



SOUTH PORT NEW ZEALAND LIMITED MARINE SERVICES

PRE-ARRIVAL INFORMATION TO ENTER THE PORT OF BLUFF

Version 9 - November 2023

Note to Masters

Please familiarise yourself and your bridge team with the contents of this compendium

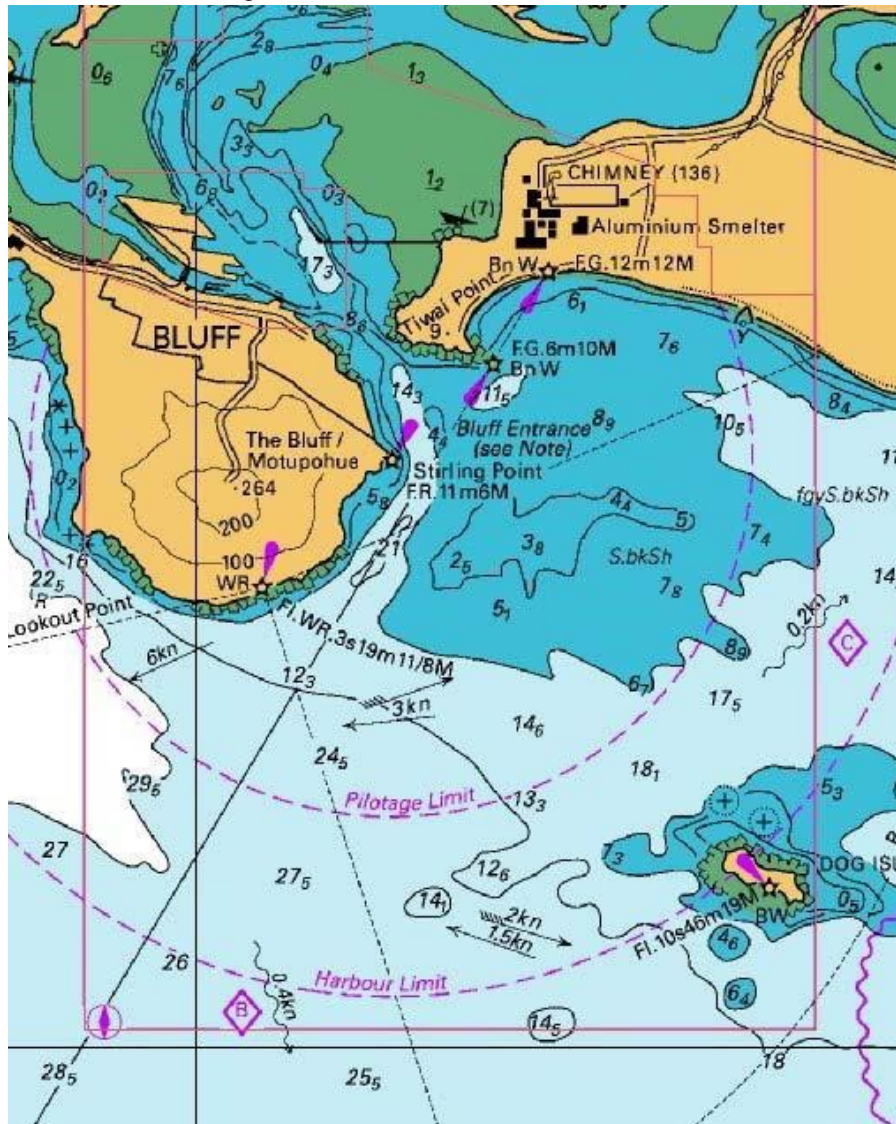
IMPORTANT NOTICE – The provision of services by South Port New Zealand Limited (“SPNZ”) is subject to the Company’s Standard Terms and Conditions, a copy of which can be found at: <https://southport.co.nz/uploads/Standard-Terms-Conditions-Mar-2022.pdf>

Any party transacting such business, requesting pilotage, or entering onto SPNZ’s premises are deemed to have agreed to and to be bound by these terms and conditions.

UK Standard Conditions of Towage and Other Services (revised 1986) as Amended 2008 terms apply (copy available on request). Any dispute arising under the UK Standard Conditions of Towage and Other Services will be resolved in accordance with New Zealand law.

Pilotage Limit

To Define the Pilotage Area for the Port of Bluff.



In accordance with Part 90 of the Maritime Rules the Bluff compulsory pilotage is the area where the seaward limit is the arc of a circle, radius 2 miles, centred on Stirling Point (46° 36' 7S, 168° 21' 6E).

Also in accordance with Part 90 pilotage is compulsory for all vessels of 500 gross tons and 40 metres or greater.

The Pilot Boarding ground for the Port of Bluff is at **46° 39.86' S; 168° 20.00' E**.

Advance Notice of Arrival

Purpose

Responsibility

Procedure

South Port requires that agents inform vessels wishing to enter the port of Bluff that the following reporting regime shall be adhered to:

New Zealand Notice of Arrival form shall be forwarded to South Port Security and confirmed with South Port pilots at least 48 hours prior to a vessel's arrival.

An exempt master for the Port of Bluff wishing to under-take his own pilotage shall inform the port of his intention and attest to the currency of his / her PEC.

Further notice is to be given 12 hours before arrival, which should state any deficiencies present in the vessel, her anchors, navigational equipment steering gear or machinery, which may affect safety of pilotage or the environment.

Note: Any deficiencies which may cause a risk to the safe navigation of the vessel and/or safety to life or the environment will be reported to the harbour master (HM) and the MNZ.

Vessel shall contact Bluff Harbour Radio as soon as it is within VHF range on channel 14 or channel 16 and communicate the vessels draft dimensions and position. In turn the Bluff Harbour Radio will inform the vessel of expected pilot boarding time.

A vessel shall again contact Bluff Harbour Radio on VHF 14 or 16 when at Pilot Boarding Ground, at which time a final pilot boarding time and instructions will be communicated to the vessel.

NOTE: Bluff Harbour Radio maintains a continuous watch on VHF channels 14 & 16 and is available to give information on prevailing weather conditions, visibility, tidal stream and other matters concerned with the safe navigation of vessels within Bluff Harbour.

Marine Services Procedure: Restrictive Parameters

Dimensions

Purpose To Determine Dimensions of Vessels which can Safely Enter Bluff Harbour.

Dimensions

South Port New Zealand Ltd Marine Services has determined that a vessel may safely enter Bluff Harbour if its dimensions are equal to or less than the following maximum allowable dimensions:

Parameter	Dimension as meters permitted
LOA	225 Note: Vessels of Greater length or beam may be permitted entry by arrangement subject to the type of vessel and completion of successful simulation exercises.
Beam	34
Draft	Refer to: Section 15 of this manual In no instance shall entry or departure be at a draft in excess of 8.0 meters at low water or in excess of 10.0 meters at high water. Mean Tidal Range at Springs is 2.1 meters MHWS 2.7m Max Draft 9.9m MLWS 0.6m Max Draft 7.6m Mean Tidal Range at Neaps is 1.4 meters MHWN 2.3m Max Draft 9.6m MLWN 0.9m Max Draft 7.9m
Woodchip Vessels	No8 (Wood Chip Berth) Maximum freeboard for loader at ship side railing = 19.3m – tide height Note: South Port New Zealand Ltd uses Fairplay /Lloyds internet Ships Register to ascertain vessels meet criteria for accessing the port of Bluff.

General Entry Restrictions

Due to rate and direction of tidal flow in channel pilot boarding times for inward and outward movements are usually within an hour either side of slack water. However, this window may be extended for certain types of vessel under pilotage due to their size power and manoeuvring characteristics as assessed by practical experience or simulation.

South Port New Zealand retains the right to deny a vessel access to the port should that vessel:

not be certified to test of Port State Control

not wish to use the tug assistance determined as necessary by the Port General Manager after considering the characteristics of the vessel and prevailing conditions of Tide and Weather

have berthing arrangements the Port General Manager considers inadequate for the prevailing weather conditions and the designated berth

For any other reason is deemed by the Port General Manager to represent an unreasonable Pilotage risk.

North Channel

South Port NZ Ltd has determined vessels of up to LOA 70m with a draft of less than 5m can safely enter and exit the North Channel.

Container Vessels up to 280m in length and Beam 40m

As a result of vessel assessment exercises carried out at the SmartShip Australia Maritime Simulation facility on the 7th and 8th September 2014 an assessment panel consisting of three Bluff Pilots (Captains Doran Waddingham, Steve Gilkison and Joshua Osborne), Captain Steve Pelecanos (Maritime Safety Management Systems) and Peter Listrup (Director SmartShip Australia) determined that container vessels up to 280m in length and 40m beam could safely enter the Port of Bluff under certain conditions.

Operating Limitations:

Using the information derived from the assessment exercises, the experience and knowledge of the pilots and the input from the assessor and the SmartShip Director, the following operating limitations for the safe entry of container vessels of 280m LOA and 40m beam are set:

LOA 280m

Beam 40.0m

Draft 9.7m

UKC 1.2m

Wind 20kts

Visibility Good

Arrival HW slack at No.3 Reach

Departure Last of flood. Not more than 1.0kt.

Tugs Two (centre lead forward and aft)

Cruise Vessels up to 245m in length and Beam 32m and Bulk Carriers up to 200m in length and 38m Beam

As a result of vessel assessment exercises carried out at the SmartShip Australia Maritime Simulation facility on the 7th and 8th February 2017 an assessment panel consisting of two Bluff Pilots (Captains Robert Coote and Steve Gilkison), Geoff Finnerty (Port General Manager, South Port NZ Ltd) and Peter Listrup (Director SmartShip Australia) determined that cruise vessels up to 245m in length and 32m beam and Bulk Carriers of up to 200m in length and 38m Beam could safely enter the Port of Bluff under certain conditions.

Operating Limitations

Using the information derived from the assessment exercises, the experience and knowledge of the pilots and the input from the assessor and the SmartShip Director, the following operating limitations for:

Cruise Vessels

Two tugs will be assigned to these vessels for arrival and departure's regardless of weather conditions; they will make fast in the #2 Reach through the Centre Lead Forward (35tbp) and an appropriate Aft lead. This may be reduced to one 40tbp VSP provided the vessel can prove to the satisfaction of the Pilot that 30tbp continuous power can be supplied at all times.

MV draftslayer or similar

Will be subject to the existing SOP's and will require 2 VSP tugs for arrival and departure.

Parameter	Cruise Vessel 245m, 32m	Bulker 200m, 38m
LOA	245m	200m
Beam	32.0m	38.0m
Draft	8.5m	<10.0m
UKC	1.2m	1.2m

Parameter	Cruise Vessel 245m, 32m	Bulker 200m, 38m
Wind	30kts	25-30kts
Visibility	Good	Good
Arrival	HW slack at No.3 Reach	HW / LW slack at No.3 Reach
Departure	Last of flood. Not more than 1.0kt	Last of Flood or Ebb
Tugs	Two (centre lead forward and aft)	Normal SoP requirements for tugs

Risk Management Strategies

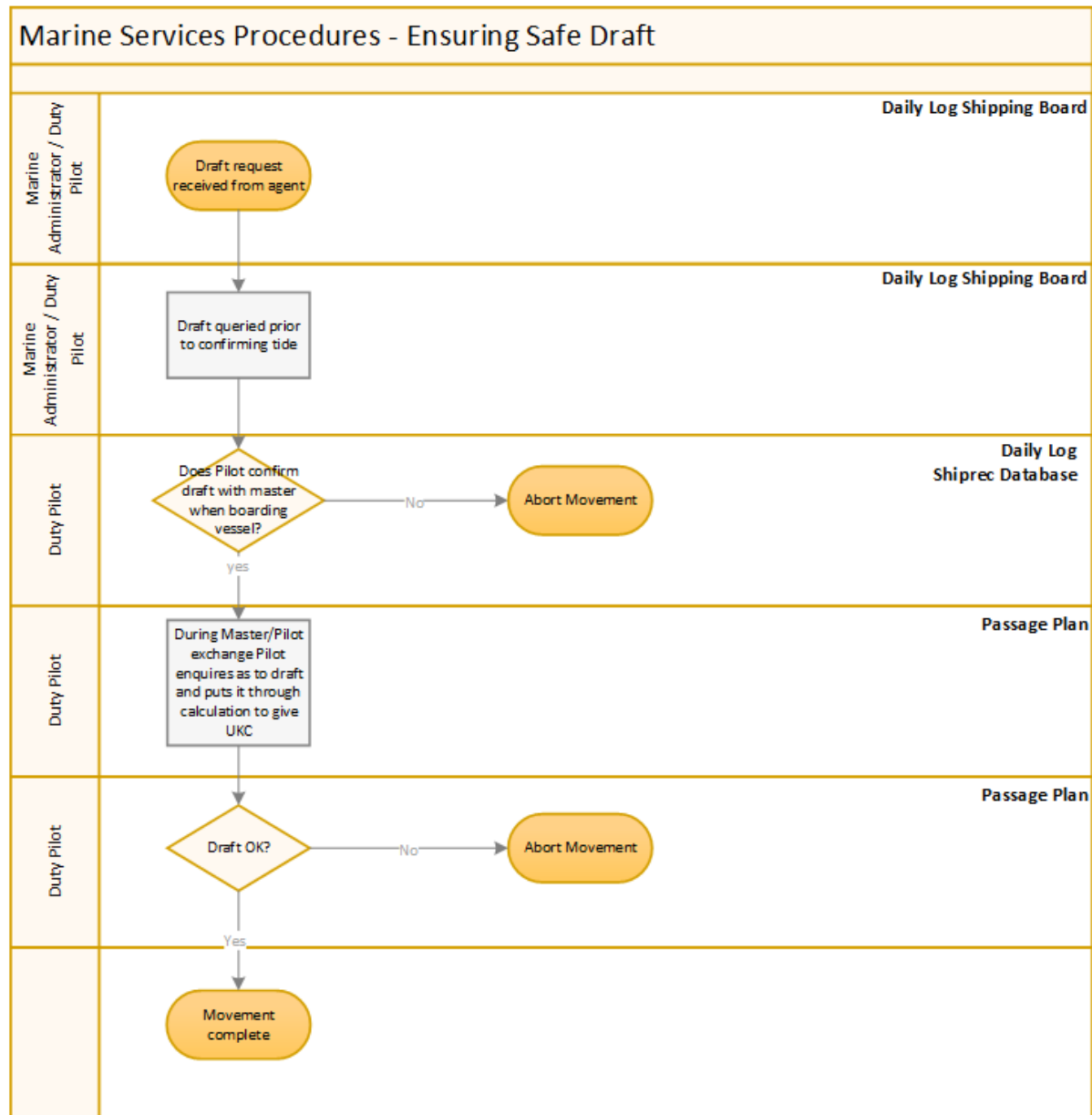
The pilots in Bluff must contend with a port, which has a number of well identified challenges. There has been extensive risk assessment these challenges, documented in the harbour RA

The skill and knowledge of the pilots is therefore crucial in executing the safe transit of ships.

The pilots already use a number of strategies for managing risk but in light of the contemplated increase in the size of ship, these have now been expanded to include possible beaching areas in the event of emergencies such as engine failures; regular simulator training with an emphasis on competency auditing and contingency response as per POSMS .

Available tug power at the Port of Bluff will be periodically reviewed against best practice guidelines.

Marine Services Procedures - Ensuring Safe Draft



24 July 2023

Safe Draft – Tide Heights

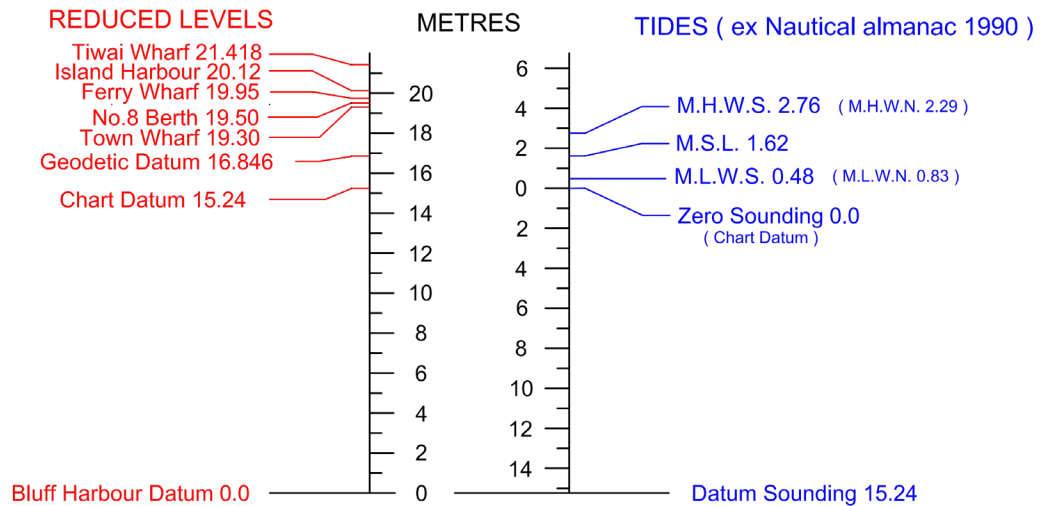
South Port New Zealand Ltd Marine Services has determined that a safe draft is one whereat a given vessel will maintain an under keel clearance (UKC) of at least 1.2m in No.3 Reach and 10% of its draft in the Inner Harbour.

At Low water any vessel manoeuvring within the Inner Harbour will have a draft not exceeding 8m except as indicated in the following table.

The following table compares Tide Height to the Maximum Allowable Draft:

Height of tide	Maximum Draft No.3 Reach	Shift in Inner Harbour
0.00	7.00	8.00
0.10	7.10	8.00
0.20	7.20	8.00
0.30	7.30	8.00
0.35	7.40	8.00
0.40	7.40	8.00
0.50	7.50	8.00
0.60	7.60	8.00
0.70	7.70	8.00
0.80	7.80	8.00
0.90	7.90	8.00
1.00	8.00	8.00
1.10	8.10	8.10
1.20	8.20	8.20
1.30	8.30	8.30
1.40	8.40	8.40
2.00	9.30	9.30
2.15	9.40	9.40
2.20	9.50	9.50
2.30	9.60	9.60
2.40	9.70	9.70
2.50	9.80	9.80
2.60	9.80	9.80
2.70	9.90	9.90
2.80	9.90	9.90
2.90	10.00	10.00
3.00	10.00	10.00

SOUTH PORT NZ LTD BLUFF HARBOUR REDUCED LEVELS, TIDES & SOUNDINGS



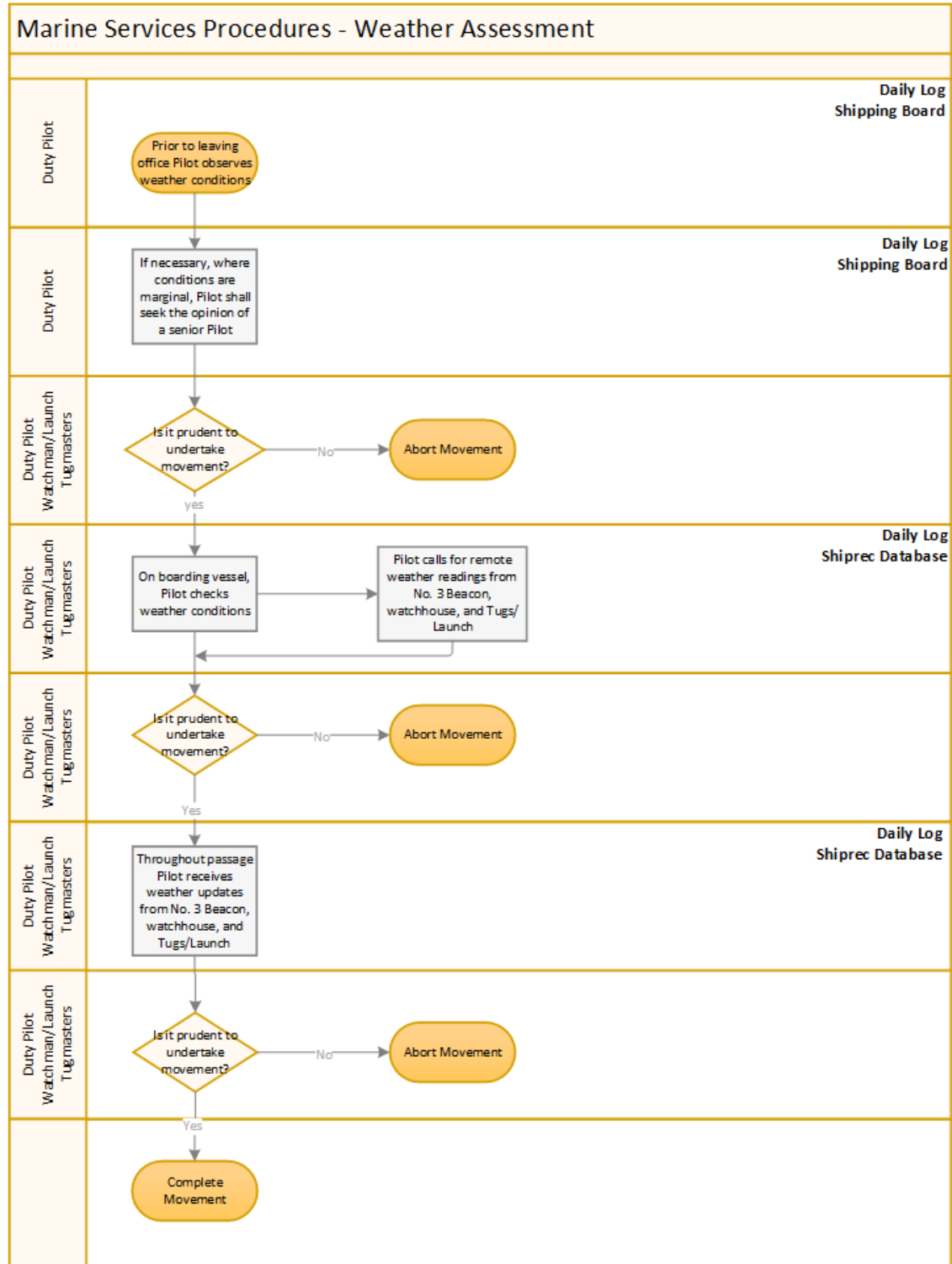
DRAUGHT AND SOUNDINGS

Channel 1.2 under keel	Swinging Basin 0.7 under keel	Berths 0.7 under keel
L.W. Spring 0.2m S=D+1.0m	L.W. Spring 0.2m S=D+0.5m	L.W. Spring 0.2m S=D+0.5m
H.W. Neap 2.2m S=D-1.0m	H.W. Neap 2.2m S=D-1.5m	

Marine Services Procedures - Weather Assessment

Purpose

Procedure



27 July 2023

Guidelines

South Port New Zealand Ltd Marine Services has determined that the following Guidelines shall be used when assessing the suitability of prevailing weather conditions for safe pilotage:

Restricted Visibility / Fog

When a vessel is sailing / arriving in conditions where there is a risk of reduced visibility, the procedure below shall be followed:

Where risk of reduced visibility exists the pilot shall carry with him and use a PPU.

Under no circumstances must a transit of No. 3 Reach be contemplated in restricted visibility.

Any vessel entering or departing the port when restricted visibility may be encountered shall set its radars to range scales agreed to with the Pilot and, the appropriate parallel index lines as per passage plan shall be ready for use.

If there is any doubt that the vessel will be able to complete the transit of No. 3 Reach free from the effect of fog, such a transit will not be commenced.

A departing vessel shall in any case not leave the berth unless it has been determined definitely that No. 3 Reach can be transited in good visibility.

Should a vessel be committed to entry when fog closes in, then that vessel shall be slowed to a minimum and stopped within No. 1 or No. 2 Reaches. Tug assistance shall be called immediately to help maintain the vessel in good water until such time as it is safe to transit No. 3 Reach.

When fog/restricted visibility is determined to be possible by observation or dew-point indicator, a tug shall remain fast aft of outward bound vessel until vessel clear of No. 3 reach.

Tugs when they have had their lines released shall, remain with the vessel out until such time as the vessel is clear of No. 1 reach and/or they have been dismissed by the Pilot.

Wind Restrictions

Pilotage at the Port of Bluff will not be attempted where wind speed is consistently in excess of **35 knots**, however the direction of the wind and the draft of the vessel awaiting entry or departure from the port will be taken into account.

Note: It is understood that a heavily laden vessel with minimal freeboard will handle greater wind speeds than a light vessel with a high freeboard and that 35 knots of southerly wind will have significantly less effect in No3 Reach than a westerly or south-westerly breeze of the same strength.

Due to their size and configuration and as a result of practical experience and simulation exercises South Port Marine Services has determined certain vessels will be limited in pilotage to wind speeds as per following table:

Type of vessel	Restricting wind speeds
Panamax + Bulk Carriers LOA < 200m Beam 34-38m	25-30 knots
Chip / Car Carrier	20 knots
Gearbulk 5 th + Passenger Vessel	< 245m 30 knots
Container Vessel	< 260m 25 knots
Post Panamax Container Vessel	> 260m 20 knots

Tools for Assessing Weather Conditions

South Port New Zealand Ltd Marine Services has provided the following tools to aid the pilot to assess the suitability of prevailing weather conditions for safe pilotage:

Forecasts

South Port pilots' computer is set up for quick reference of up-to-date Met Service online forecasts for the Puysegur and Foveaux areas as well as the latest synoptic analysis charts.

Severe weather warnings are received on promulgation by NIWA via e-mail.

South Port subscribes to NIWA's Eco connect forecasting system.

Port Based Aids

Tide & Wind / Dew Point Gauges (No.3 Beacon / Island Harbour)

A computer in the pilots office receives up-to-date wind, tide and dew point measurements from the wind gauge, tide & current meter and dew point meter situated on No.3 Beacon and wind and tide from the island harbour. Gauge information is remotely relayed to the watch-house for communication to any party requiring it by VHF radio or telephone.

Wind / Tide Height / Current Set & Rate Gauges (No.3 Beacon)

Wind direction and speed, tide height, current set and rate information is gathered at No.3 Beacon and remotely sent on to the pilots' computer, the watchhouse and the pilots' "smart-phone".

Pilotage Information - Port Navigable Confines

Introduction

No.1 Reach

Bluff Harbour is entered between the Entrance Beacon and Entrance Shoal approximately 8 cables in a direction of east by north from the beacon. A vessel entering or leaving the port should endeavour to stay on No.1 Leads (Fixed green neon lights on white frameworks) bearing 031o(T), however there is at least 0.8 cables of good water either side of the leading line throughout the reach.

No.2 Reach

On rounding Stirling Point a vessel should come on to No.2 Leads (red neons on white frameworks) bearing 351o(T). On entry good water can be found to at least 0.6 cables either side of the leading line from Stirling Point until abeam of the Outer Davey where room to the north decreases markedly and a vessel should take care not to set north of the leads between the outer Davey and No.3 Beacon.

No.3 Reach

On rounding Channel Rock Beacon the inward bound vessel enters No.3 Reach and should keep strictly to the No.3 Leading Lights (front lead is an iso-phase green light with a 2 second cycle on a white tower, whilst rear lead is white flashing 1.5 seconds on a white tower) bearing 313o(T). Alternately the outward bound vessel should keep strictly to the Davey Leading Lights (Inner Davey (front) a quick white light on a white framework and the Outer Davey (rear), an Iso-phase white light with a cycle of 2 seconds on a white tower) bearing 133o(T).

Channel Rock, Argyll and Tidal Beacons are just outside the south extremity of good water, however a shoal extends up to 15 meters inside the line of Nos.2 and 3 Beacons approximately abeam of Argyll Beacon.

Inner Harbour

Good water in the inner harbour is found inside an area bounded by lines between east end of Town Wharf and Ferry Buoy, Ferry Buoy and No.4 Beacon, No.4 Beacon and the east end of Tiwai wharf, the west end of Tiwai wharf and No.3 Front Lead, No.3 Front Lead and green buoy 1.8 cables in west by north direction, Green Buoy and a point bearing 310o(T) by 2.4 cables and then to west end of No.8 Berth.

The area bounded by lines from the west end of No.12 berth to a point bearing 025o(T) at 0.9 cables and from this point to the northern end of the maintained berth No.3a should be avoided by those without good local knowledge.

Pilotage Information - Currents

Introduction

The 3 reaches that constitute the Bluff Pilotage are prone to currents that vary in strength and direction not only as a consequence of whether the tide is flooding and ebbing, but also as a result of the range of the tide, the predominant wind direction over a particular period and the atmospheric pressure. It is important to note that simply because a tide will reach a certain height and have a certain range, does not automatically translate to specific rate and direction of current flow at any given point.

The following gives an account of what currents can generally be expected, but it must be accepted that until a pilotage is underway the exact conditions to be encountered cannot be taken for granted and the mariner must be ever vigilant and ready to make allowance for the unexpected at any time. Currents in No.3 Reach can approach 7 knots at mid-tide.

Approaching No.1 Reach from Seaward

Flood Tide - With a flooding tide currents of up to 4 knots in easterly direction can be experienced south of an east-west line drawn through the Entrance Beacon. This easterly flow may continue for up to an hour after slack water.

Ebb Tide - With the tide ebbing a strong westerly current can be experienced south of the east-west line through the Entrance Beacon.

No.1 Reach

Currents run roughly true along the length of this reach whether the tide be flooding or ebbing, however localised fluctuations may be experienced.

In the vicinity of Stirling Point there may be experienced a set to the west with a flooding tide and visa versa a set to the east with an ebbing tide.

No.2 Reach

Flood Tide - With the flooding tide the direction of the current is roughly north x west in the direction of the reach except in the area between the Inner Davey Beacon and Channel Rock Beacon a set from the North Channel may cause a drift in a more westerly direction toward Channel Rock Beacon.

Ebb Tide - With ebbing tide a southerly set will usually be experienced from Channel Rock Beacon to Stirling Point.

No. 3 Reach

Flood Tide - With the flooding tide the direction of the current will cause a northerly set across the reach between Tidal Beacon and Argyll Beacon. This set may vary greatly in force and at times will be restricted to a narrow strip of water between Tidal Beacon and No.3 Beacon. Between Argyll Beacon and Channel Rock Beacon the flow will fall in line with the reach and then tend west across the reach nearer to Channel Rock Beacon.

Ebb Tide - With ebbing tide a southerly set will usually be experienced across the reach in the area between Tidal Beacon and Argyll Beacon except at the first of the ebb, when an easterly set may be experienced near No.3 Beacon. The current straightens up slightly in the vicinity of Argyll Beacon and develops a further pronounced southerly component in the vicinity of Channel Rock Beacon.

In the Harbour Proper

Flood Tide - With a flooding tide the current flows strongly in a NNWly direction from No.3 Beacon to Tiwai Wharf. A strong westerly set is also experienced in the vicinity of the front No.3 Lead. On the south side of the harbour the tide tends to eddy.

Ebb Tide - With the tide ebbing a strong a SSWly set is experience from Tiwai Wharf to No.3 Beacon. A strong easterly set is also experienced in line with the front No.3 Lead.

At all stages of the tide the set down the faces of No.8 & 7 Berths and No.3A is in an ESEly direction at either side of 1 knot.

North Channel

Flood Tide - With a flooding tide the current flows in a west by north direction and this stream may continue to be evident 2 -3 hours after high water.

Ebb Tide - With the ebb tide the current flows generally toward the east.

Port of Refuge Request

South Port requires the normal conditions of entry to be met by any vessel wishing to use the port of Bluff.

However, should the damage to any vessel requesting port of refuge entry be such that the vessel, its cargo or bunkers pose a threat to the environment the matter shall be referred to the Director MNZ who may invoke sec 248 of the Maritime Transport Act to declare a Tier 3 pollution response, thereby taking responsibility for any action to be carried out.

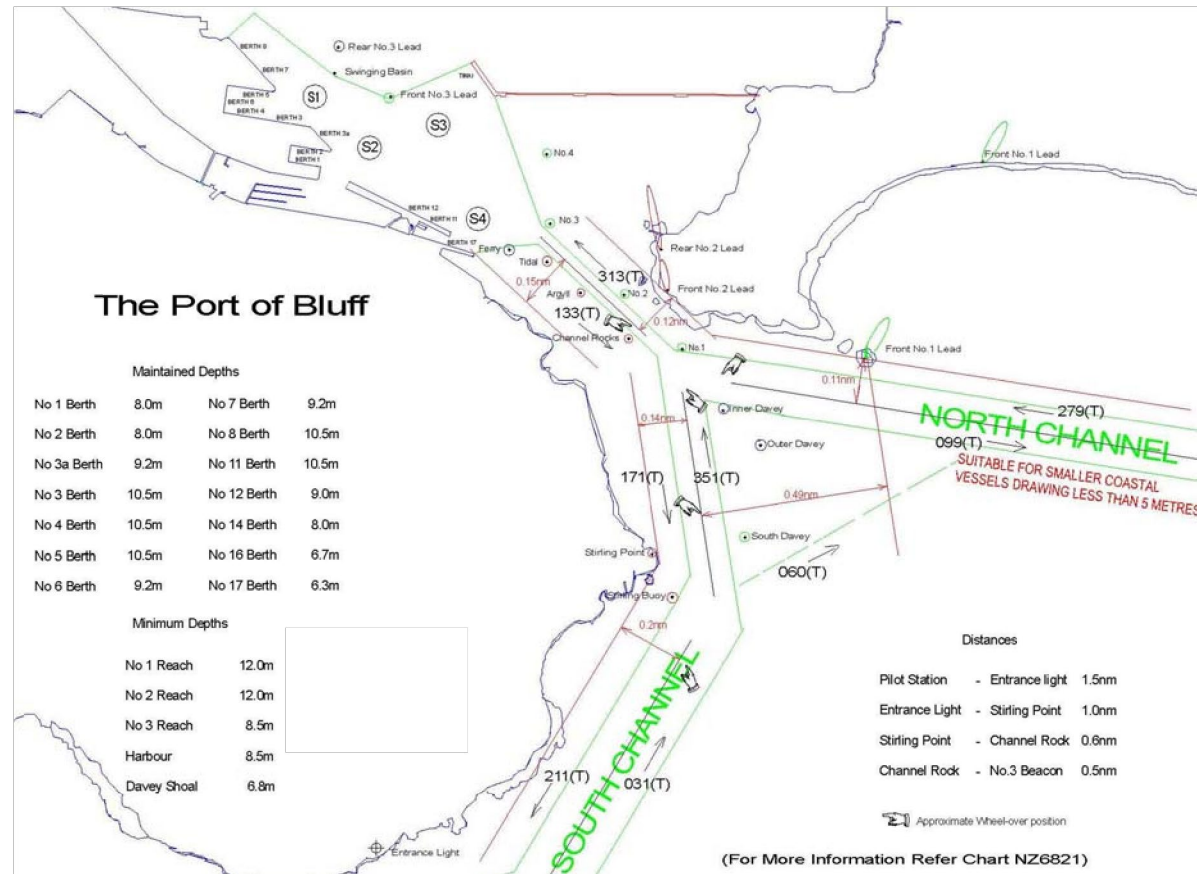
Contact Details: Rescue Coordination Centre New Zealand with numbers.

Phone: 0508 472 269 or 04 557 8030

Email: rccnz@maritmenz.govt.nz

SOUTH PORT NEW ZEALAND LIMITED

Site plan





ARRIVAL PLAN

Northern Diplomat

Monday, 4 February 2019

From: Melbourne To: B04 Side To: Port
Draft: Fwd: Aft: UKC = (11.1 -) = m

Pilot:

R Coote

Slack Water at Tidal Beacon:

HW 15:15 Ht: 2.6 m Max Draft: 9.8 m

Berth: Minimum Working Dept 10.0 m
Length: 245 m
Orientation: 278°

Minimum UKC 1.2m in channel and 10% of Draft within the Harbour, where in any case Draft shall not exceed 8m at Low Water.



MPX and Passage:

The Pilot will discuss the Passage Plan and contingencies with the Master, who will provide a 'Pilot Information Card'.

The Pilot shall be informed of any deficiencies in the anchoring arrangement, steering gear, engines and navigation equipment of the vessel and also any distinctive manoeuvring characteristics of the vessel.

Anchors shall be ready for letting go at all times during pilotage.

Safe Navigation will be conducted within the green lines on the accompanying chartlets.

Courses steered will vary to allow for Leeway and Set (See chartlet overleaf for courses to make good).

As a precaution against a reduction in visibility the Pilot may request a specific radar mode and that parallel indexing be established

Except as noted below a vessel is committed to entering the port once the Entrance Light is passed.

Note:- Draft permitting entry may be aborted by passing South of Davey Bank Buoy and returning to sea via the North Channel.

Communication between pilot, tugs, launch and linesmen will be via channel 06 and 12

The Master and Bridge team shall closely and continuously monitor the vessel's progress and challenge the Pilot if unsure of his directions.

Tugs:

Except in emergency, tugs will meet vessel in vicinity of Argyle Beacon. Tugs will be made fast using Tugs Lines.

Note: Tugs will have their radars on standby mode as a precautionary measure.

Please ensure that when tug lines are released that they are fed out so as not to foul propulsion units and that ship's crew are standing well clear of tow-line and messenger.

Towage is undertaken under UK Standard Conditions For Towing And Other Services (Revised 1986). Also refer to South Port Extended Terms and Conditions.

Alongside:

Should your vessel encounter any emergency situation whilst in port EMERGENCY SERVICES may be contacted through Bluff Harbour Radio on Channel 14 or 16 VHF - TUG ASSISTANCE IS AVAILABLE AT 30 minutes Notice at all times!

Where wind speeds in excess of 25 knots are forecast a vessel shall ensure all mooring lines are in gear and on the brake and not in auto-tension mode.

ISPS: If your vessel encounters any ISPS incident or for any reason there is a change in to your vessels SECURITY LEVEL please contact Bluff Harbour Radio immediately on Channel 14 or 16 VHF.

NO:	6110	GRT:	36007
SHIP:	Northern Diplomat		
DATE:	04/02/19	DAY:	Monday
DRAFT:	FWD:	AFT:	
FROM:	Melbourne		
TO:	B04		
MASTERS NAME:	Kucic		
MOVE:	In	TIME:	
PILOT:	BC	COMPCA:	
WIND:	NW20	TYPE:	Container Shi
AGENT:	Mssl	C/O:	O

Do current ship details match those in Shipdex?

HAUROKO:	TE MATUA:	TAKITIMU II:
BR	PT	
SLACK:	15:15	Ht: 2.6 HW 14:46
MAXIMUM DRAFT:	9.80	HP: 43398
LOA:	231	B/B: BEAM: 32
FLAG:	Liberian	CPP: N
REMARK:	BULB: Y	THRUST: Y

MMSI:

CHECKLIST

YES	NO		YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Advance Notice Form Received	<input type="checkbox"/>	<input type="checkbox"/>	Where Wind speed >25 kts are
		<u>Security Level</u>			Forecast extra lines advised and
<input type="checkbox"/>	<input type="checkbox"/>	Pilot card presented			Winches to be on break (in gear)
<input type="checkbox"/>	<input type="checkbox"/>	Main Engines in good order	<input type="checkbox"/>	<input type="checkbox"/>	Tug Line caste off procedure
<input type="checkbox"/>	<input type="checkbox"/>	Thruster available (F) (A)	<input type="checkbox"/>	<input type="checkbox"/>	Radars set on range
<input type="checkbox"/>	<input type="checkbox"/>	Steering gear satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	Rudder indicator
<input type="checkbox"/>	<input type="checkbox"/>	Anchors ready for use	<input type="checkbox"/>	<input type="checkbox"/>	RPM/Pitch Indicator
<input type="checkbox"/>	<input type="checkbox"/>	Bridge Team sufficiently rested	<input type="checkbox"/>	<input type="checkbox"/>	Gyro error confirmed
<input type="checkbox"/>	<input type="checkbox"/>	Emergency procedures explained	<input type="checkbox"/>	<input type="checkbox"/>	VHF on 16/14
<input type="checkbox"/>	<input type="checkbox"/>	Master Hands over Con to Pilot	<input type="checkbox"/>	<input type="checkbox"/>	Any deficiencies that may
					affect safe navigation

I, Captain Kucic master of the vessel Northern Diplomat hereby, declare I have received and read South Port NZ Ltd's Passage Plan and understand its contents. I am also aware of my responsibility to assist the pilot in the safe navigation of my vessel in the Bluff pilotage area and to ensure my Bridge Team uses sound BRM techniques. (e.g. 'situational monitoring' 'challenge and response' / 'closed loop communications') throughout the pilotage.

Master

Monday, 4 February 2019

Hot Work Operations

Within the Bluff port or commercial areas, the master of every vessel on board which, or on the hull of which, it is proposed to carry out welding or flame-cutting operations in or from any position, whether on board the vessel or not, must complete a Hot Work Notification to be supplied by the Harbourmaster no less than two hours before commencing the work.

The master of the vessel must ensure that, before any welding operations are commenced, precautions are taken for the detection, prevention, and extinguishing of fire on board vessel or elsewhere during the welding operations and that the requirements of the Hot Work Permit are met. Provision must be made for the continuance of the precautions until the operations are completed.

The Harbourmaster may exempt from compliance with those provisions the master of a vessel lying at any vessel-repairing establishment.

If in any case the Harbourmaster is not satisfied that adequate precautions have been taken, the Harbourmaster may forbid the operations to be commenced or continued until he or she is so satisfied or has caused such precautions to be taken as he or she thinks necessary.

Hot Work Notification Form

Environment Southland Hot Work Notification

To access this form, follow this link:

<https://www.es.govt.nz/online-services/hot-work-notification?ed-step=1>

NOTE:

This permit is not for use on Tankers/Pipeline

This permit must be displayed at work area. If more than one work area, original to be kept in ships office/wheelhouse and a duplicate copy to be displayed at