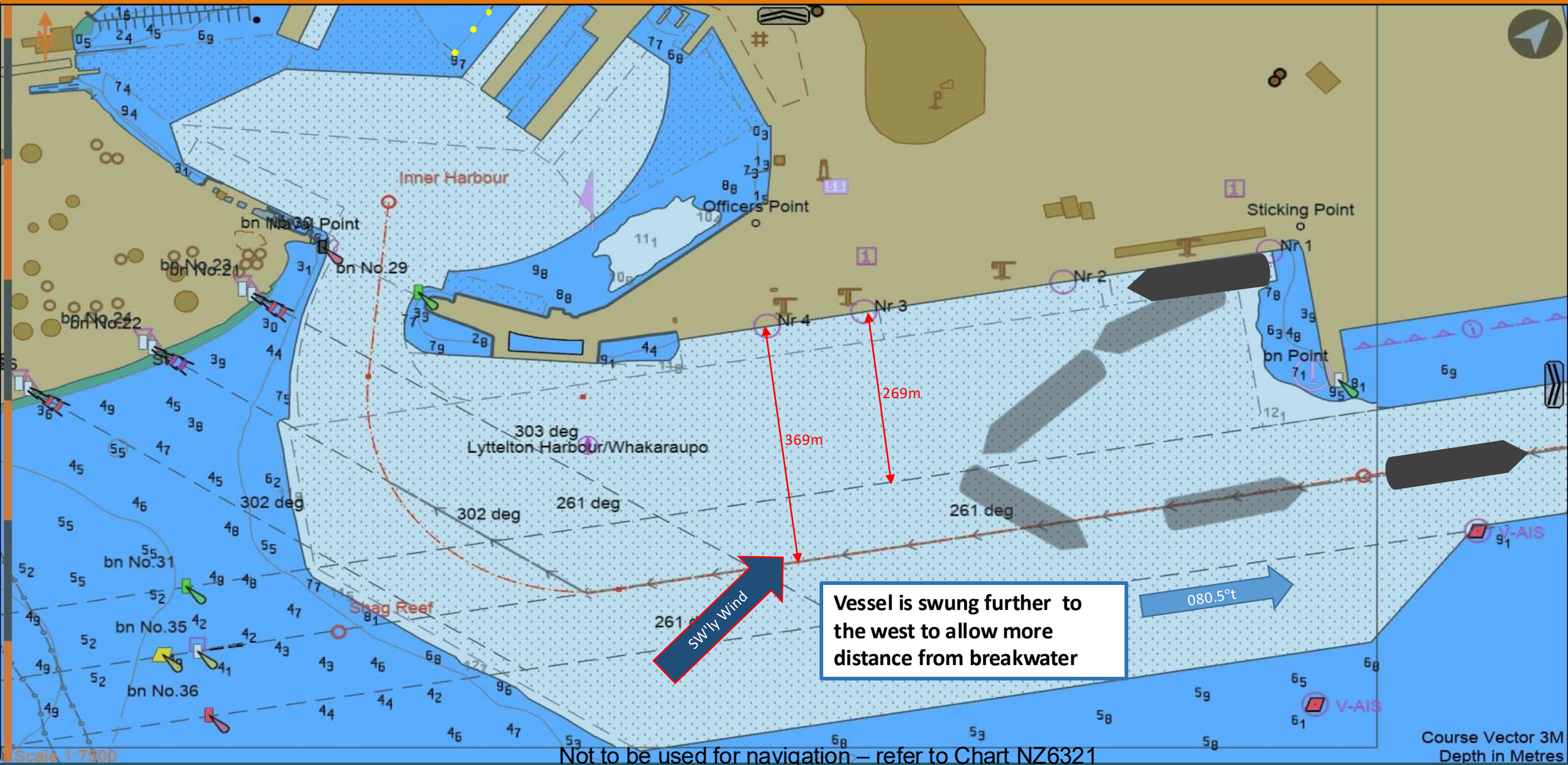
Departure: CQ1 SSTQ to Breakwater



Departure: CQ1 PSTQ to Breakwater

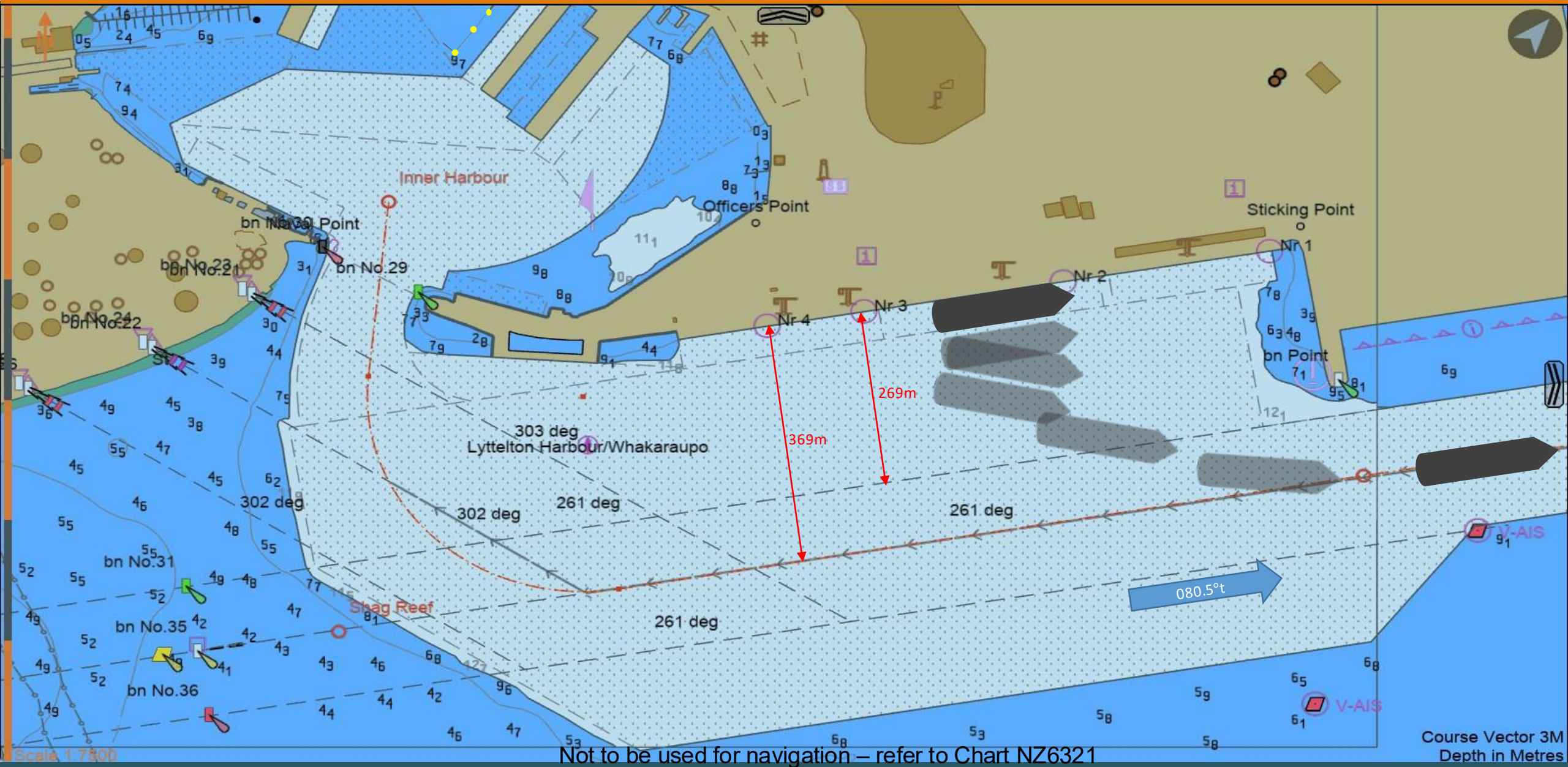


Departure: CQ1 SSTQ to Breakwater – Strong S'ly Wind



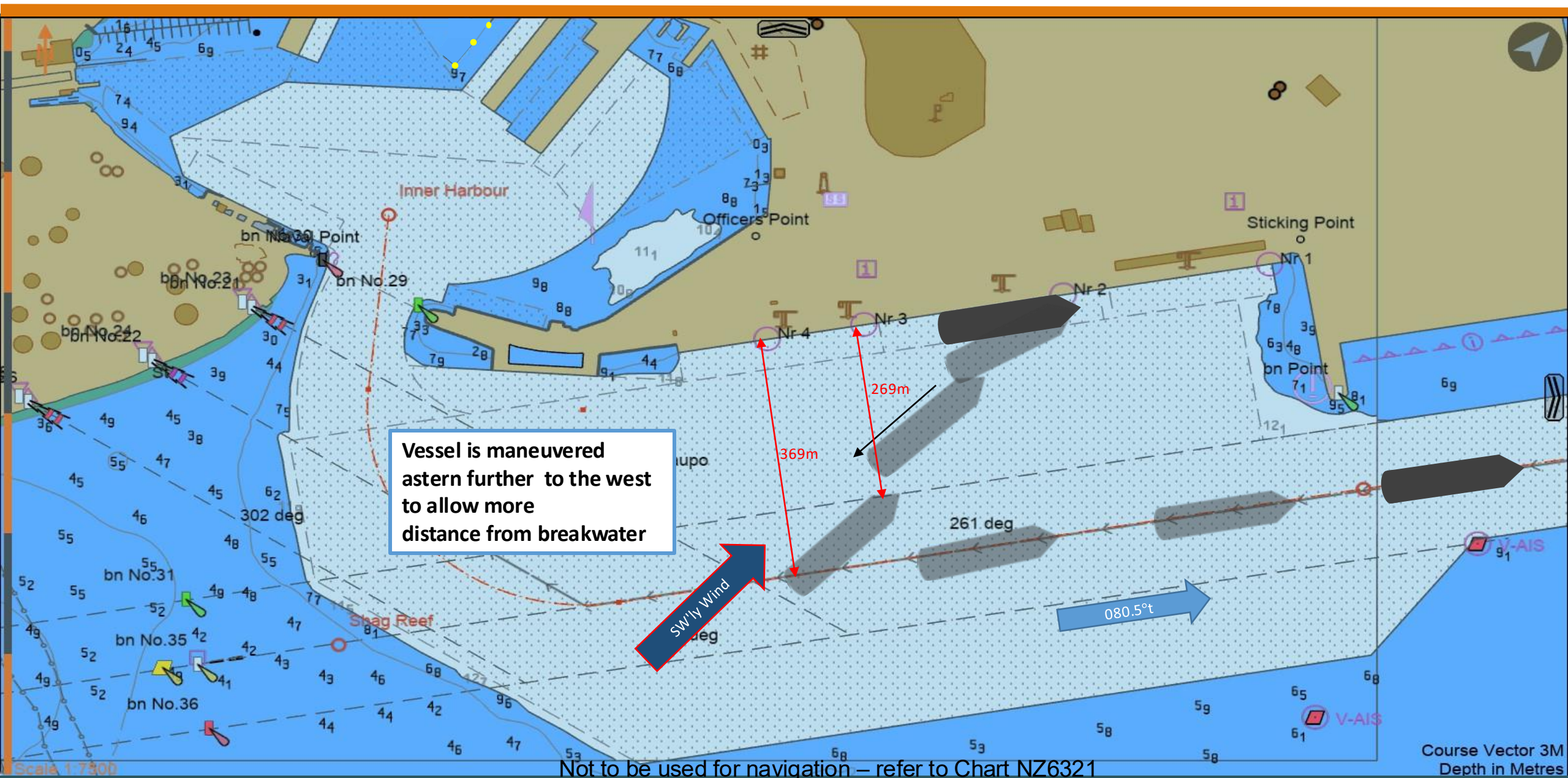
Departure: CQ-East PSTQ to Breakwater

COMMERCIAL

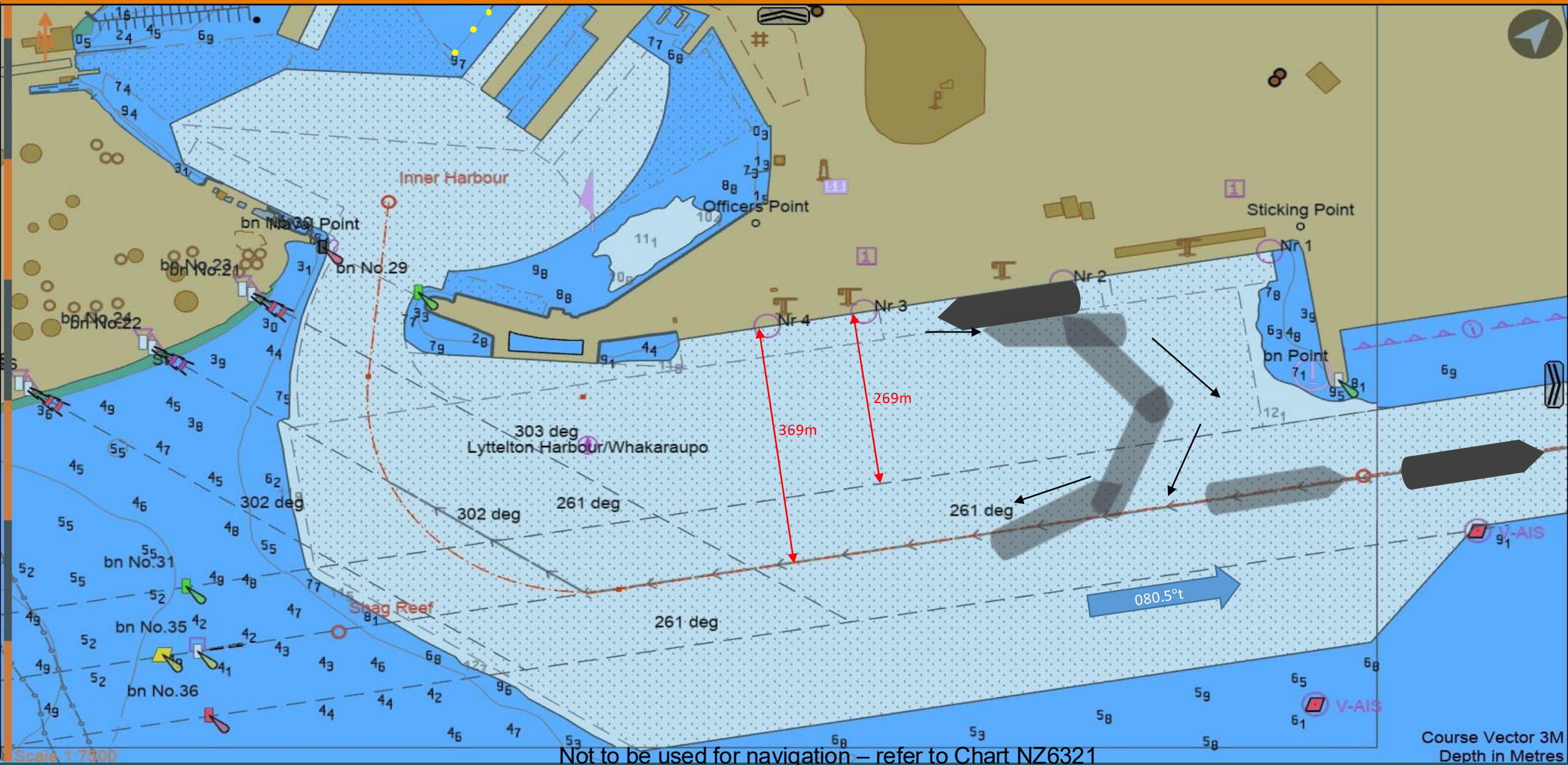


Not to be used for navigation – refer to Chart NZ6321

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

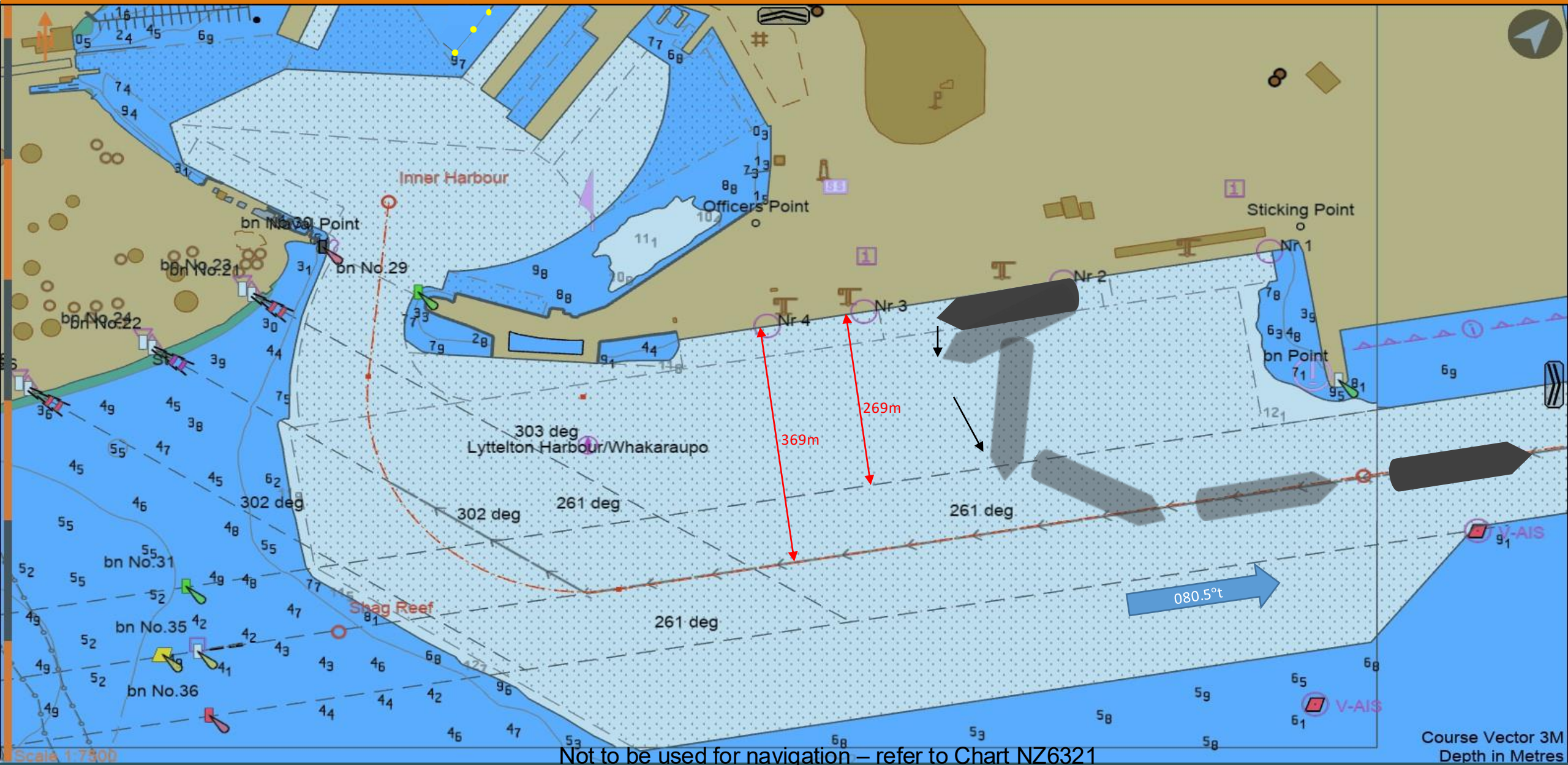


Departure: CQ-East SSTQ to Breakwater (Bow to Stbd)

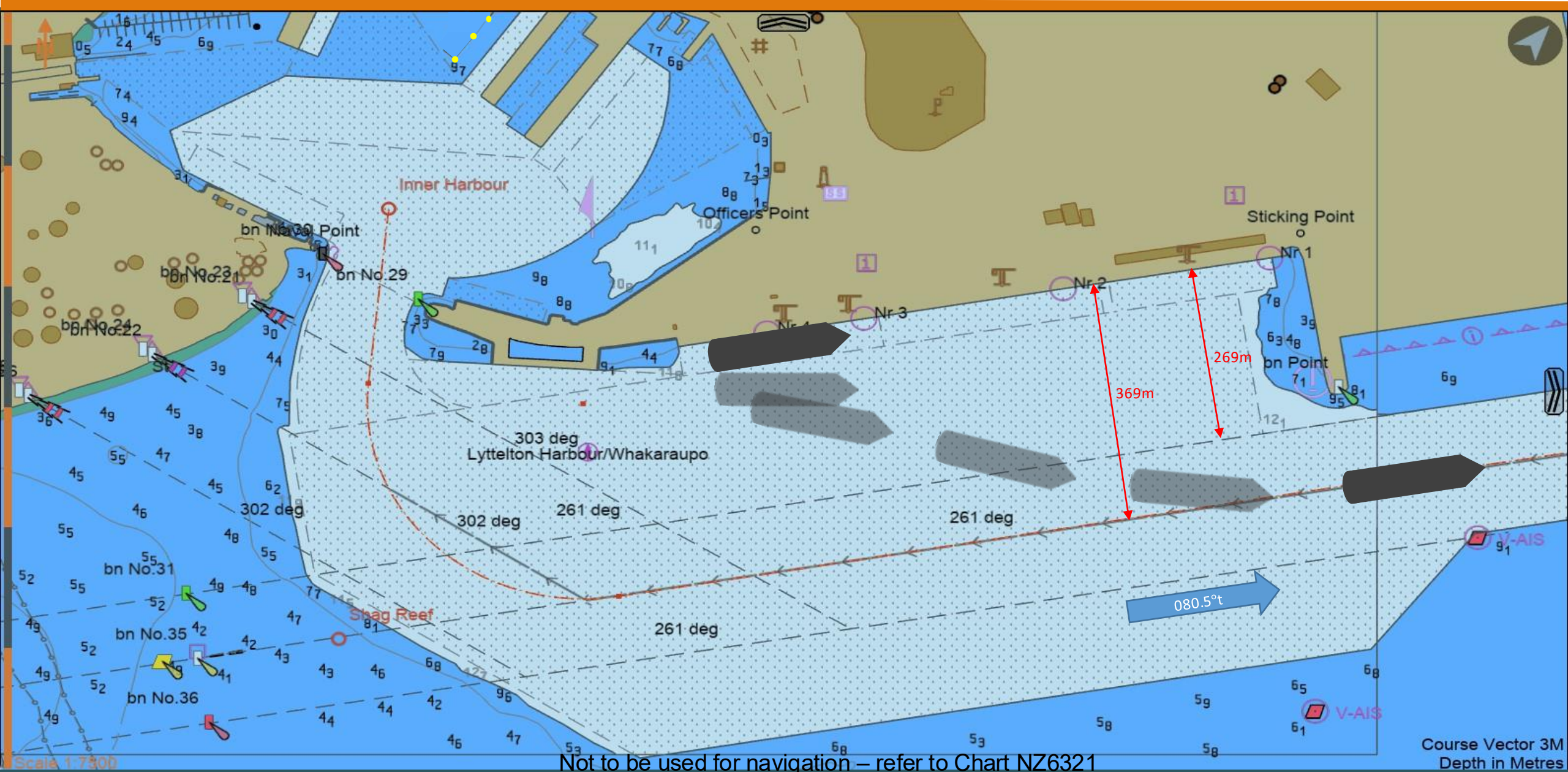


Departure: CQ-East SSTQ to Breakwater (Bow to Port)

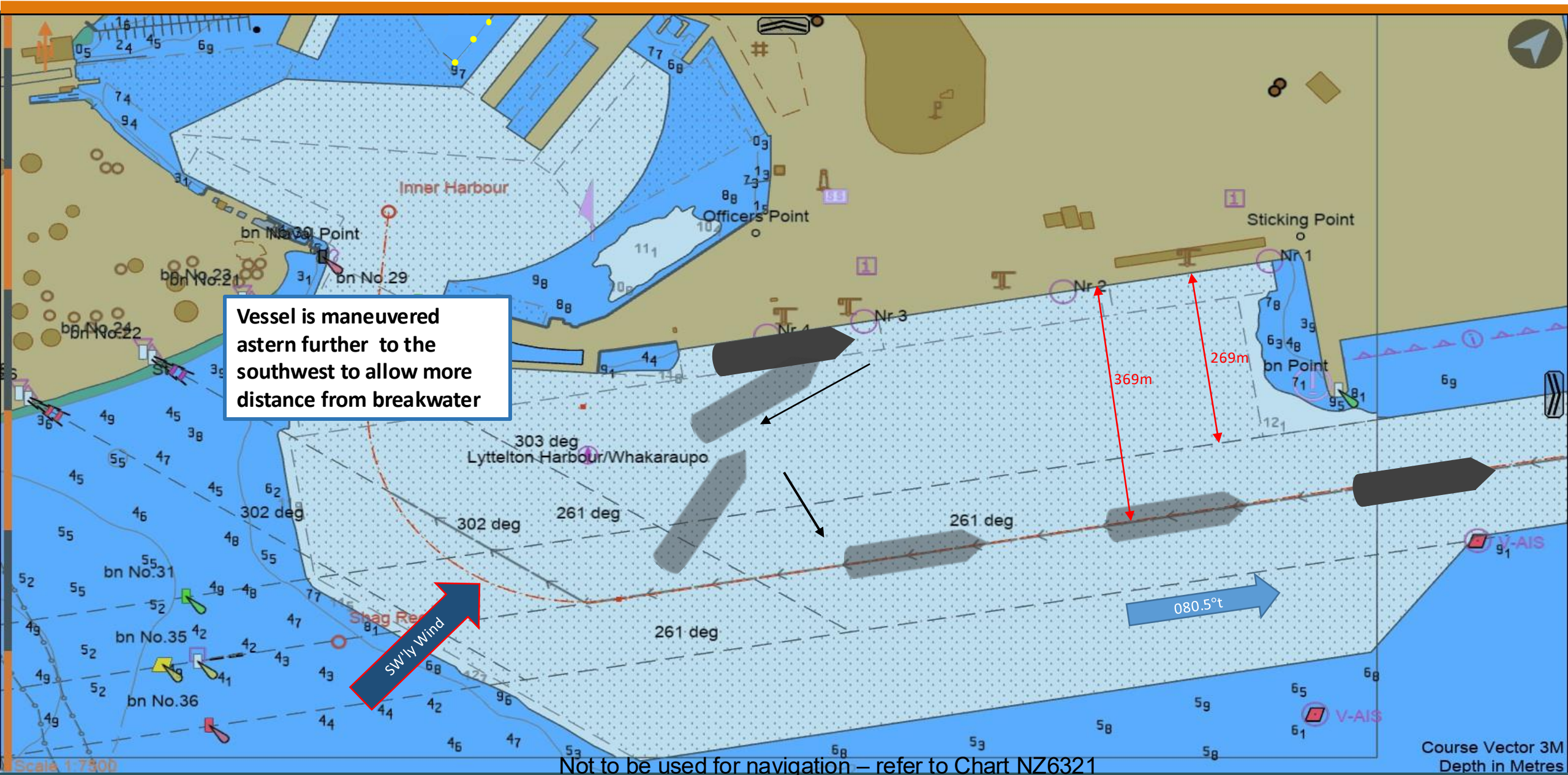
COMMERCIAL



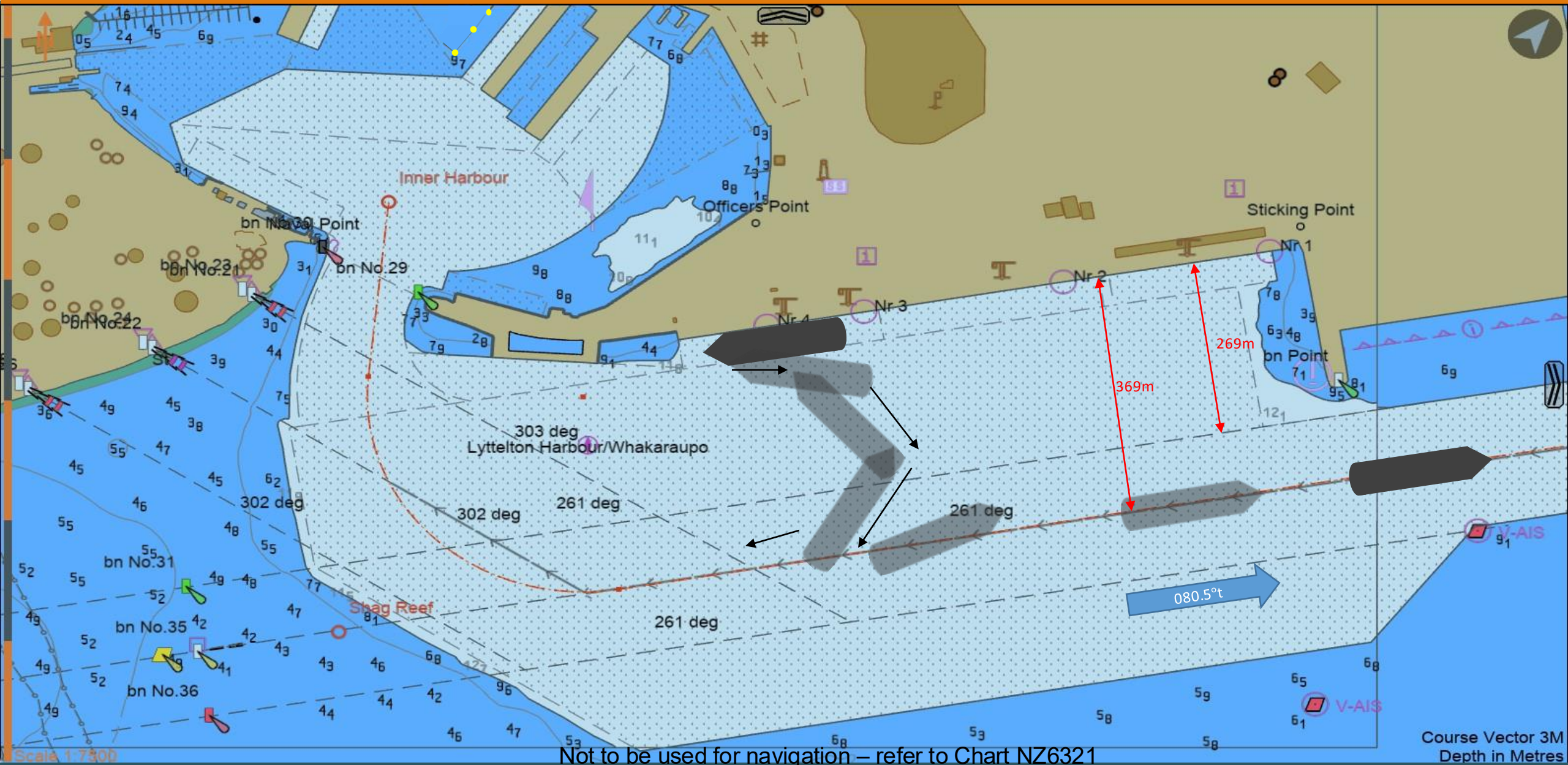
Departure: CQ-West PSTQ to Breakwater



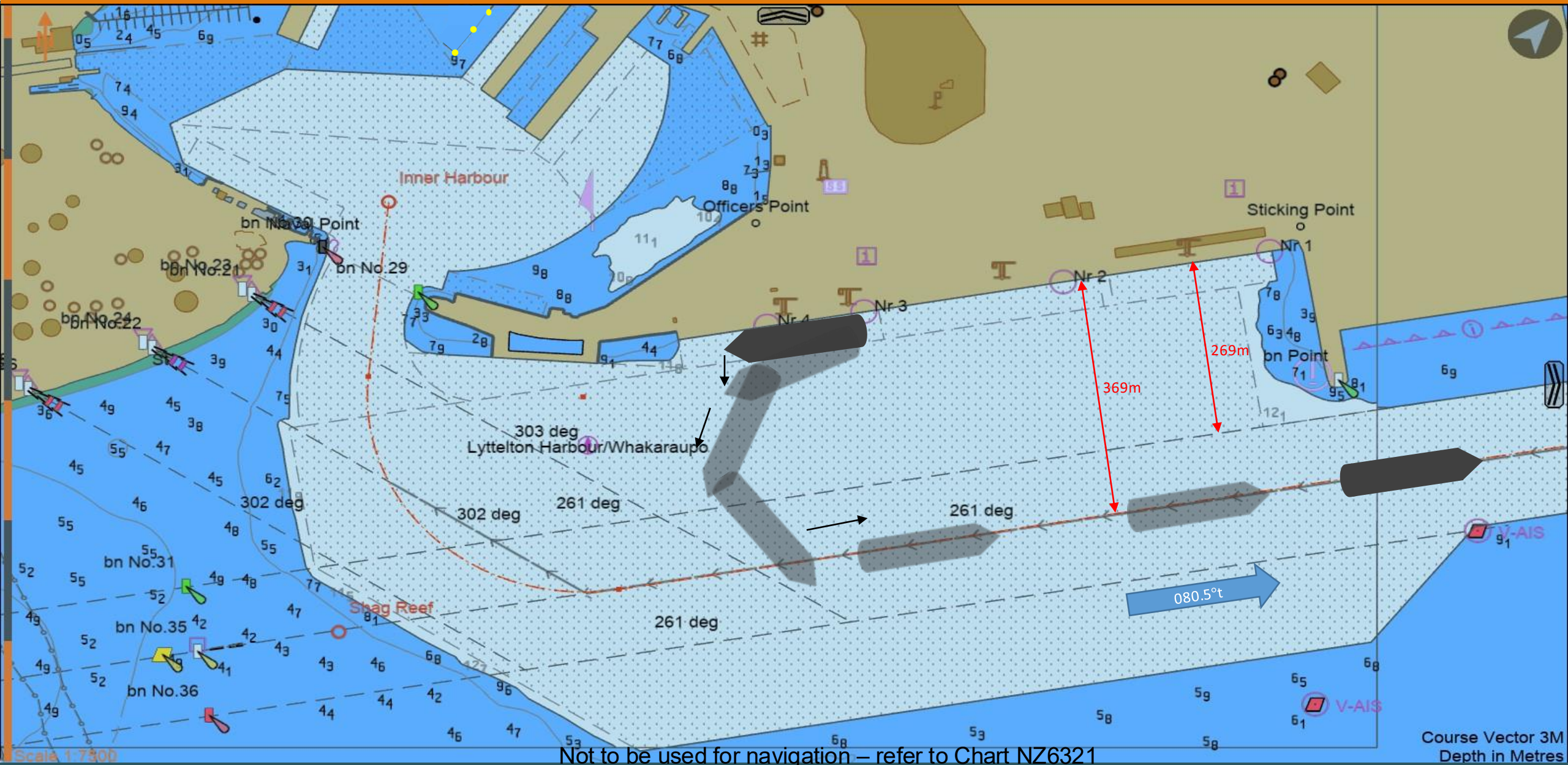
Departure: CQ-West PSTQ to Breakwater – Strong SW'y Wind



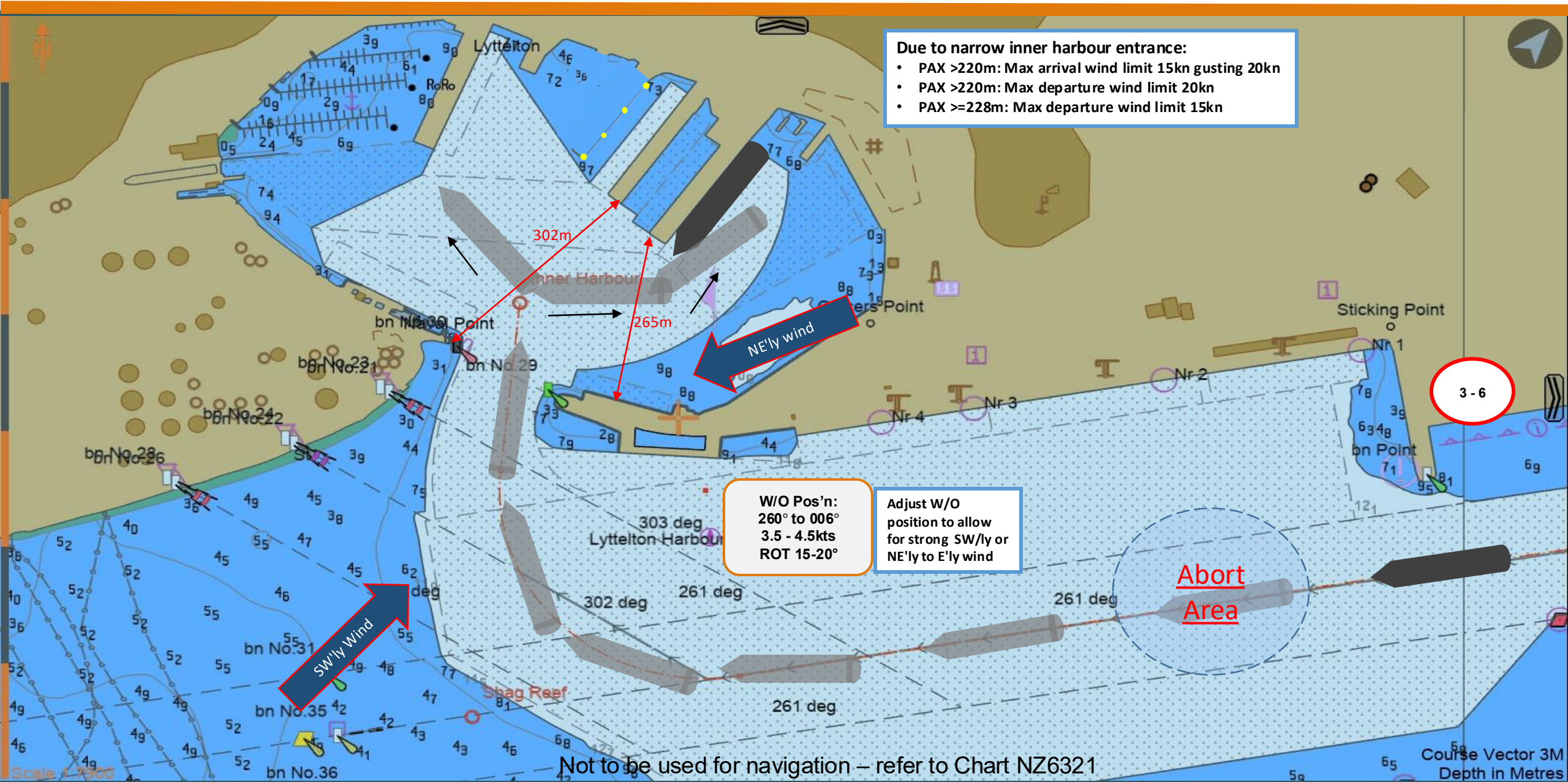
Departure: CQ-West SSTQ to Breakwater (Bow to Stbd)



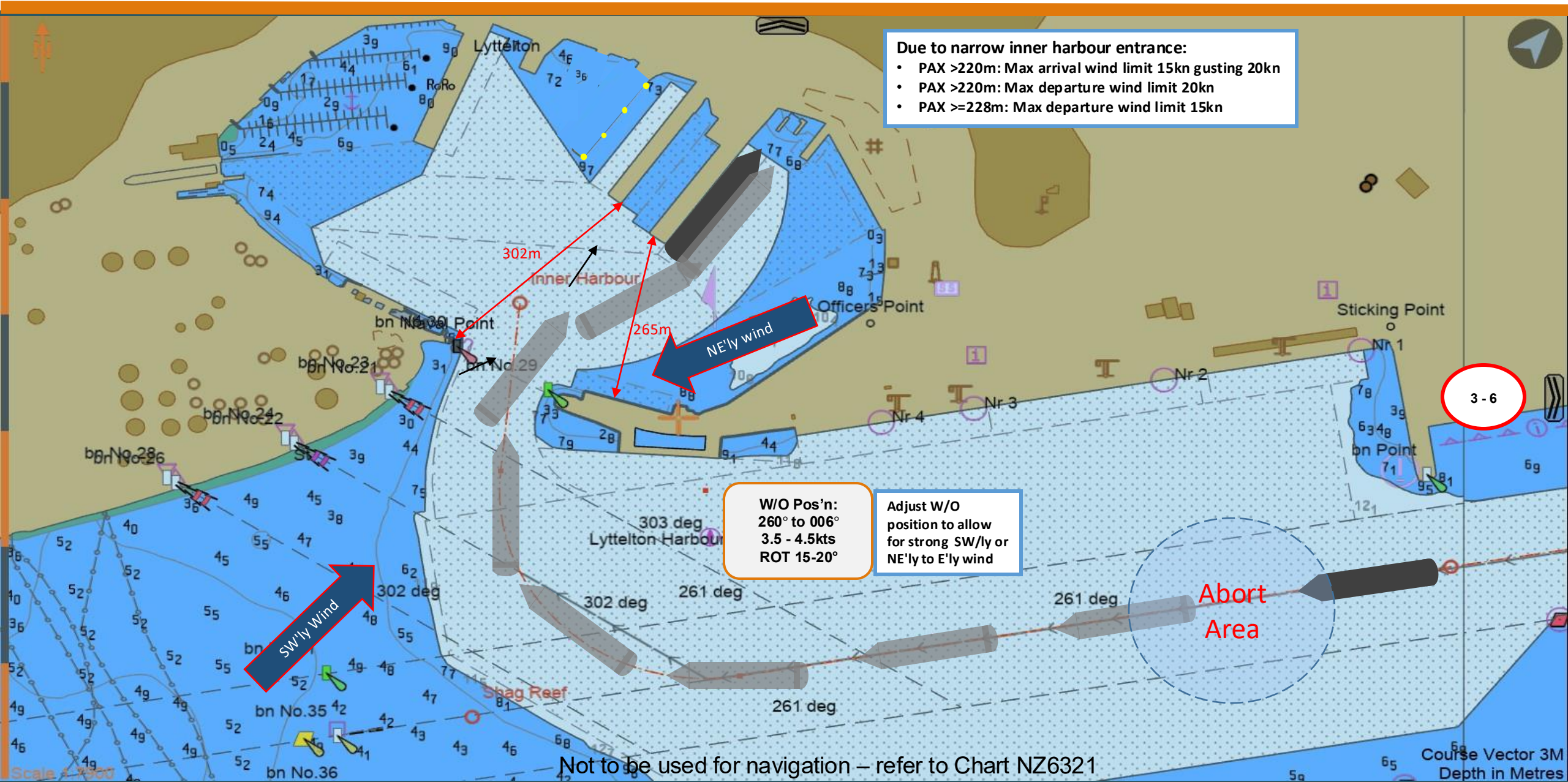
Departure: CQ-West SSTQ to Breakwater (Bow to Port)



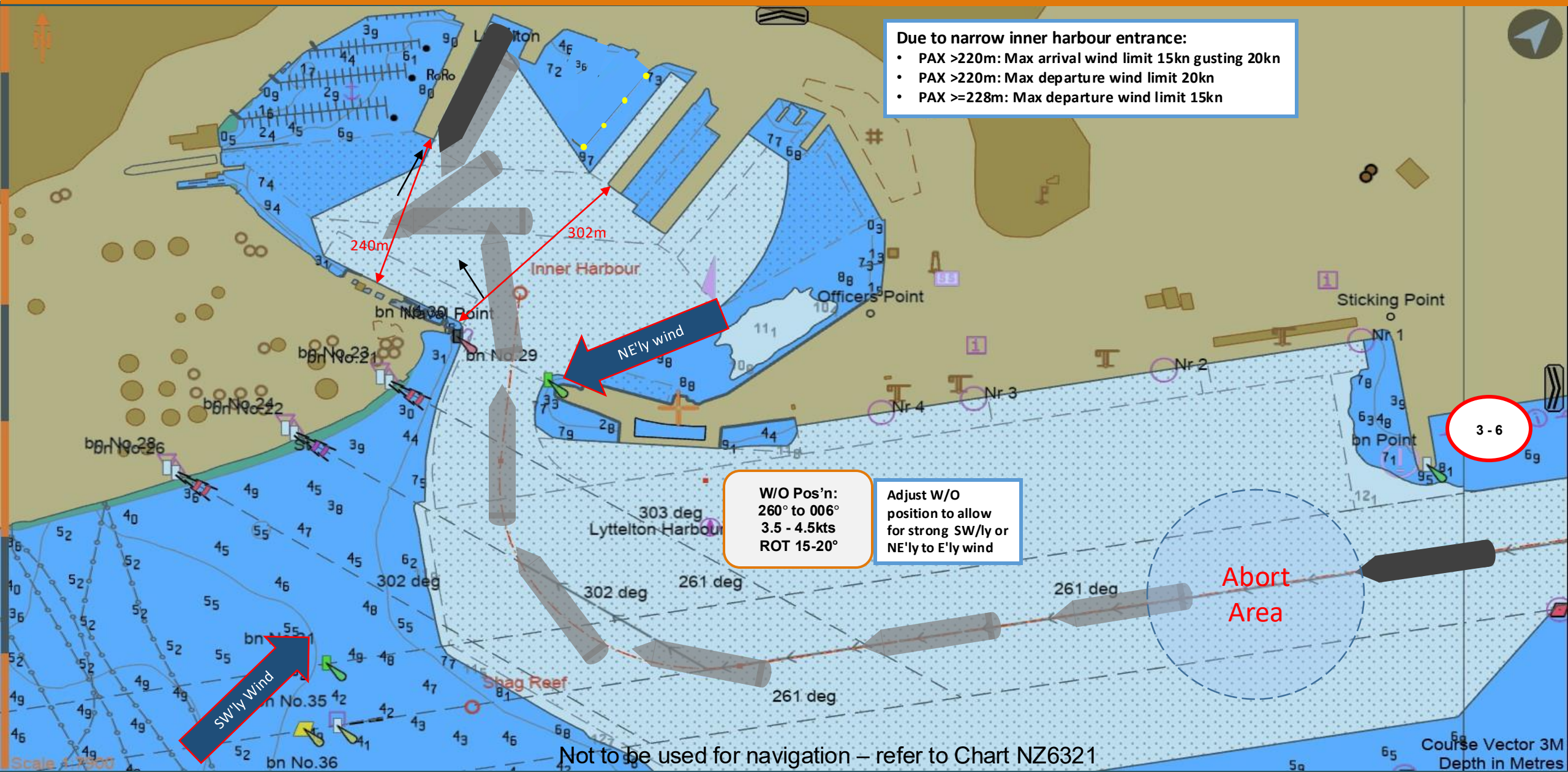
Arrival: Breakwater to 2East SSTQ



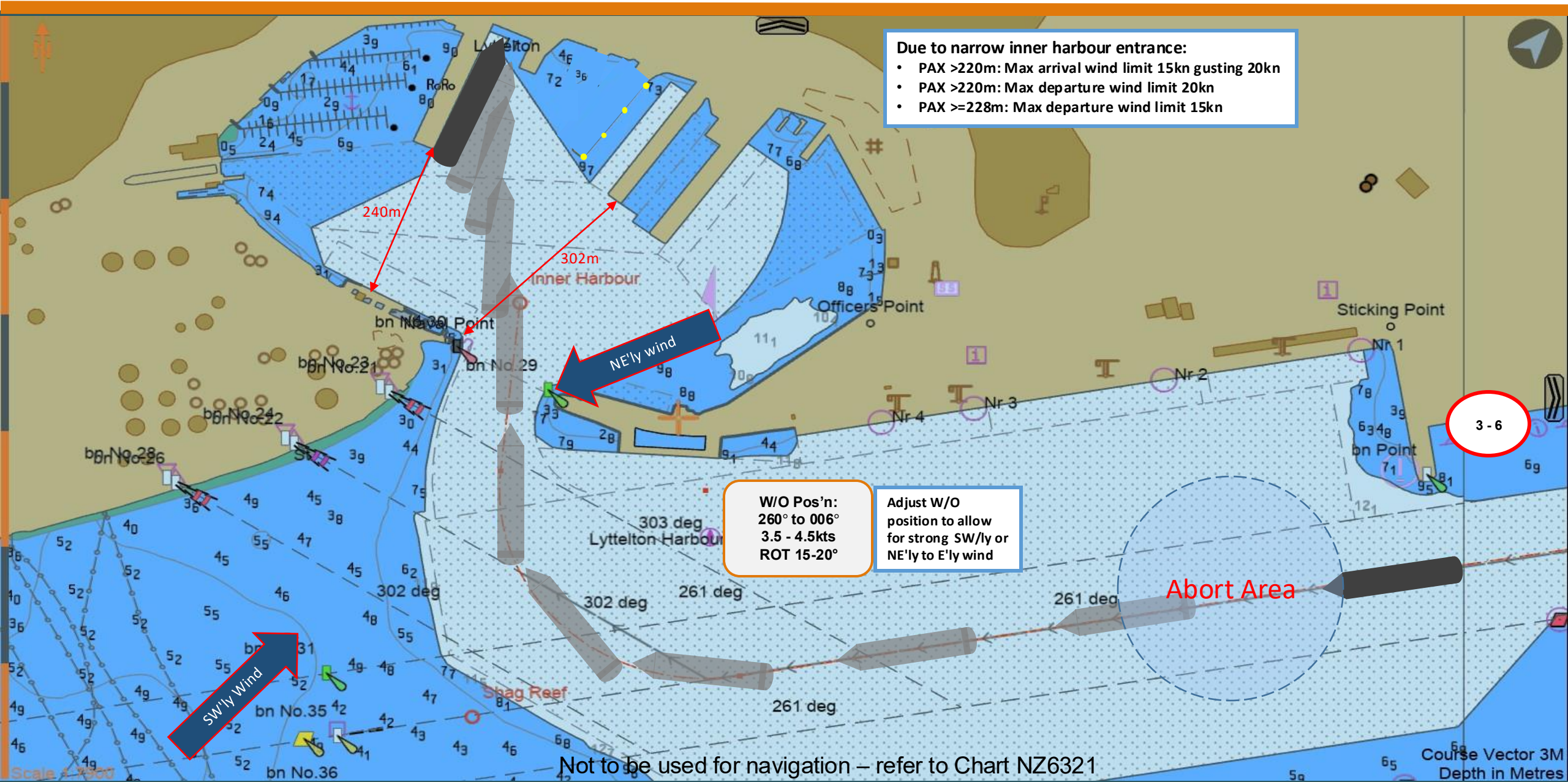
Arrival: Breakwater to 2East PSTQ



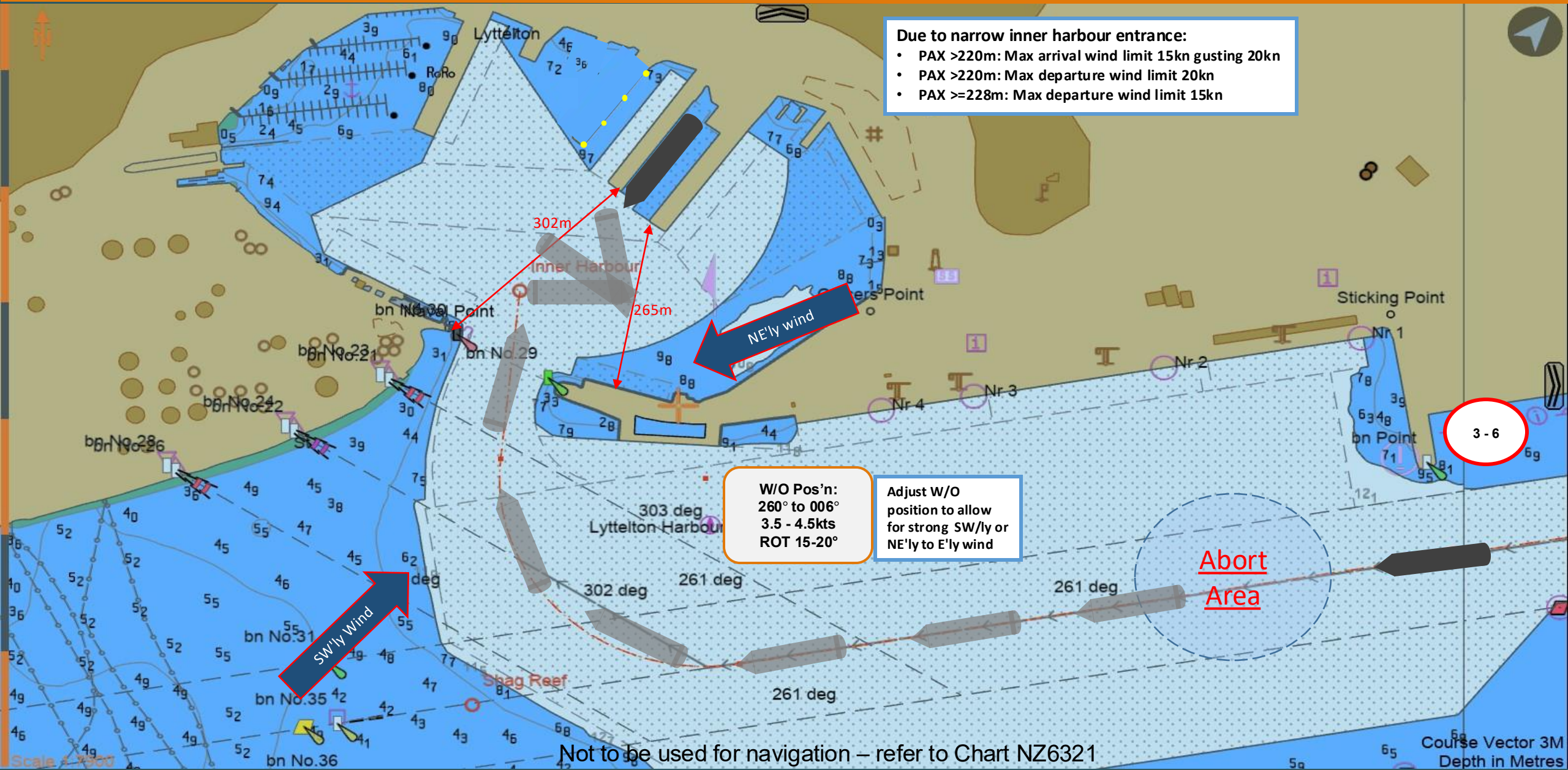
Arrival: Breakwater to 7East SSTQ



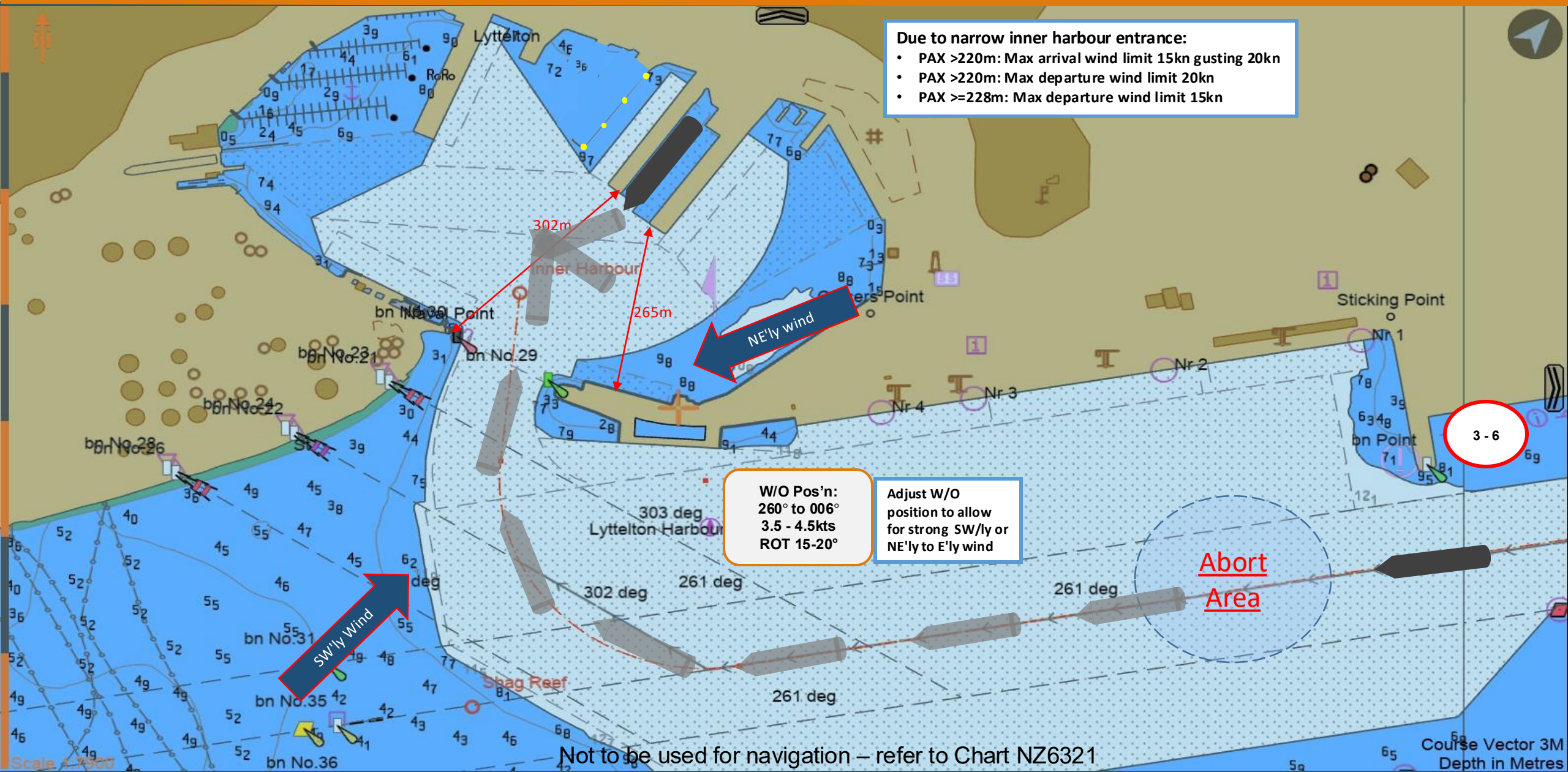
Arrival: Breakwater to 7East PSTQ



Arrival: Breakwater to 3East SSTQ Bow To STBD

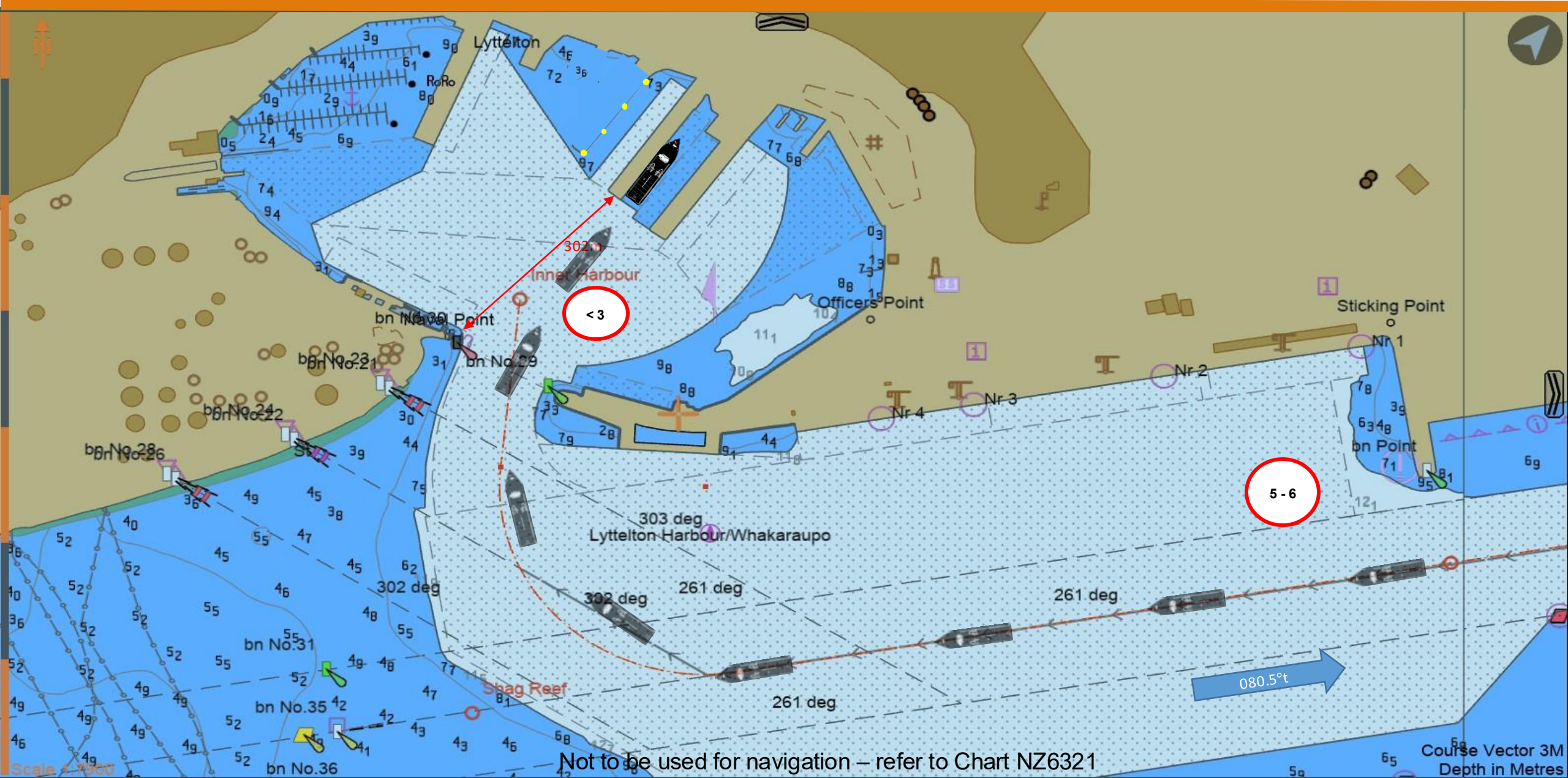


Arrival: Breakwater to 3East SSTQ Bow To PORT



COMMERCIAL

Arrival: Breakwater to 3East PSTQ

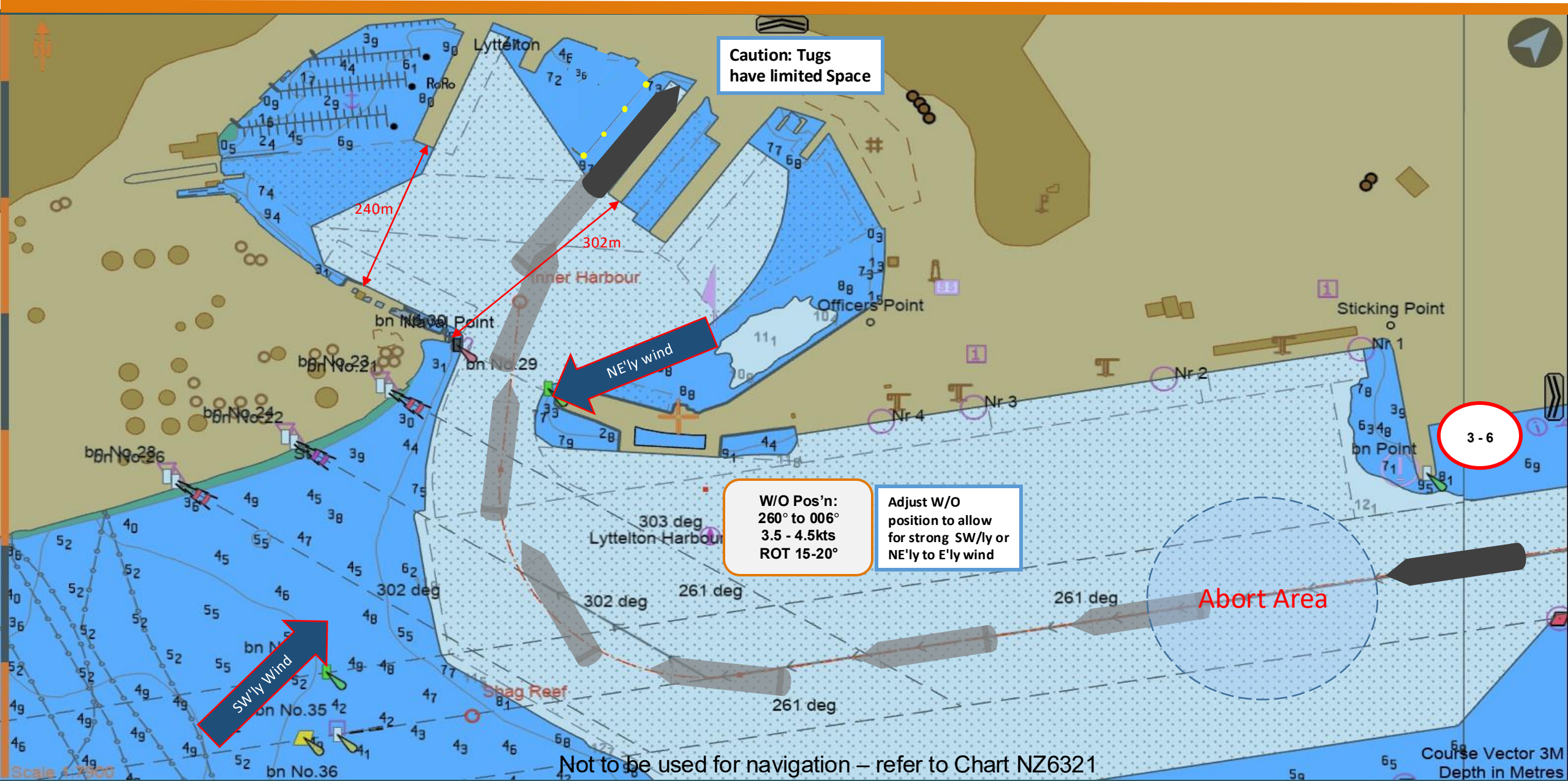


Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

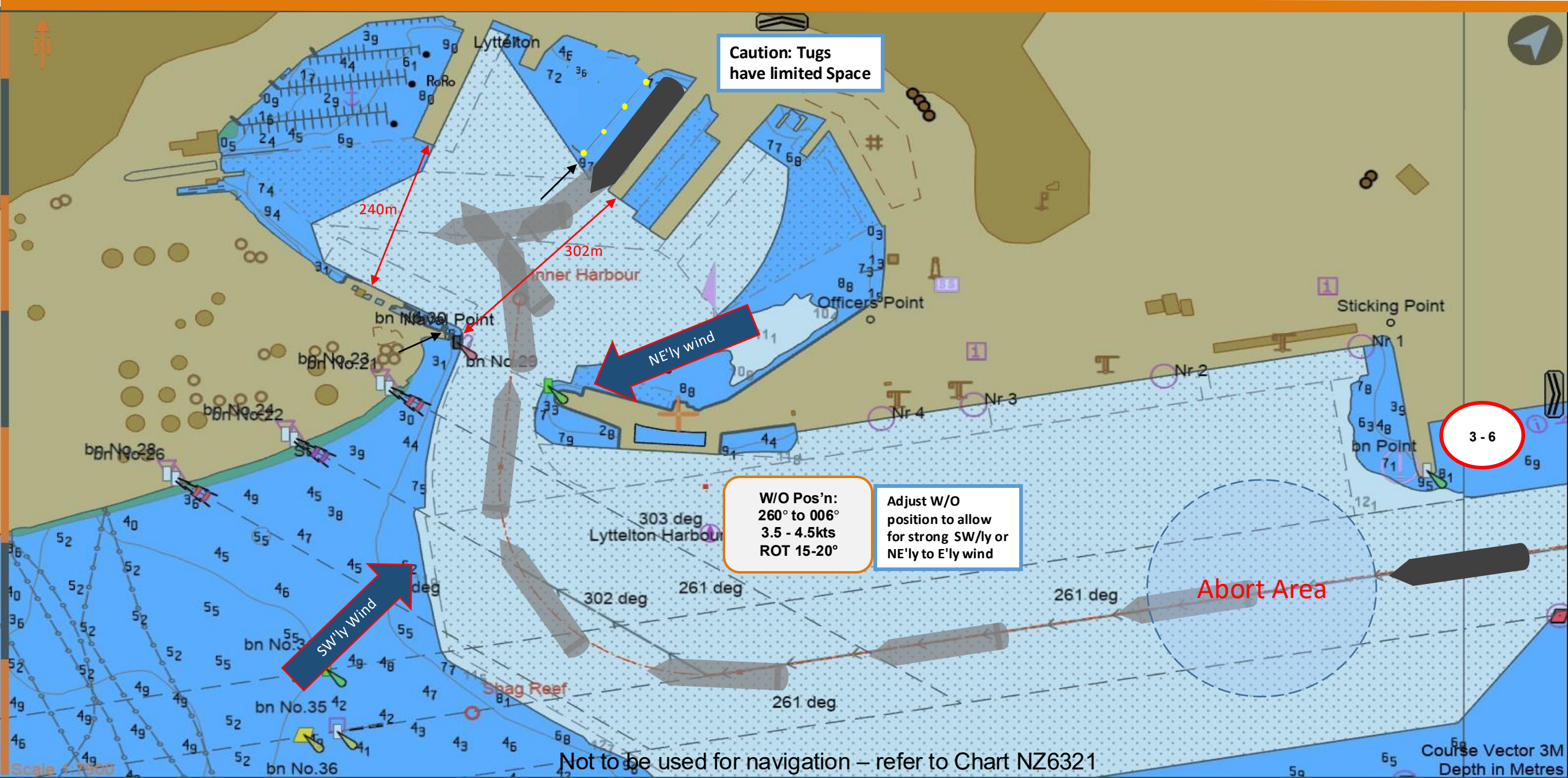
COMMERCIAL

Arrival: Breakwater to 3West SSTQ



COMMERCIAL

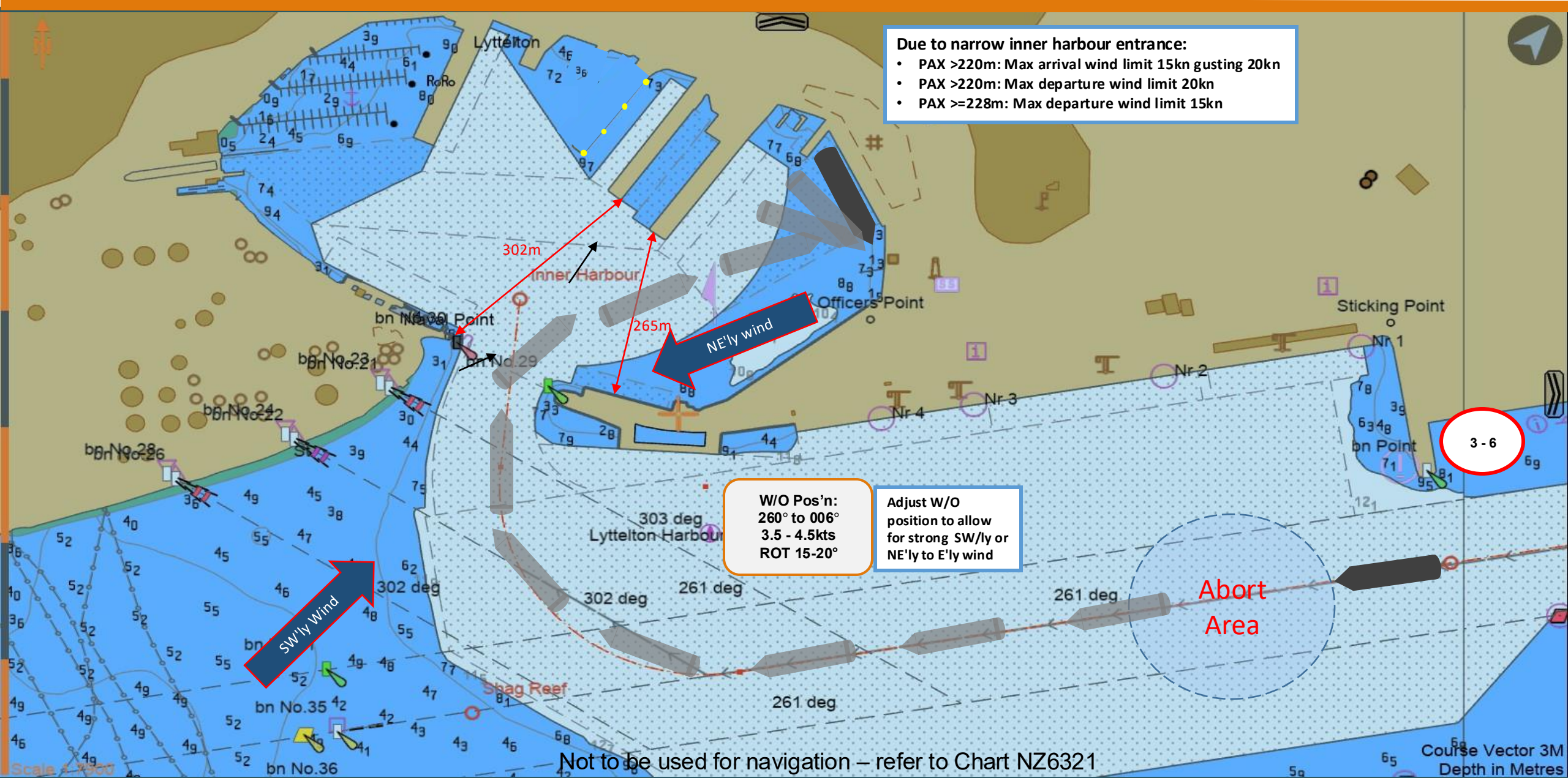
Arrival: Breakwater to 3West PSTQ



Not to be used for navigation – refer to Chart NZ6321

COMMERCIAL

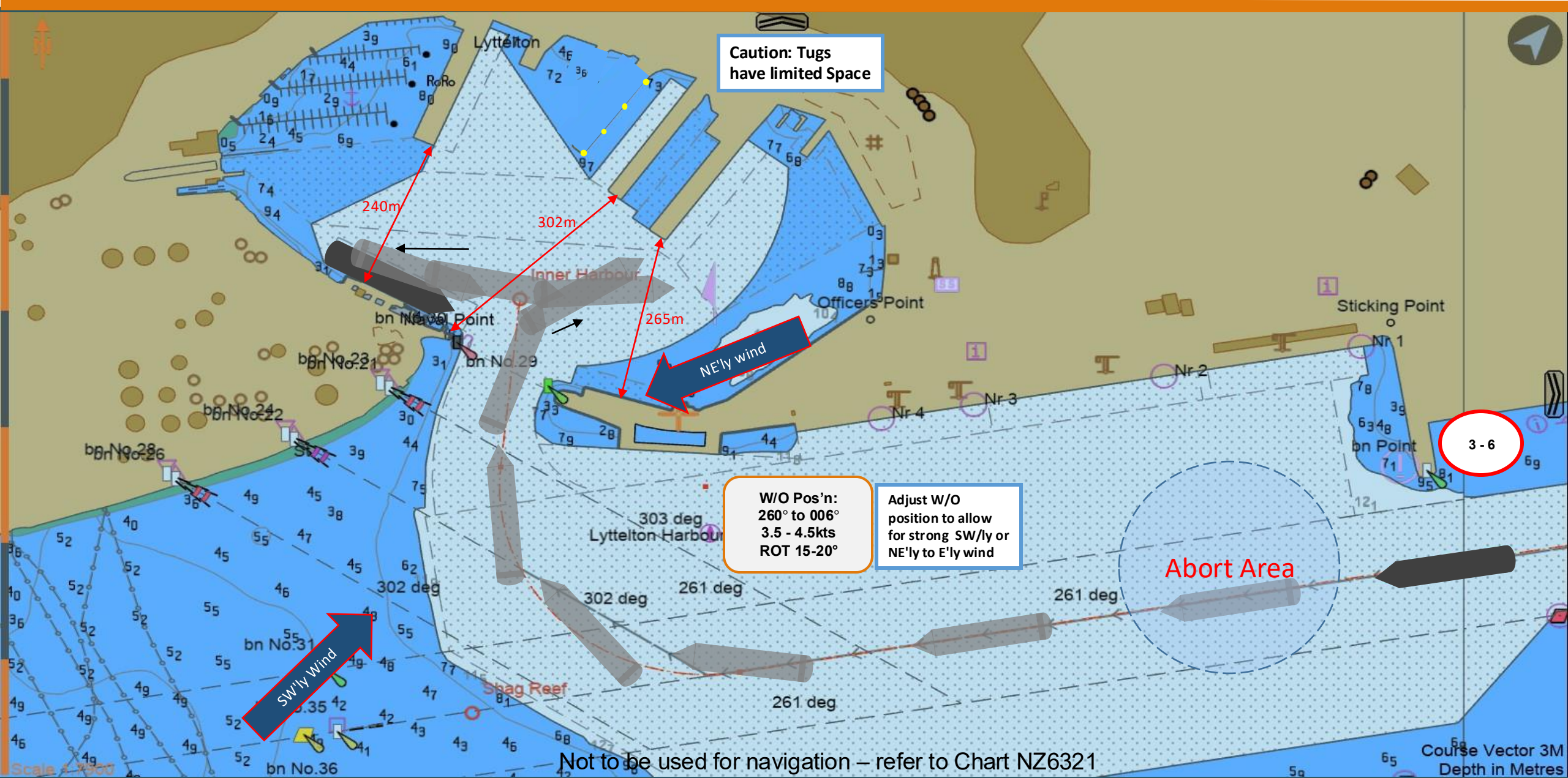
Arrival: Breakwater to 1BW PSTQ



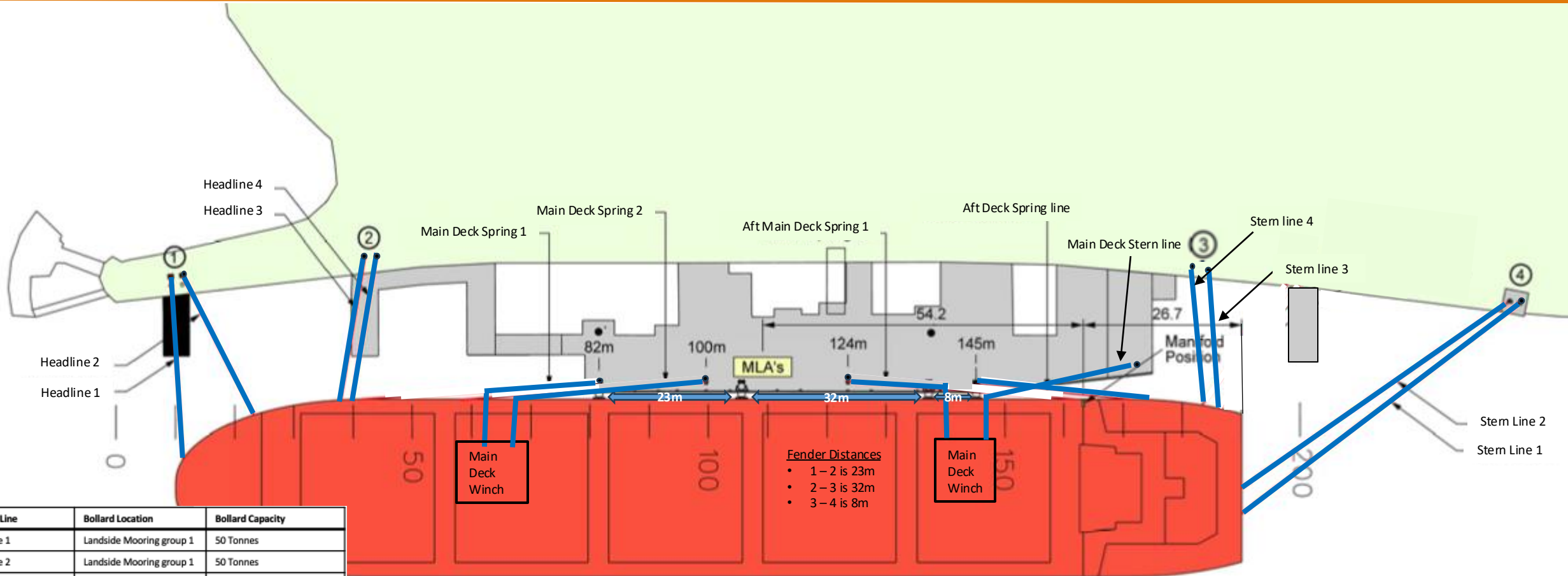
Not to be used for navigation – refer to Chart NZ6321

COMMERCIAL

Arrival: Breakwater to Oil Berth SSTQ



Oil Berth Arrival Tanker 183m LOA – Mooring Operation



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

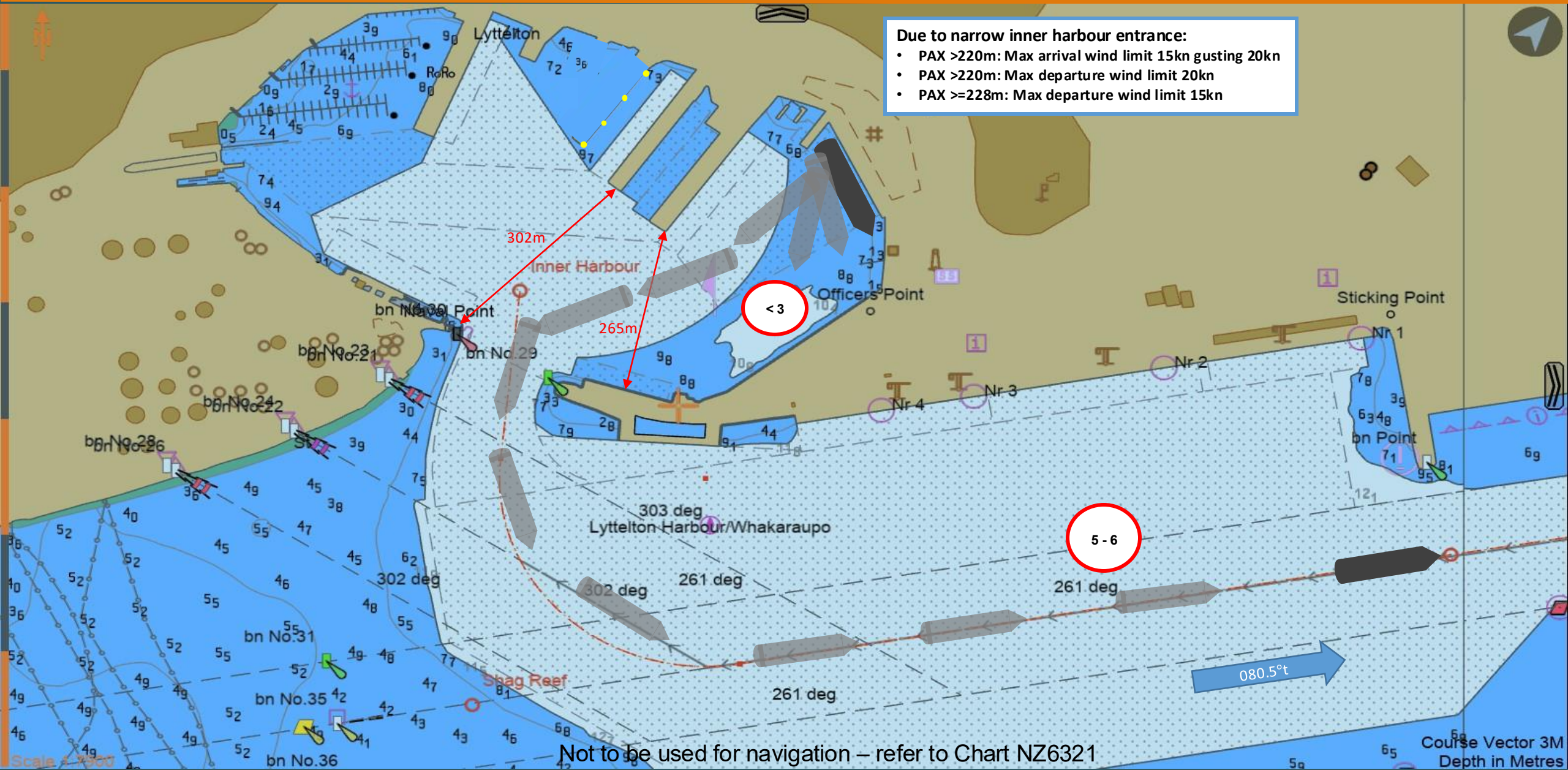
- Clear Berth limit 60 knots (3 Second Gusts)
- When the wind speed forecast is SW 45 Knots, the Oil Company, Liquidgas, the Ship and the Duty Pilot are to review the forecast and if wind is forecast to strengthen:
 - Discharge operations to stop.
 - The MLA / LPG arm to be disconnected.
 - A Tug will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

COMMERCIAL

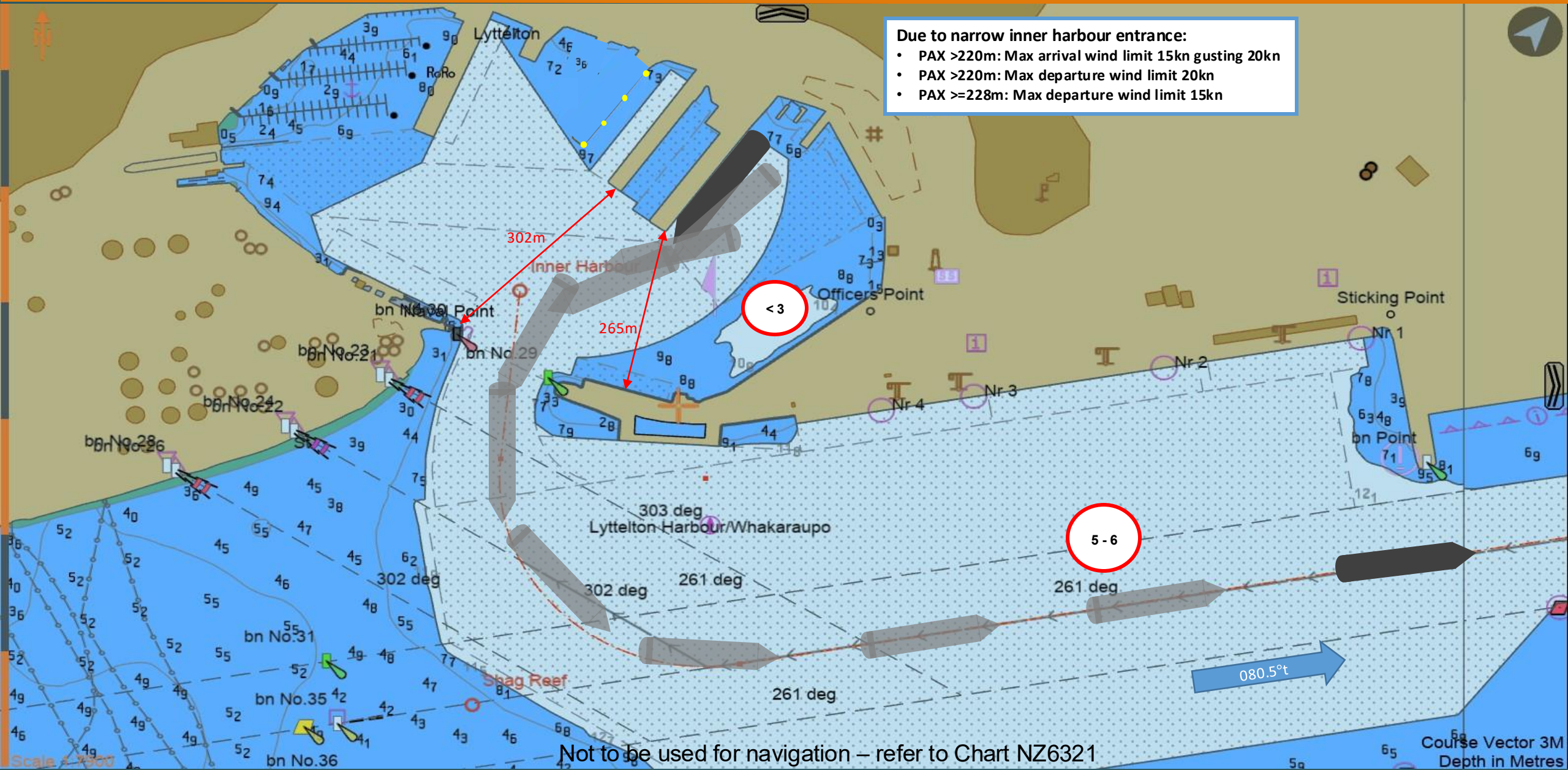
Departure: 1BW PSTQ to Breakwater



Not to be used for navigation – refer to Chart NZ6321

COMMERCIAL

Departure: 2East SSTQ to Breakwater



Not to be used for navigation – refer to Chart NZ6321

Departure: 2East SSTQ to Breakwater

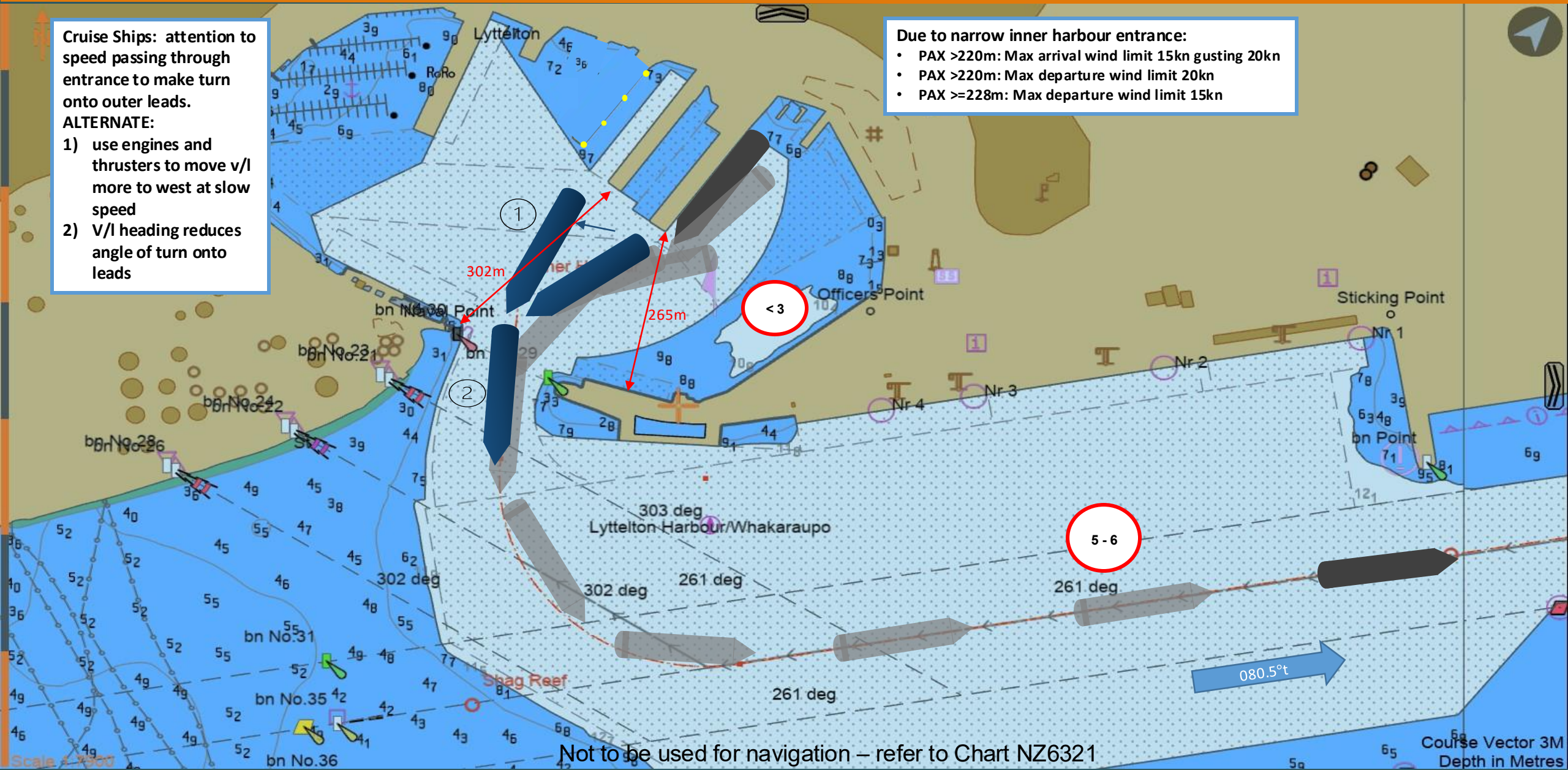
Cruise Ships: attention to speed passing through entrance to make turn onto outer leads.

ALTERNATE:

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

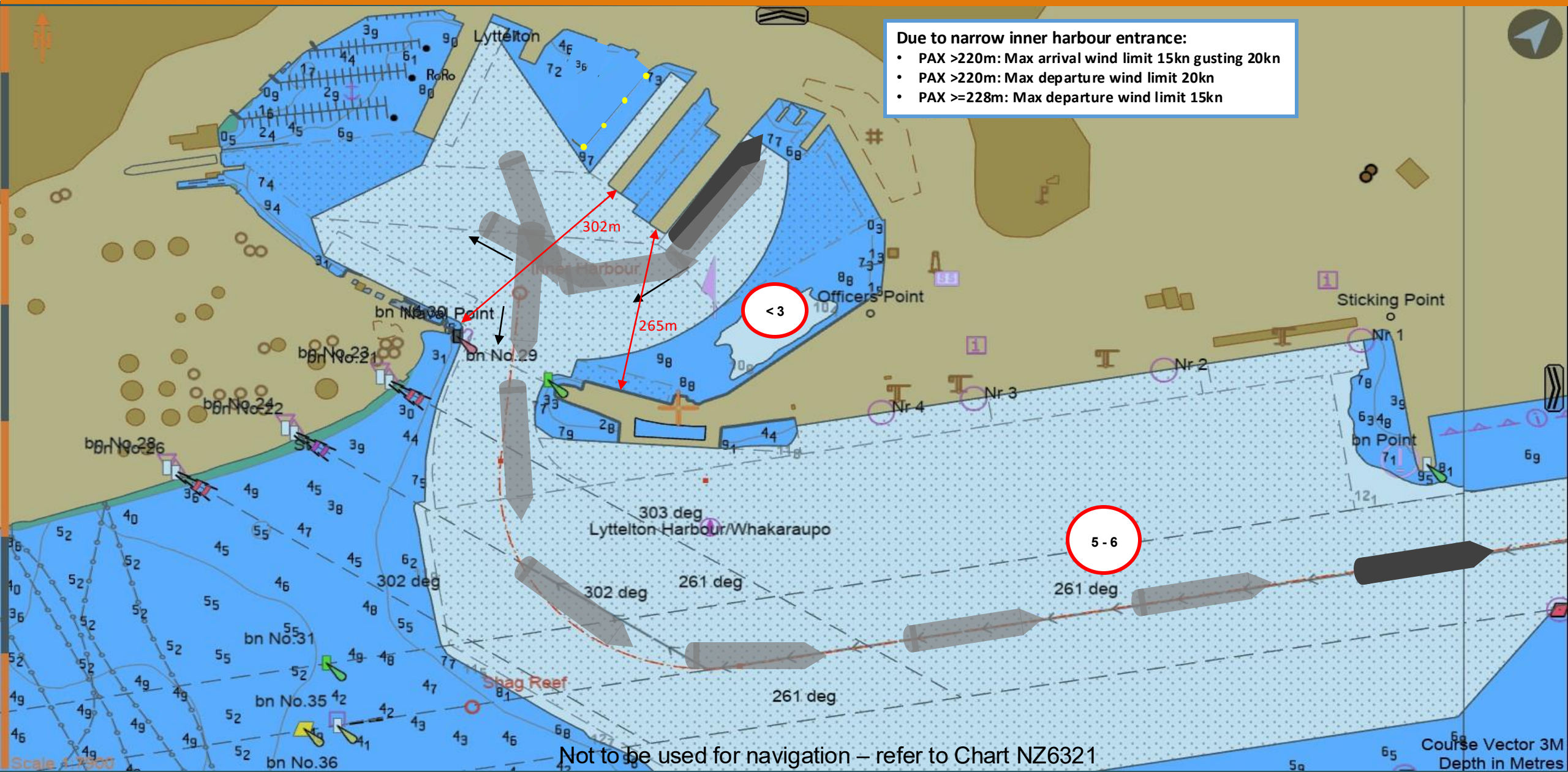
Due to narrow inner harbour entrance:

- PAX >220m: Max arrival wind limit 15kn gusting 20kn
- PAX >220m: Max departure wind limit 20kn
- PAX >=228m: Max departure wind limit 15kn

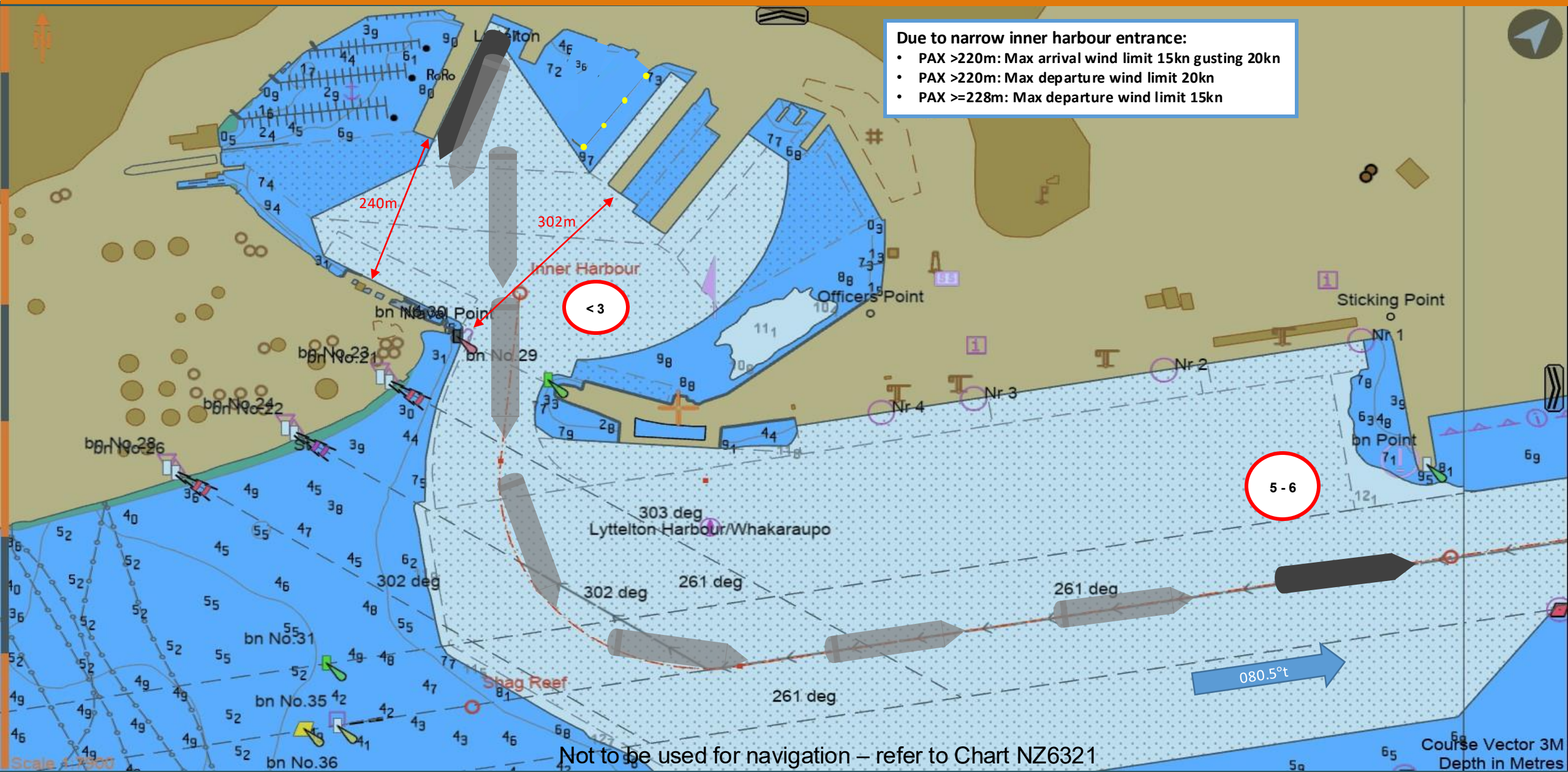


Not to be used for navigation – refer to Chart NZ6321

Departure: 2East PSTQ to Breakwater

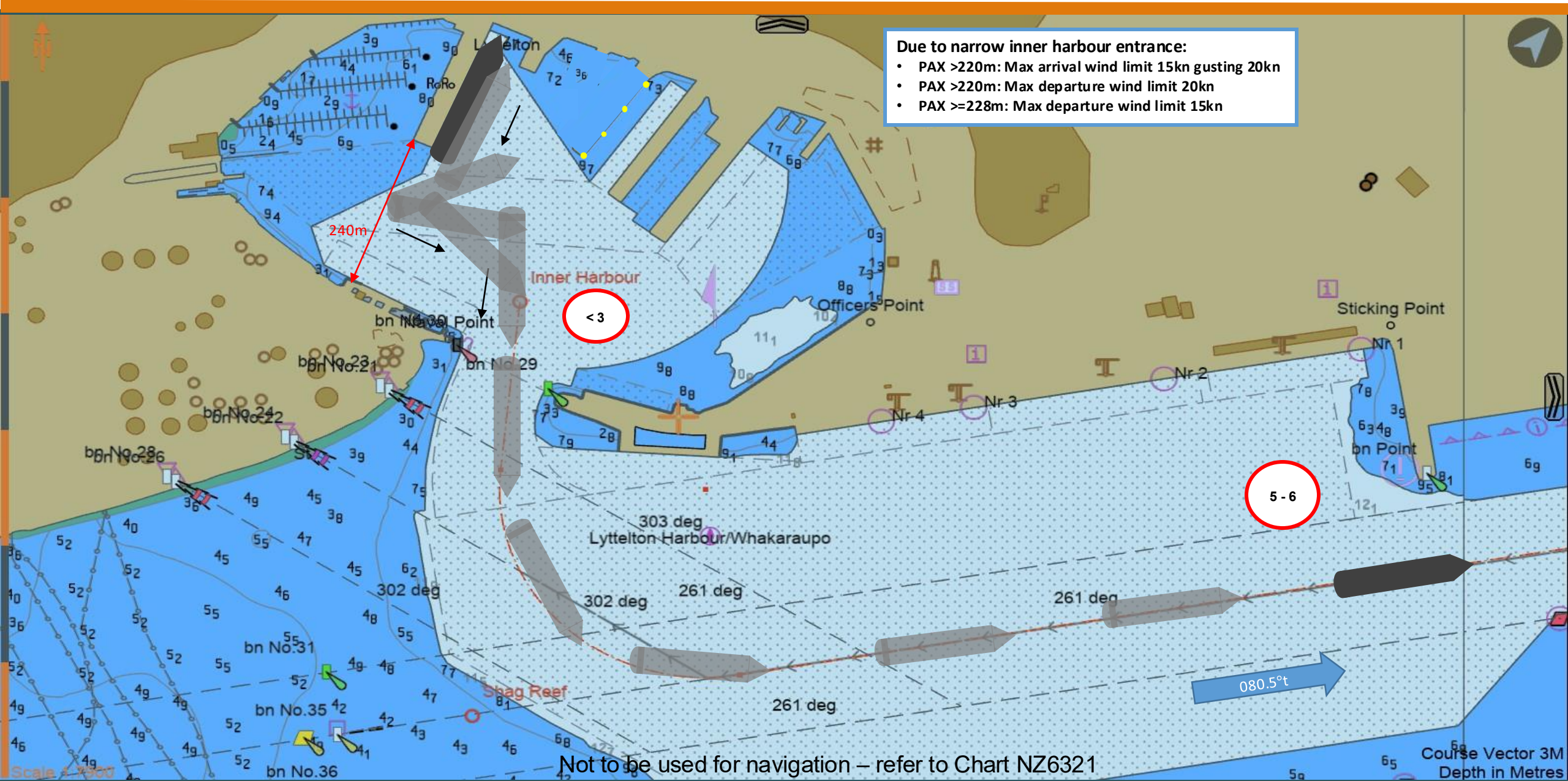


Departure: 7East SSTQ to Breakwater



Not to be used for navigation – refer to Chart NZ6321

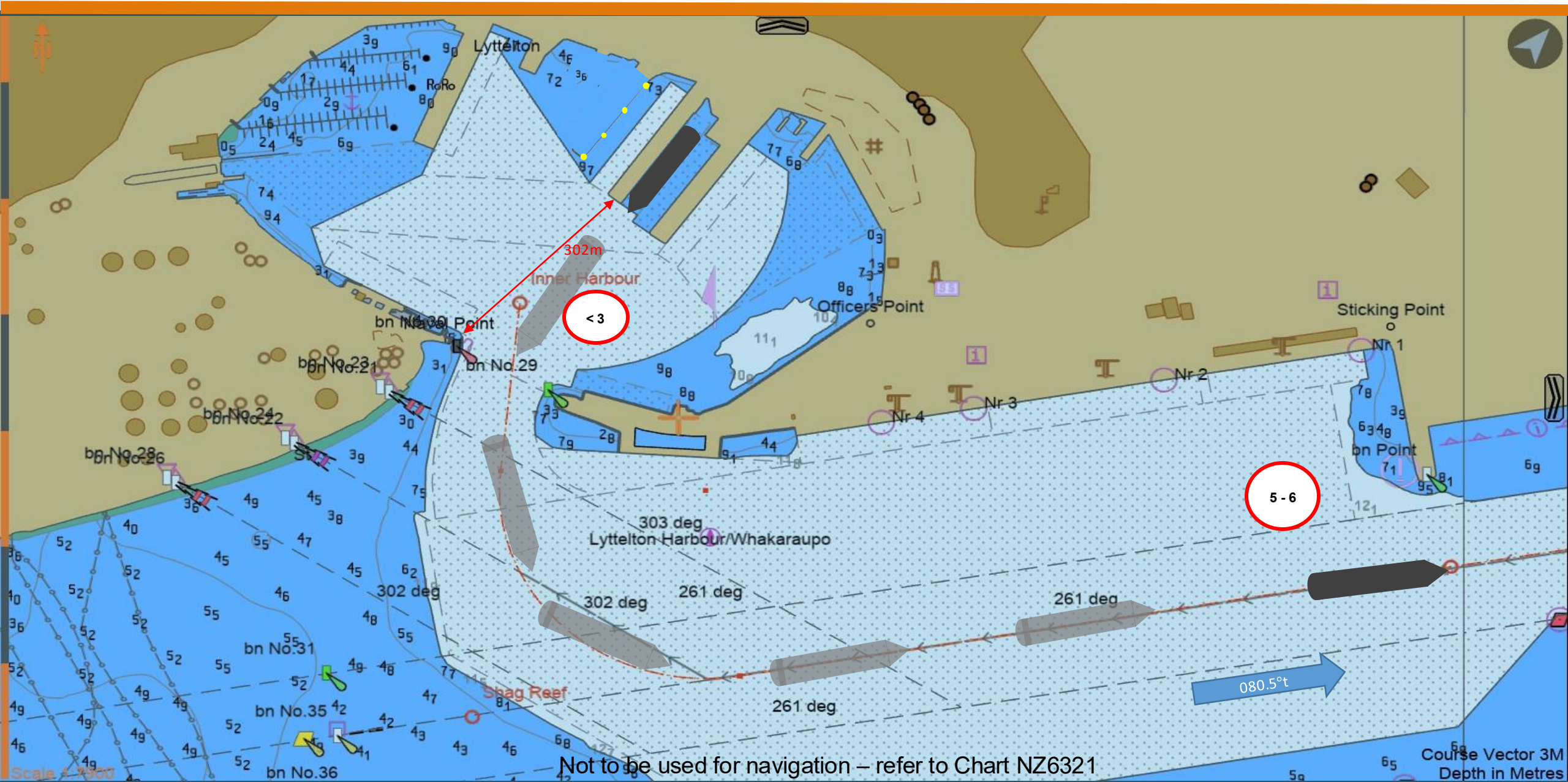
Departure: 7East PSTQ to Breakwater



Not to be used for navigation – refer to Chart NZ6321

COMMERCIAL

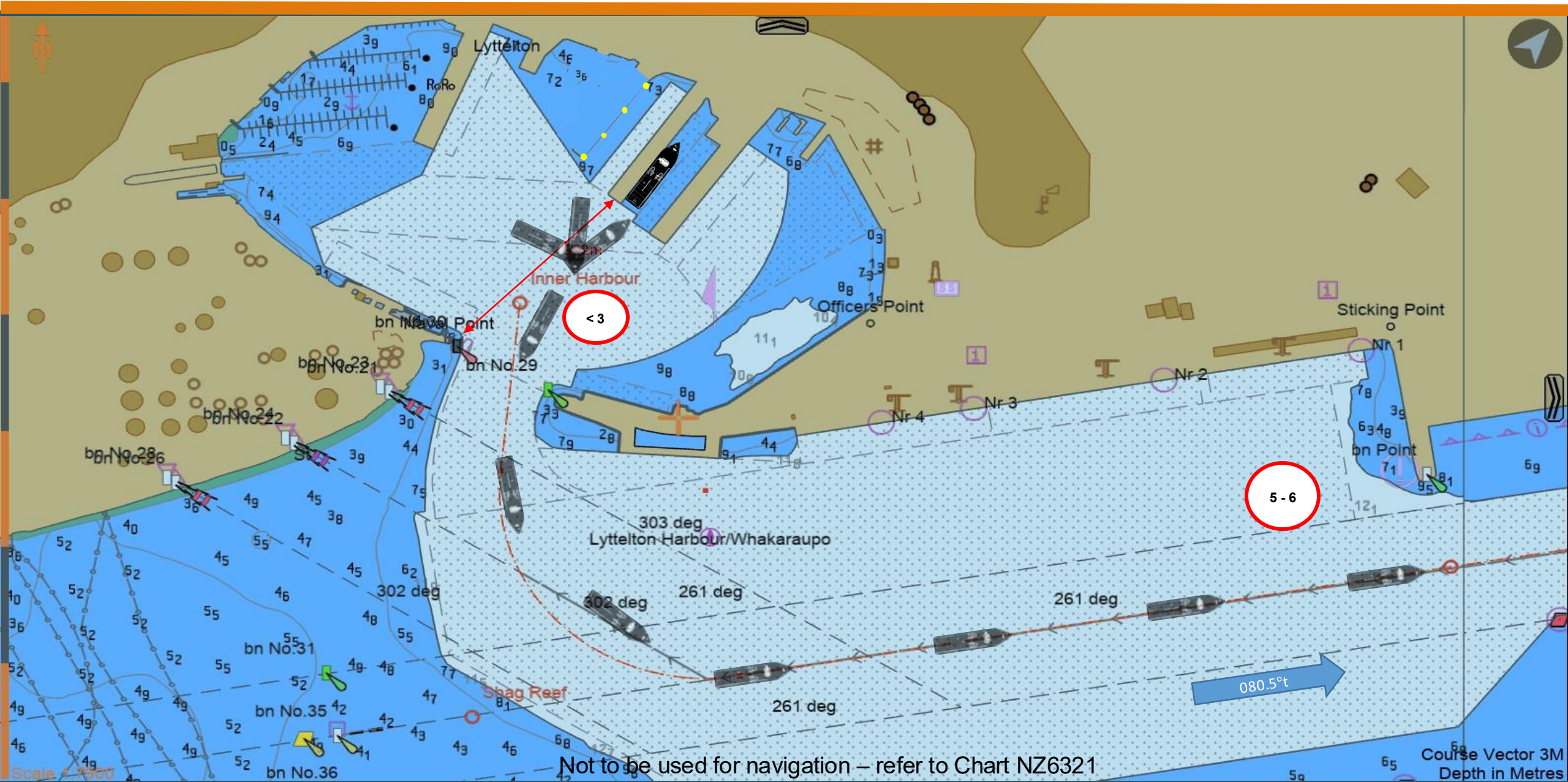
Departure: 3East SSTQ to Breakwater



Not to be used for navigation – refer to Chart NZ6321

COMMERCIAL

Departure: 3East PSTQ to Breakwater

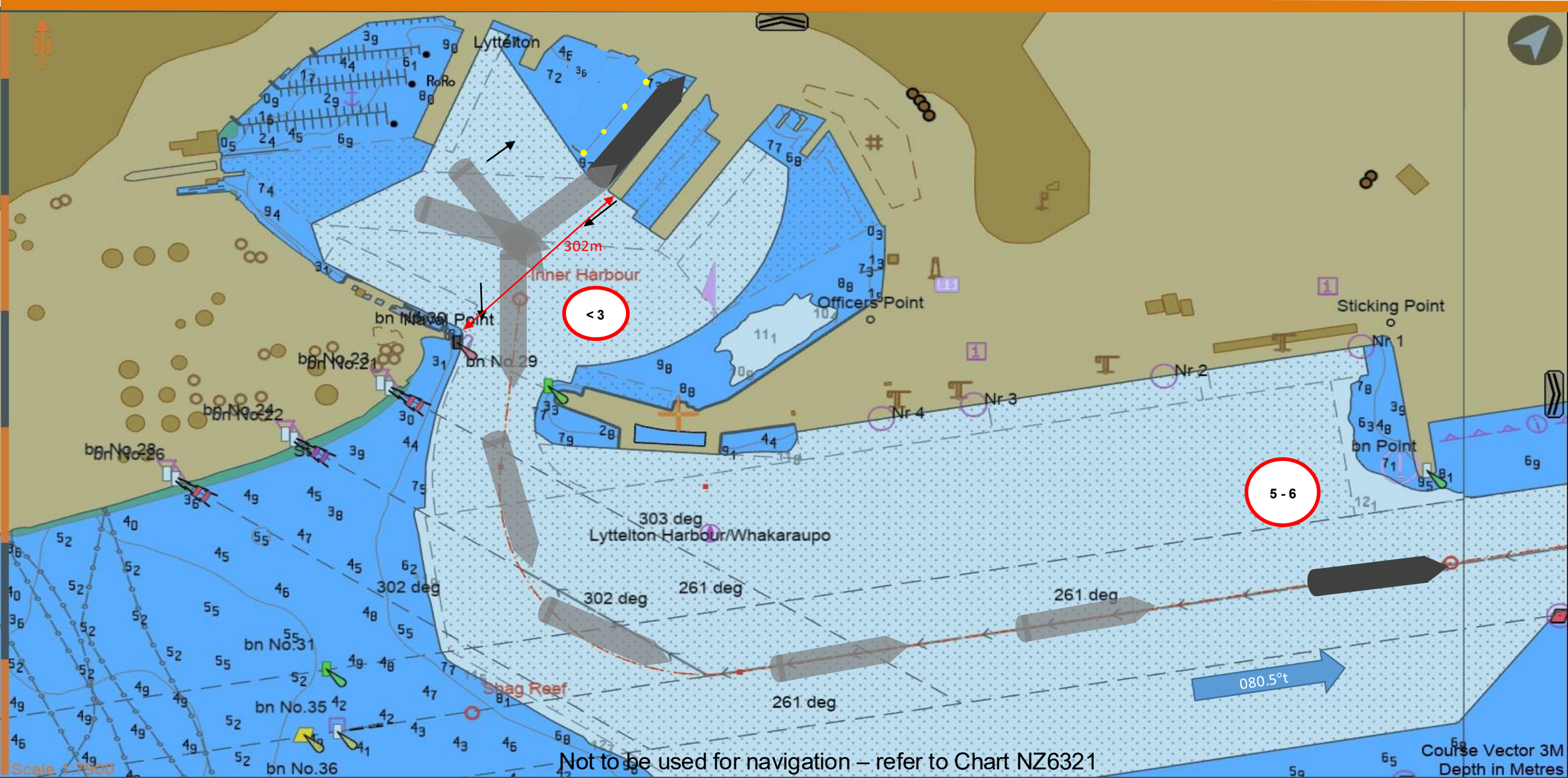


Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

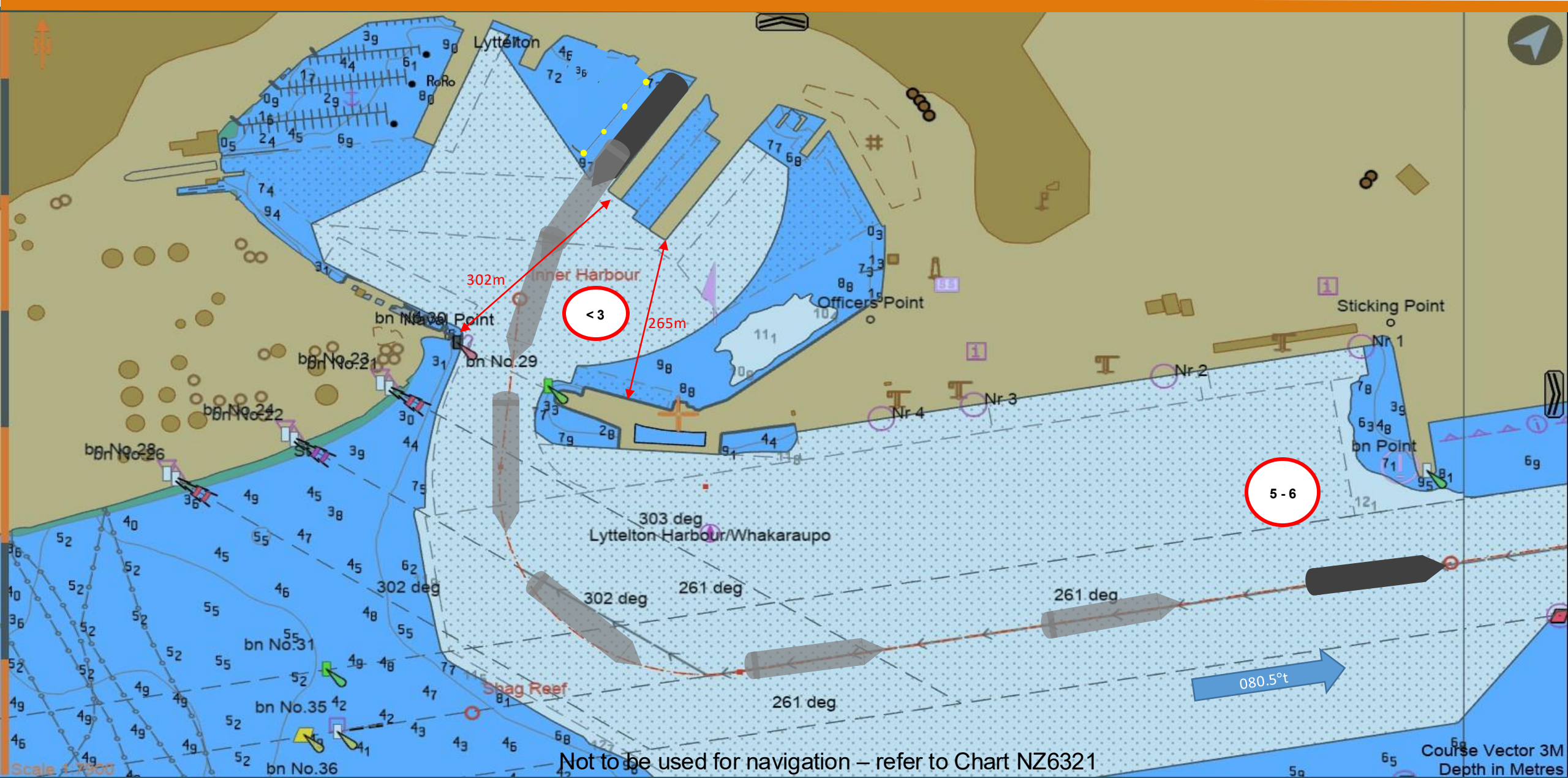
COMMERCIAL

Departure: 3West SSTQ to Breakwater



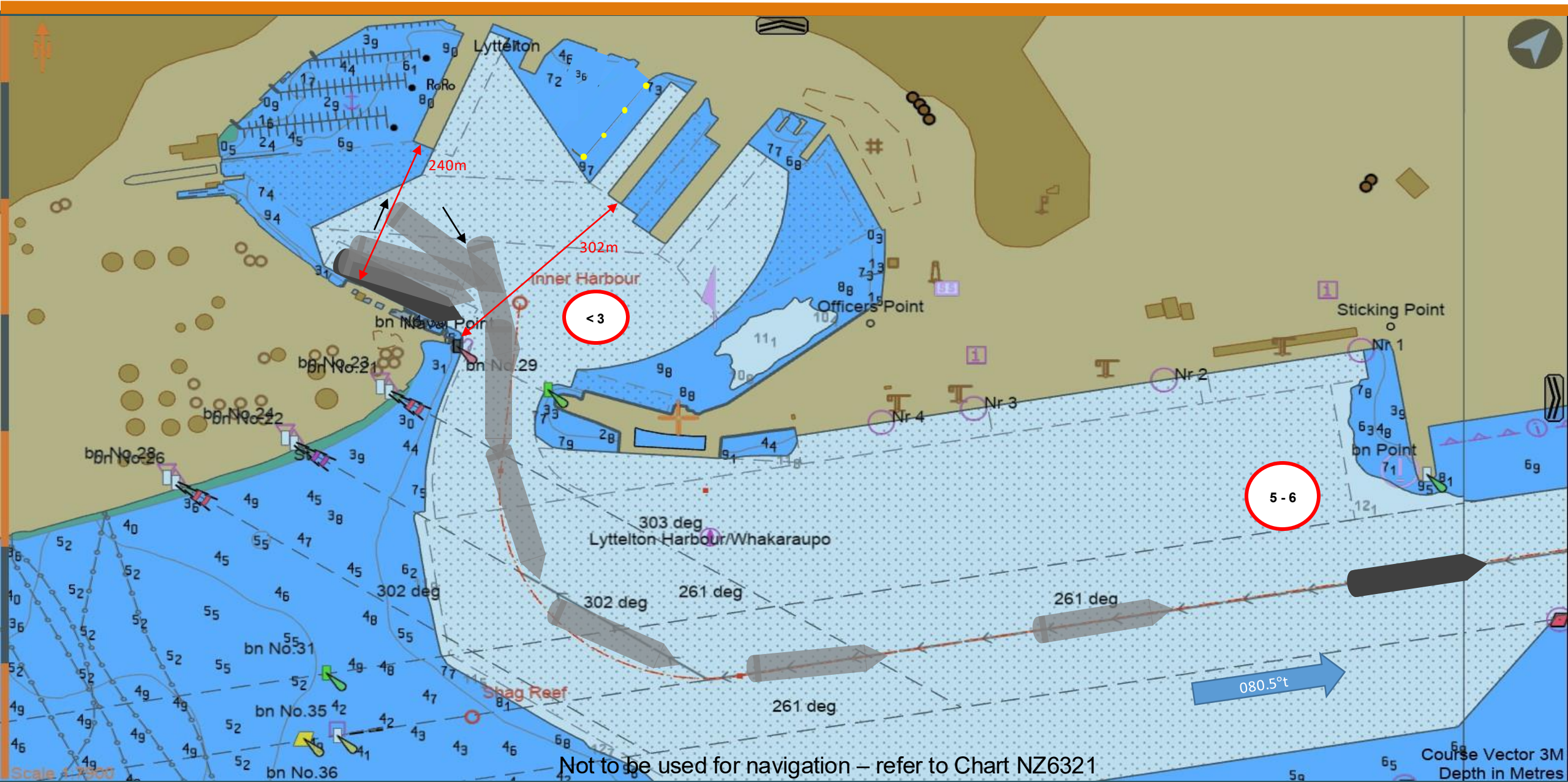
COMMERCIAL

Departure: 3West PSTQ to Breakwater



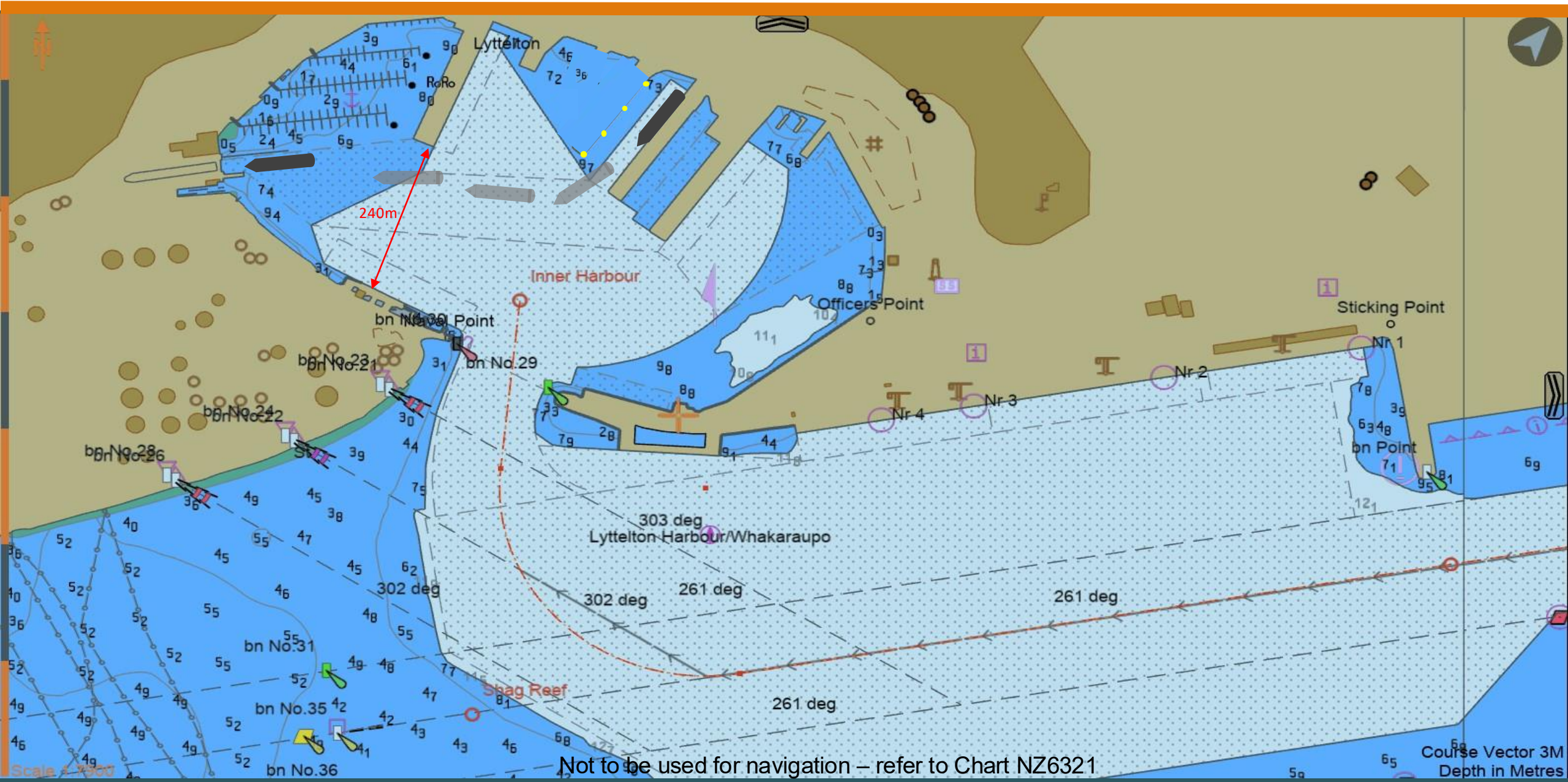
COMMERCIAL

Departure: Oil Berth SSTQ to Breakwater



Not to be used for navigation – refer to Chart NZ6321

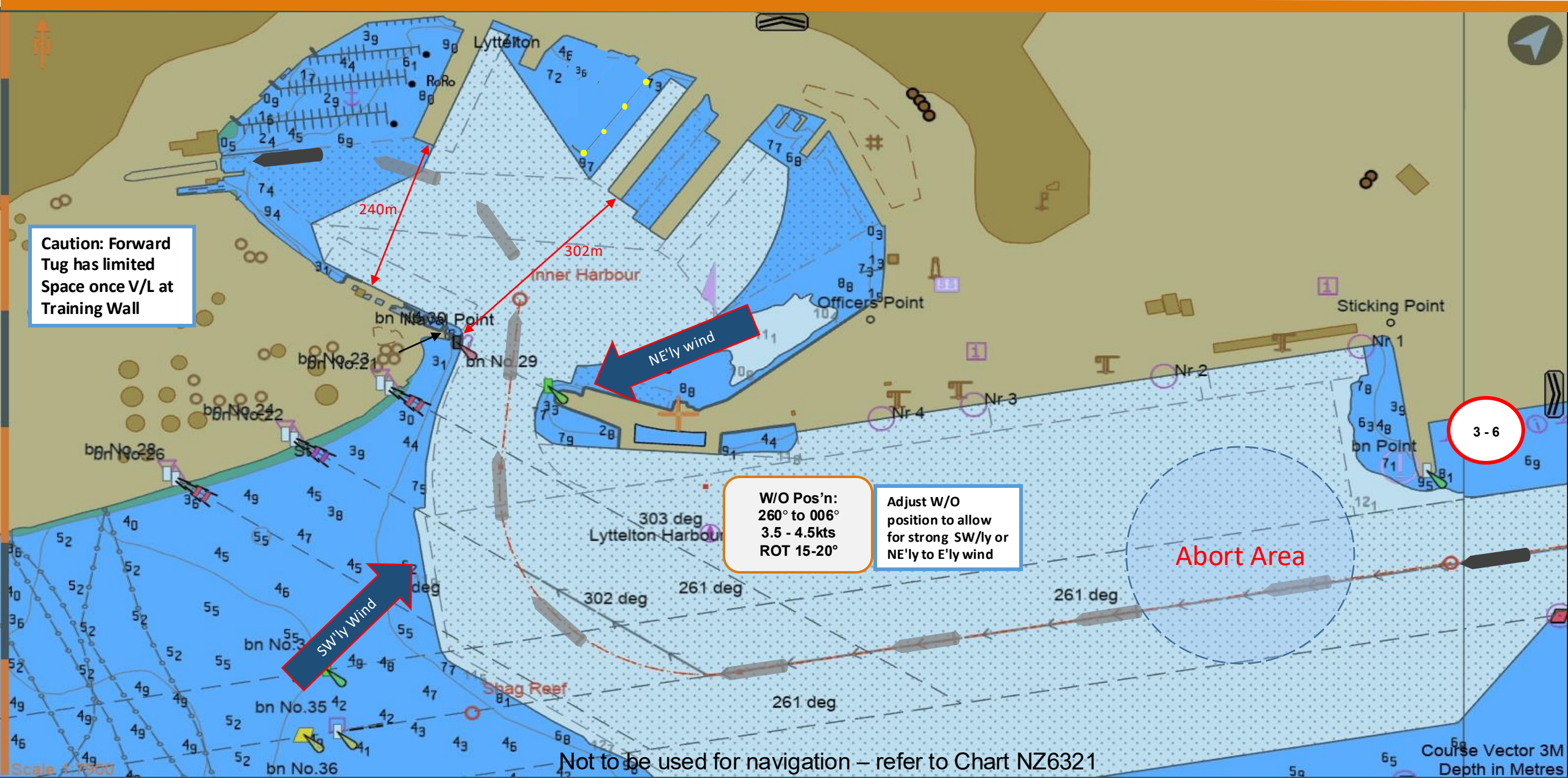
COMMERCIAL
Shift: Dry Dock to 3West PSTQ



Not to be used for navigation – refer to Chart NZ6321

Course Vector 3M
Depth in Metres

Arrival: Breakwater to Dry Dock

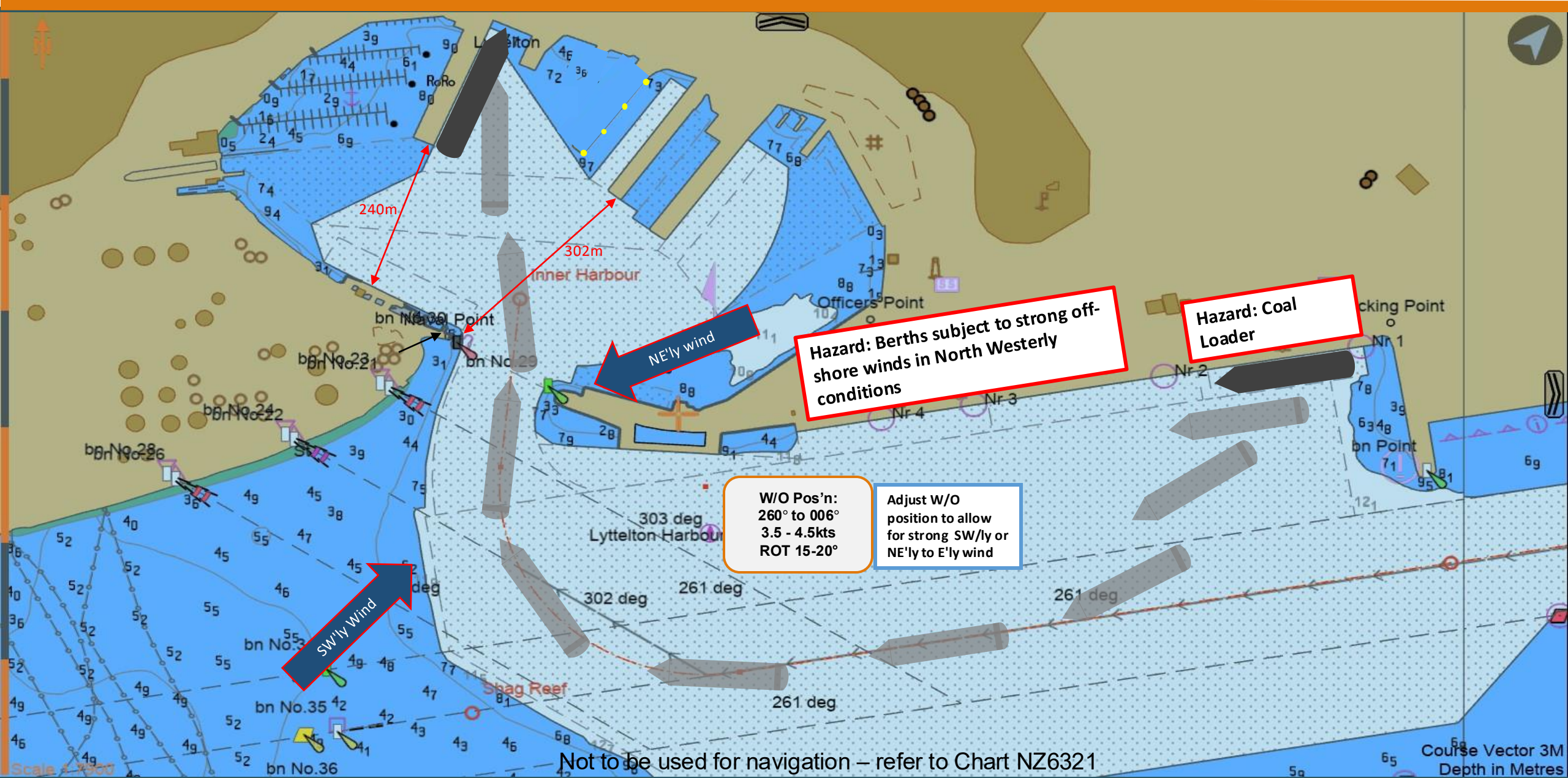


Caution: Forward Tug has limited Space once V/L at Training Wall

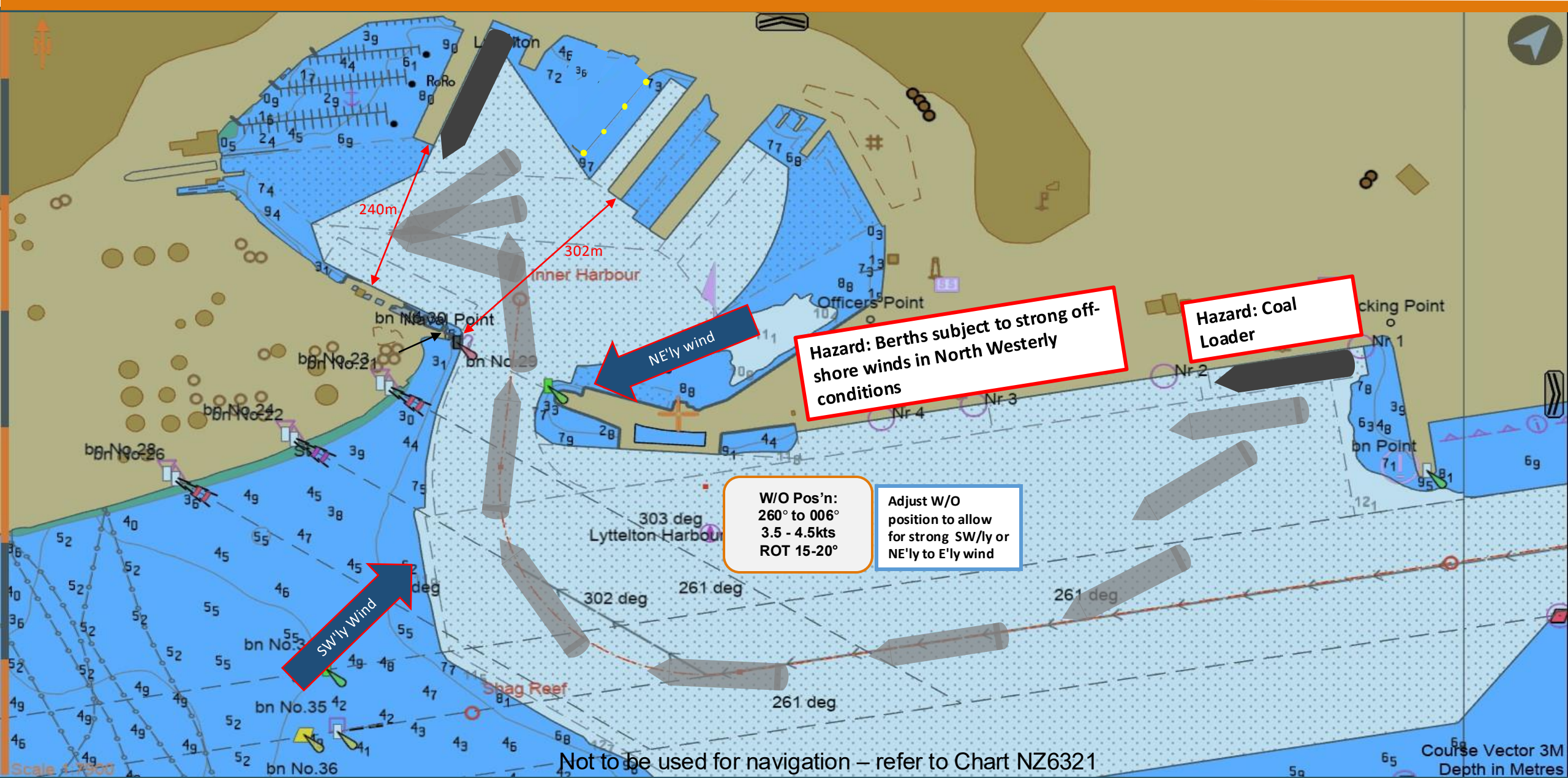
W/O Pos'n:
260° to 006°
3.5 - 4.5kts
ROT 15-20°

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

COMMERCIAL
Shift: CQ1 SSTQ to 7E PSTQ



COMMERCIAL
Shift: CQ1 SSTQ to 7E SSTQ

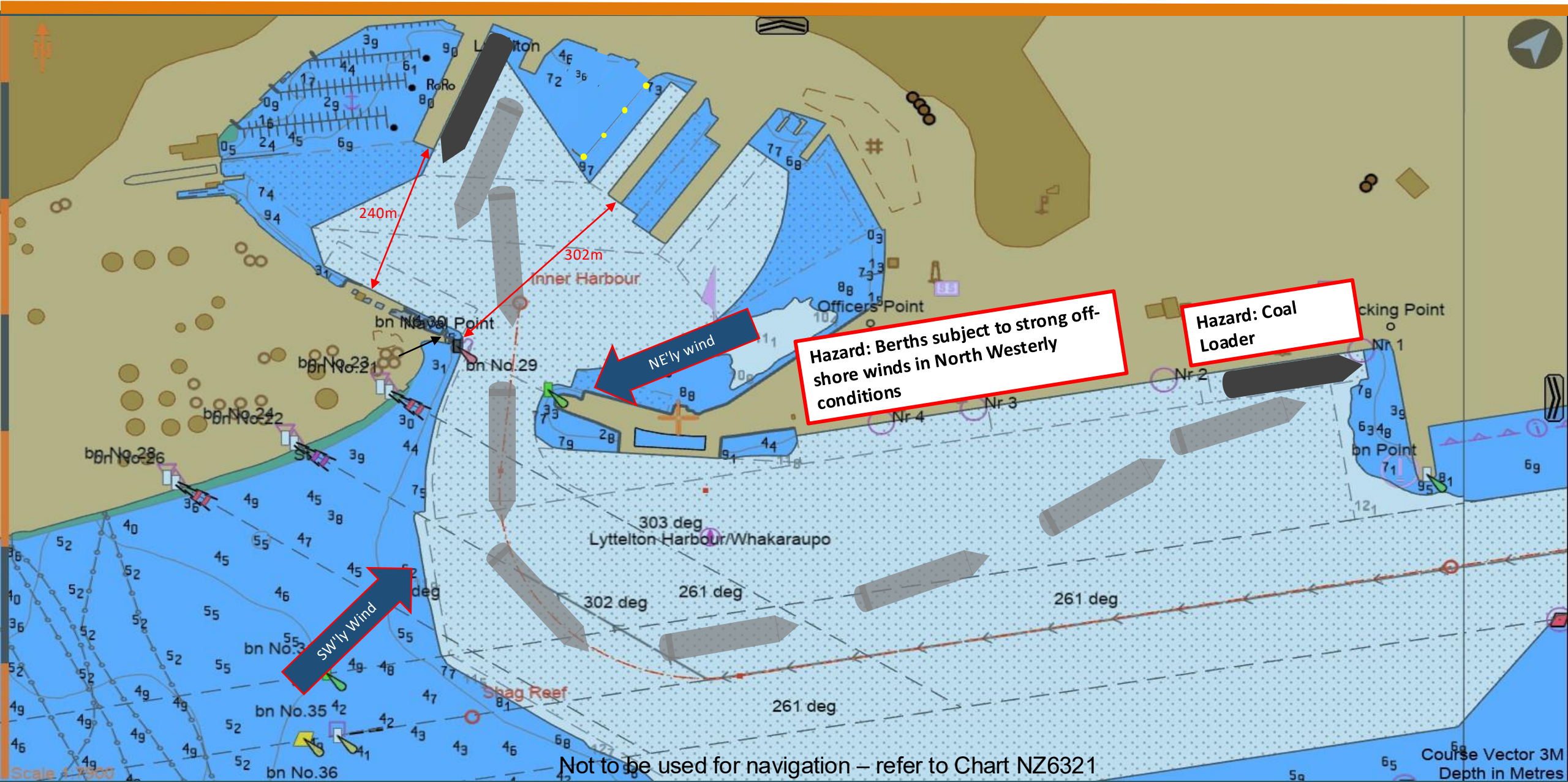


W/O Pos'n:
260° to 006°
3.5 - 4.5kts
ROT 15-20°

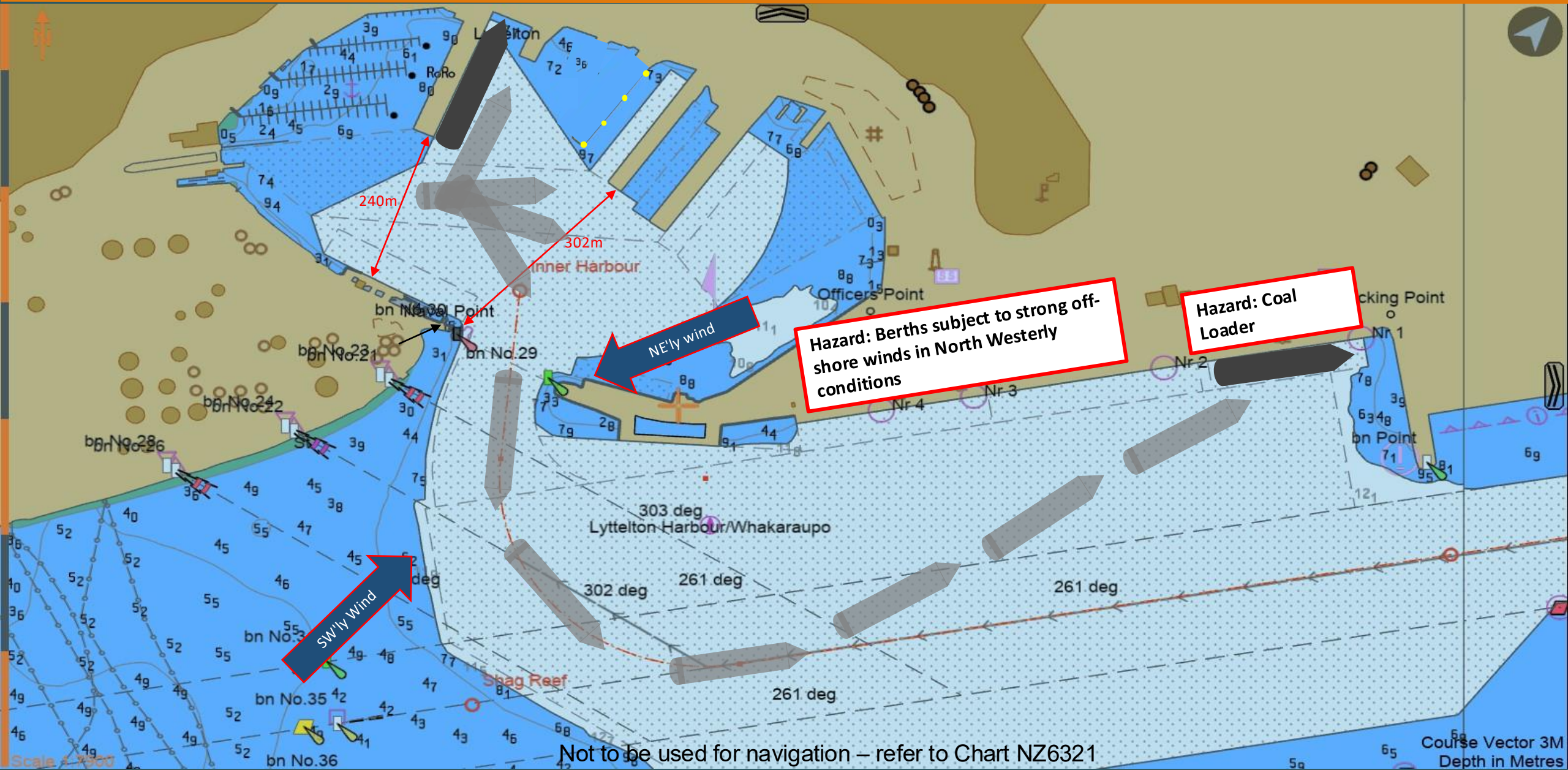
Adjust W/O
position to allow
for strong SW/ly or
NE'ly to E'ly wind

Not to be used for navigation – refer to Chart NZ6321

Shift: 7E SSTQ to CQ1 PSTQ

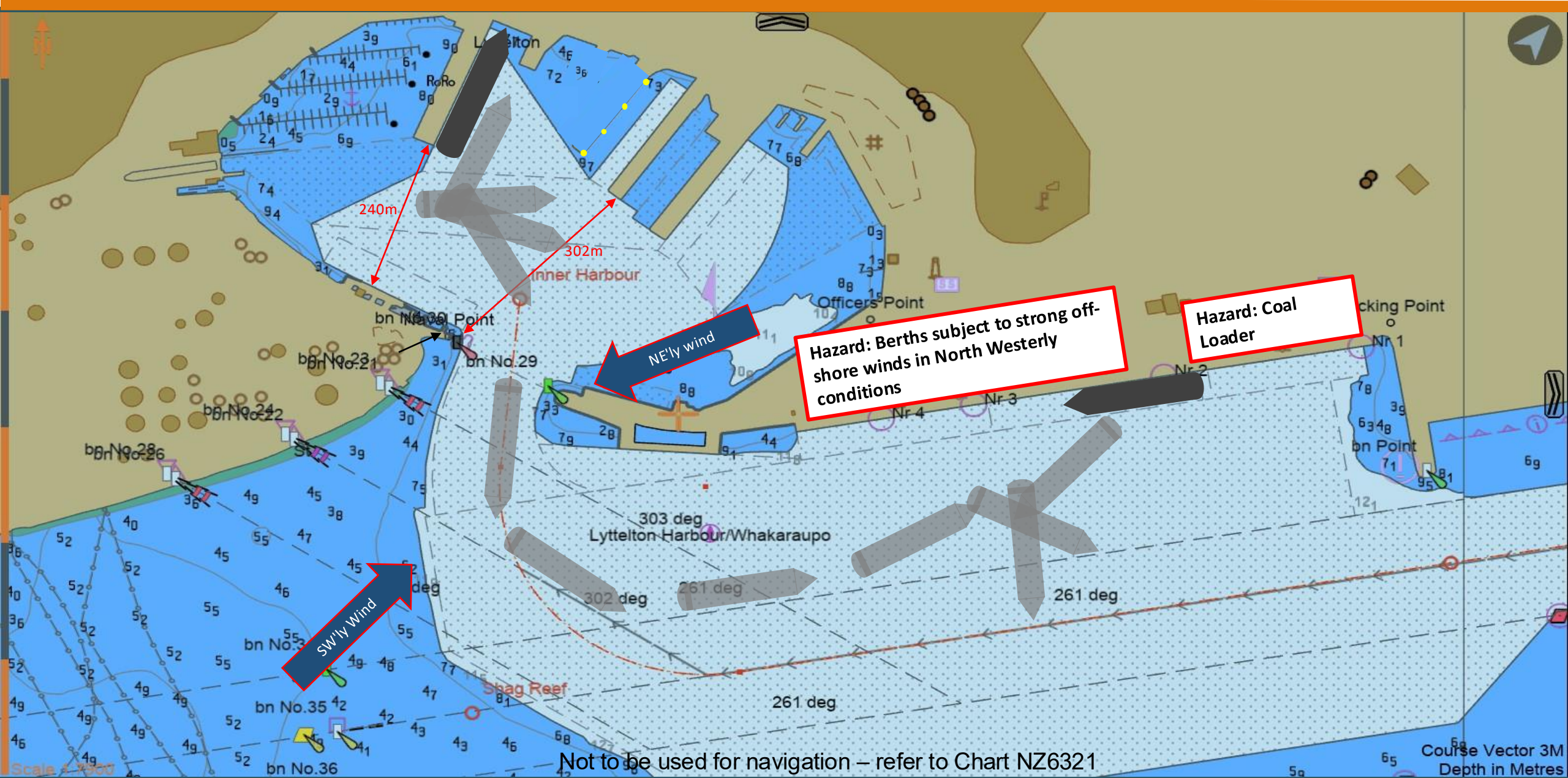


COMMERCIAL
Shift: 7E PSTQ to CQ1 PSTQ



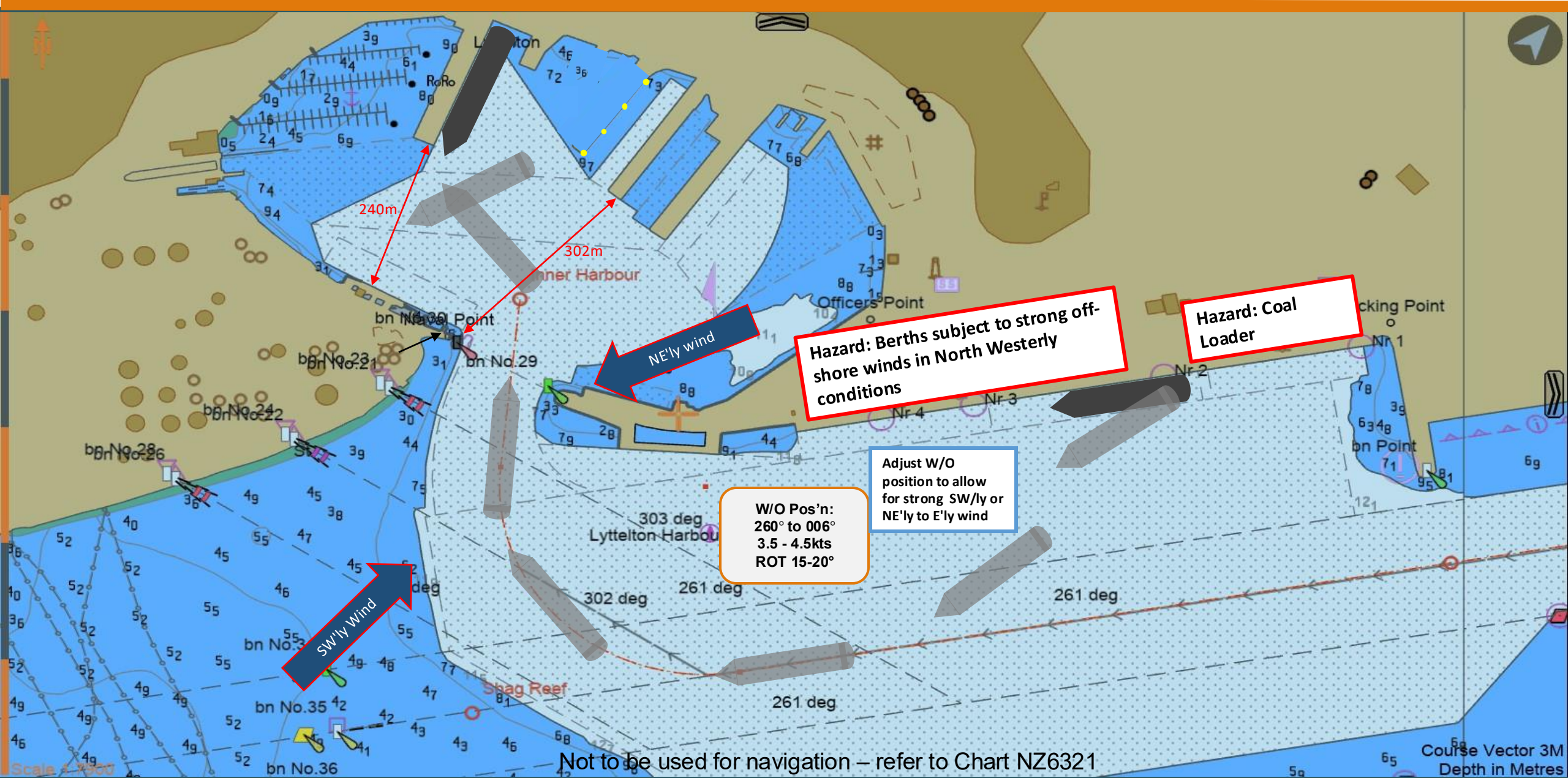
Not to be used for navigation – refer to Chart NZ6321

COMMERCIAL
Shift: 7E PSTQ to CQE SSTQ

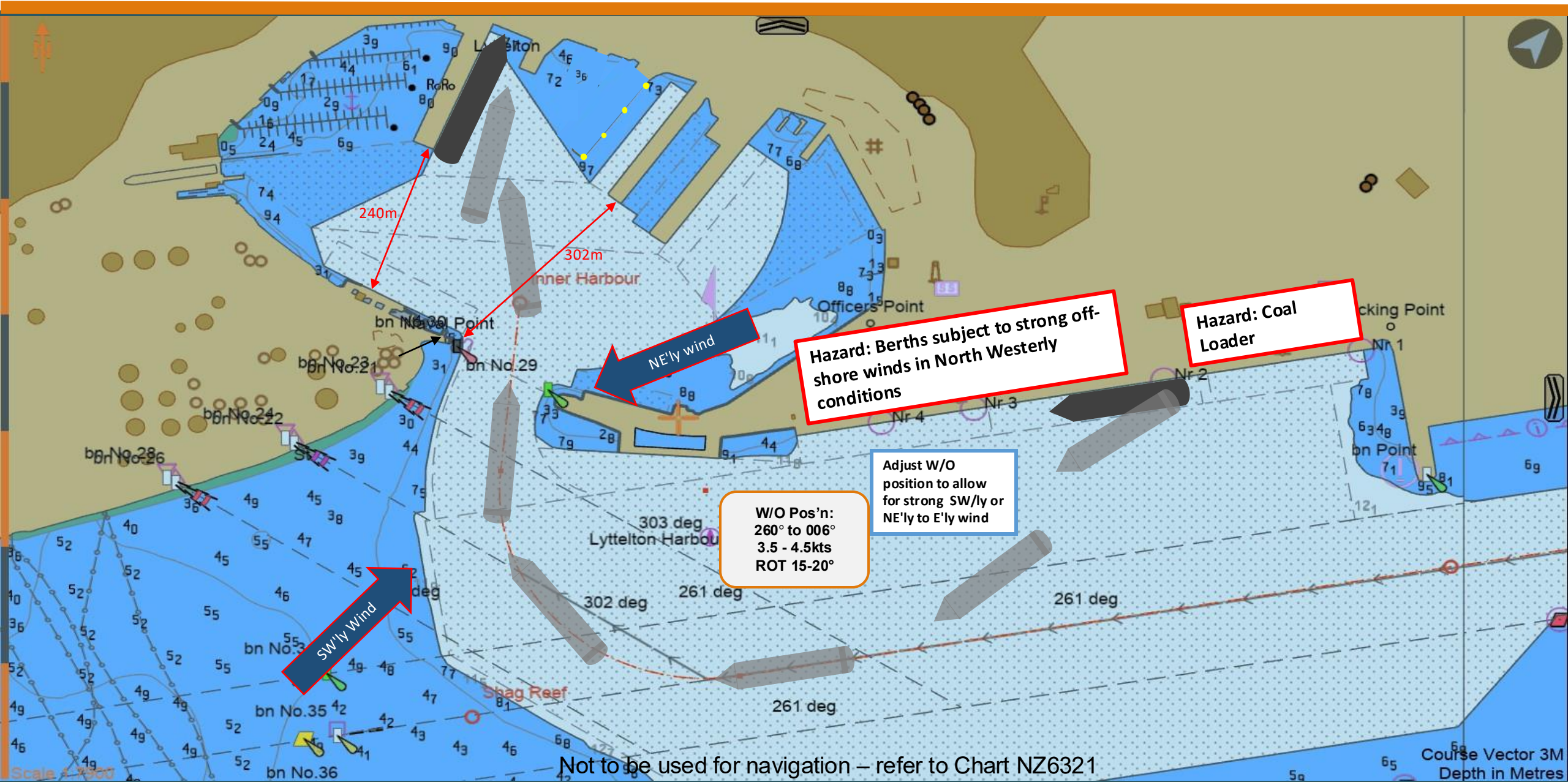


Not to be used for navigation – refer to Chart NZ6321

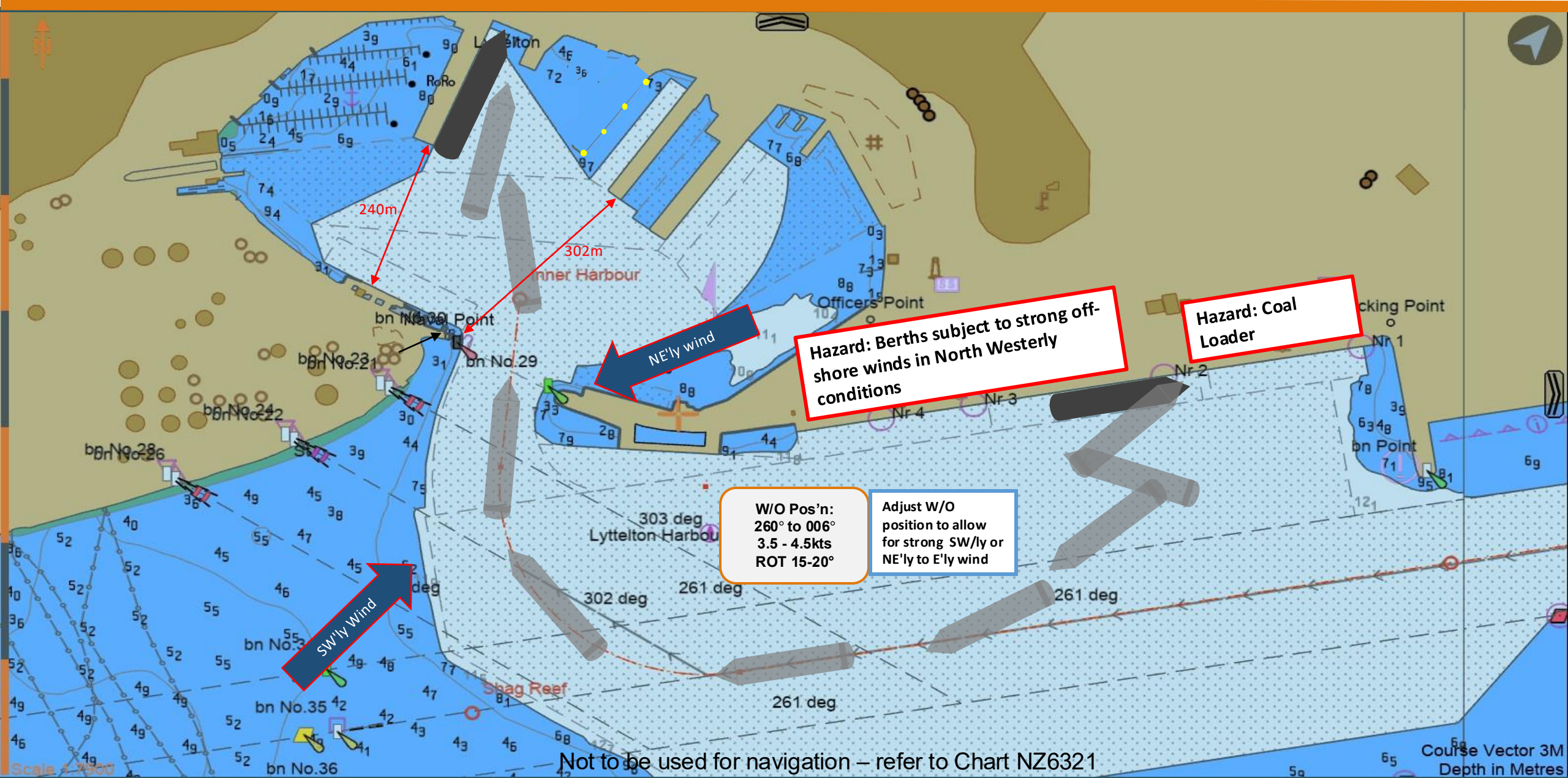
COMMERCIAL
Shift: CQE SSTQ to 7E SSTQ



Shift: CQE SSTQ to 7E PSTQ

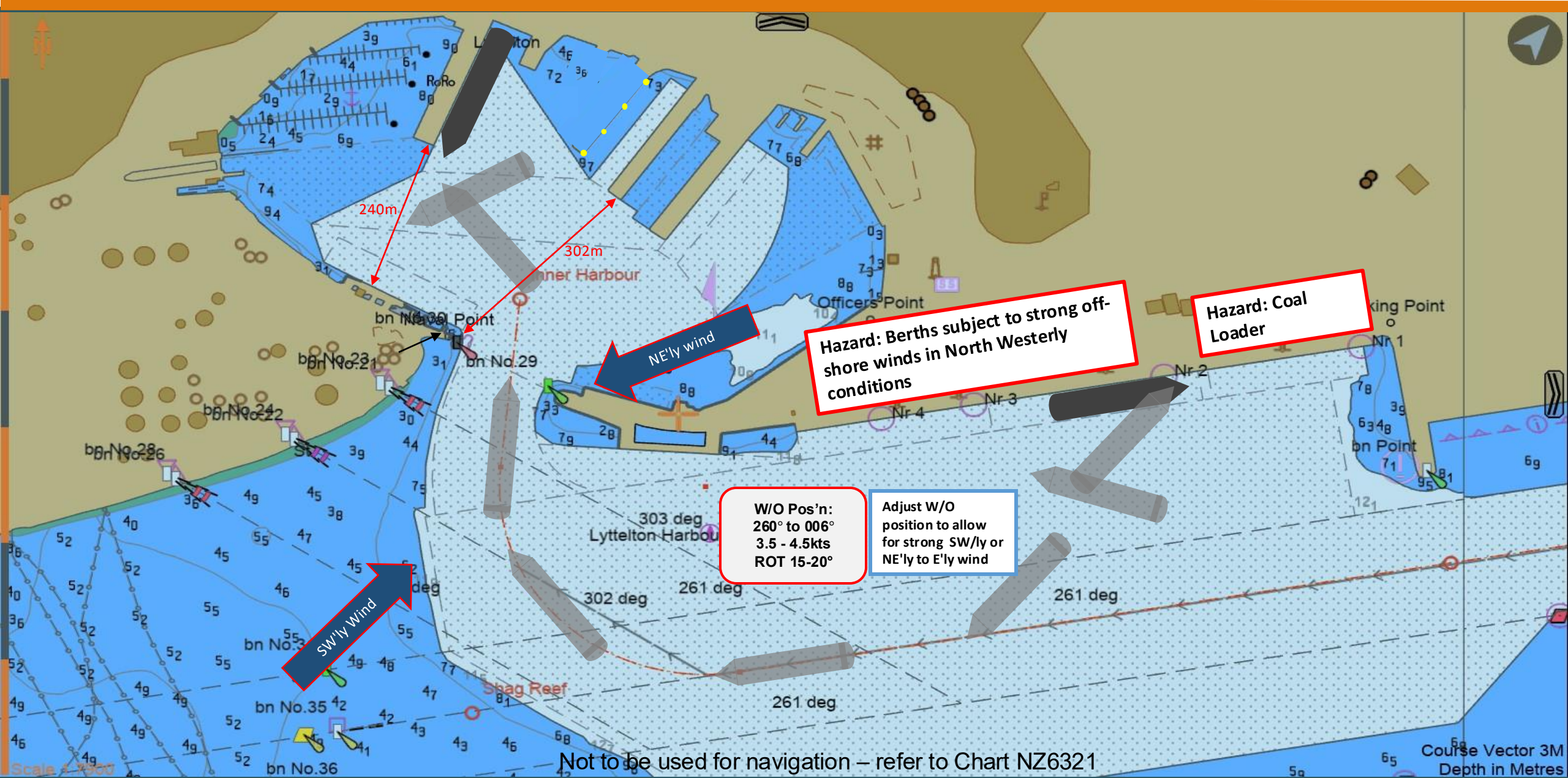


COMMERCIAL
Shift: CQE PSTQ to 7E PSTQ



Not to be used for navigation – refer to Chart NZ6321

COMMERCIAL
Shift: CQE PSTQ to 7E SSTQ

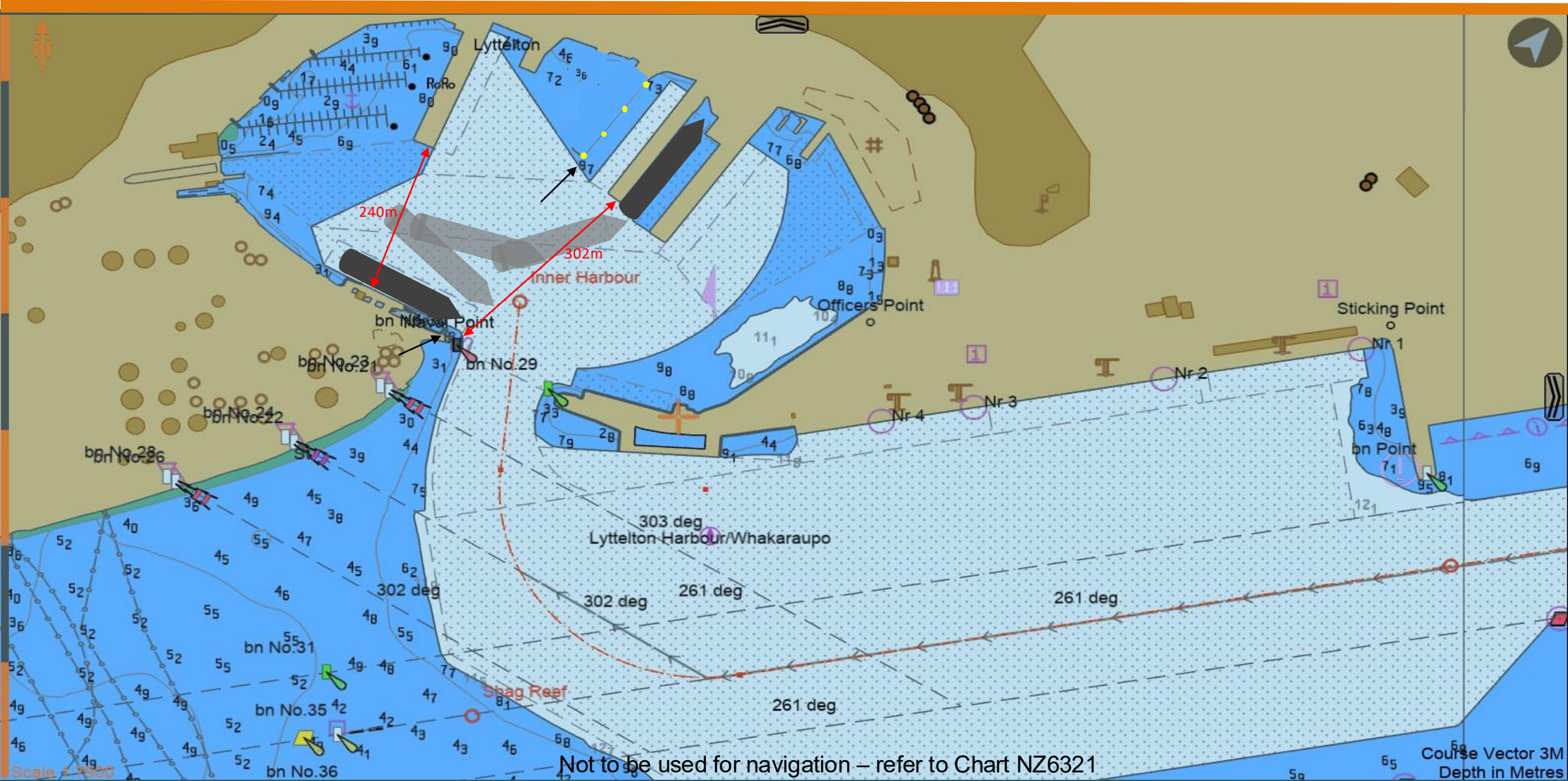


Not to be used for navigation – refer to Chart NZ6321

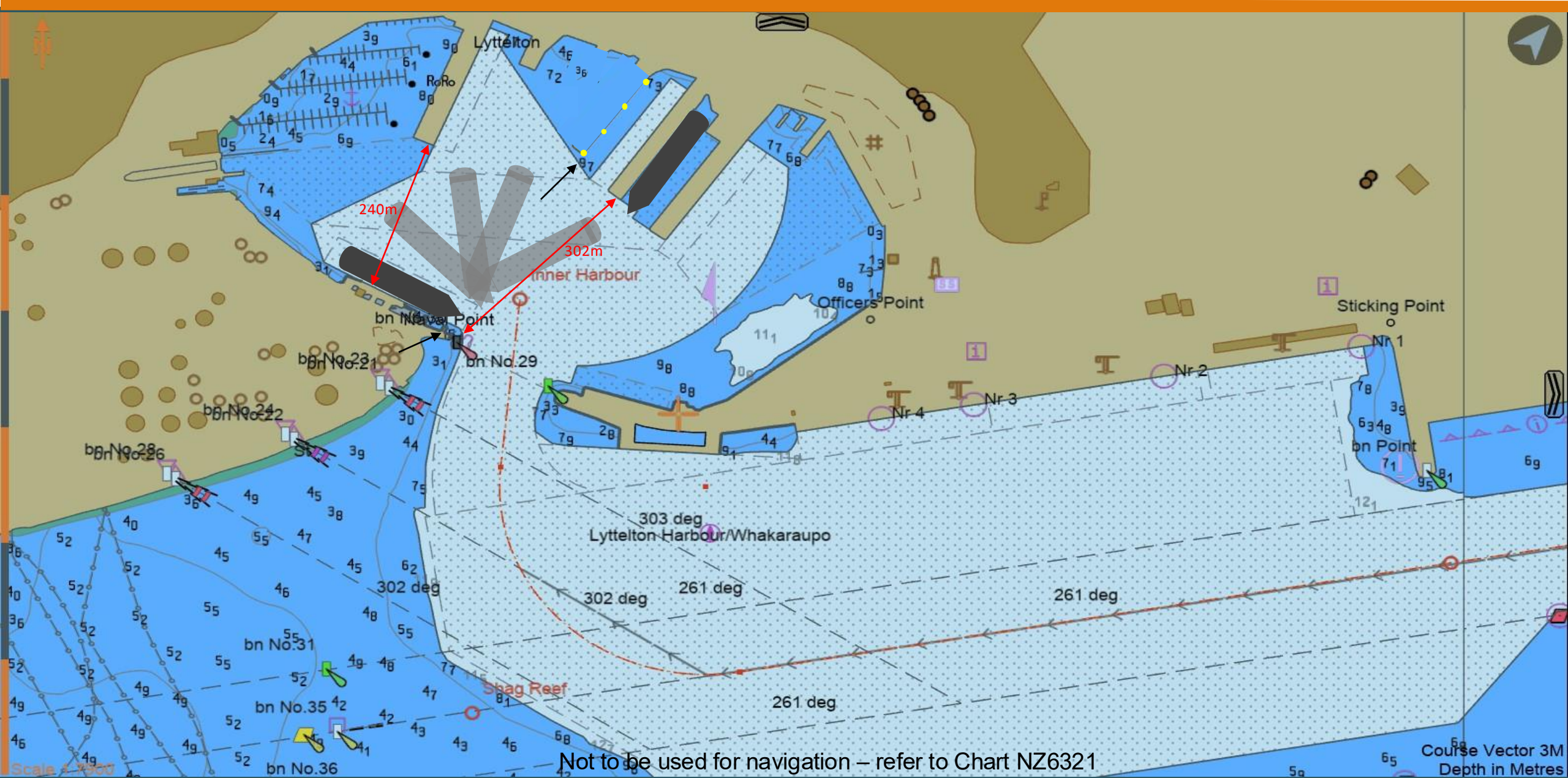
Course Vector 3M
Depth in Metres

COMMERCIAL

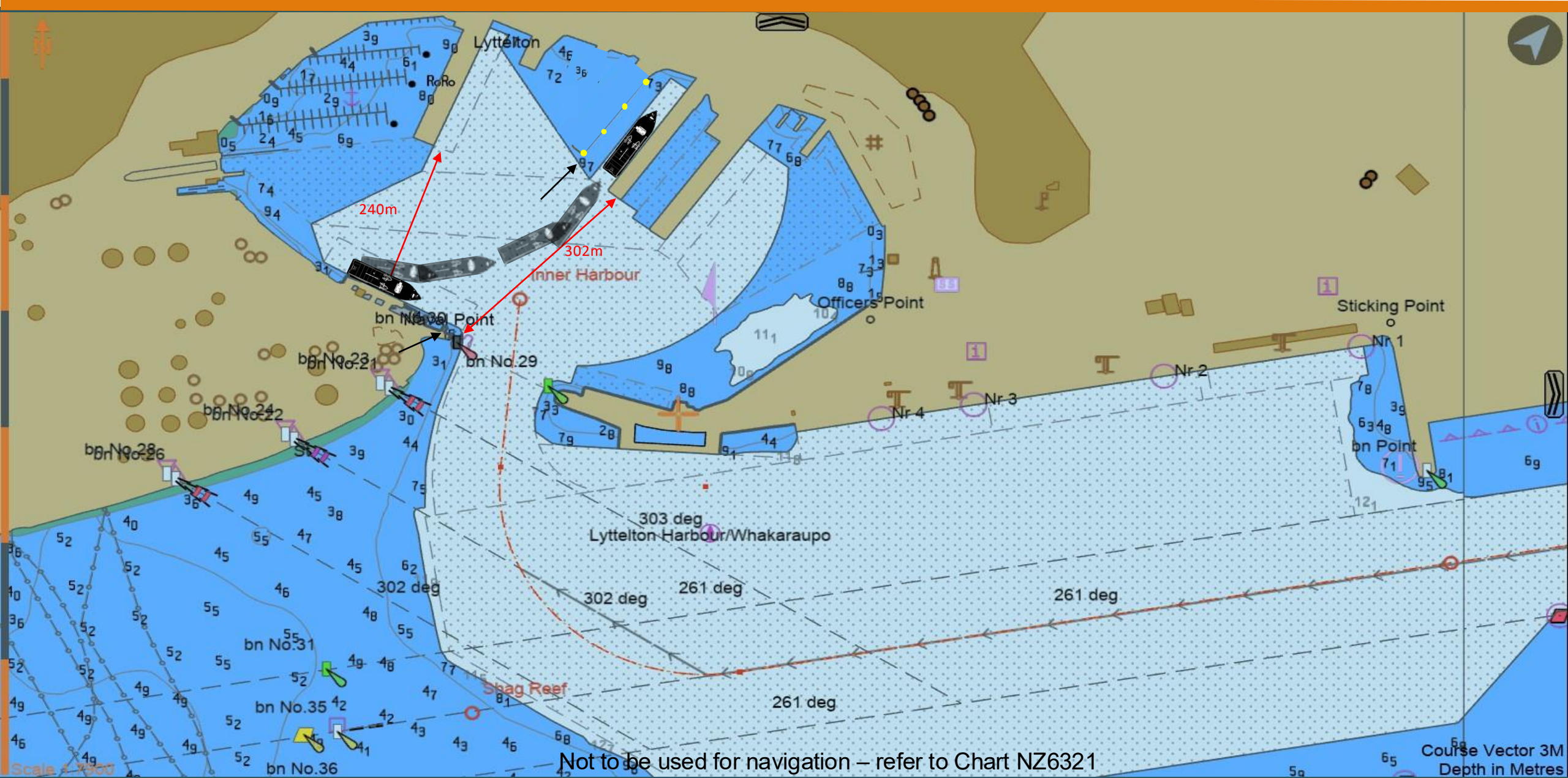
Shift OB SSTQ to 3E PSTQ



Shift OB SSTQ to 3E SSTQ

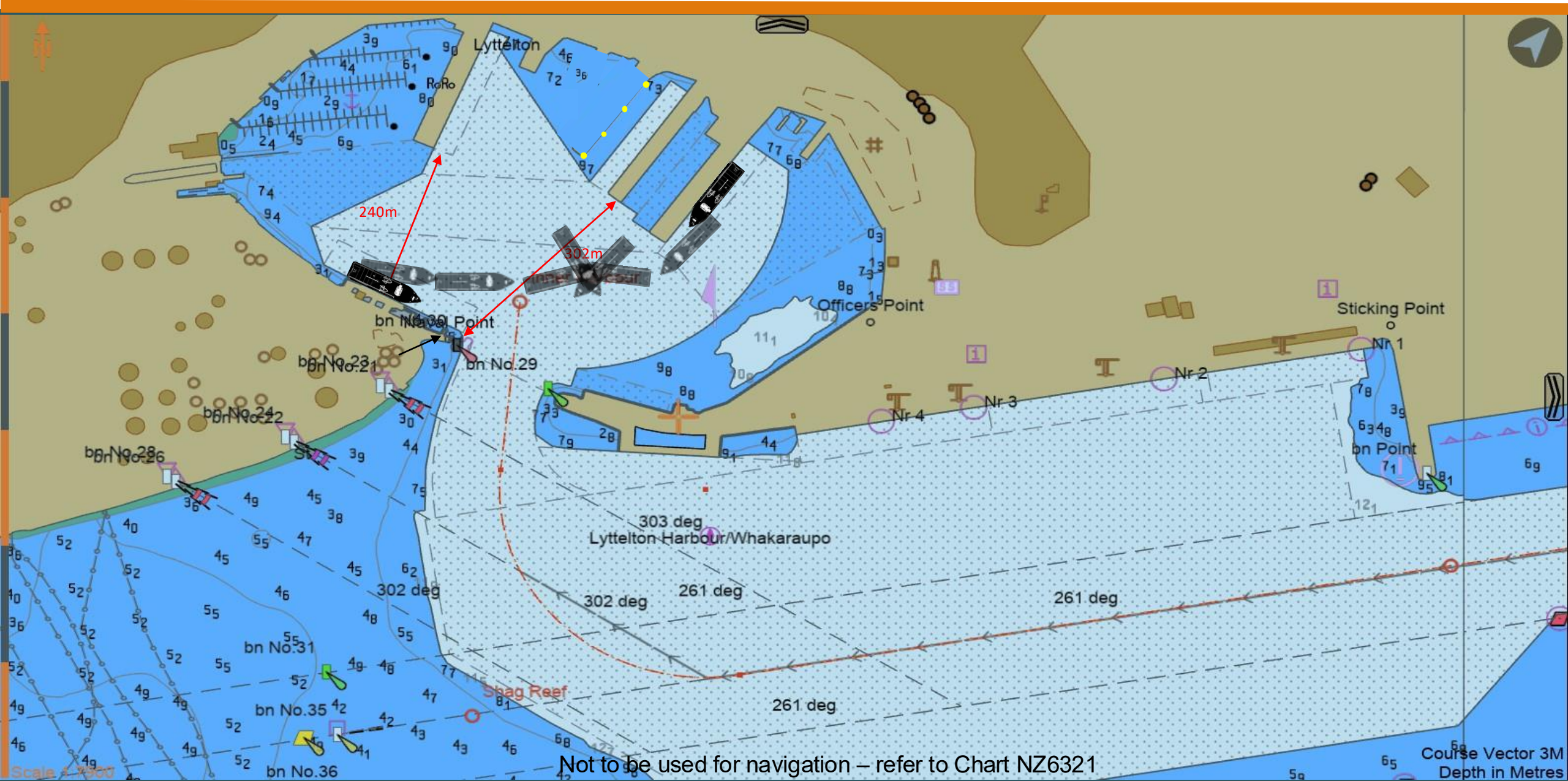


COMMERCIAL
Shift 3W SSTQ to OB SSTQ



COMMERCIAL

Shift 2E SSTQ to OB SSTQ



Not to be used for navigation – refer to Chart NZ6321

COMMERCIAL

Shift OB SSTQ to CB PSTQ

