


# INFORMATION PACK



# WESTPORT HARBOUR

OWNED AND OPERATED BY **BULLER DISTRICT COUNCIL** 

**This information pack should become part of your vessel's MOSS plan.**

**Each skipper should be aware of the contents.**



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# 1 - CROSSING THE WESTPORT BAR

**The most important requirement for crossing the Bar and entering Westport is to obtain detailed weather and bar sounding information.**

This is readily available via:

- **westportharbour.co.nz**
- **Harbour Masters office**
- **0800 497 8427**
- **or call/text 021 959 279**

**The Bar can extend up to half a nautical mile off the entrance.**

**Mariners are advised to keep at least one nautical mile off the entrance until making their approach to cross the Bar.**

**Vessels must give an “all ships” call on VHF ch 14 on entry and exit.**

Bar conditions are caused by:

- The run in the river
- The set (cross current) at the entrance
- Swell size and direction
- Wind and sea conditions
- Available depth of water (determined by tidal height and position of sandbanks)

The available depth of water is important. Set and breaking swells are considerably reduced at the top of the tide, it is especially noticeable as the tide reaches 3 metres above chart datum on the day. It can be worthwhile waiting for that situation.

If your draft is 3.0 metres or more, you require a pilot (see Maritime Rule 90, Pilotage) contact the Harbourmaster to discuss options.

**Any one, or a combination of the above conditions could make crossing the Bar dangerous.**

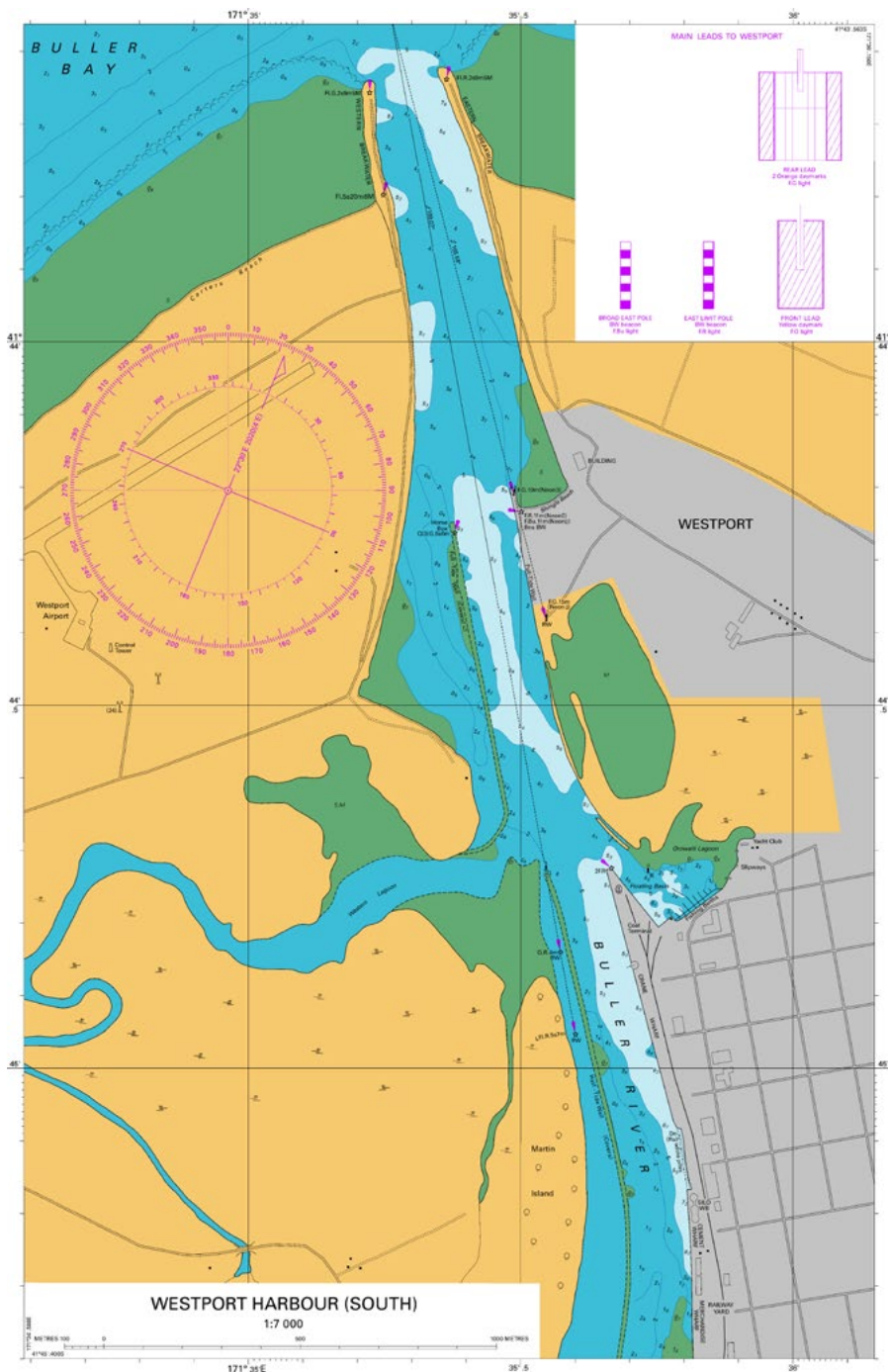
The run in the river peaks 12-18 hours after heavy rain in the mountains and can reach 8-10 knots even though the river may not appear to be in flood. The danger is not being able to make headway against the run, especially at the entrance. Very steep and short (close together) breaking waves can develop as the run holds up the incoming swells.

With heavy NW swells or strong SW/W winds, the current (called set) across the Bar entrance can reach 5 knots, with the danger of being pushed into breaking shallows to the East very quickly. To counteract strong set may mean presenting your beam to the swell with subsequent danger of broaching. Generally, we describe the set as easterly or westerly, slight, moderate, strong or very strong. If it is very strong (4 to 6 knots), crossing is ill advised.

Sometimes you can have different sets, E.g. a westerly set at 5 cables and then an easterly set close in. (See Easterly Set Diagram – under 4.0 Lead Line Information) **Westport Harbour entrance faces North.**

Generally, a north/westerly swell will affect the Bar the most, although a heavy SW swell is quite capable of refracting around Cape Foulwind and breaking on the Bar. Swells of 4 metres are not uncommon. Sometimes a long, low swell, barely noticeable off the coast, can produce a nasty breaking wave at the outer shoals. Always watch out behind you as you cross, a crew member can look out and warn of a building swell.

**The Harbour team are very happy to talk to you about conditions on the bar and approaches to take on entry or exit of Westport.**





## 2 - FACILITIES - WESTPORT HARBOUR



Westport has a floating pontoon marina situated to the east just off the Buller River approximately 1 nautical mile upriver from the tip heads.

These berths are secure, have power and water as well as toilets, showers and laundry facilities available.



The table below provides information for the larger vessel berths situated in the Buller River.

Berth	Dimensions	Min. Depth (m)	Height Above Datum	Typical Usage
Merchandise Wharf	80 m	6 m	TBA	Kawatiri
Cement Wharf (Holcim Wharf)	Length = 160 m; width = 50 m	6 m	TBA	Cement related cargo
Crane Wharf (Coal Wharf)	Length = 260 m; width = 40 m	6 m	TBA	Loading coal and also as a 'Stand-by' berth
Floating Basin	Length = 160 m; width = 30 m	4 m	TBA	Cruise passengers, independent fisher discharge and also as a sheltered 'Stand-by' berth
Talley's Wharf	Length = 35 m	4 m	TBA	For discharge of fish to Talley's
Fishing vessel berths - Floating Basin	Various	Upto 4 m	TBA	Upto 40 fishing vessels

### 3 - REQUIREMENTS - WESTPORT HARBOUR

**The Port will do all it can to accommodate you, but the consideration of all Port users will take precedence over the individual. Berthing may be at a premium at busy times.**

- All vessels fitted with stabilisers must be retracted. Not retracting a stabiliser is a breach of Maritime Rule 91.13. Your vessel and its crew are required to comply with all maritime rules and laws.
- Garbage – a trailer is provided on the Main Wharf for galley refuse only, (e.g., plastic, cardboard, bottles, tins etc.) No commercial rubbish i.e., old wires, appliances, R&M materials etc. is to be dumped. Security cameras operate on the main wharf and will identify illicit dumping offenders. No oil, or oil contaminated items are to be dumped into these bins. That is the responsibility of the Skipper/Owner.
- Used Engine Oil must be put into the oil tank provided, do not leave in separate containers. Used filters to be placed in the drum provided.
- If not already, you will need to contact the Port office or westportharbour.co.nz to fill in the port user application form. This allows you to be issued with a swipe card and confirms you understand the terms and conditions of the port which includes berthage and unloading fees.
- Shore power. The maximum amperage allowed is 10 amps for single phase and 63 amps for 3 phase. Any vessel continually tripping the shore power outlets will be refused connection again until a Certified Electrician, authorised by the Harbourmaster, has inspected the system to ascertain the fault. Costs for any repairs required to the shore equipment will be



charged to your account if done by you.

- No unauthorised parking is allowed on the commercial wharves. "No Parking" lines have been established with yellow lines. Trucks, forklifts and other commercial vehicles may operate at all times within those lines. Obstructing vehicles may be removed at owners' risk and cost. The main entrance security gate must be kept always closed when not in use. Care must be taken not to obstruct the automatic closing mechanism of the main gate. Costs for any damage to the wharf or other Port assets and attributable to vessel crew or contractors, will be charged to the vessel owner
- It is the Master's responsibility to see that his vessel is securely moored at all times, allowing for the considerable rise and fall of tide, which can be up to 3.8 metres.
- Observe Fire Safety precautions at all times.
- A Hot Work Permit is required for welding, cutting etc, please visit the Harbour website or contact the Harbour office for more info.
- Refuelling – Contact Talley's 03 788 9172 or 03 788 9175
- Any spillage is to be contained and immediately reported to West Coast Regional Council on 0508 800 118 (24hrs) as well as the Harbourmaster on 0800 497 8427.
- The Emergency Evacuation assembly point is on the main wharf at the entrance gates. The evacuation route is clearly signposted from the harbour office and at various points along the wharf.

## 4 - LEAD LINE INFORMATION

Definitions of leading lines, which are used to describe safe routes:

### **Beacon Line:**

Rear Lead (large square frame with orange boards and orange diamond topmark.) By day in line with Front Lead, yellow pole with X topmark. Night time two fixed green neon's in line one with the other.

### **East Limit:**

By day a line with the first black and white pole (to the East of the Front lead) in line with the rear lead. Night time this pole has a red fluorescent lamp, which is to be in line with the rear lead green neon.

### **Broad East:**

By day a line with the second black and white pole in line with the rear lead. At night the blue fluorescent lamp is to be in line with the rear lead green neon.

### **First East:**

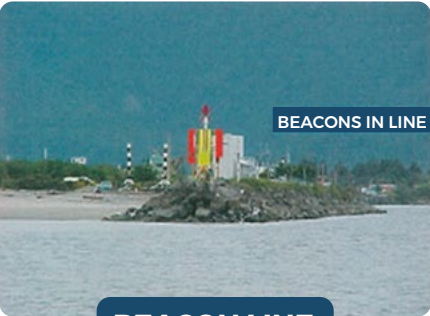
By day only a line with inside of the east breakwater head to the rear lead.

**West Limit and Broad West Limit** are daytime leads only. Advice on these leads can be obtained by contacting the Harbour Master.

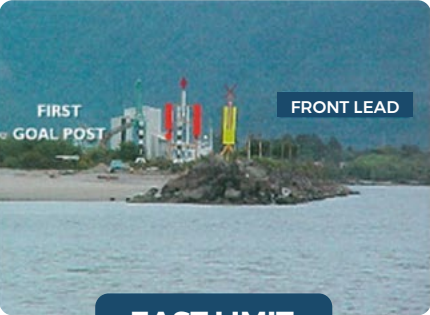
***If in doubt, stay out.***

***Lack of sleep, illness, the extra diesel consumed or the desire to be alongside, do not justify the risk - ever!***

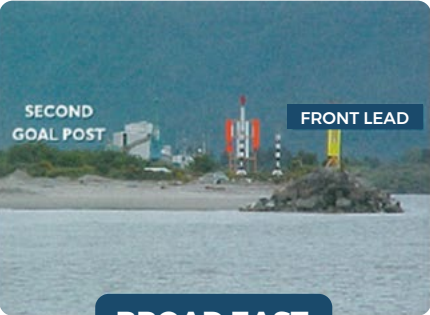
# DAY



BEACON LINE

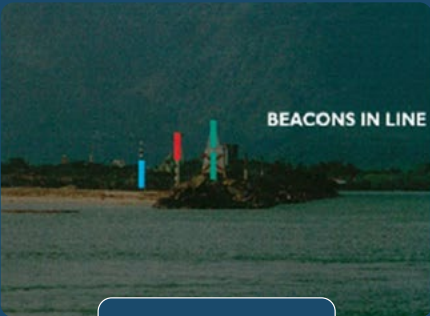


EAST LIMIT

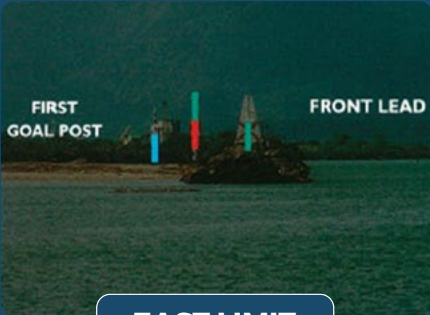


BROAD EAST

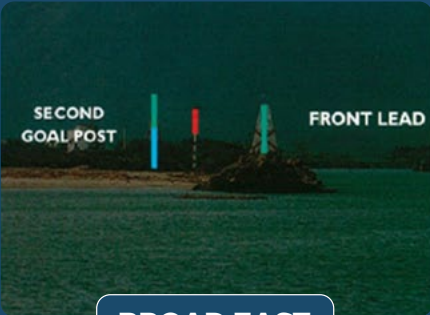
# NIGHT



BEACON LINE



EAST LIMIT



BROAD EAST

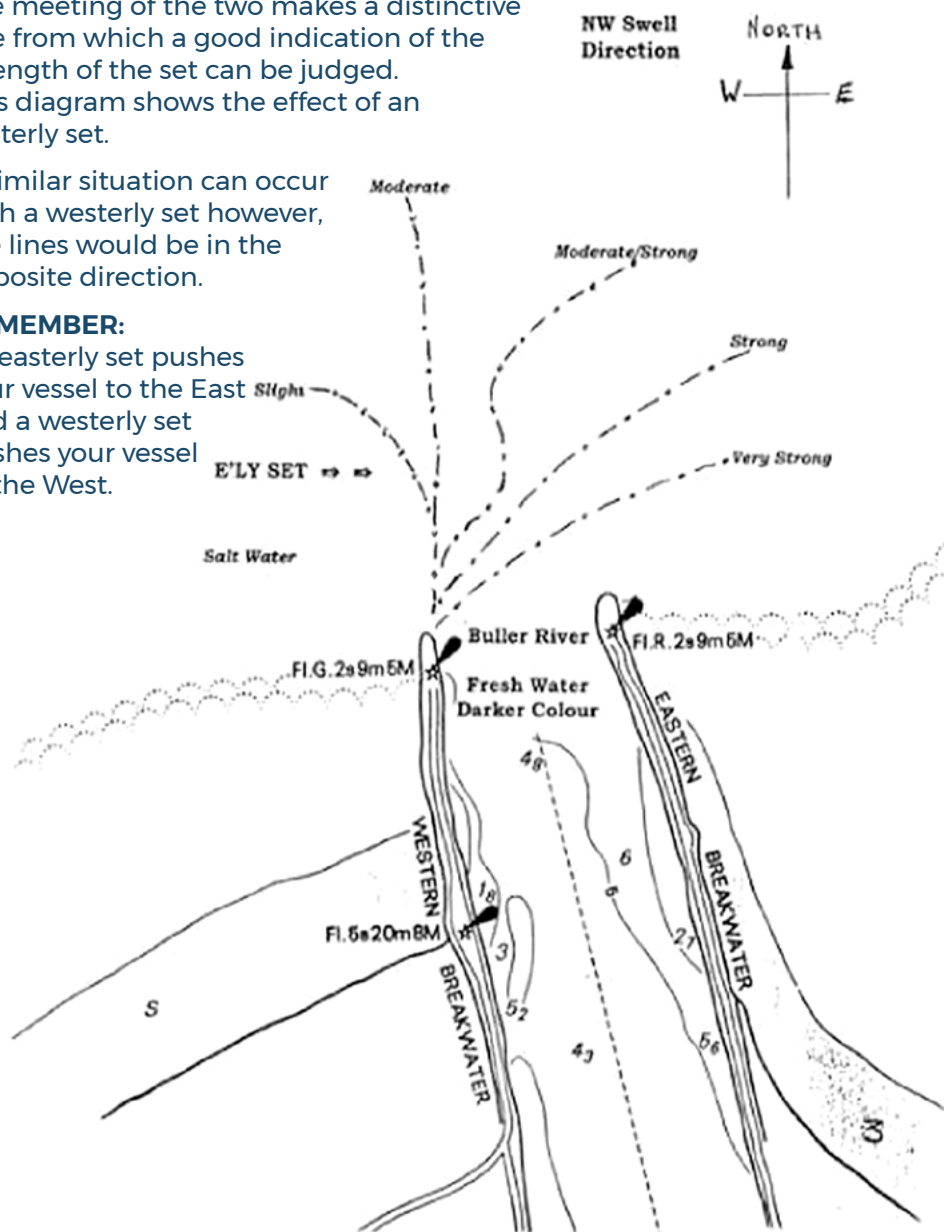
## EASTERLY SET DIAGRAM (not to scale)

Fresh water floats on top of the salt water. The meeting of the two makes a distinctive line from which a good indication of the strength of the set can be judged. This diagram shows the effect of an easterly set.

A similar situation can occur with a westerly set however, the lines would be in the opposite direction.

### REMEMBER:

an easterly set pushes  
your vessel to the East  
and a westerly set  
pushes your vessel  
to the West. E'L



## **5 - ADVICE TO FISHING VESSEL OPERATORS - DUTIES UNDER THE HEALTH AND SAFETY AT WORK ACT 2015**

The Buller District Council as manager for the Port of Westport is committed to meeting its duties under the Health and Safety at Work Act 2015 and therefore continues to work to improve safety and health at the port.

Buller District Council has duties under the Act as a (PCBU) **“a person conducting a business or undertaking”** and as **“workers”**

These duties require the PCBU and its workers to:

- a. Take reasonably practicable steps to ensure the health & safety of employees and other persons while at work.**
- b. Take reasonable care with their own health and safety and that of others**

Buller District Council has a number of systems in place to respond to its duties under the Act:

- A Safety Management System reviewed regularly depending on Port performance and operations.
- Acting on health and safety issues raised by port users
- Maintenance and upgrading of facilities where practicable
- Contractors are informed of hazards and controls at the port by way of signs and written or verbal information and must comply with this information.

**Fishing Vessel Operators using the Port of Westport also have duties under the Health and Safety at Work Act as employers, self-employed people and visitors to the port.**

Whilst at sea, Maritime New Zealand is the regulator **HOWEVER** once a fishing vessel ties up at one of our wharves/jetties, that vessel becomes part of our “place of work” and thus the **‘person with control of that place of work’**. **Therefore:**

- Anyone who employs staff and uses the Port, has the same obligations as outlined above for BDC as an employer, and as a person with control of the place of work.
- Self-employed people have a duty under the Act to ensure that any action or inaction on their part does not harm themselves or any other person.

**Buller District Council requires persons accessing our wharves to wear high visibility clothing and closed footwear at all times.**

## **Disclaimer**

While the Buller District Council has exercised all reasonable care and skill in carrying out and analysing soundings, it accepts no liability in contract, tort or otherwise howsoever, for any loss, damage, injury or expense (whether direct, indirect or consequential) arising out of the provision of this information to any person or organisations.



## 6 - MARINE NOTICE BOATS 10/2001 NOV. - NATIONAL CODE OF PRACTICE

*(Please note the following notice issued by MNZ does NOT supersede the requirements of the Buller District Council Westport Harbour Navigation and Safety Bylaws)*

**This code addresses widespread concerns over fatalities, mainly to the crew of fishing vessels, on bar harbours. A group comprising bar harbour Harbourmasters, fishing industry representatives and Maritime New Zealand has developed the code after extensive consultation with all sectors of the maritime industry. This notice supersedes marine notice: Boats 02/2000.**

### **Purpose**

The purpose of the 'National Code of Practice' is to provide clear guidelines to the skipper and crew of all vessels regarding safe and prudent practice when attempting to cross any bar or river entrance.

### **Cautions**

**Extreme caution must be exercised when crossing bars.**

Conditions prevailing on a bar or in river approaches may cause unusually sudden steep and often breaking seas. Conditions change quickly and unpredictably. The skipper's experience and the vessel type should be taken into account when a bar crossing is considered. However, no amount of experience or boat type makes crossing a bar SAFE when the conditions are marginal or adverse. No situation warrants taking the risk, so if in doubt 'STAY OUT'.

Before leaving harbour a skipper must assess conditions on the bar. Skippers must be aware that a rapid change in conditions might prevent a safe return to harbour.

Craft unable to weather adverse seas outside the bar should not leave port. Those vessels leaving for longer trips should ensure they have adequate reserve fuel and provisions to enable the vessel to remain at sea and/or divert to another port should adverse bar conditions prevail on their return.

### **Ensure that your vessel has sufficient stability.**

All vessels must be in a stable condition. Skippers should be aware of all the factors that determine a vessel's stability including:

- The free surface effect of liquids and loose fish.
- Additional weights on deck, including portable ice slurry bins and fuel containers.
- The loss of stability that occurs if deck enclosures or bins suddenly fill with water.
- Modifications to a vessel may be detrimental to its stability. The vessel's statical stability should have been calculated after such alterations.
- The movement of weights within the vessel including people.
- Skippers should be aware that:
- All bars have areas of broken water containing air, which can severely reduce the stability and handling of a vessel;
- In marginal conditions, night time crossings are more hazardous; and
- Vessels attempting to cross a bar at or near low water are more likely to experience adverse conditions than at high water.

## Prudent Practice

- a. Effective communication between the skipper and the Harbourmaster must be established before attempting a bar crossing.
- b. All skippers operating to and from bar harbours should obtain relevant up to date information and a weather report pertinent to the area before crossing the bar and take into account that information.
- c. Stay at a safe distance offshore until a report on the prevailing bar conditions has been obtained from the Harbourmaster. If in doubt 'STAY OUT'.
- d. Skippers should ensure that all deck openings, hatches and doors are securely battened down or closed, particularly off-centre line hatchways. Freeing ports should be checked that they are clear and operating. Loose gear on deck including ice-slurry bins and their lids should be secured.
- e. Before crossing any bar entrance, skippers should ensure that everyone on board is awake and dressed.
- f. Ensure lifesaving equipment is easily accessible and ready for immediate use. Every person should wear a Personal Flotation Device (PFD) of an appropriate size, particularly children. There are many approved inflatable lifejackets that are easy and comfortable to wear.
- g. Approaches should be made at a moderate speed in order that a skipper might increase or slacken speed in order to steer out of trouble.
- h. A lookout watching astern should be posted to keep the helmsman informed of the approach of dangerous building swells.
- i. In the interests of safety and manoeuvrability the skipper should ensure the preceding vessel is well clear of the bar before proceeding.



# CROSS THE WESTPORT BAR **SAFELY**



Check the weather & river conditions  
**westportharbour.co.nz**



Make an 'all ships' call on

**VHF Ch. 14**  
on every entry and exit



For harbour enquiries, call

**0800 497 8427**

**IF IN DOUBT, DON'T CROSS**