PORT NELSON

PORT PASSAGE PLAN

Navigational information and references for compulsory pilotage vessels & pilot exempt vessels at Port Nelson

Version 3
March 2025

Contents

Introduction

Purpose

This Port Passage Plan is a navigational reference for Port Nelson pilots, for the Masters of compulsory pilotage vessels, and for Masters of pilot exempt vessels. Its purpose is to contribute to the consistent and safe movement of vessels within the Nelson pilotage area. It performs the following functions:

1. It outlines the regulatory and procedural framework at Port Nelson for arriving and departing vessels.
2. It describes standard routes and manoeuvres for compulsory pilotage vessels and pilot exempt vessels.
3. It provides specifications for tugs, channels, berths and other infrastructure and services relevant to pilotage operations at Port Nelson.

Responsibility

The Marine Operations Manager is the Designated Person and reports directly to the PNL Chief Executive on matters relating to the management of marine risk.

Responsibility for implementation of the PNL Marine SMS, monitoring potential sources of marine risk, and monitoring the effectiveness of the PNL's marine risk management rests with the Marine Operations Manager, assisted by the Pilots.

The Marine Operations Manager is responsible for promoting consistency with the Port & Harbour Marine Safety Code and working collaboratively with the NCC Harbourmaster's office, Maritime New Zealand (MNZ), PNL staff, and other 3rd party stakeholders, such that there is a shared understanding of marine risk management in the Tasman Bay Code Application Area.

The Marine Operations Manager is responsible for the survey and maintenance of all tugs, pilot vessels and associated equipment owned by PNL, assisted by the Marine Superintendents.

The General Manager Infrastructure, assisted by the Senior Port Engineer, is responsible for the provision and maintenance of berths, mooring equipment, communications equipment, environmental sensors, and aids to navigation.

The Pilots are responsible for the implementation and review of the Port Passage Plan, and the maintenance of portable navigational equipment, including PPU's and VHF radios used by pilots.

All PNL marine staff are responsible for their compliance with all relevant regulation and the NCC Bylaw in the performance of their roles. They are also responsible for their adherence to the Policies, Plans and Procedures contained within the PNL Marine SMS and for the timely reporting and recording of incidents, near misses and sources of risk through formal and informal means.

Masters of all vessels navigating within the Nelson Pilotage Area are responsible for compliance with International Convention, Flag State regulation and Port State regulation.

General Pilotage Information

Port Description

Port Nelson is a shallow, tidal port comprising 4 principal loading and discharging berths which service container vessels, car carriers, log vessels, dry bulk, product/chemical tankers, and cruise vessels. Additionally, there are 2 lay-up berths, a repair slipway, and several wharves dedicated to fishing fleets. There are numerous moorings and a marina for pleasure craft.

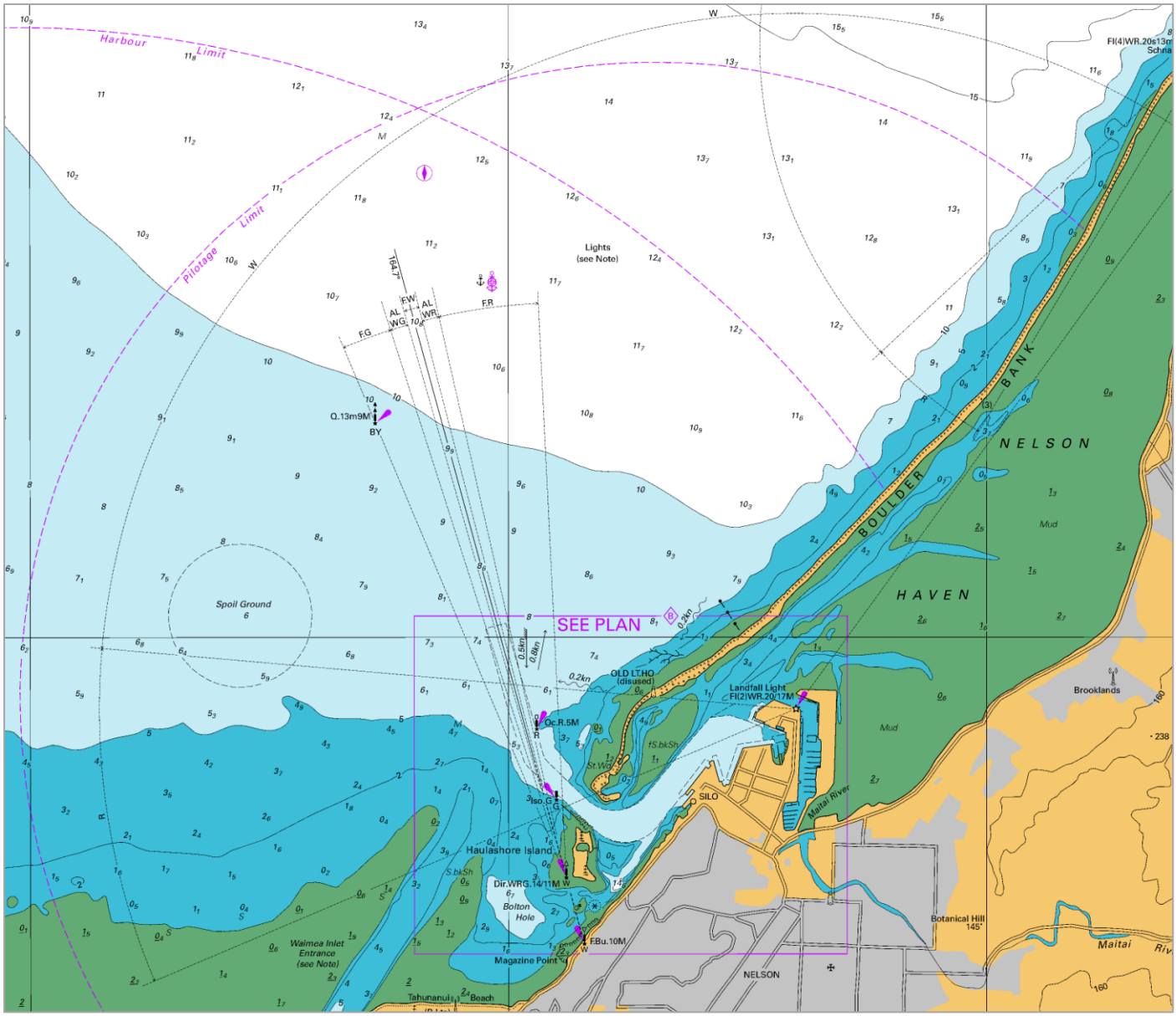


Fig.1 Port Nelson

The port sits within a complex system of tidal and river currents due to a large tidal range, the proximity of two tidal lagoons, and two rivers.

Generally, the port is well sheltered from wind and swell.

Regulation

Port Nelson is a compulsory pilotage area as defined by New Zealand Maritime Rule Part 90. The pilotage limit extends to approximately 3NM from the port entrance (Area 3 on the below chart). Pilotage is compulsory for all vessels of LOA > 40m.

Navigation is regulated locally by the Nelson City Council Harbourmaster in line with Sections 33C and 33D of the Maritime Transport Act 1994. Nelson City Council jurisdiction extends to the purple outline indicated on the diagram below.

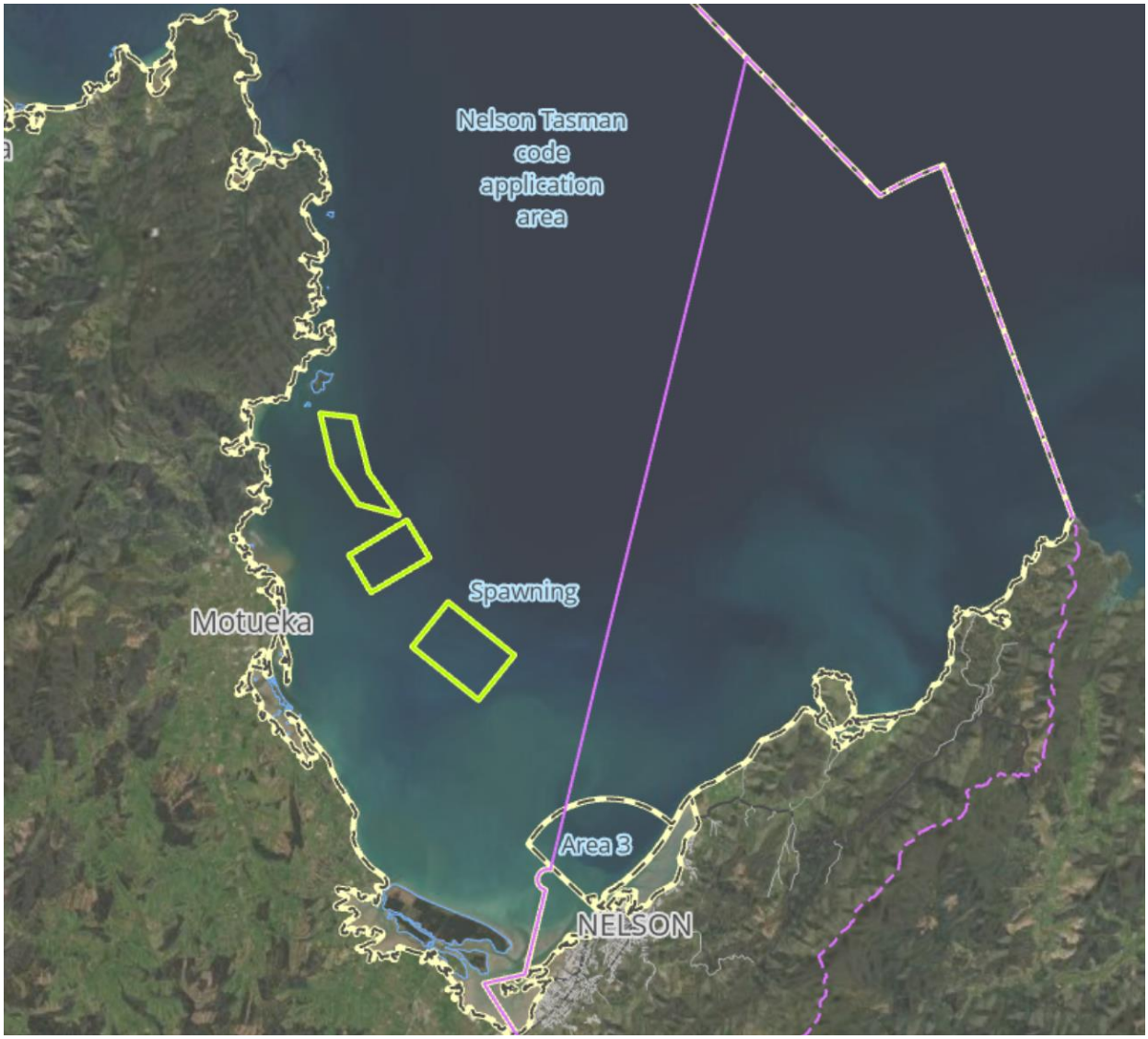


Fig 2. Areas of jurisdiction

Local regulatory instruments include the Nelson City Council Navigation Bylaw 2019, and Nelson Harbourmaster Directions. These may be accessed via the Nelson City Council website.

https://www.nelson.govt.nz/repository/libraries/id:2r883m1me1cxbyryo0mp/hierarchy/1Your%20Council/Bylaws/Navigation%20Safety%20Bylaw

Harbourmaster Directions - Nelson City Council

All arriving compulsory pilotage vessels or vessels going to anchor are required arriving to complete the Nelson City Council Pre-Arrival Form prior to entering Tasman Bay. Forms can be obtained by contacting local shipping agents or the NCC Harbourmaster.

Pilotage and towage services are provided by Port Nelson Ltd. Port Nelson Ltd is a private Port Company as defined by the NZ Port Companies Act 1988 and is the responsible Port Operator in line with Section 33S of the Maritime Transport Act 1994.

Nelson City Council and Port Nelson Ltd are both signatories to the New Zealand Port & Harbour Marine safety Code 2020.

Anchoring

Vessels may anchor within Tasman Bay but outside the Nelson pilotage area with permission from the Nelson Harbourmaster. Procedures for requesting to anchor can be found in the NCC Harbourmaster's Directions 2023 via the Nelson City Council website.

Harbourmaster Directions - Nelson City Council

There are 4 designated anchorage positions for vessels awaiting a berth or pilot:

- Small Vessel Anchorage (LOA<180m) 41°10'.50 S 173°15'.32 E
- No.2 Anchorage 41°09'.58 S 173°16'.30 E
- No.4 Anchorage 41°07'.88 S 173°17'.35 E
- No.6 Anchorage 41°06'.22 S 173°18'.48 E

Further anchorages (No.3, No.5, & No.7) are available for vessels seeking shelter or awaiting orders. These positions are available from the Nelson City Council Harbourmaster.

Navigational Warnings/Notices to Mariners

These are issued as Navigational Safety Notices by the Nelson City Council Harbourmaster. Current notices can be accessed via the Port Nelson website.

https://www.nelson.govt.nz/6environment/harbour/navigation-safety-notices

Nelson City Council Harbourmaster

The Nelson City Council Harbourmaster or their Deputy may be contacted 24/7 using the contacts below.

Email: harbourmaster@ncc.govt.nz

Phone: 0800 NNHarbour (0800 664 272)

Nelson Harbour Radio

Port Nelson operates a 24-hour Local Port Service, call sign Nelson Harbour Radio, on VHF Ch 12. Traffic and weather information and any navigational warnings/notices to mariners can be provided by Nelson Harbour Radio on request.

All vessels of LOA>20m are required to report on VHF Ch 12 to Nelson Harbour Radio before departing or entering the port.

Nelson Harbour Radio monitors security cameras in numerous locations around the port and approaches. Some of these are accessible to the public via the Port Nelson Website.

https://www.portnelson.co.nz/community/harbour-conditions/

Tides

Tidal ranges at the port vary between 1.5m during neap cycles up to a maximum 4.7m during spring cycles. Heights of tide vary from 0.0m to 4.7m and tidal streams within the harbour can reach 2.5 knots during the flood and ebb.

Live readings for height of tide at the **Fairway Beacon** and **McGlashen Quay** and current strength at the **No.2 Beacon** can be accessed via the Port Nelson Website or via Nelson Harbour Radio on request.

https://www.portnelson.co.nz/community/harbour-conditions/

Weather

Port Nelson is relatively well sheltered from wind and swell compared to other West Coast ports in New Zealand. Wind directions are predominantly from the NNE or SW, see wind rose below.

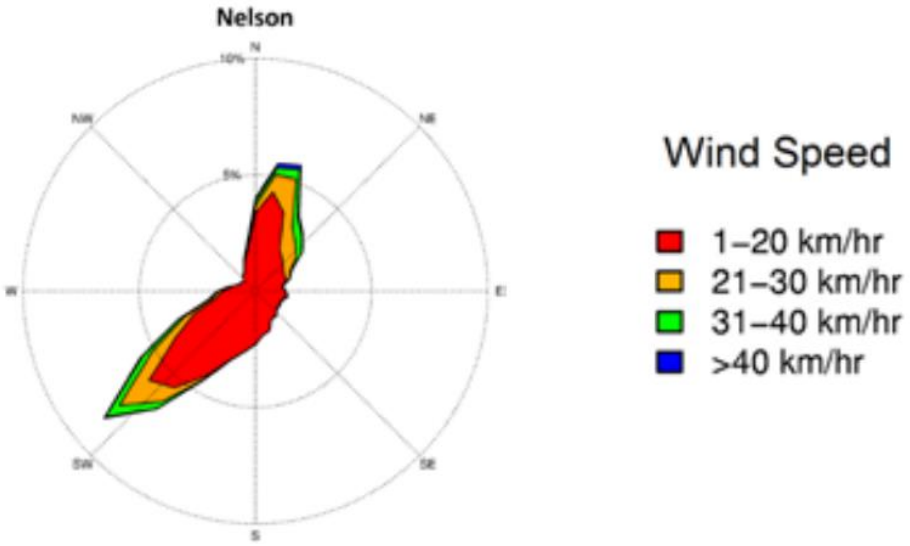


Fig.3 Average wind data (source NIWA)

Table 1. Mean monthly and annual wind speed (km/hr) for selected Nelson and Tasman locations, from all available data.

Location	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Ann
Farewell Spit	21.3	19.7	20.0	19.0	19.6	19.9	19.9	19.7	22.3	24.7	25.1	22.6	21.2
Nelson	14.3	12.4	12.3	10.0	9.6	8.8	8.3	9.6	11.7	14.2	14.9	14.8	11.7
St Arnaud	9.1	8.4	8.3	6.8	6.6	6.5	6.9	6.2	6.8	8.7	8.7	8.1	7.6
Murchison	7.9	7.6	6.9	6.0	5.9	6.2	6.0	6.5	7.4	8.4	9.2	8.1	7.2
Motueka	5.6	5.1	4.9	4.1	4.0	4.0	4.2	4.5	5.1	5.9	6.1	5.9	5.0

Sea and swell conditions in the approaches to the port rarely exceed 2.5m significant wave height and wave periods are generally short (less than 8 seconds). As such, surge conditions on the berths within the harbour are extremely rare.

Live readings for wind speed and direction and sea height at the **Fairway Beacon** can be accessed via the Port Nelson Website or via Nelson Harbour Radio on request.

Live readings for wind speed and direction at **Main Wharf** can also be accessed via the Port Nelson Website or via Nelson Harbour Radio on request.

https://www.portnelson.co.nz/community/harbour-conditions/

Charted and Maintained Depths

The channels, swing basins and berth pockets at Port Nelson are surveyed at least once every year and maintained to the following charted depths.

Principal channels and cargo berths are shaded in green.

Channel location	Maintained charted depth
Outer channel	8.1m
Inner channel and swing basin	7.6m
Maitai Channel/Dixon Channel	4.5m
Slipway Basin West	5.0m
Slipway Basin East	3.5m
Berth location	
Main Wharf	10.3m
Brunt Quay	10.0m
McGlashen Quay	9.2m
Kingsford Quay	9.5m
Main Wharf North	9.0m
Kingsford Quay East	6.3m
McKellar East	7.0m
McKellar West	5.0m
Lay-Up 1	8.0m
Lay-Up 2	7.0m
Amaltal Berth/Talleys	7.0m
Donkers	6.0m
Coastal Berth	5.5m

Where surveys indicate that depths are less than advertised, Navigational Safety Notices will be issued by the NCC Harbourmaster until maintenance dredging has been completed.

Based on these advertised depths and predicted tide heights, maximum draft tables are published by the Port Nelson pilots office to determine the maximum allowable draft for a vessel arriving or departing Port Nelson and the maximum draft while alongside on any given date.

Details on the most recent surveys and maximum draft tables may be obtained by contacting the Port Nelson pilots office.

Email: marine.ops@portnelson.co.nz

Phone: +64 3 539 3879

Pilotage Procedures

Ordering a Pilot

Requests for pilots and/or tugs should be emailed or telephoned to the Port Nelson Pilots office at least 24 hours in advance of arrival or departure using the form provided by the Port Nelson Pilot's office.

Email: marine.ops@portnelson.co.nz

Phone: +64 3 539 3879

Pre arrival information

Arriving vessels must provide the following information when booking a pilot:

- ETA at the pilot transfer position
- Drafts forward and aft
- Details of any navigational defects

For vessels arriving for the first time at Port Nelson, additional information may be requested prior to acceptance including:

- pilot card
- wheelhouse poster/manoeuvring booklet
- mooring deck arrangement plans
- mooring equipment specifications

Size and Type of Vessel

Port Nelson Ltd standard operating procedure for pilotage operations specifies classes of vessels based on LOA, draft and by vessel type. There are 6 classes of vessel (see table on page 11). Guideline parameters for UKC, wind, current, towage, and numbers of mooring line handlers apply to each class of vessel.

Formal Risk Assessment

Vessels of LOA > 225.0m or beam>38.0 are subject to a formal risk assessment process prior to acceptance at Port Nelson due to the narrow channel and berth pockets.

Guideline Operational limits

Guideline operational limits for each class of vessel are summarised in the table on page 11. However, each vessel will be individually assessed by a Port Nelson Ltd Pilot and limits other than those shown in the table may apply. This decision will be made by the pilot conducting the shipping movement based on a comprehensive assessment of the specific considerations at that time. Any movement conducted outside these limits will be annotated on passage planning documentation.

Restricted Visibility

Piloted vessels may not arrive or depart where visibility is estimated to be less than 0.5NM.

Table of Operational Limits

VESSEL CLASS	DESCRIPTION	TIDAL CURRENT LIMIT (Kt)		TUGS	LINEHANDLERS	WIND LIMIT (Kt)	MINIMUM SUKC
		FLOOD	EBB				
A	Car carriers LOA ≥ 199m All other vessels LOA ≥ 210m LOA ≥ 225m subject to formal risk assessment	1.0	0.5	2 in, 2 out Irrespective of manoeuvrability	4 in, 4 out	Car carriers 20 knots LOA ≥ 225m 20 knots All other vessels 25 knots Subject to tug and thruster power	1.2m static
B	181m < LOA < 210m	1.0	0.5	2 in, 2 out Irrespective of manoeuvrability	4 in, 4 out	25 knots Subject to tug and thruster power	10% of deepest draft
C	130m ≤ LOA ≤ 180m 7.0m ≤ Draft < 8.5m Tankers any draft	1.5	1.0	2 in, 2 out Subject to manoeuvrability	4 in, 4 out	25 knots Subject to tug and thruster power	10% of deepest draft
D	130m ≤ LOA ≤ 180m Draft < 7.0m Excludes tankers	2.0	1.0	2 in, 2 out Subject to manoeuvrability	4 in, 4 out	25 knots Subject to tug and thruster power	10% of deepest draft
D2	80m ≤ LOA < 130m Draft < 7.0m	2.5	1.5	1 in, 1 out Subject to manoeuvrability	4 in, 2 out	30 knots Subject to tug and thruster power	10% of deepest draft
D3	LOA < 80m Draft < 7.0m	2.5	2.5	Subject to manoeuvrability	2 in, 2 out	30 knots Subject to tug and thruster power	10% of deepest draft

Pilot Transfers

Procedure

Arriving and departing vessels will be allocated a pilot boarding time by the pilot's office.

For arriving vessels, instructions for pilot transfers and pilot ladder rigging will be given 1 hour prior to the vessel's ETA by Nelson Harbour Radio on VHF Ch 12. Further detailed instruction will be given by the pilot vessel on VHF Ch 12 immediately prior to pilot transfer.

Pilot ladders will usually be requested 1.0m above the water line on the lee side, and transfers will usually take place with a water speed of between 6 and 8 knots.

Port Nelson Ltd requires that all pilot transfer arrangements are compliant with SOLAS Chapter V (Regulation 23), IMO Resolution A.1045(27), and NZ Maritime rules Part 53. Vessels may be refused entry to Port Nelson if pilot transfer arrangements are non-compliant.

Pilot Transfer Position

Inward

For inward bound vessels, pilots board at one of the following positions:

1. Charted boarding position - **41° 12'.818 S, 173° 14'.466 E**
   This is the default boarding position and is used for most pilot boardings.
2. Outer boarding position - **41° 11'.316 S, 173° 14'.466 E**
   This position may be used at the discretion of Port Nelson pilots for larger vessels or for any other reason. Vessels will be informed prior to the scheduled pilot boarding time if the transfer will take place at the outer boarding position.

Outward

For outward bound vessels, pilot transfers will take place at the discretion of the pilot and Master of the vessel, after the vessel is clear of the maintained channel.

Pilot Vessel Specifications

Port Nelson operates two pilot vessels. Mānuka and Waimea II

Fig. 4 – Pilot vessel Waimea II

Model	Naiad 12.6 (built 2005)
LOA x breadth x draft	12.6m x 4.1m x 0.6m
Propulsion	2 x Yamaha 300HP V6 outboard
Maximum speed / cruising speed	34kt / 22kt
Normal boarding speed	7 kt
Deck height	1.0m above water line
Crew	2

Fig. 5 – Pilot vessel Mānuka

Model	Hart Marine ORC (built 2024)
LOA x breadth x draft	17.55m x 5.86m x 1.6m
Propulsion	2 x Scania Di16 070M
Maximum speed / cruising speed	34kt / 22kt
Normal boarding speed	8kts
Deck height	1.0m above water line
Crew	2

Towage information

All vessel movements will be allocated tugs by the pilot's office in line with the Guideline Operational Limit table on page 11.

Requests for tugs in excess of those required by the Guideline Operational Limits table must be made at least 24 hours prior to the planned pilot boarding time where possible.

Tugs will be made fast to the vessel at the discretion of the pilot and Master using tugs lines.

Port Nelson Ltd owns and operates three Azimuth Stern Drive (ASD) tugs:

- Huria Matenga II - 70t BP
- Toia - 50t BP
- WH Parr - 22t BP

Tug Huria Matenga II

Fig. 5 – Tug Huria Matenga II

Model	Damen ASD 2411
Yard/year of build	Song Cam / 2019
LOA x breadth x draft	24.47m x 11.33m x 5.35m
Displacement	490t
Total ME output	4200 kW
Thruster type	Rolls Royce US 255
Max bollard pull ahead/astern	70.0t / 67.1t
Max speed ahead/astern	13.5kt / 13.2kt
Tow winch (forward)	Hydraulically driven two speed split drum and warping head 33 ton up to 11 m/min, reduced pull up to 51 m/min, 150-ton brake on second layer, with line pull and line length measurement system.
Tow rope	"Dynice SK78", 64mm x 12 strand Dyneema, MBL 254t, 120m in length
Capstan	5t at 15 m/min. Electrically driven
Towing hook (aft)	Mampaey SWL 100t

Tug Toia

Fig.6 – Tug Toia

Model	Damen ASD 2310 - Toia
Yard/year of build	Chang De 2016
LOA x breadth x draft	22.73m x 10.43m x 4.62m
Displacement	385t
Total ME output	3000 kW
Thruster type	Rolls Royce US 205 MK 1
Max bollard pull ahead/astern	50.4t / 49.8t
Max speed ahead/astern	12.7kt / 12.2kt
Tow winch (forward)	Hydraulically driven split drum, pull 18t at 11 m/min and slack rope at 33 m/min, 130t brake on second layer
Tow rope	"Langhurst Lanko Force SK78", 52mm x 12 strand Dyneema, MBL 204t, 110m in length
Capstan	3t at 15 m/min. Electrically driven
Towing hook (aft)	Mampaey, SWL 66 t

Tug WH Parr

Fig.7 – Tug WH Parr

Model	ASD
Yard/year of build	Dunedin / 1972
LOA x breadth x draft	20.9m x 8.6m x 3.0m
Displacement	220t
Total ME output	1424 kW
Thruster type	Aqua Master US 105
Max bollard pull ahead/astern	21.6t / 20.1t
Max speed ahead/astern	9.5 kt / 8.0kt
Tow winch (forward)	Hydraulic single drum, pull 2.5t at 21m/min, 48t brake on 4th layer
Tow rope	"Langhurst Lanko Force SK78", 30mm x 12 strand Dyneema, MBL 80t, 85m in length
Capstan	N/A
Towing hook (aft)	SWL 30t

Standard Route Plans

There is one approved standard route for entry to Port Nelson.

Route 1 – Outer PBA to Swing Basin

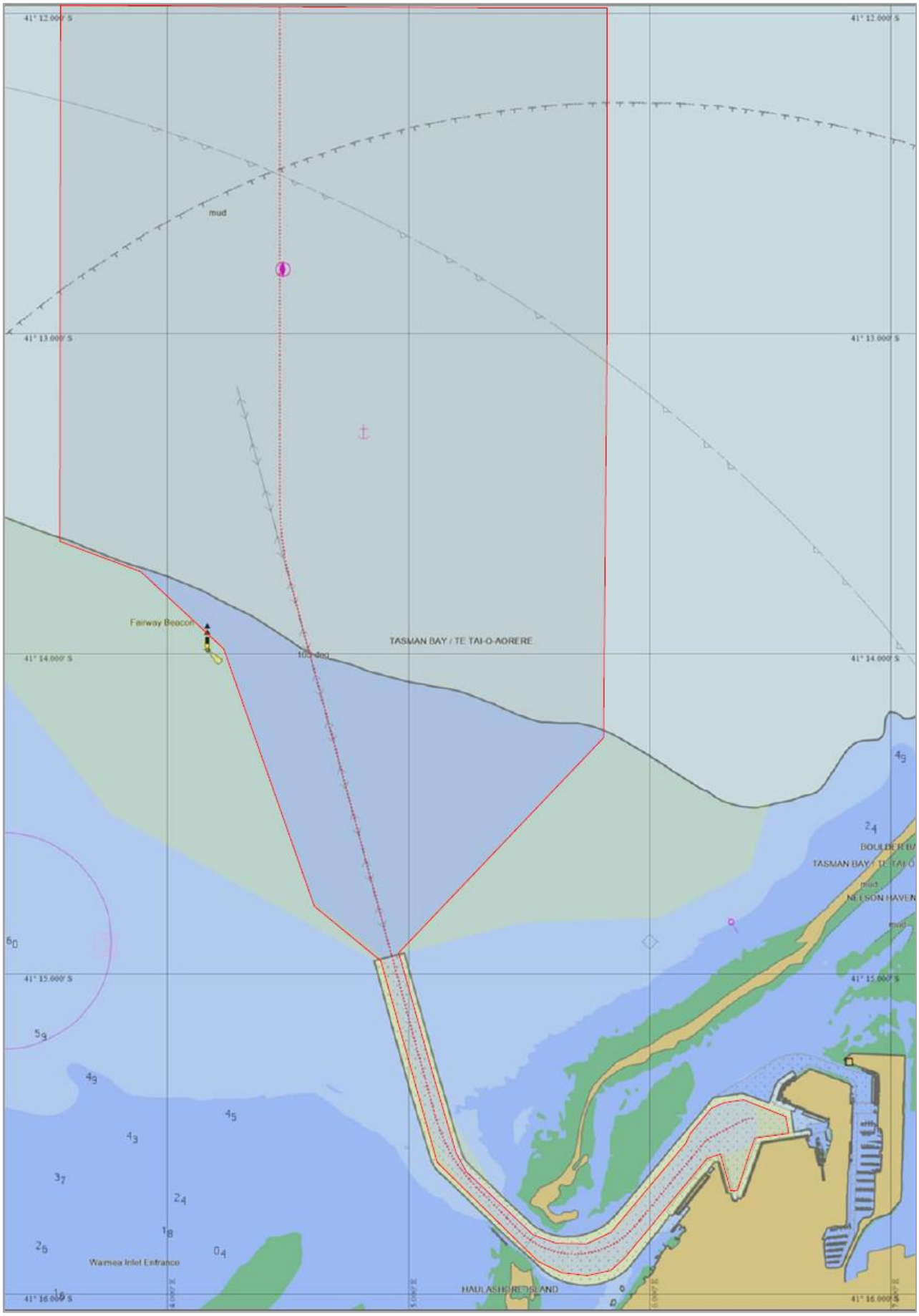
This route begins at the outer pilot boarding area, passing through the charted inner pilot boarding area, and continues to the centre of the swing basin. It is used for access to the principal cargo berths.

Waypoint table (Route 1)

The route is reversible and may be used for arrivals and departures.

Waypoint	Latitude (S)	Longitude (E)	Turn radius (m)	Speed (Kt)	XTE P&S (m)	T.Co. (°)	Dist. (NM)	Time (min)
Outer PBA	41 11.316	173 14.466	500	8.0	370	180.0	1.5	11m
Inner PBA (charted)	41 12.818	173 14.466	500	8.0	370	180.0	0.8	6m
Fairway Beacon	41 13.656	173 14.466	1852	7.0	370	164.9	0.7	7m
Abort	41 14.459	173 14.755	500	7.0	370	164.8	0.5	4m
Outer Channel	41 14.946	173 14.930	500	7.0	50	164.8	0.7	6m
Beacon 0	41 15.572	173 15.157	926	6.0	50	135.4	0.3	3m
Beacon 1	41 15.764	173 15.408	450	6.0	50	135.4	0.2	3m
Front Inner	41 15.991	173 15.706	450	5.0	65	040.5	0.3	4m
Beacon 5	41 15.768	173 15.960	500	5.0	65	039.5	0.3	5m
Beacon 8	41 15.523	173 16.228	130	4.0	110	056.0	0.1	1m
Beacon 9	41 15.508	173 16.260	130	3.0	140	062.3	0.1	3m
Beacon 10	41 15.455	173 16.396	130	2.0	110	077.1	0.1	1m
EOP	41 15.448	173 16.436						
						Total	5.6NM	54m

Illustrative Chart (Route 1)



Standard Manoeuvring Plans

Introduction

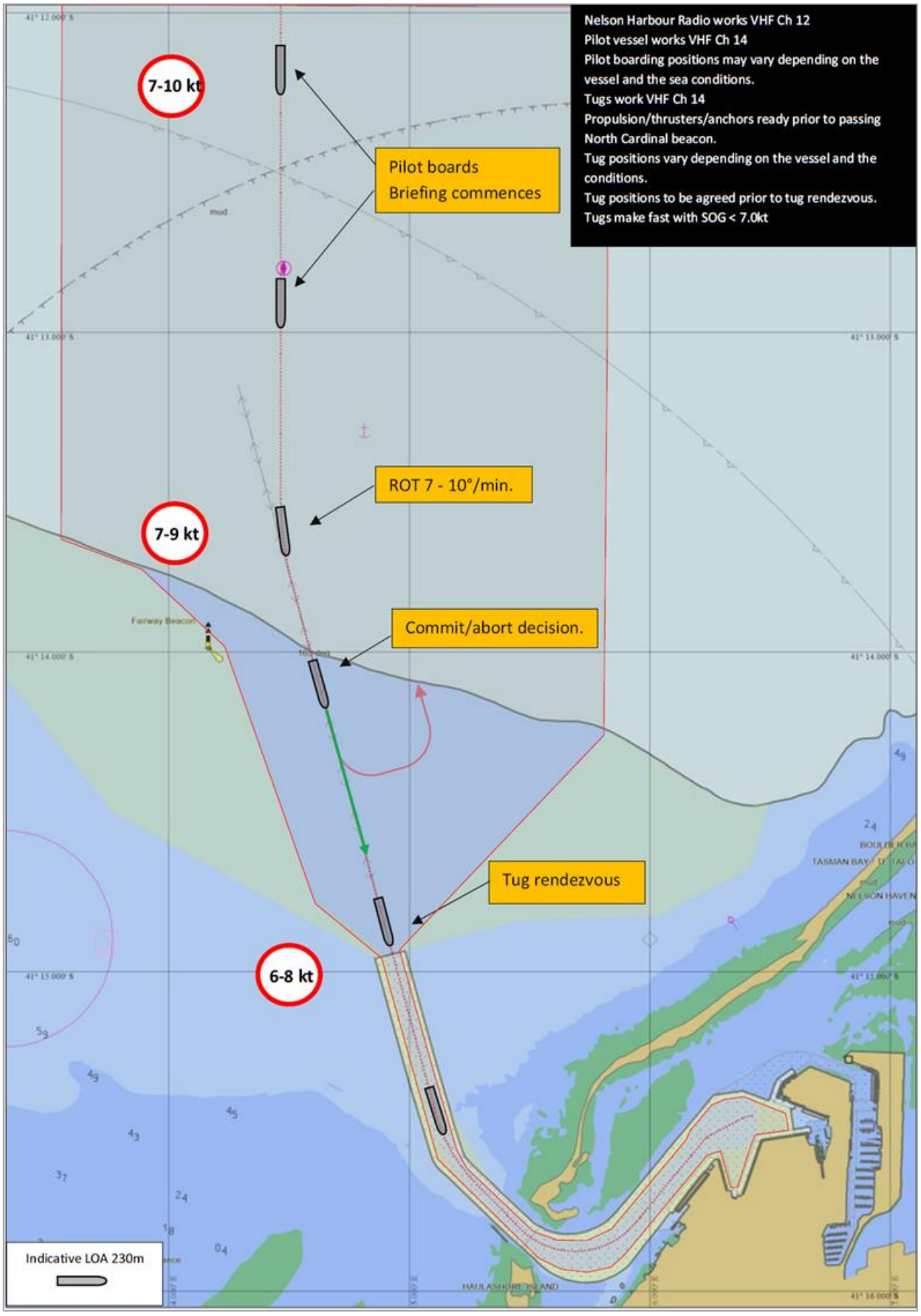
Manoeuvring plans have been produced for the most used manoeuvres onto and away from the principal cargo berths at Port Nelson.

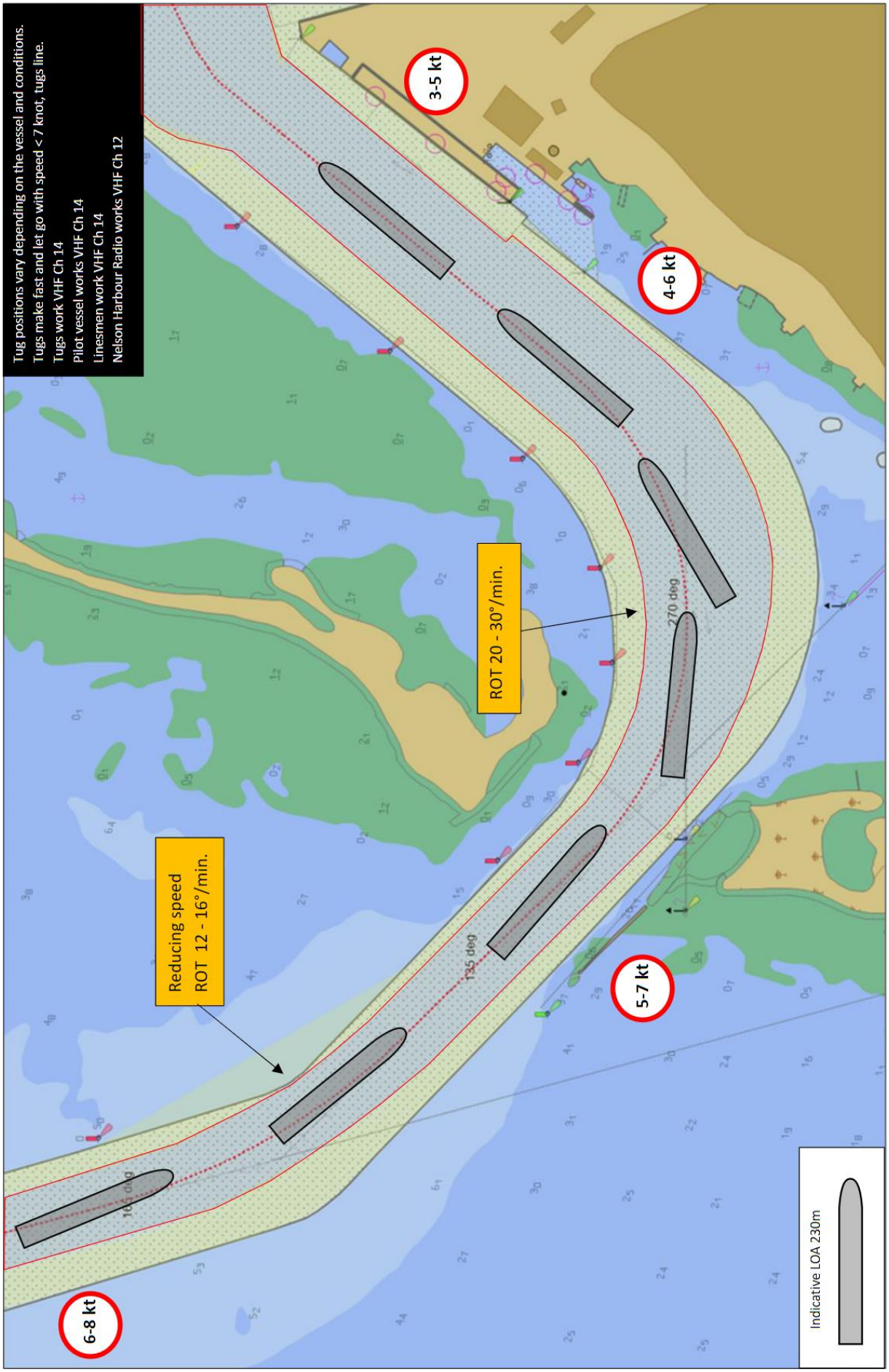
They are indicative only. Pilots and Masters may adjust the position and speed of the vessel within the safety corridor, speed range, and rate of turn parameters illustrated, depending on the size, load condition, and capability of the vessel, and the environmental conditions at the time of the manoeuvre.

Any such adjustments or changes to the plans are communicated during the bridge team briefing after pilot boarding.

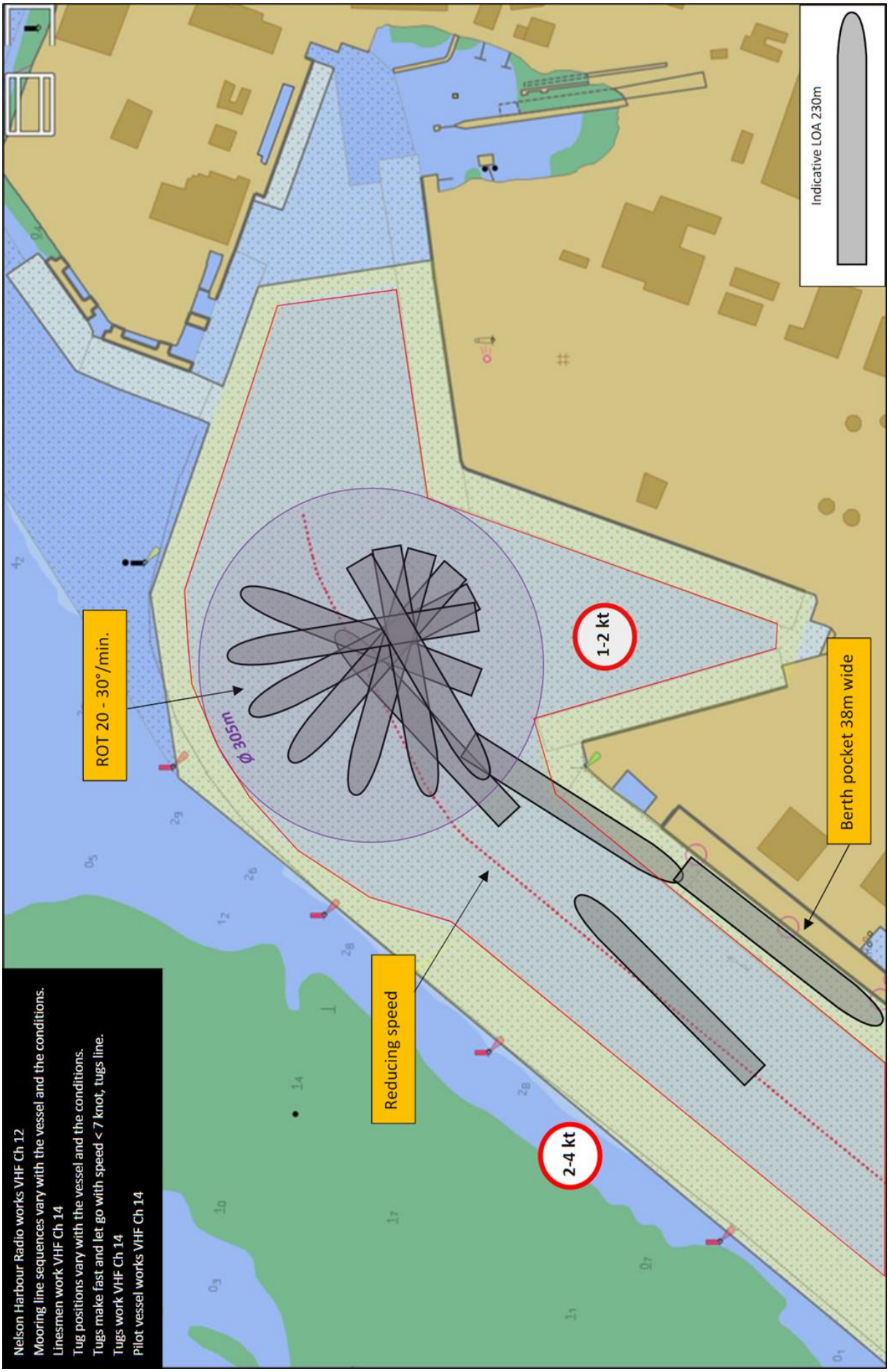
Arrivals

Port Approach

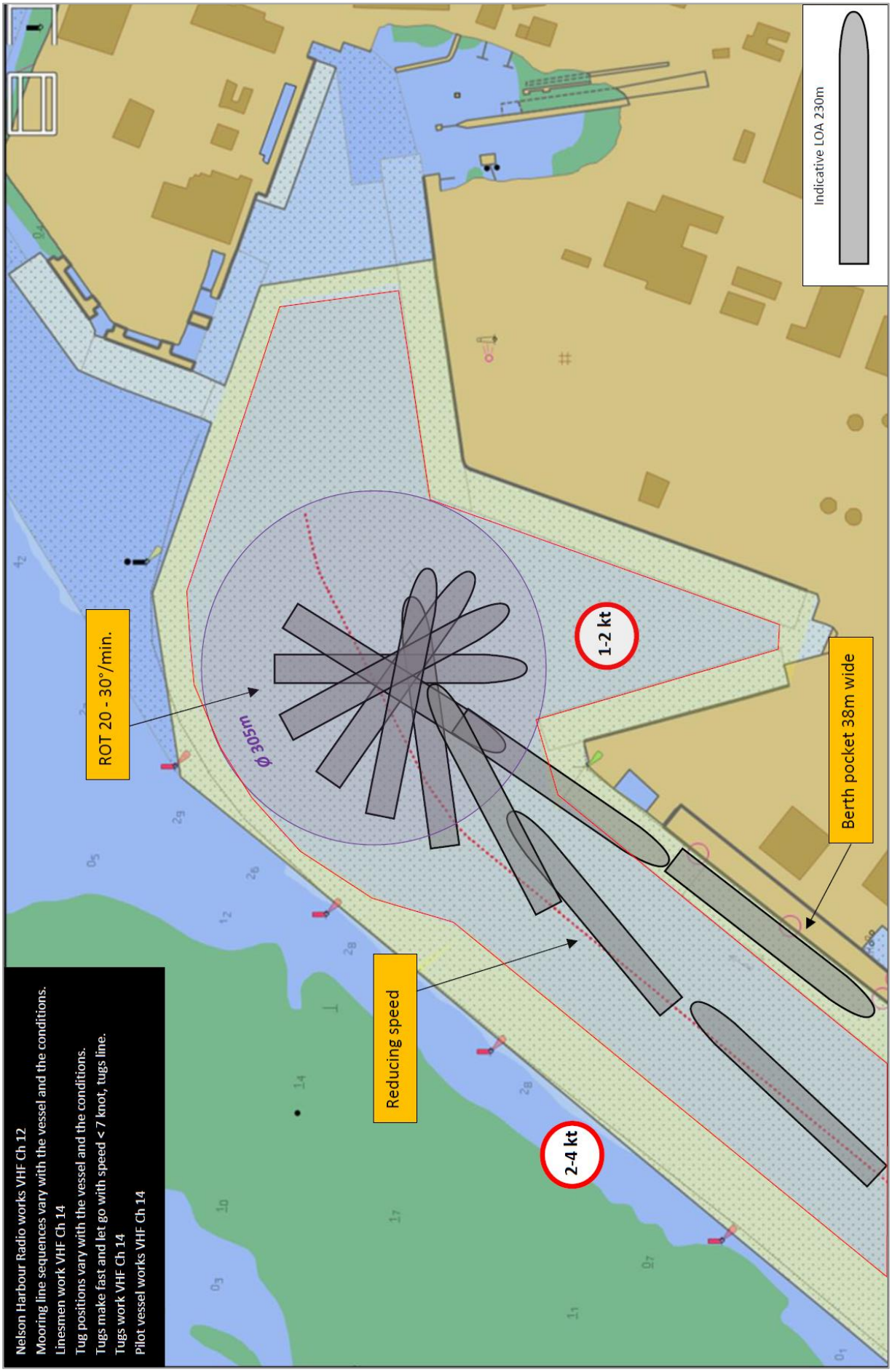



Tug positions vary depending on the vessel and conditions.
Tugs make fast and let go with speed < 7 knot, tugs line.
Tugs work VHF Ch 14
Pilot vessel works VHF Ch 14
Linesmen work VHF Ch 14
Nelson Harbour Radio works VHF Ch 12
3-5 kt
4-6 kt
5-7 kt
6-8 kt
ROT 20 - 30°/min.
Reducing speed
ROT 12 - 16°/min.
270 deg
135 deg
105 deg
Indicative LOA 230m

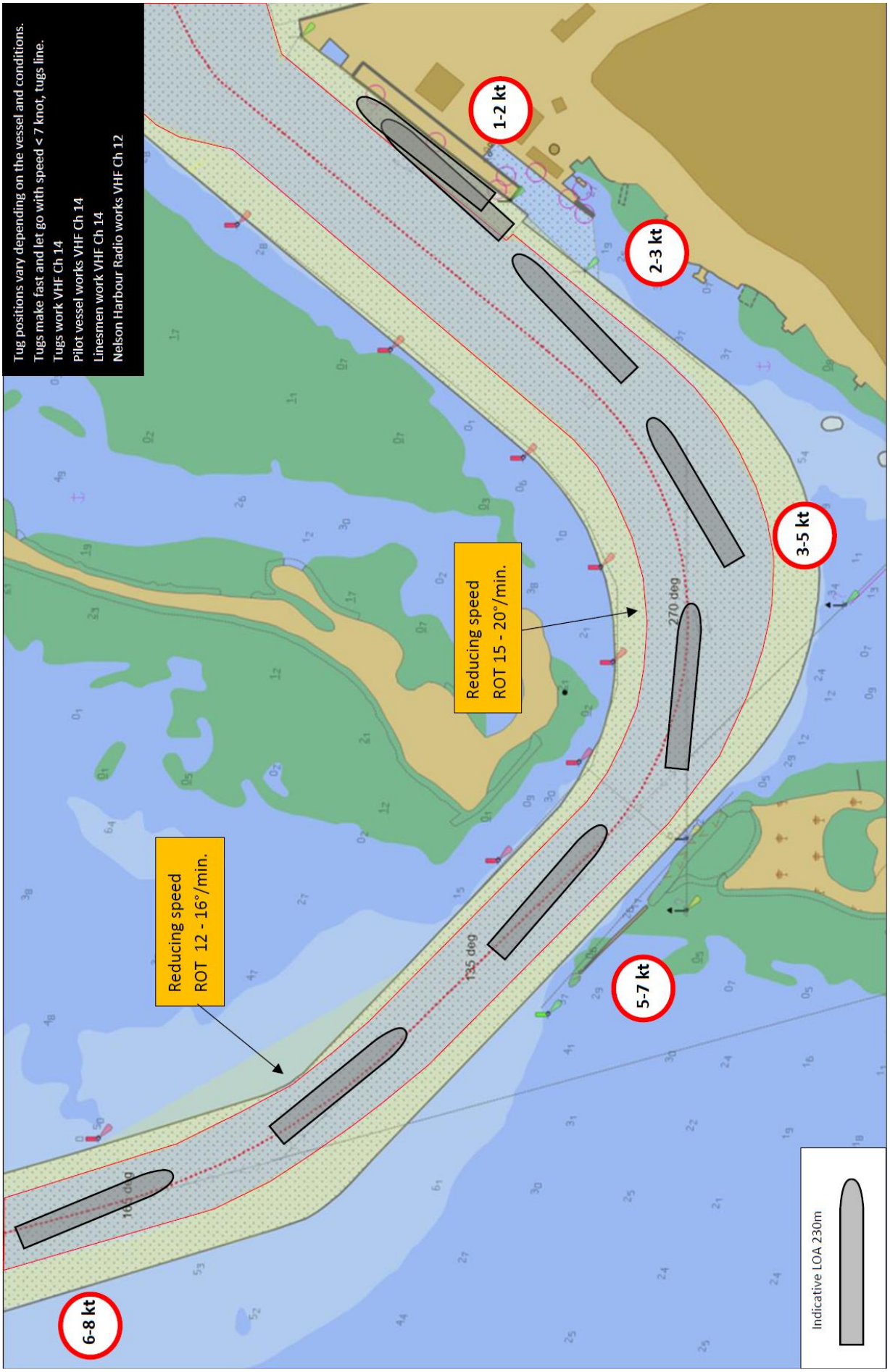
Main Wharf, port side alongside, port swing



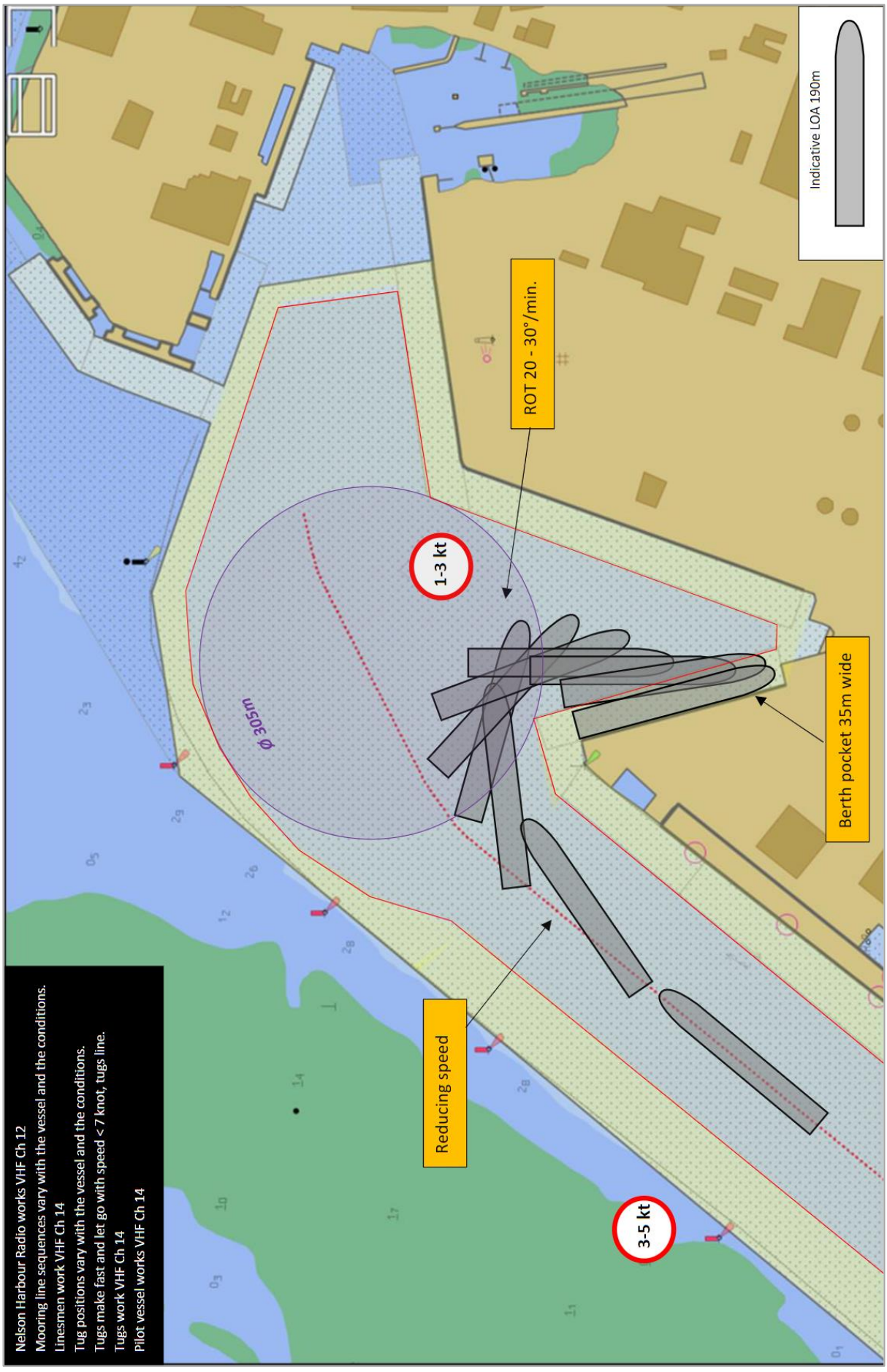
Main Wharf, port side alongside, starboard swing



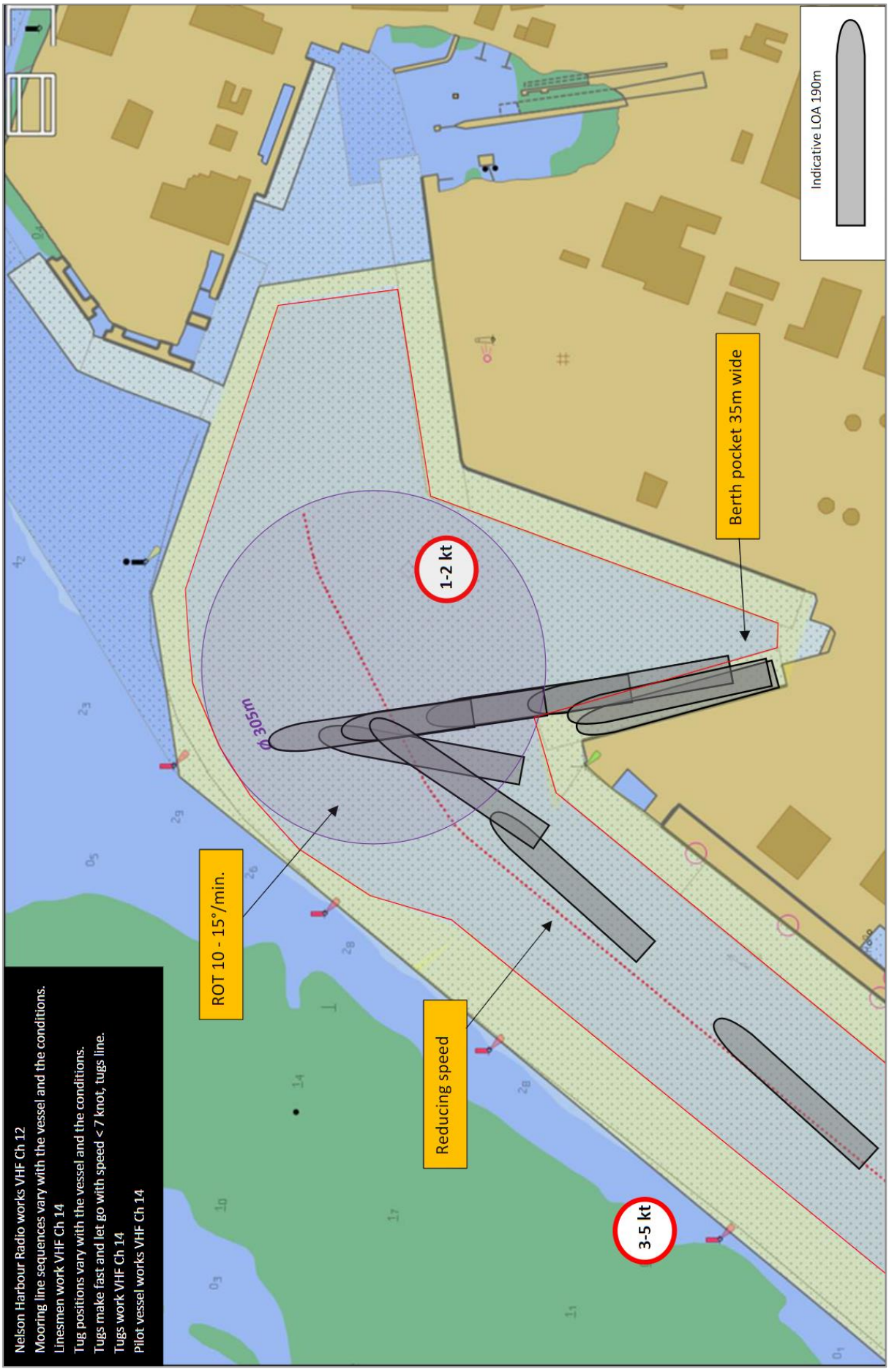
Main Wharf, starboard side alongside



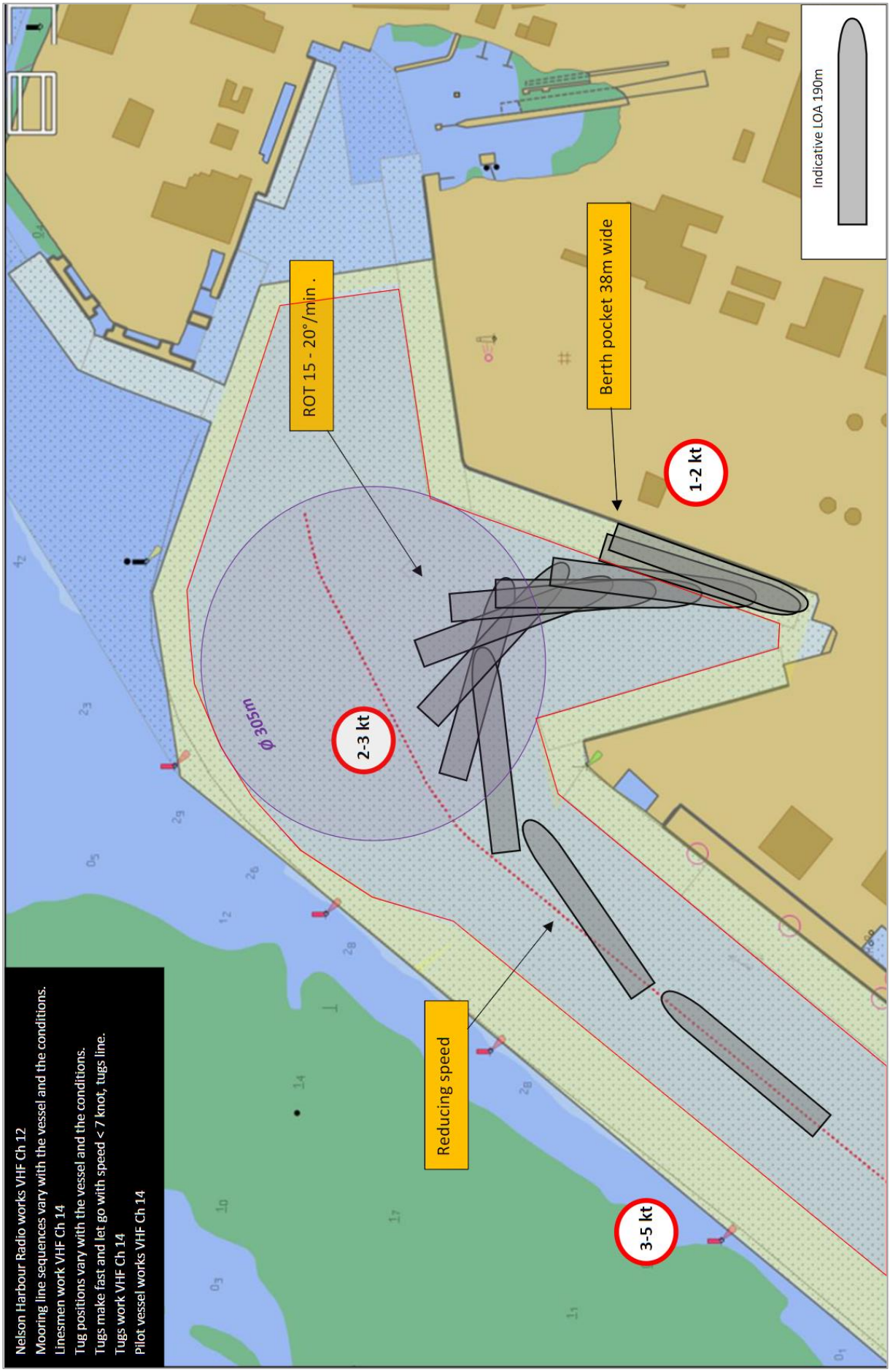
Brunt Quay, starboard side alongside



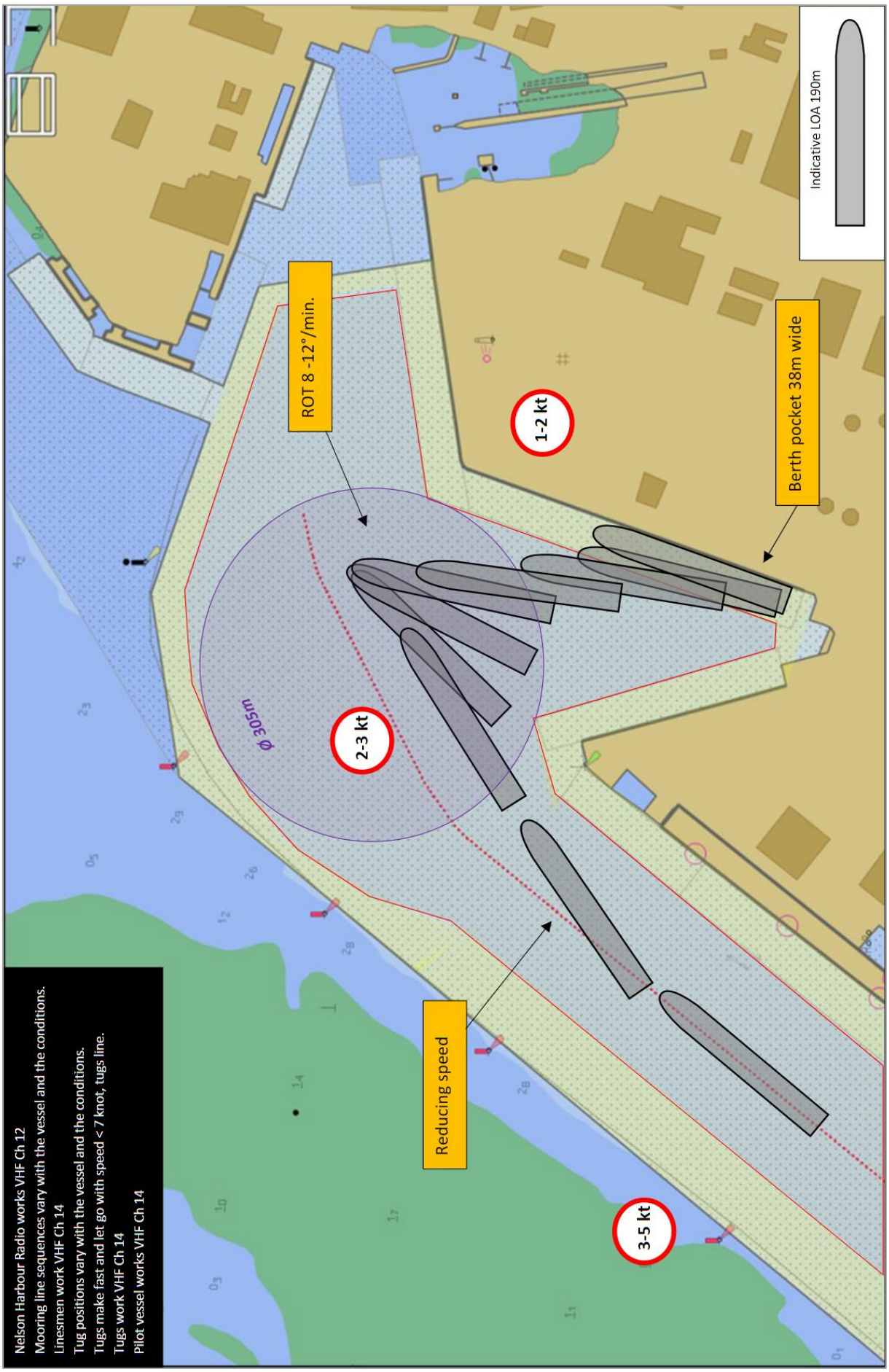
Brunt Quay, port side alongside



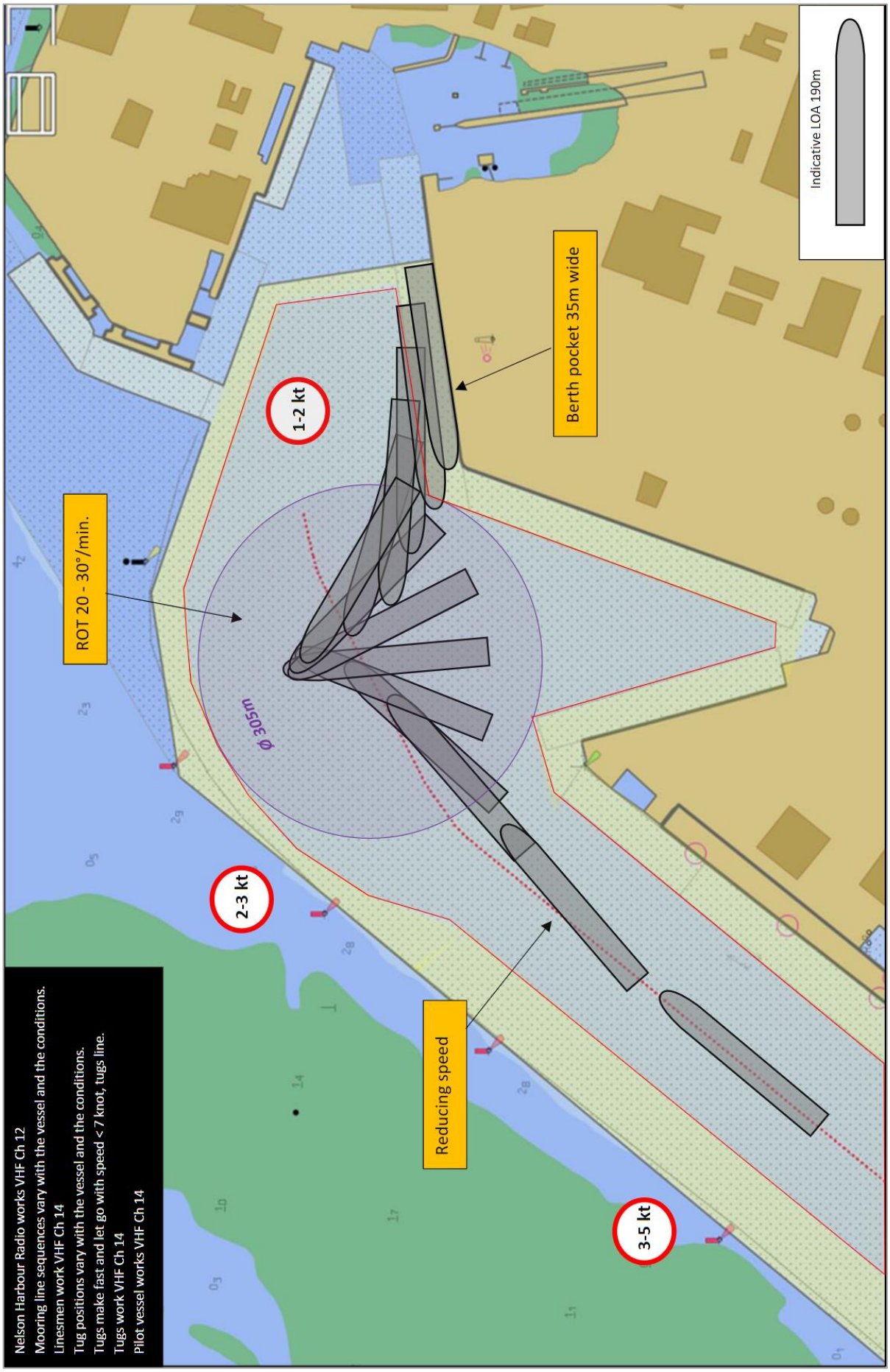
McGlashen Quay, port side alongside



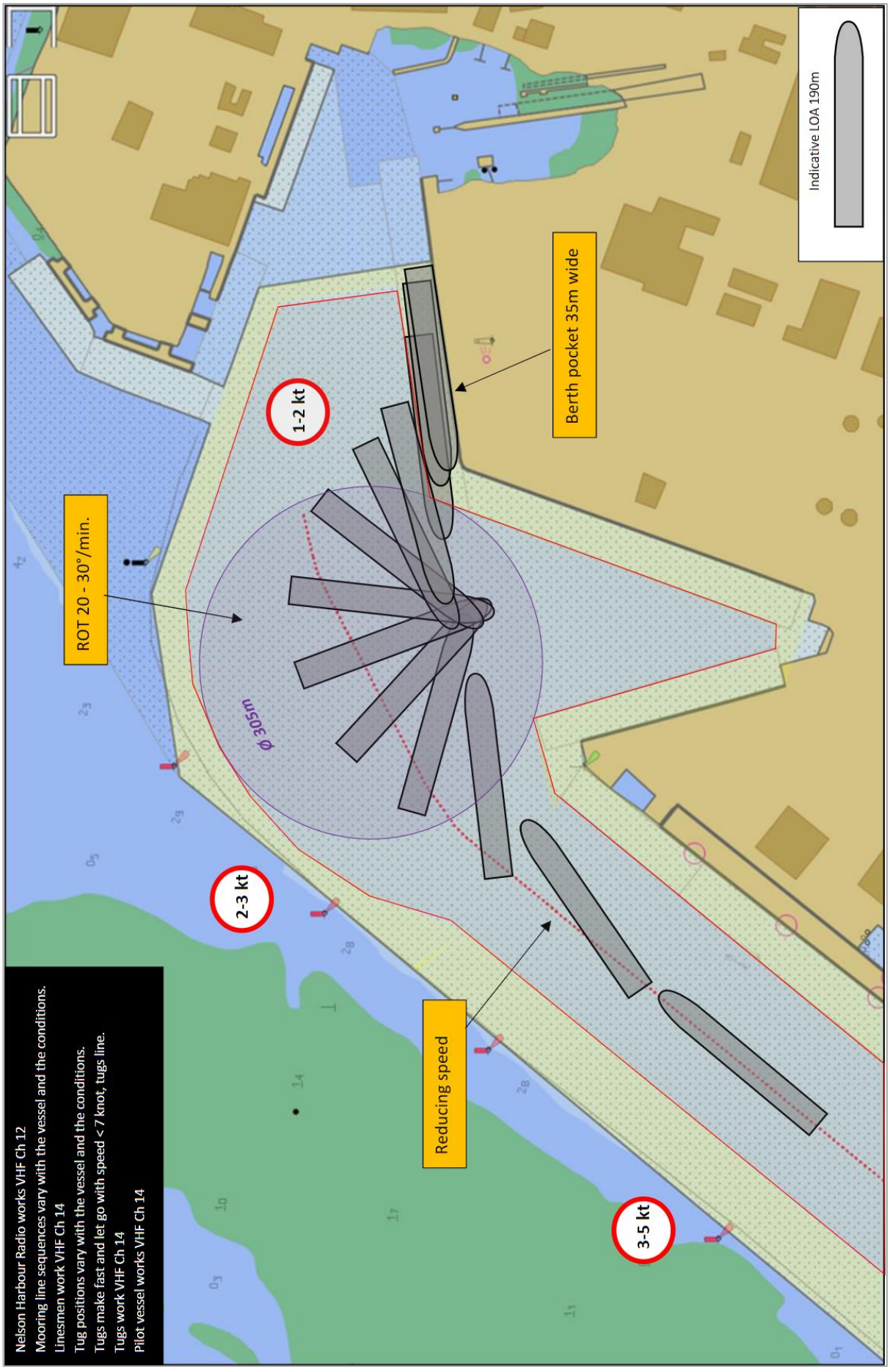
McGlashen Quay, starboard side alongside



Kingsford Quay, port side alongside, port swing

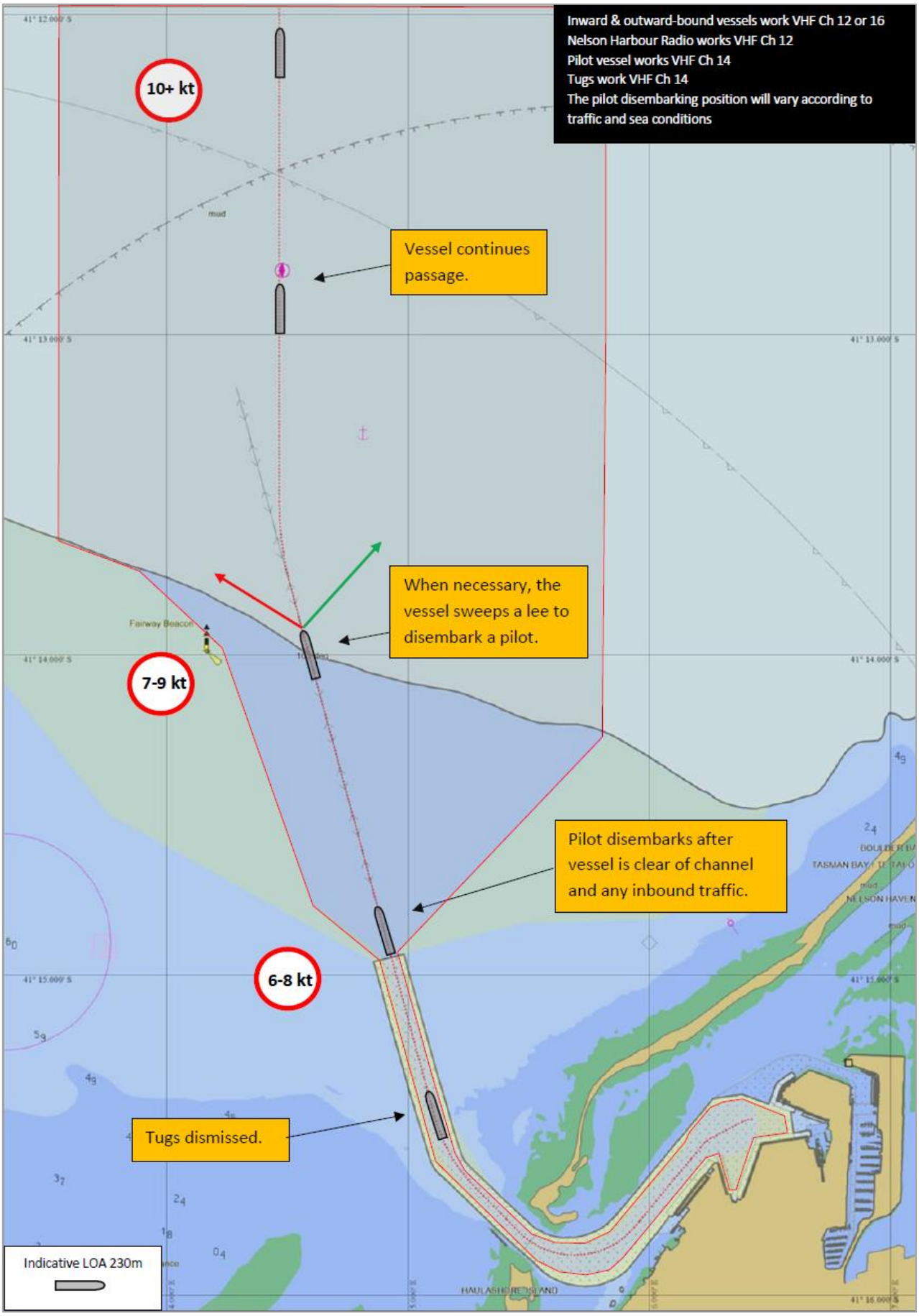


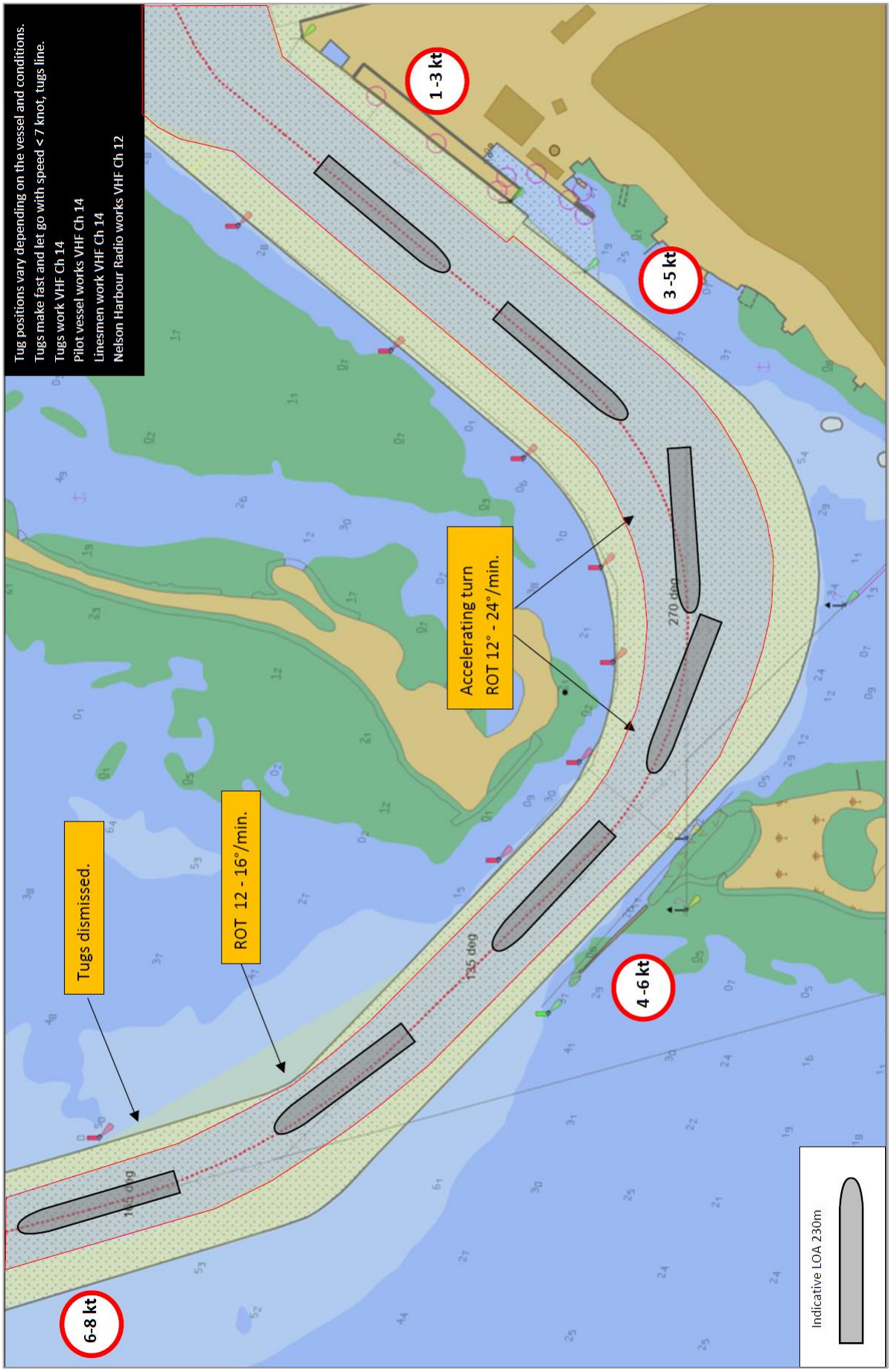
Kingsford Quay, port side alongside, starboard swing



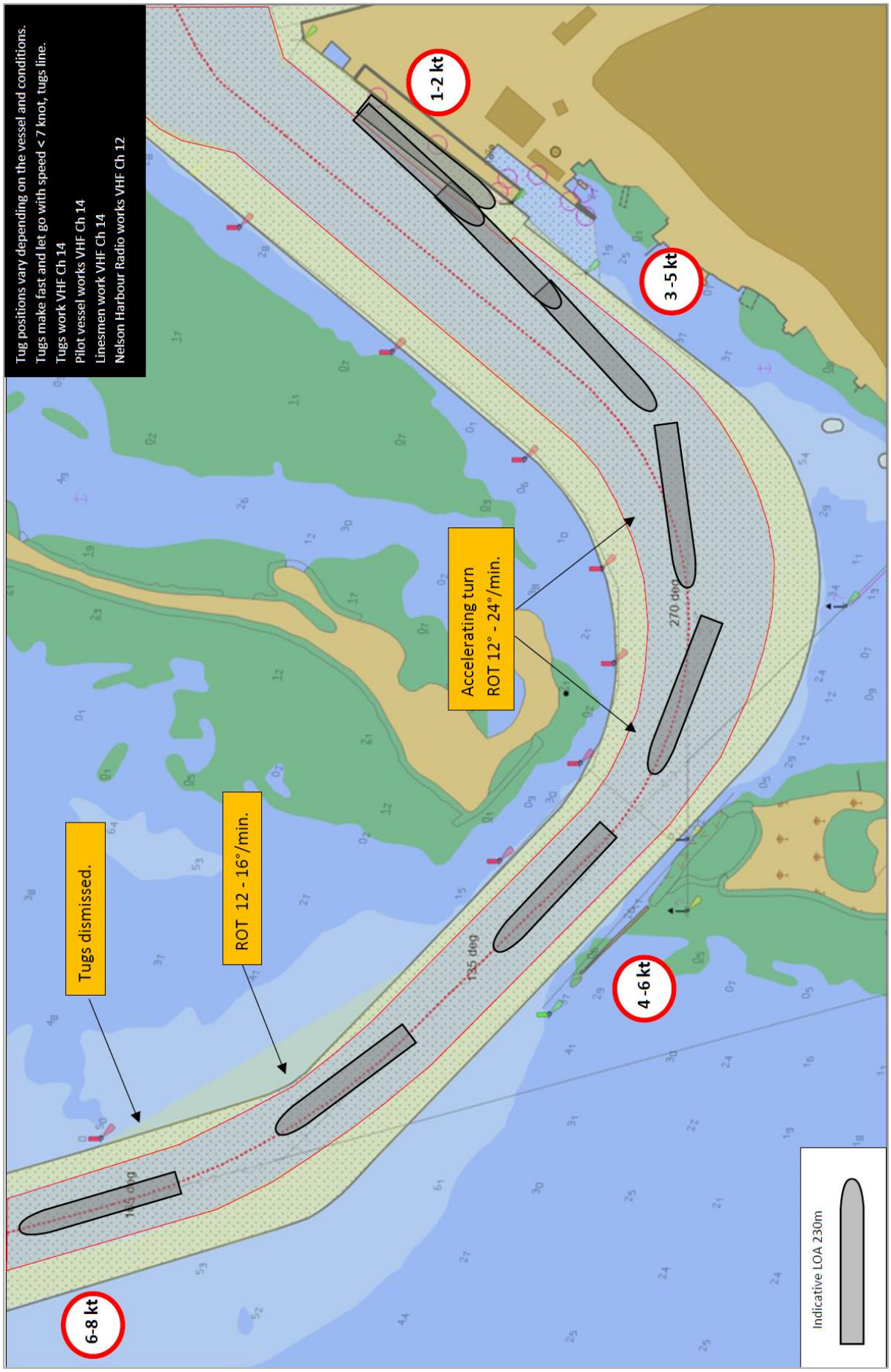
Departures

Port Approach

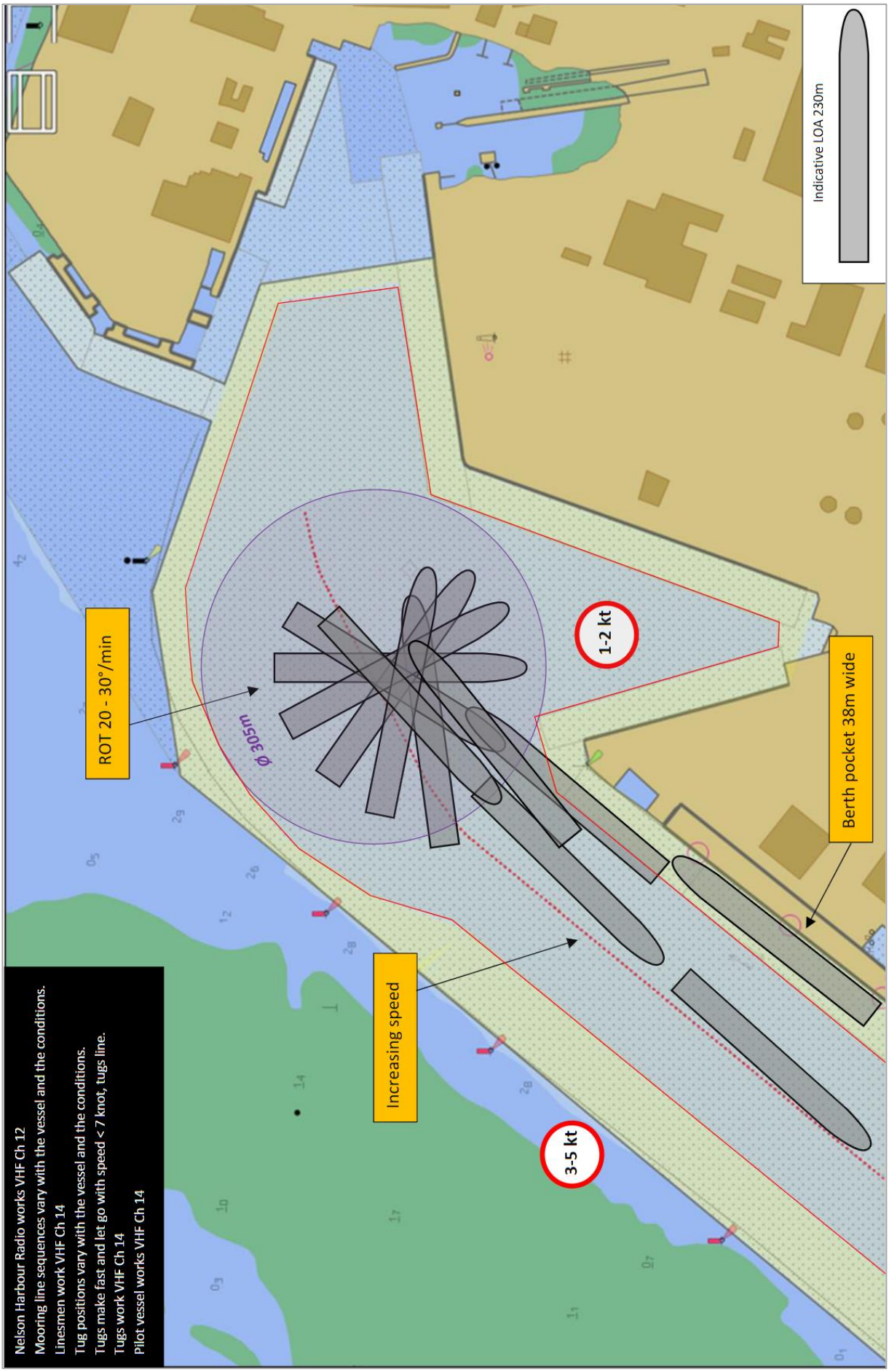



Tug positions vary depending on the vessel and conditions.
Tugs make fast and let go with speed < 7 knot, tugs line.
Tugs work VHF Ch 14
Pilot vessel works VHF Ch 14
Linesmen work VHF Ch 14
Nelson Harbour Radio works VHF Ch 12
1 -3 kt
3 -5 kt
4 -6 kt
6-8 kt
Tugs dismissed.
ROT 12 - 16°/min.
Accelerating turn
ROT 12° - 24°/min.
135 deg
270 deg
165 deg
Indicative LOA 230m

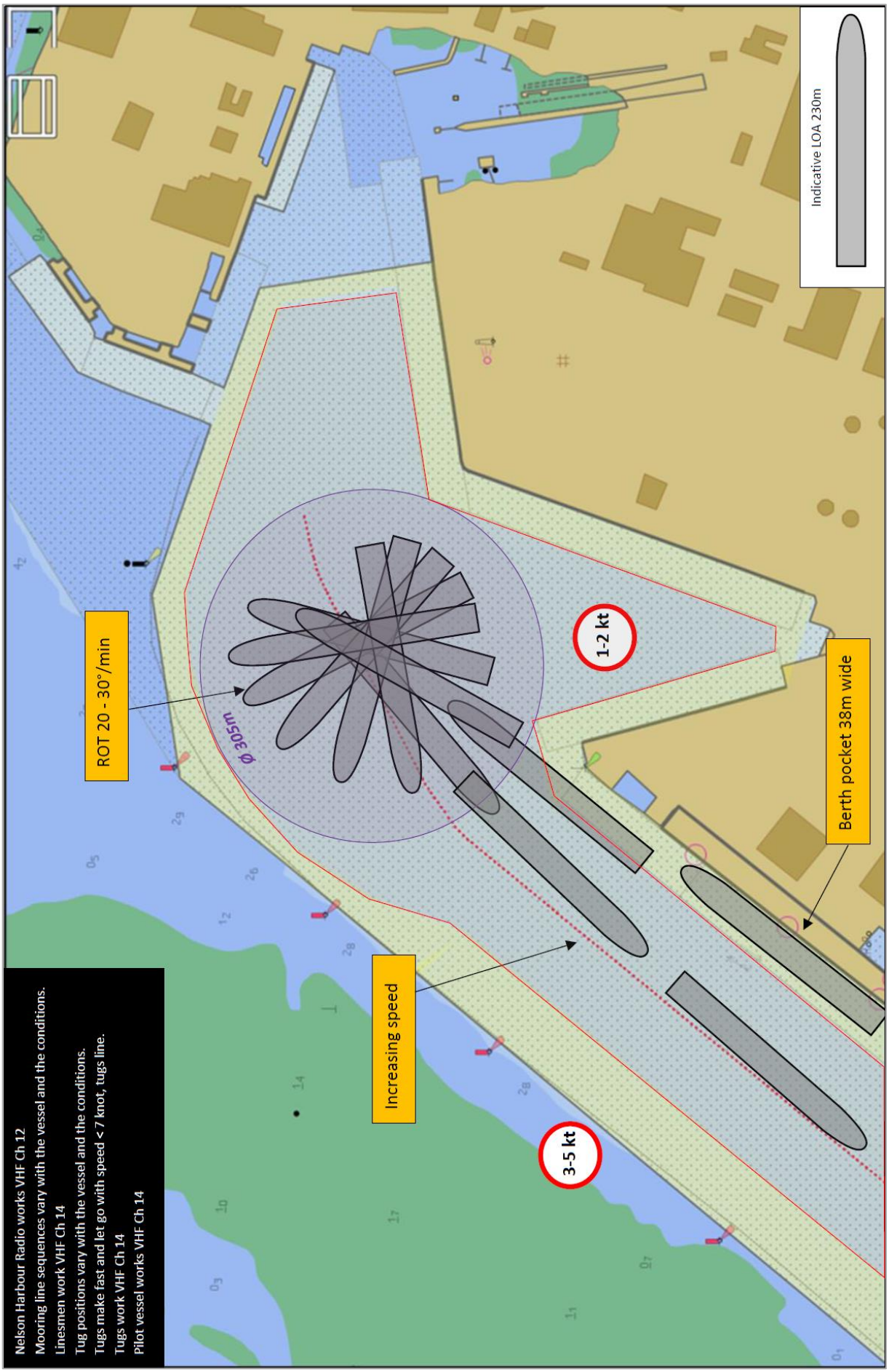
Main Wharf, port side alongside



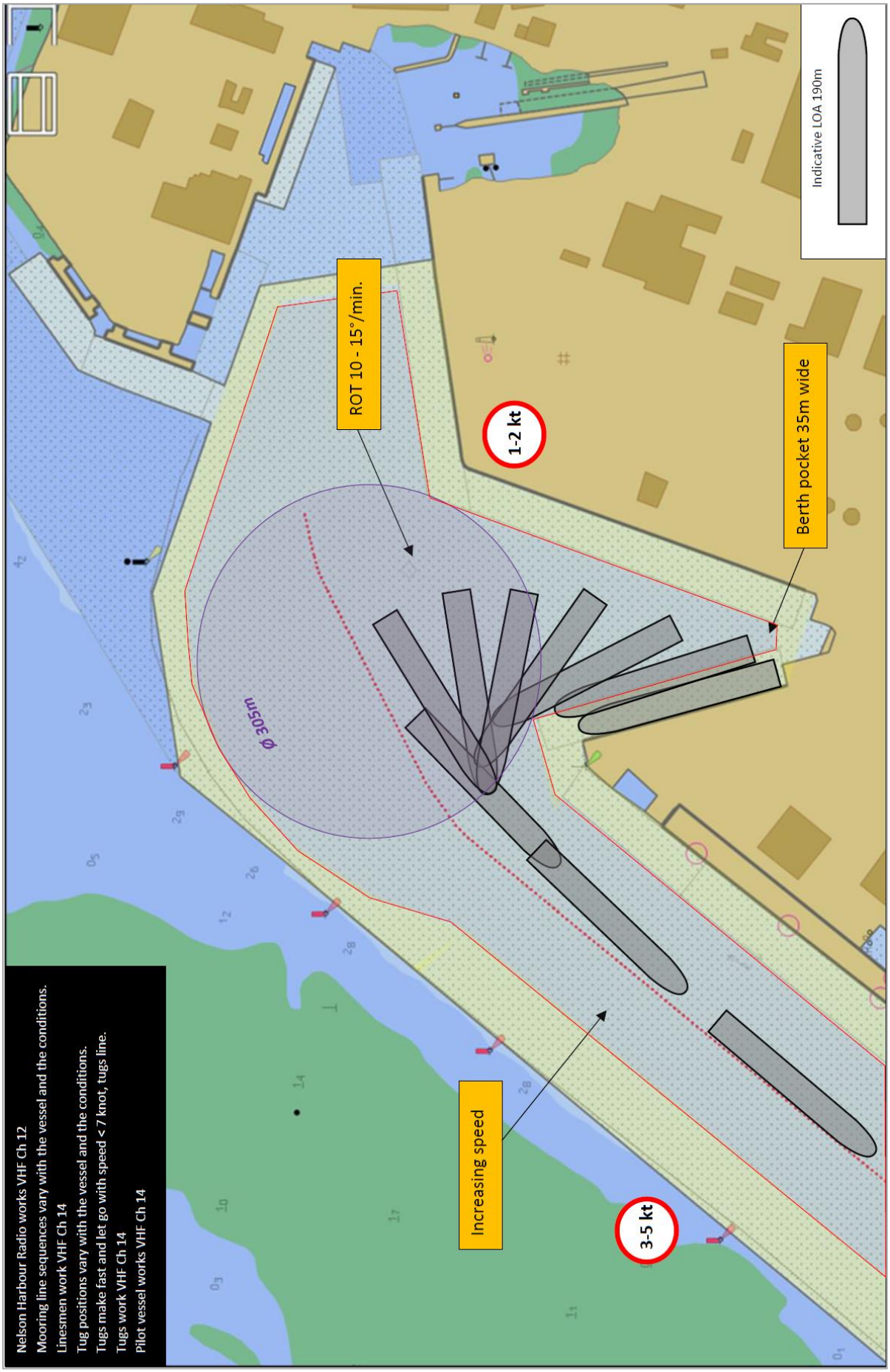
Main Wharf, starboard side alongside, starboard swing



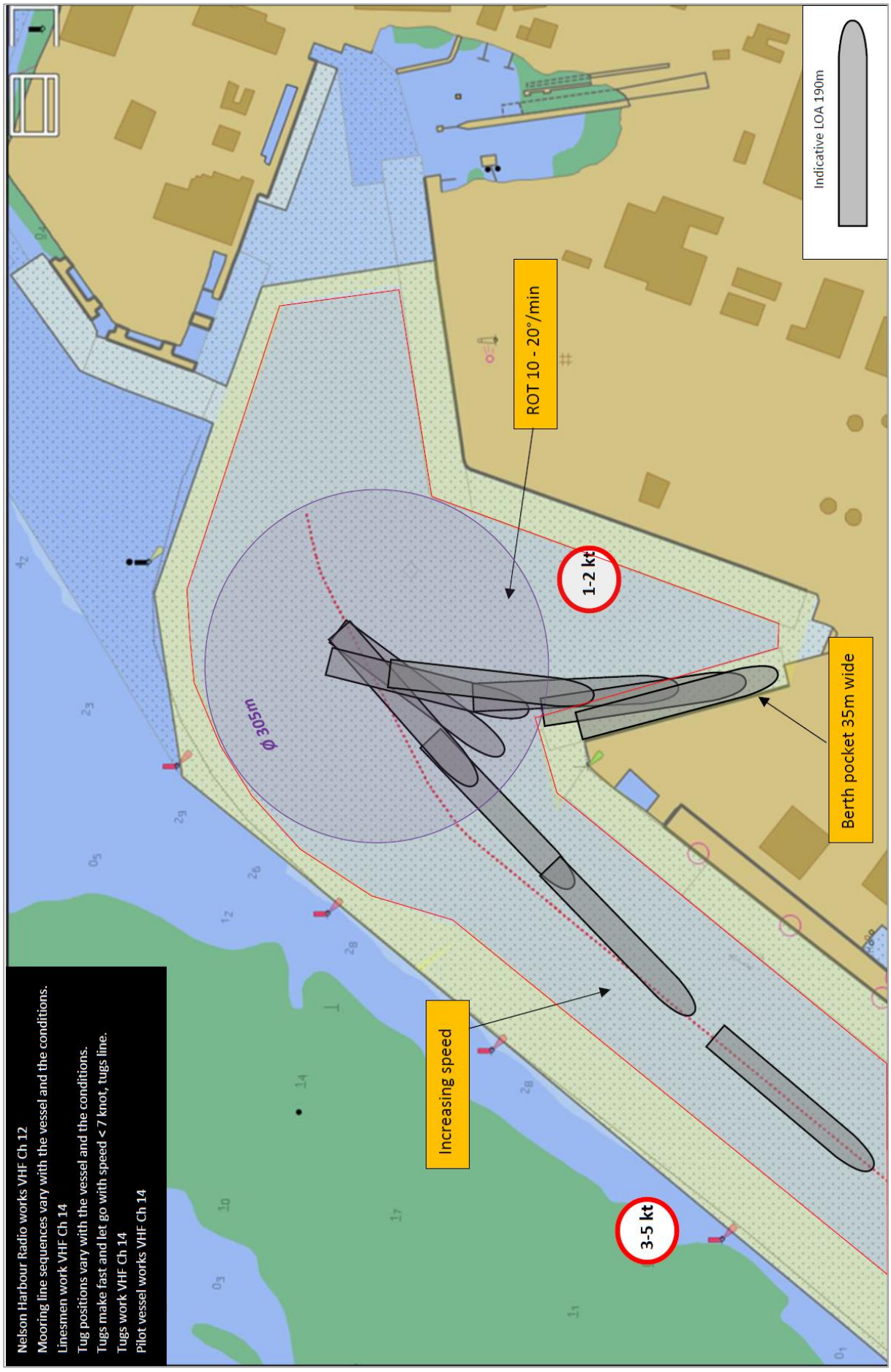
Main Wharf, starboard side alongside, port swing

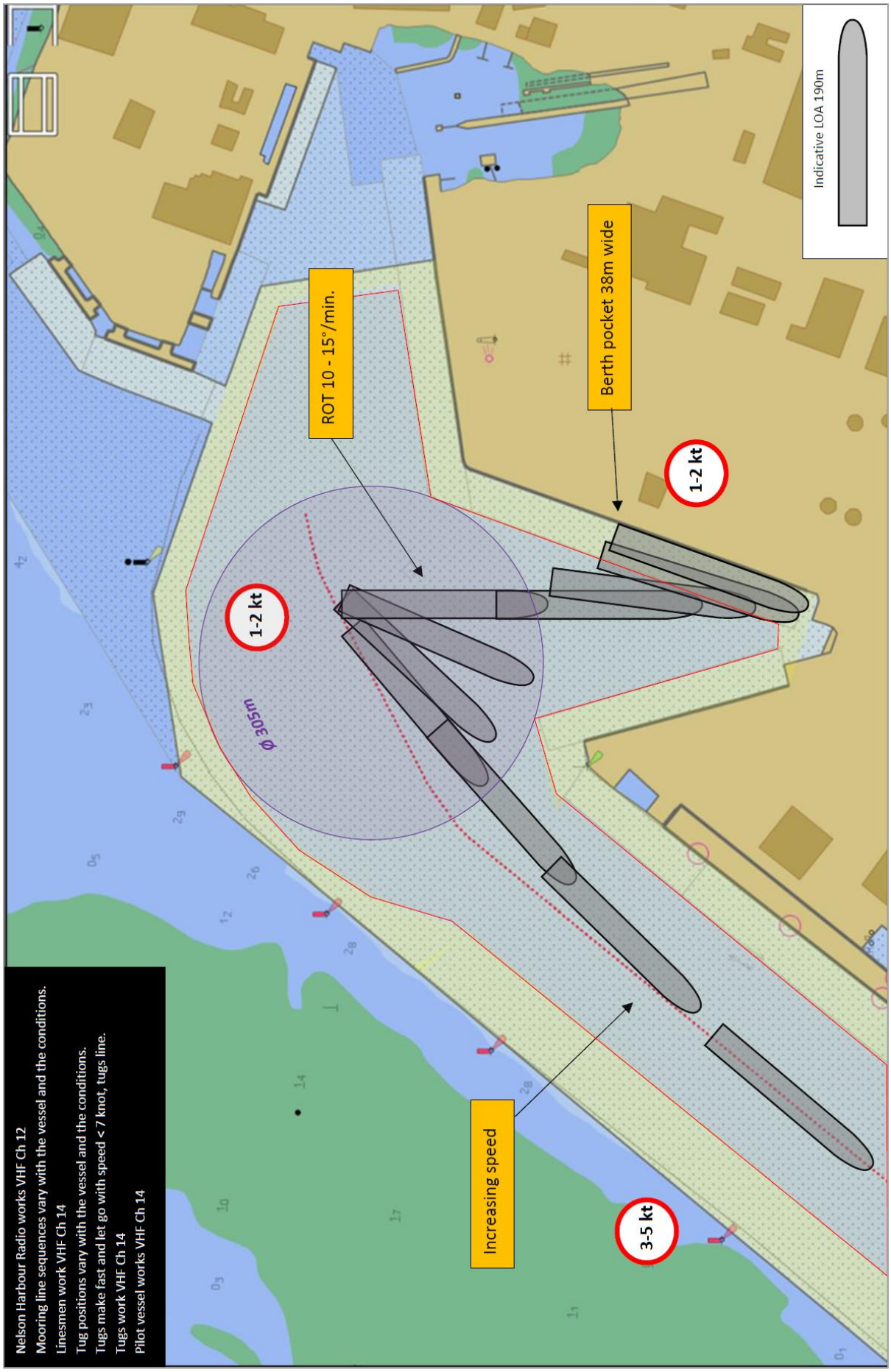


Brunt Quay, port side alongside

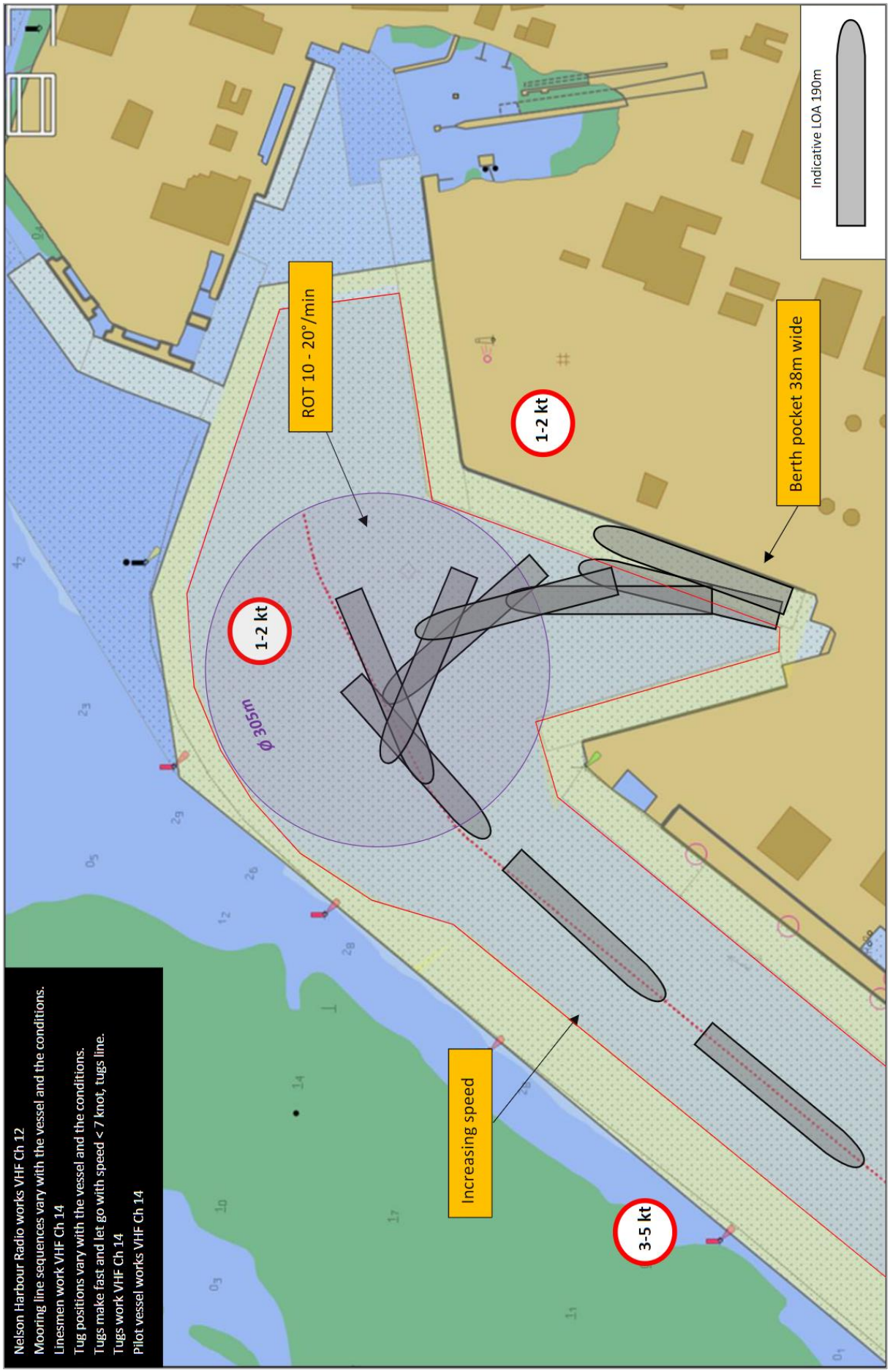


Brunt Quay, starboard side alongside

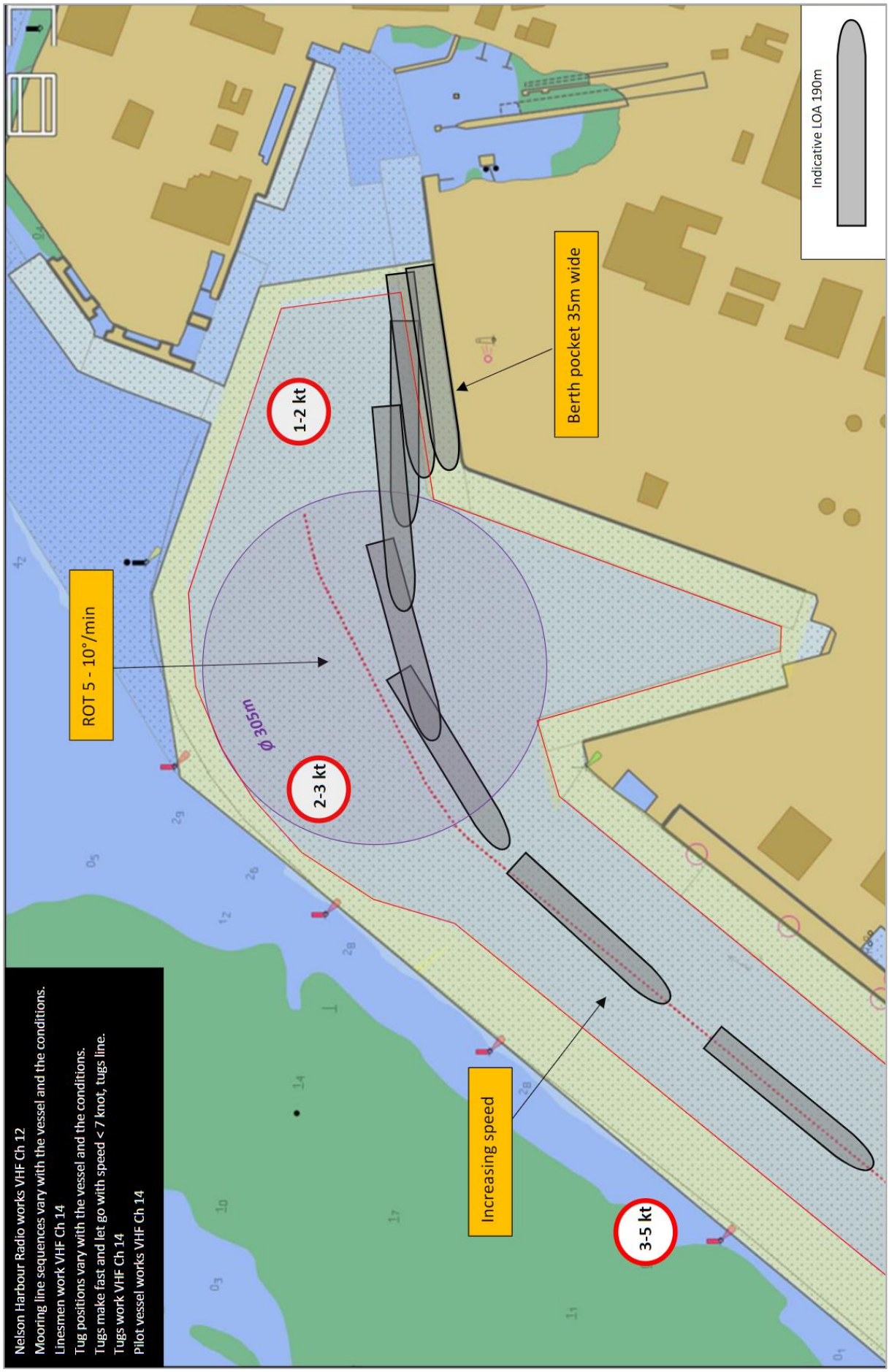



Nelson Harbour Radio works VHF Ch 12
Mooring line sequences vary with the vessel and the conditions.
Linesmen work VHF Ch 14
Tug positions vary with the vessel and the conditions.
Tugs make fast and let go with speed < 7 knot, tugs line.
Tugs work VHF Ch 14
Pilot vessel works VHF Ch 14
Indicative LOA 190m
ROT 10 - 15°/min.
Berth pocket 38m wide
1-2 kt
1-2 kt
ø 305m
Increasing speed
3-5 kt

McGlashen Quay, starboard side alongside



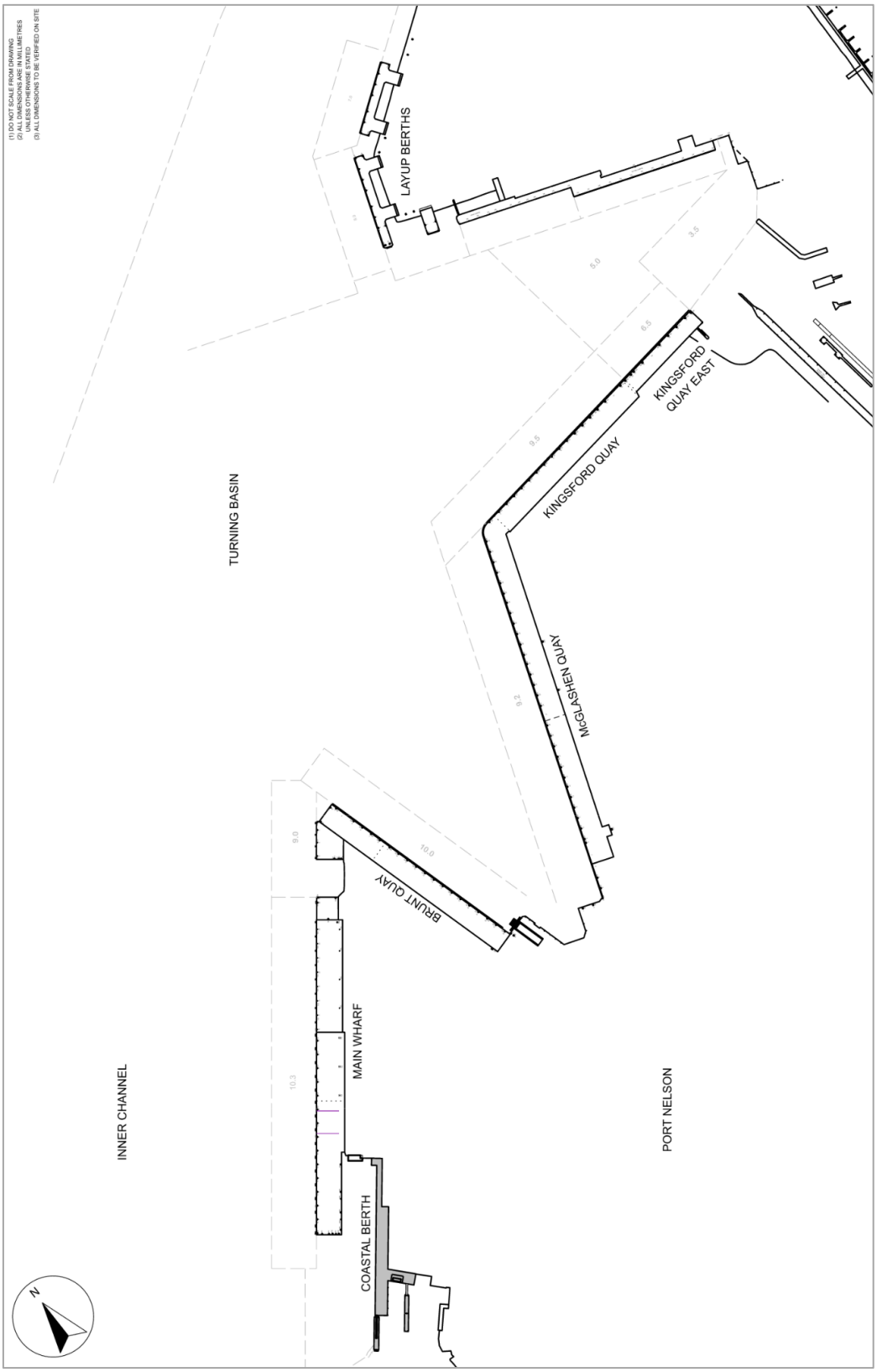
Kingsford Quay, port side alongside



Principal Cargo Berth Information

There are 4 principal cargo berths at Port Nelson – Main Wharf, Brunt Quay, McGlashen Quay, and Kingsford Quay. All 4 principal cargo berths lie within the secure area and may only be accessed by the public via the Gatehouse.

Principal Cargo Berth Layout

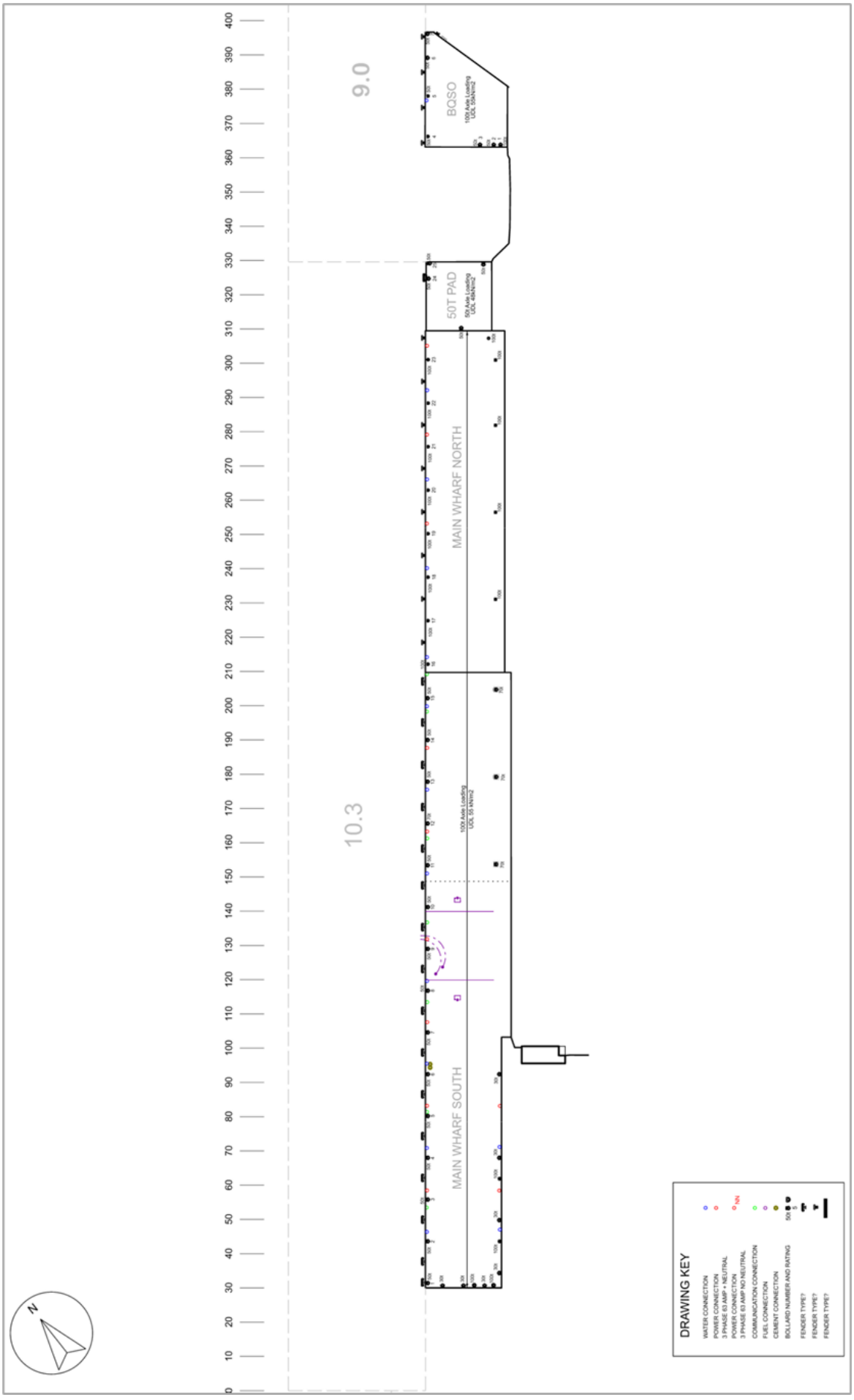


Main Wharf

Main Wharf Specifications

Berth length	300m
Berth height	5.6m above Lowest Astronomical Tide (LAT)
Berth heading	039°/219°
Berth pocket dimensions	330 x 40 x 10.3m
Maintained depth of berth pocket	10.3m
Max draft	(10.3 + LW) * 0.95
Max length	270.0m. All vessels LOA>225m are assessed individually
Max beam	38.0m
Max displacement	75000t
Bollard spacing	12m
Bollard rating	30t, 50t, 70t, 100t (see diagram)
Fender type	Trelleborg Super Cone

Main Wharf Arrangement

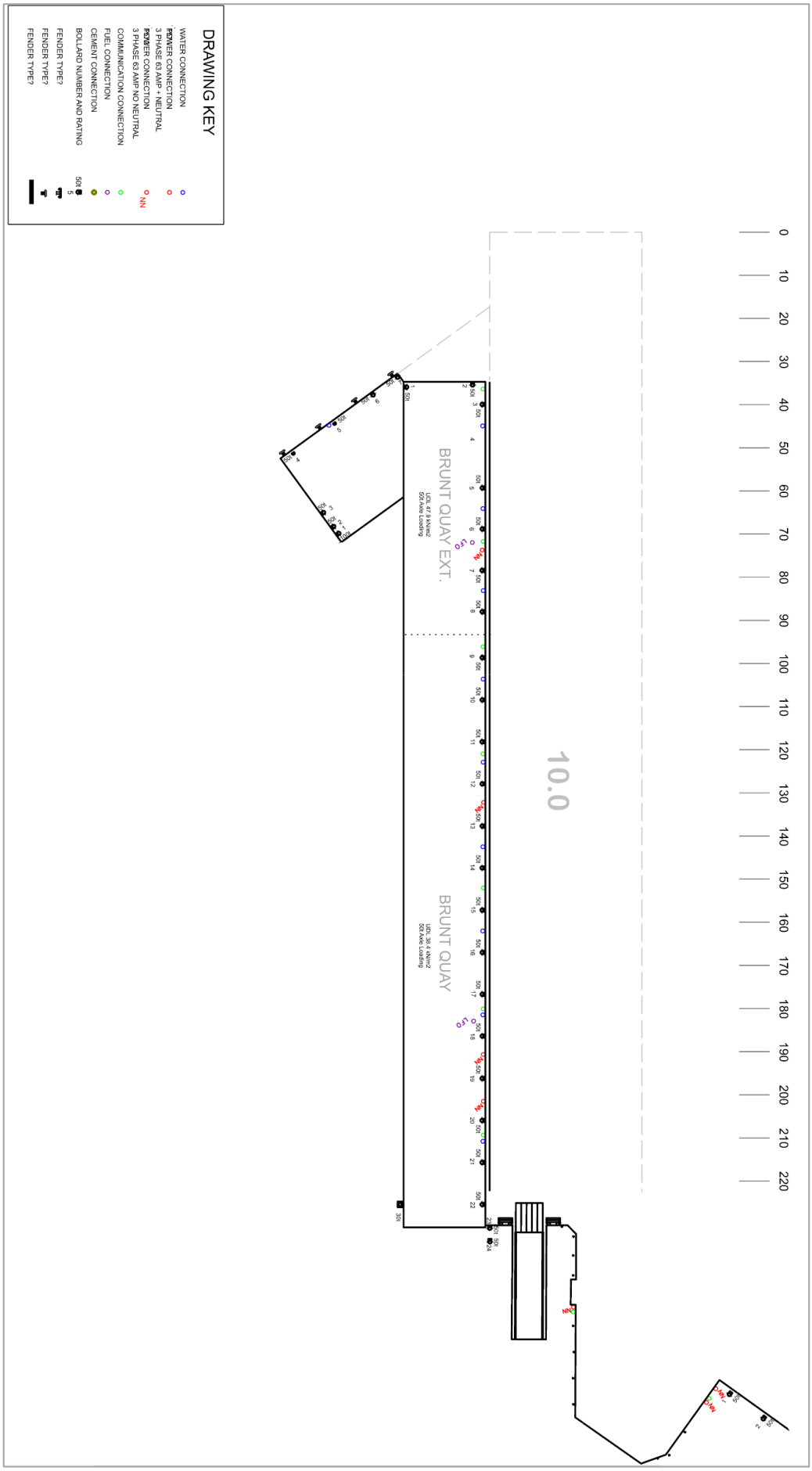


Brunt Quay

Brunt Quay Specifications

Berth length	190m
Berth height	5.6m above Lowest Astronomical Tide (LAT)
Berth heading	163°/343°
Berth pocket dimensions	220 x 35 x 10.0
Maintained depth of berth pocket	10.0m
Max draft	(10.0 + LW) * 0.95
Max length	185m. Vessels LOA > 185m are assessed individually
Max beam	32.3m
Max displacement	45000t
Bollard spacing	10m
Bollard rating	50t, 70t, 100t (see diagram)
Fender type	Rubber sprung timber piles with timber facing

Brunt Quay Arrangement



McGlashen Quay

McGlashen Quay Specifications

Berth length	330m
Berth height	5.6m above Lowest Astronomical Tide (LAT)
Berth heading	020°/200°
Berth pocket dimensions	310 x 40 x 9.2m
Maintained depth of berth pocket	9.2m
Max draft	(9.2 + LW) * 0.95
Max length	270m. Vessels LOA > 225m are assessed individually
Max beam	38.0m
Max displacement	45000t
Bollard spacing	10m
Bollard rating	50t, 70t (see diagram)
Fender type	Rubber sprung timber piles with timber facing

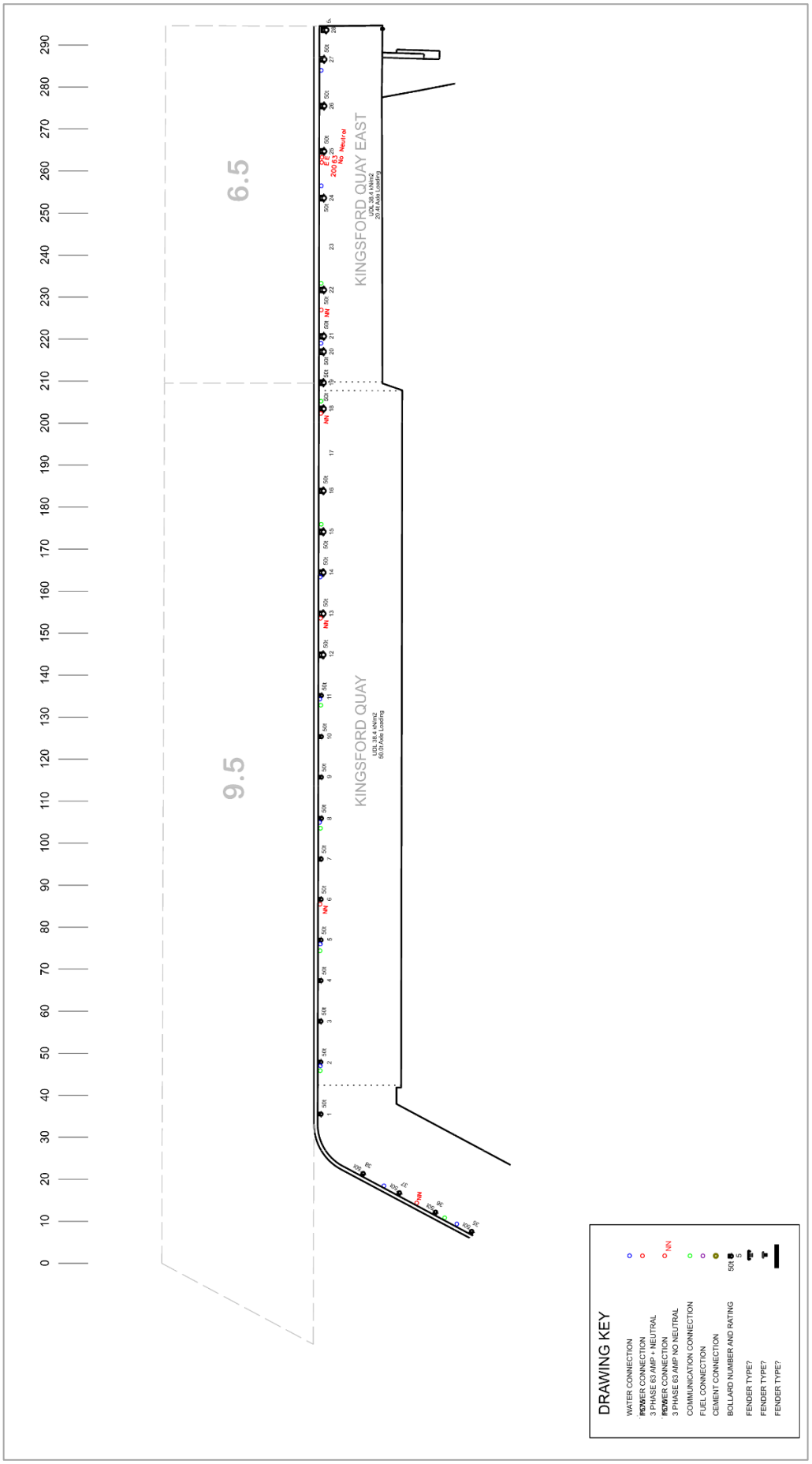

9.2
McGLASHEN Q NORTH
McGLASHEN Q SOUTH
DRAWING KEY
WATER CONNECTION
POWER CONNECTION
3 PHASE 63 AMP + NEUTRAL
POWER CONNECTION
3 PHASE 63 AMP NO NEUTRAL
COMMUNICATION CONNECTION
FUEL CONNECTION
CEMENT CONNECTION
BOLLARD NUMBER AND RATING
FENDER TYPE?
FENDER TYPE?
FENDER TYPE?

Kingsford Quay

Kingsford Quay Specifications

Berth length	170m
Berth height	5.6m above Lowest Astronomical Tide (LAT)
Berth heading	082°/262°
Berth pocket dimensions	210 x 35 x 9.5m
Maintained depth of berth pocket	9.5m
Max draft	(10.0 + LW) * 0.95
Max length	200.0m. Vessels LOA > 200m are assessed individually
Max beam	32.3m
Max displacement	45000t
Bollard spacing	10m
Bollard rating	50t (see diagram)
Fender type	Rubber sprung timber piles with timber facing

Kingsford Quay Arrangement



Secondary Berth Information

All secondary berths lie outside of the secure area at Port Nelson.

Layup Berths and Fishing Berths

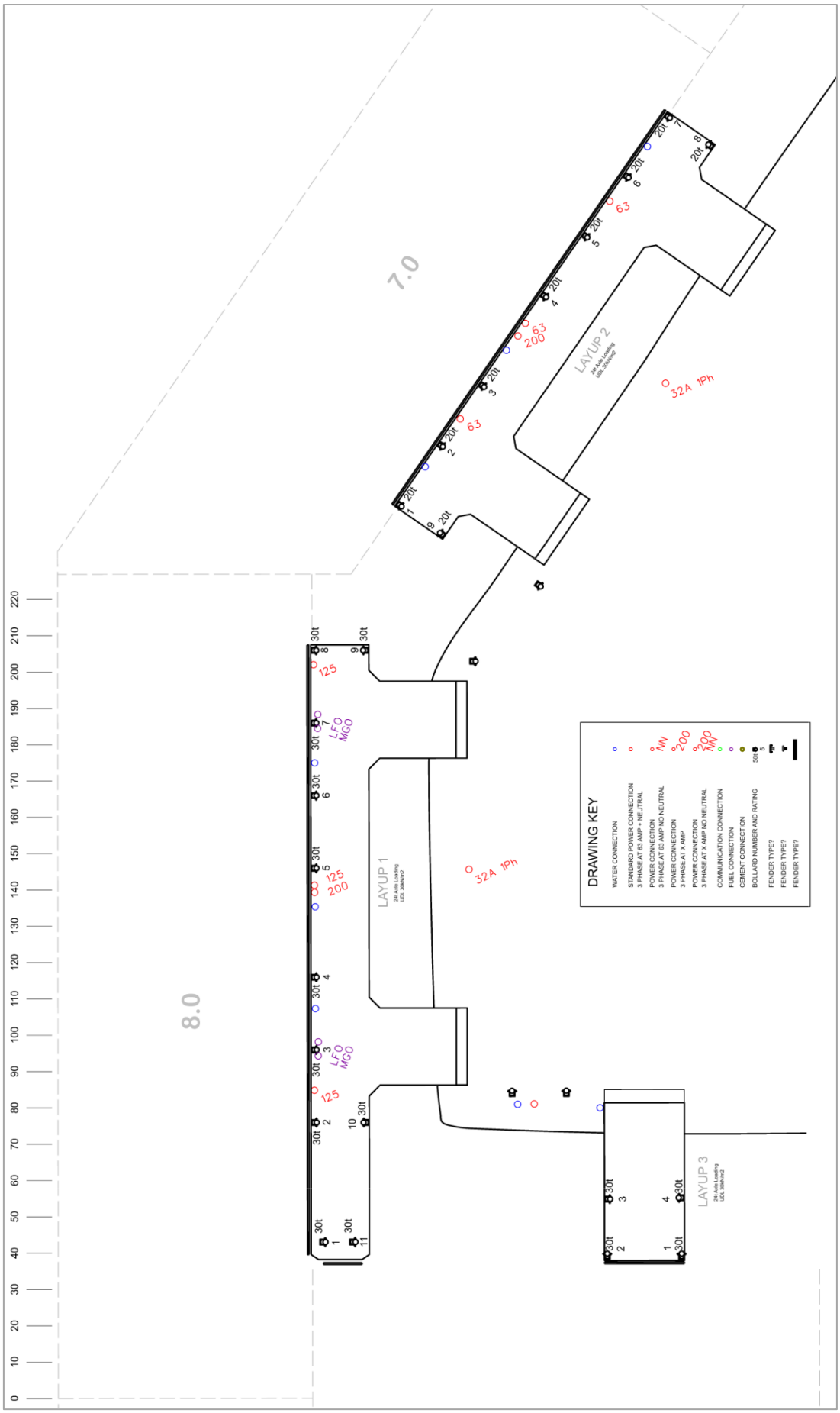
Lay-up 1 Specifications

Berth length	85m
Berth height	5.6m above Lowest Astronomical Tide (LAT)
Berth heading	020°/200°
Berth pocket dimensions	110 x 35 x 8.0m
Maintained depth of berth pocket	8.0m
Max draft	(8.0 + LW) * 0.95
Max length	105.0m. Vessels LOA > 80m are assessed individually
Max beam	32.3m
Max displacement	10000t
Bollard spacing	10m
Bollard rating	30t (see diagram)
Fender type	Rubber sprung timber piles with timber facing

Lay-up 2 Specifications

Berth length	65m
Berth height	5.6m above Lowest Astronomical Tide (LAT)
Berth heading	053°/233°
Berth pocket dimensions	110 x 35 x 7.0m
Maintained depth of berth pocket	7.0m
Max draft	(7.0 + LW) * 0.95
Max length	105.0m. Vessels LOA > 60m are assessed individually
Max beam	32.3
Max displacement	10000t
Bollard spacing	10m
Bollard rating	30t (see diagram)
Fender type	Rubber sprung timber piles with timber facing

Lay-up 1 & 2 Arrangement



Kingsford Quay East Specifications

Berth length	85m
Berth Height	5.6m above Lowest Astronomical Tide (LAT)
Berth Heading	082°/262°
Berth pocket dimensions	85 x 35 x 6.5m
Maintained depth of berth pocket	6.5m
Max draft	(6.5 + LW) * 0.95
Max length	105m. Vessels LOA > 70m are assessed individually
Max beam	32.0m
Max displacement	45000t
Bollard spacing	10m
Bollard rating	30t, 50t (see diagram)
Fender type	Rubber sprung timber piles with timber facing

Amaltal (Tally's) Berths

Berths for fishing vessels in Dixon basin are owned, operated, and maintained by Amaltal Ltd. Information on the structure and ratings of these berths can be obtained by contacting the pilot's office.

McKellar (Sealord's) Quay

All fishing vessel berths at McKellar Quay are leased, operated, and maintained by Sealord Ltd. Information on the structure and ratings of these berths can be obtained by contacting the pilot's office.

Other small vessel berths

There are additional lay-up berths for small vessels of LOA < 40m. Information on the structure and ratings of these berths can be obtained by contacting the pilot's office.

Document Control & Review

Overview

All Policies, Plans and Procedures that comprise the PNL Marine SMS are assigned a document owner and a formal review period.

Controlled copies of the most recent versions of each document are stored at:

https://portnelson.sharepoint.com/sites/controlledDocuments

Amendments to controlled documents must be approved by the document owner prior to storing in the above location.

Review & Amendment Record

Date	Amendment	Author/reviewer	Document owner
Apr 23	New document published	Specialist Pilot	Marine Operations Manager
Apr 23	Version 2.0 includes restricted visibility requirements	Specialist Pilot	Marine Operations Manager
Apr 23	Version 2.1 Corrected spelling and grammar	Specialist Pilot	Marine Operations Manager
May 23	Version 2.2 updated anchorage positions	Specialist Pilot	Marine Operations Manager
Oct 23	Version 2.3 further updates to anchorage positions and procedures. Updates to tidal information and revised depths at secondary berths	Specialist Pilot	Marine Operations Manager
Mar 24	Version 2.5 updated website addresses for HM Direction and NSN. Updated advertised depths post dredging and surveying Feb 2024, removed specialist pilot role.	Marine Operations Manager	Marine Operations Manager
Oct 24	Version 2.6 updated vessel class limits iaw approved pilot training plan namely C and D class limit change at 7.0m vs 7.5	Marine Operations Manager	Marine Operations Manger
Mar 25	Version 3 updated to include new pilot vessel Mānuka and update website links to new NCC pages	Marine Operations Manager	