MARLBOROUGH DISTRICT COUNCIL

Marlborough Common Passage Plan

2 February 2024

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Harbourmaster's Direction

Every vessel that intends to navigate in the Marlborough Harbour with a pilot on board must ensure that prior to entering the harbour limits or departing the berth, the vessel's primary means of navigation, ECDIS or paper chart, shows the exact waypoints, courses and routes as provided by the Port Marlborough Pilots and (which has been) based upon the *Marlborough Common Passage Plan (MCPP).*

Every vessel that intends to navigate in the Marlborough Harbour under the conduct of a person holding a Pilotage Exemption Certificate must ensure that prior to entering harbour limits or departing the berth, the vessel's primary means of navigation, ECDIS or paper chart shows the exact waypoints , courses and routes intended to be followed and as provided to the Harbourmaster, and (which has been) based on the *Marlborough Common Passage Plan (MCPP).*

https://www.marlborough.govt.nz/environment/harbours/harbour-notices

Disclaimer: The MCPP is published for reference purposes only. The Marlborough District Council, its agents, instrumentalities, officers, and employees do not guarantee or accept any legal liability arising from, or connected to, the accuracy, reliability, currency, or completeness of any material contained in the MCPP. Seafarers should use the information provided in the MCPP to support voyage (passage) planning, the principles of navigation and the usual practices of seamanship.

Purpose

The Marlborough Common Passage Plan (MCPP) is a document produced and issued by the Marlborough District Council (MDC) which seeks to *improve pre-pilotage communications* between pilots, the holders of pilotage exemption certificates and the vessels they service. The MCPP helps to prepare vessels for transits of the pilotage areas described in Maritime Rule Part 90.

The MCPP improves the readiness of vessels transiting pilotage areas within the Marlborough Sounds ensuring that voyage plans, waypoints and other planning considerations have been completed in a standardised manner. The MCPP seeks to achieve *consistency across vessels* by ensuring that vessels arrive at pilot boarding grounds (PBG) or pilotage limits and depart berths in a state that is standardised, predictable and well informed. It also seeks to *improve water space management and situational awareness* between piloted and non-piloted vessels within the Marlborough Sounds.

Area of Operations

The MCPP covers pilotage routes to and from Picton Harbour and Waimahara Wharf, via the Tory Channel / Kura Te Au and Northern Entrance options. It also includes fringe routes to and from the most commonly used commercial ship anchorages surrounding the Picton and Waimahara entry and departure routes. A more comprehensive set of route and manoeuvring plans for vessels serviced by the Port Marlborough Pilots (non-ferry traffic) is provided at: https:// www.portmarlborough.co.nz/port-information/

Standard Routes

The routes published in this document contain traditional waypoint, course and distance information based on the WGS-84 datum. Where possible, inbound, and outbound routes are separated (non-reciprocal routes) to accommodate meeting situations. A normal operating "corridor" is also provided in the chartlets; this corridor defines the water space that vessels typically consume whilst following the standard routes. Note that the corridor is a swept path and not XTD corridor. *Individual vessels should establish their own turn radius and XTD limits* such that the vessel's swept path is retained within the route corridors under normal operating conditions.

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Planning Chartlets

The planning chartlets are not to be used for navigation and are provided for planning purposes only. The turn radius used in all chartlets is 0.5nm at all waypoints. However, *individual vessels should establish their own turn radius and XTD limits* to reflect their unique operating circumstances. Sample swept path plots have been provided on the chartlets to illustrate how vessels have historically managed to adhere to the corridor under normal operating conditions.

Manoeuvring Plans

The MCPP does not prescribe manoeuvring plans for berthing, unberthing and other close-quarters manoeuvres. Masters are required to have produced accurate manoeuvring plans as part of their voyage plans. This is to enable Pilots, Masters, Bridge Teams, and Tug Masters to have a shared mental model of both the anticipated arrival/departure manoeuvre and berthing manoeuvre to be conducted.

Transit Monitoring

The Marlborough District Council has adopted AIS software technology that pro-actively monitors all piloted and pilot exempt vessels within the area of operations. This technology compares all completed pilotage “transits” against the MCPP routes contained within this document to:

- validate whether the MCPP is feasible and working as intended,
- identify trends, patterns, and metrics relating to navigational performance and risk,
- identify transits of significant interest for potential follow-up action and
- provide input into navigational and operational risk assessment projects.

Safety Margins

The standard routes and planning chartlets define *swept path corridors*; this is the water space that is expected to be used by piloted and pilot exempt vessels under normal operating conditions. Beyond the corridors are the safety margin areas where vessels *may enter for any number of reasons* during a passage. These safety margins provide a buffer zone between the safe operating corridor and unsafe no-go zones. In this document the safety margins have been extended (drawn) to the charted 10m contour, however, *individual Masters are to determine their own no-go zone limits* depending on vessel condition and other pilotage considerations. The MDC's transit monitoring technology detects when safety margins are used and collates statistics to validate (and if necessary, amend) the corridor and safety margin dimensions to reflect normal operating practice. This ongoing process of monitoring and quantification provides valuable input into determining the overall navigational risk in the area of operations.

Statistics

Any transit that consumes more than *50m or 50%* of the available safety margin (whichever is lesser) will be identified as an "exceedance" and inspected more closely by the MDC. Exceedance trends, patterns and metrics are collated by the MDC in order to pro-actively manage navigational risk within the area of operations. Such metrics may help to identify specific regions within the area of operations where:

- the corridor is too restrictive; more sea room may be required by piloted and pilot exempt vessels under normal operating conditions,
- there is greater risk of vessels straying beyond the corridors due to navigational difficulty or complexity and/or
- adverse meteorological conditions (e.g. strong tidal flows or strong winds) increase navigational risk and suggest that operating thresholds need to be considered.

The MDC may *seek input and feedback* from industry in order to understand the underlying reasons for specific exceedance events (or patterns) such that continuous navigational improvement within the area of operations is possible.

Commenting on the Plan

The MCPP is a dynamic *living document* that the MDC intends to review and update on a regular basis. As such, industry feedback and suggestions for improvement are encouraged and welcomed. Comments on the MCPP should be addressed to the Harbourmaster by email to: Harbours@marlborough.govt.nz
The Harbourmaster will address all comments raised directly with the person concerned and with the Shipping Company or Port Company, as appropriate. The Harbourmaster will treat any comments with confidentiality if requested.

Additional Resources

The Marlborough District Council website contains links to MCPP route files and associated monitoring polygons that can be downloaded and imported into ECDIS and other GIS applications. See: https://www.portmarlborough.co.nz/port-information/ for more information.

Standard Routes

1. Tory Channel/Kura Te Au to Picton Harbour

Name	Latitude	Longitude	Course	Distance
Jordy Rocks In	41°13.81'S	174°20.75'E	312°T	2.00NM
West Head In	41°12.48'S	174°18.77'E	243°T	1.57NM
Kotoitoi In	41°13.19'S	174°16.92'E	227°T	1.78NM
Te Uira-Karapa In	41°14.41'S	174°15.21'E	270°T	2.43NM
Arrowsmith In	41°14.41'S	174°11.99'E	256°T	2.08NM
Ruamoko In	41°14.90'S	174° 09.31'E	359°T	1.63NM
Dieffenbach In	41°13.27'S	174°09.29'E	257°T	1.75NM
Double In	41°13.65'S	174°07.02'E	252°T	4.11NM
Picton In	41°14.89'S	174°01.83'E	206°T	1.43NM
Mabel In	41°16.18'S	174°01.01'E	209°T	0.85NM
Picton Arrival	41°16.92'S	174°00.46'E		

2. Picton Harbour to Tory Channel/Kura Te Au

Name	Latitude	Longitude	Course	Distance
Picton Departure	41°16.92'S	174°00.46'E	029°T	0.85NM
Mabel Out	41°16.18'S	114°01.01'E	033°T	1.38NM
Picton Out	41°15.02'S	114°02.01'E	073°T	3.96NM
Double Out	41°13.88'S	174°07.04'E	069°T	1.71NM
Dieffenbach Out	41°13.36'S	174°09.20'E	179°T	1.65NM
Ruaomoko Out	41°15.01'S	174°09.22'E	076°T	2.16NM
Arrowsmith Out	41°14.48'S	174°11.99'E	090°T	2.44NM
Te Uira-Karapa	41°14.48'S	174°15.23'E	050°T	2.48NM
CNZ Inner	41°12.87'S	174°17.73'E	064°T	0.88NM
West Head Out	41°12.48'S	174°18.77'E	132°T	0 .45NM
East Head Out	41°12.78'S	174°19.21'E	131°T	0.40NM
CNZ Outbound	41°13.04'S	174°19.61'E	149°T	1.88NM
Jordy Rocks Out	41°14.66'S	174°20.88'E		

3. Northern Entrance to Picton Harbour

Name	Latitude	Longitude	Course	Distance
Pilot Station A	41°04.62'S	174°18.92’E	222°T	1.94NM
Motuara Island	41°06.07'S	174°17.21'E	222°T	4.78NM
Farnham In	41°09.63'S	174°12.98'E	187°T	1.40NM
Kura Kura In	41°11.02’S	174°12.76'E	228°T	3.29NM
Bull In	41°13.23'S	174°09.53'E	257°T	1.94NM
Double In	41°13.65'S	174°07.02'E	252°T	4.11NM
Picton In	41°14.89'S	174°01.83'E	206°T	1.43NM
Mabel In	41°16.18'S	114°01.01 'E	209°T	0.85NM
Picton Arrival	41°16.92'S	174°00.46'E		

4. Picton Harbour to Northern Entrance

Name	Latitude	Longitude	Course	Distance
Picton Departure	41°16.92’S	174°00.46'E	029°T	0.85NM
Mabel Out	41°16.18’S	114°01.01’E	033°T	1.38NM
Picton Out	41°15.02'S	114°02.01’E	073°T	3.96NM
Double Out	41°13.88'S	174°07.04'E	072°T	2.00NM
Bull Out	41°13.27'S	174°09.57'E	048°T	3.03NM
Kura Kura Out	41°11.33'S	174°12.65'E	016°T	2.21NM
Edgecombe	41°09.20’S	174°13.46'E	042°T	4.22NM
Motuara Island	41°06.07’S	174°17 21'E	042°T	1.94NM
Pilot Station A	41°04.6200’S	174°18.9200'E		

5. East Channel towards Picton Harbour

Name	Latitude	Longitude	Course	Distance
Outer Lead	41°04.00'S	174°19.66'E	182°T	1.99NM
The Twins In	41°05.99'S	174°19.56'E	225°T	3.26NM
Long Island	41°08.30'S	174°16.51'E	243°T	2.98NM
Farnham In	41°09.63'S	174°12.98'E		

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6. East Channel outbound from Picton Harbour

Name	Latitude	Longitude	Course	Distance
Farnham Out	41°09.58’S	174°13.26'E	062°T	2.77NM
Long Island	41°08.30’S	174°16.51'E	045°T	3.26NM
The Twins Out	41°05.99'S	174°19.56'E	002°T	1.99NM
Outer Lead	41°04.00'S	174°19.66’E		

7. Arrival to Waimahara wharf

Name	Latitude	Longitude	Course	Distance
Picton In	41°14.89'S	174°01.83'E	218°T	0.59NM
Wedge Point	41°15.35'S	174°01.35'E	225°T	0.63NM
Mabel Island	41°15.80'S	174°00.76'E	224°T	0.53NM
Kaipupu Point	41°16.18'S	174°00.27'E	225°T	0.20NM
Shakespeare Bay	41°16.35'S	174°00.04'E	200°T	0.15NM
Waimahara North	41°16.50'S	173°59.97'E	201°T	0.15NM
Waimahara	41°16.58'S	173°59.93'E		

8. Departure from Waimahara wharf

Name	Latitude	Longitude	Course	Distance
Waimahara	41°16.58'S	173°59.93'E	021°T	0.15NM
Waimahara North	41°16.50'S	173°59.97'E	020°T	0.15NM
Shakespeare Bay	41°16.35'S	174°00.04'E	045°T	0.20NM
Kaipupu Point	41°16.18'S	174°00.27'E	044°T	0.53NM
Mabel Island	41°15.80'S	174°00.76'E	045°T	0.60NM
Wedge Point	41°15.35'S	174°01.35'E	056°T	0.60NM
Picton Out	41°15.02'S	174°02.01'E		

9. Arrival to No.1 Anchorage

Name	Latitude	Longitude	Course	Distance
Picton In	41°14.89'S	174°01.83'E	271 °T	0.54NM
No 1 Anchorage	41°14.88'S	174°01.12'E		

10. Departure from No.1 Anchorage

Name	Latitude	Longitude	Course	Distance
No 1 Anchorage	41°14.88'S	174°01.12'E	102°T	0.69NM
Picton Out	41°15.02'S	174°02.10'E		

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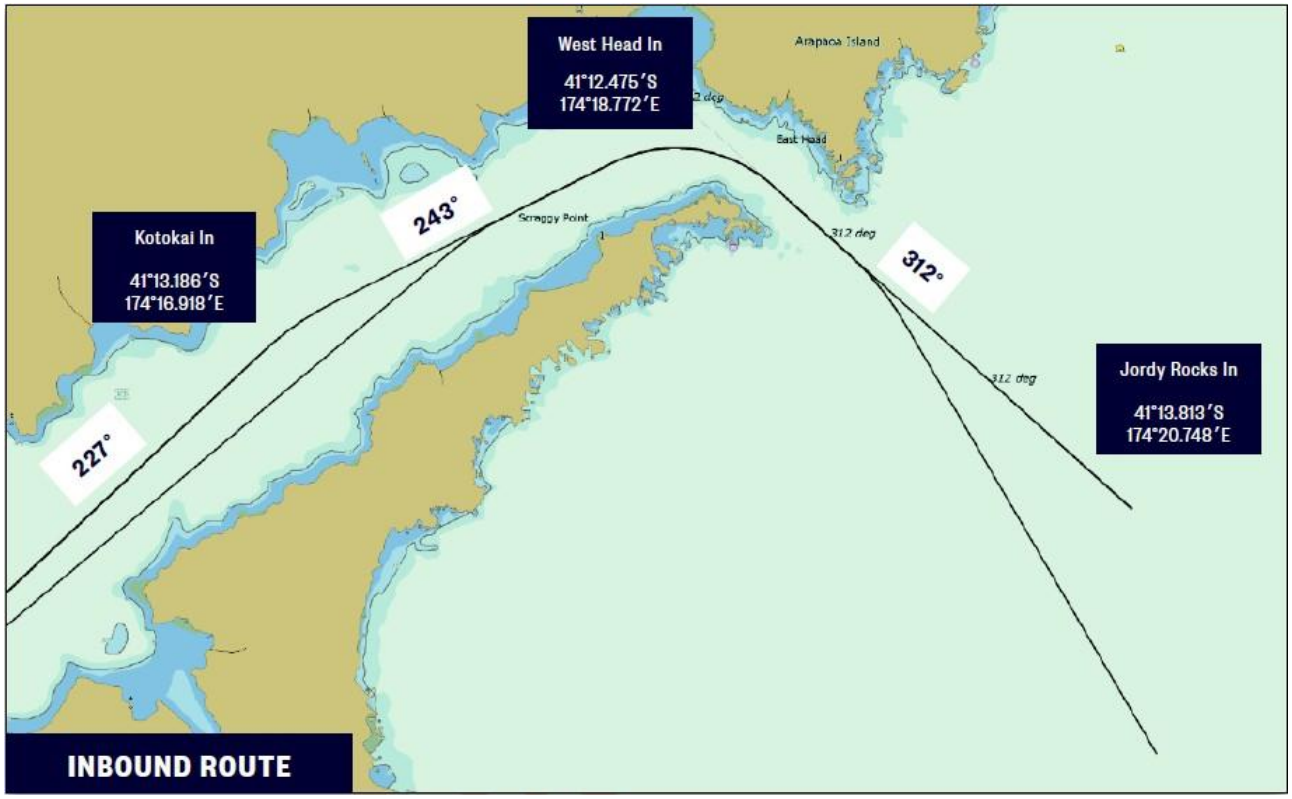
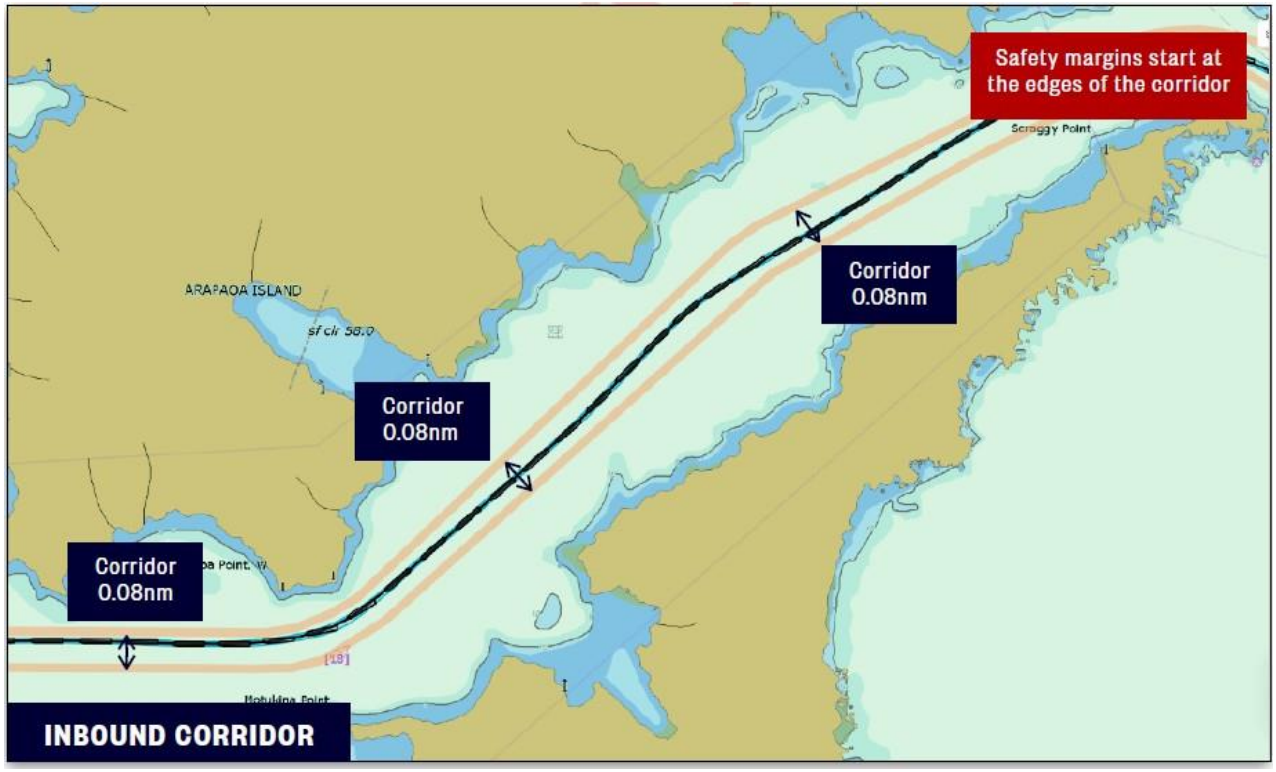
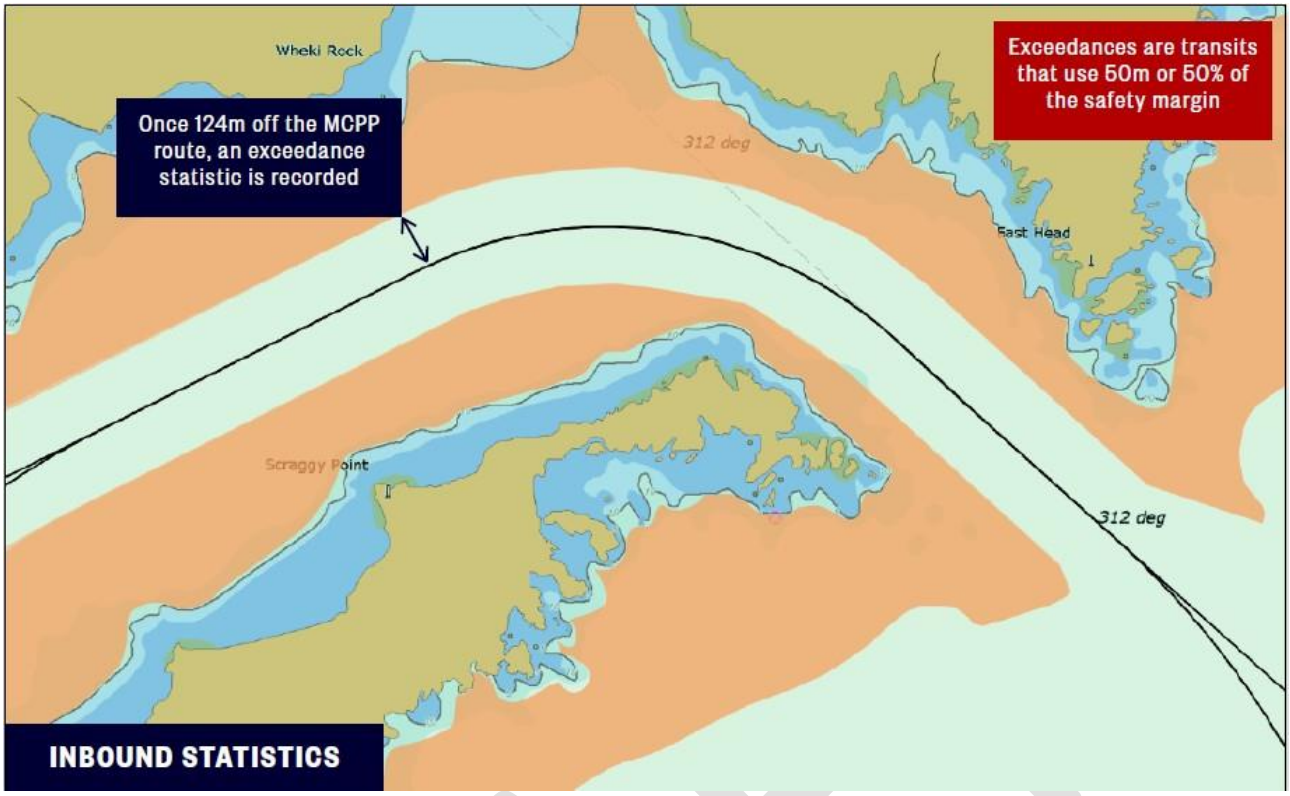
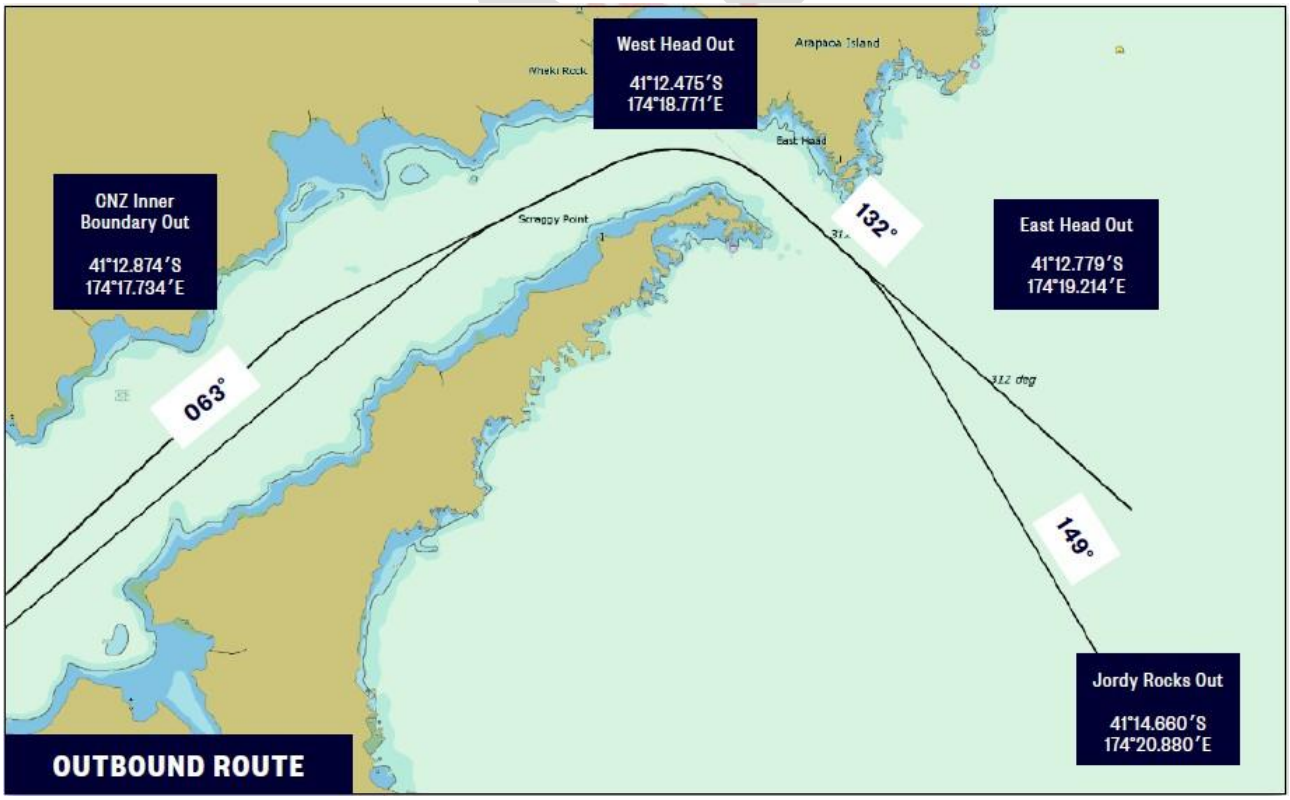
Planning Chartlets

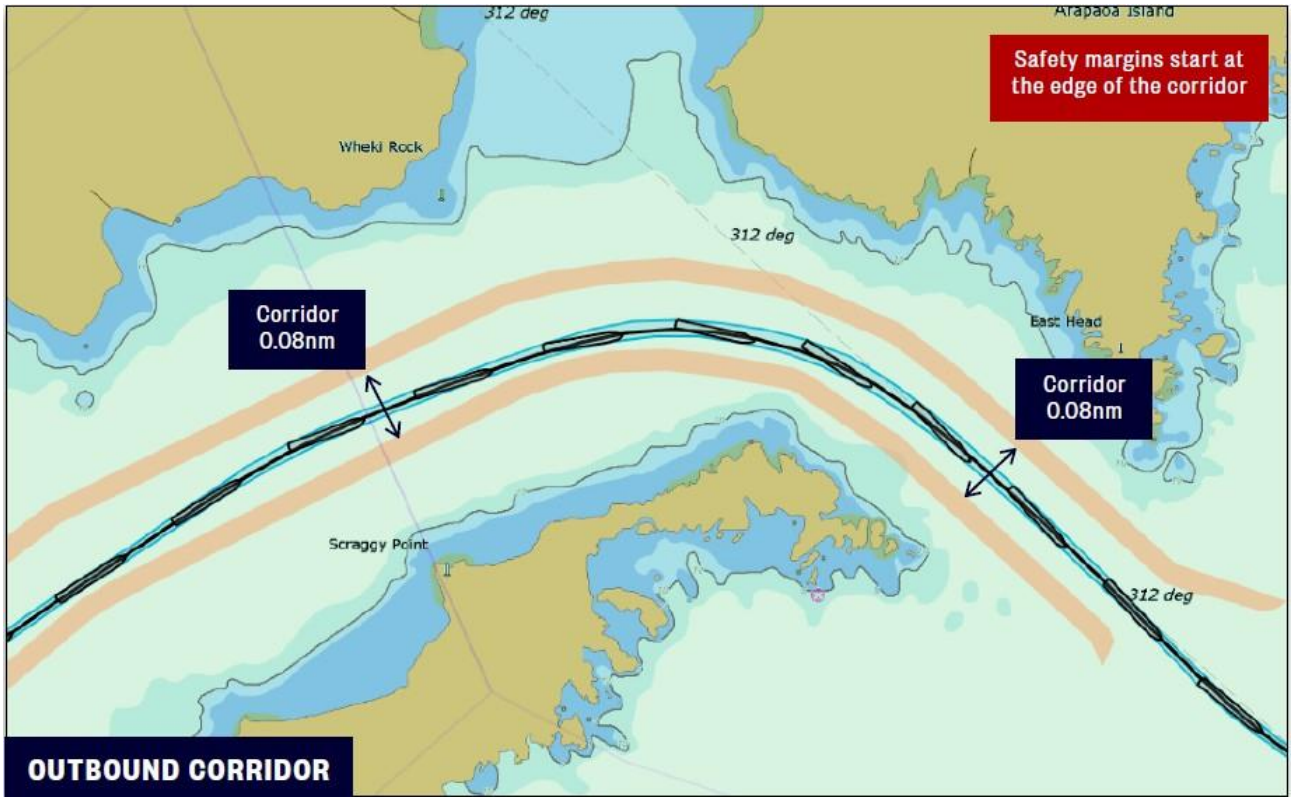
1. Critical Navigation Zone (CNZ)

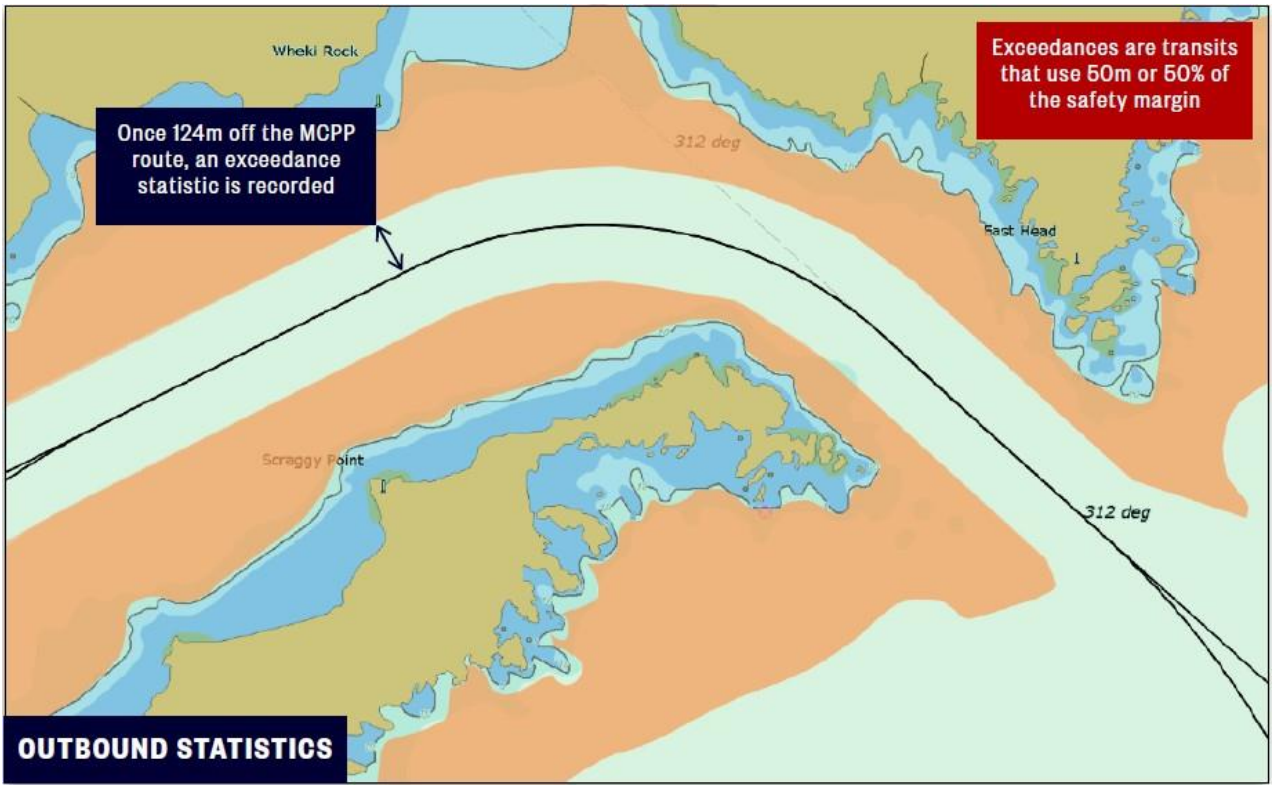




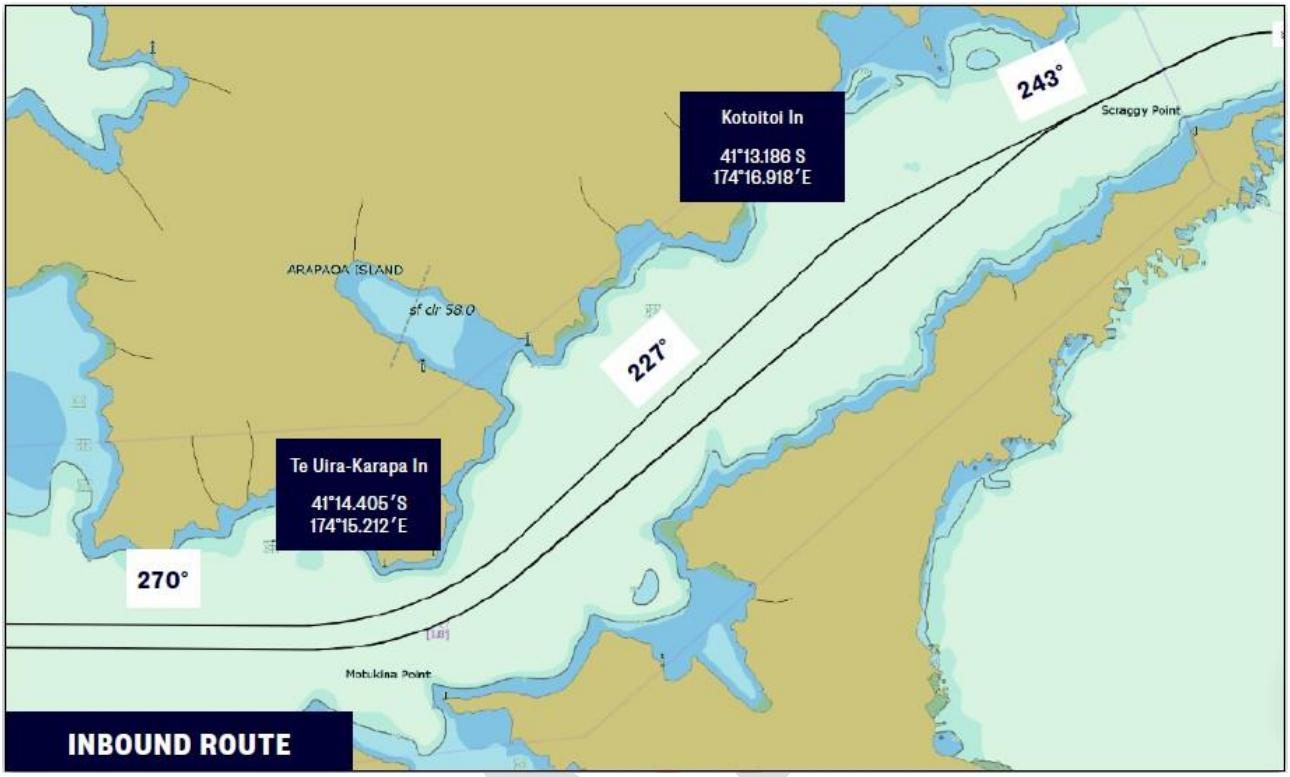

Wheki Rock
Once 124m off the MCPP route, an exceedance statistic is recorded
Exceedances are transits that use 50m or 50% of the safety margin
312 deg
East Head
Scraggy Point
312 deg
INBOUND STATISTICS

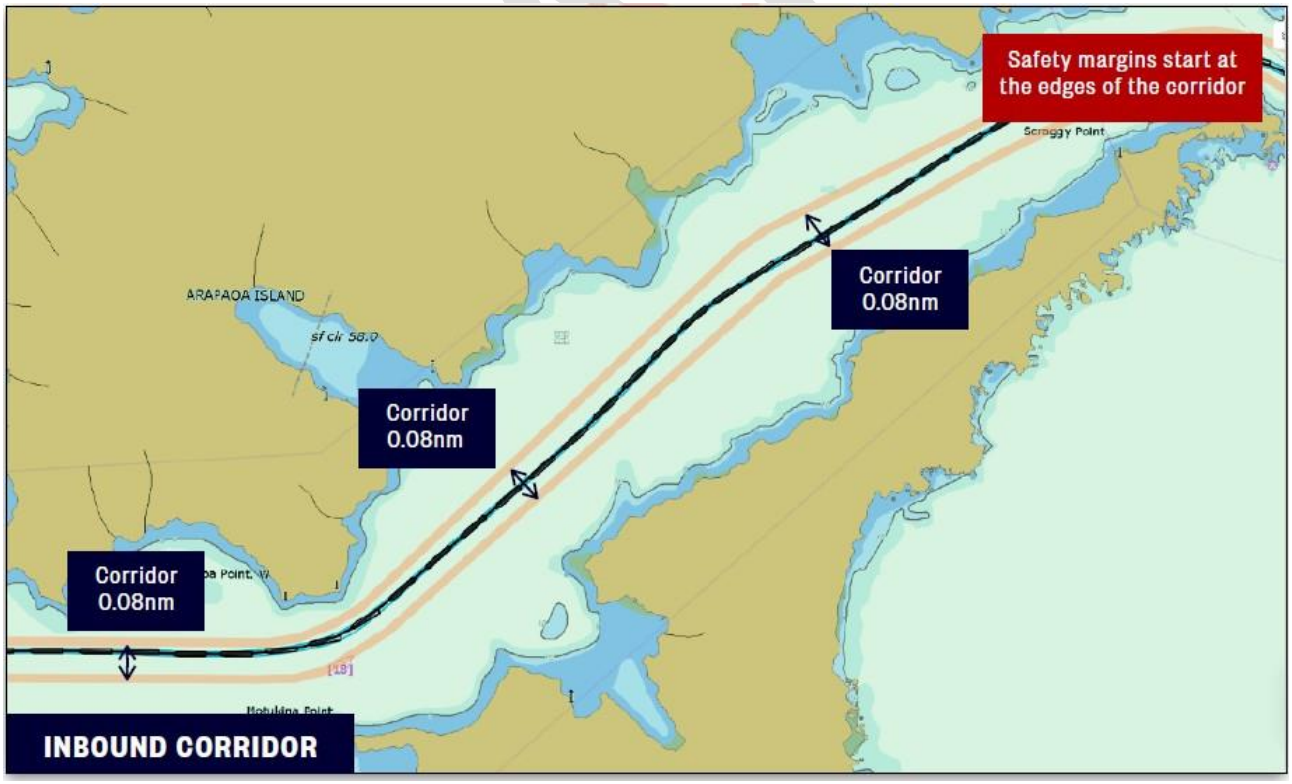

West Head Out
41°12.475′S
174°18.771′E
Arapaoa Island
Wheki Rock
East Head
CNZ Inner Boundary Out
41°12.874′S
174°17.734′E
Scraggy Point
132°
East Head Out
41°12.779′S
174°19.214′E
063°
312 deg
149°
Jordy Rocks Out
41°14.680′S
174°20.880′E
OUTBOUND ROUTE

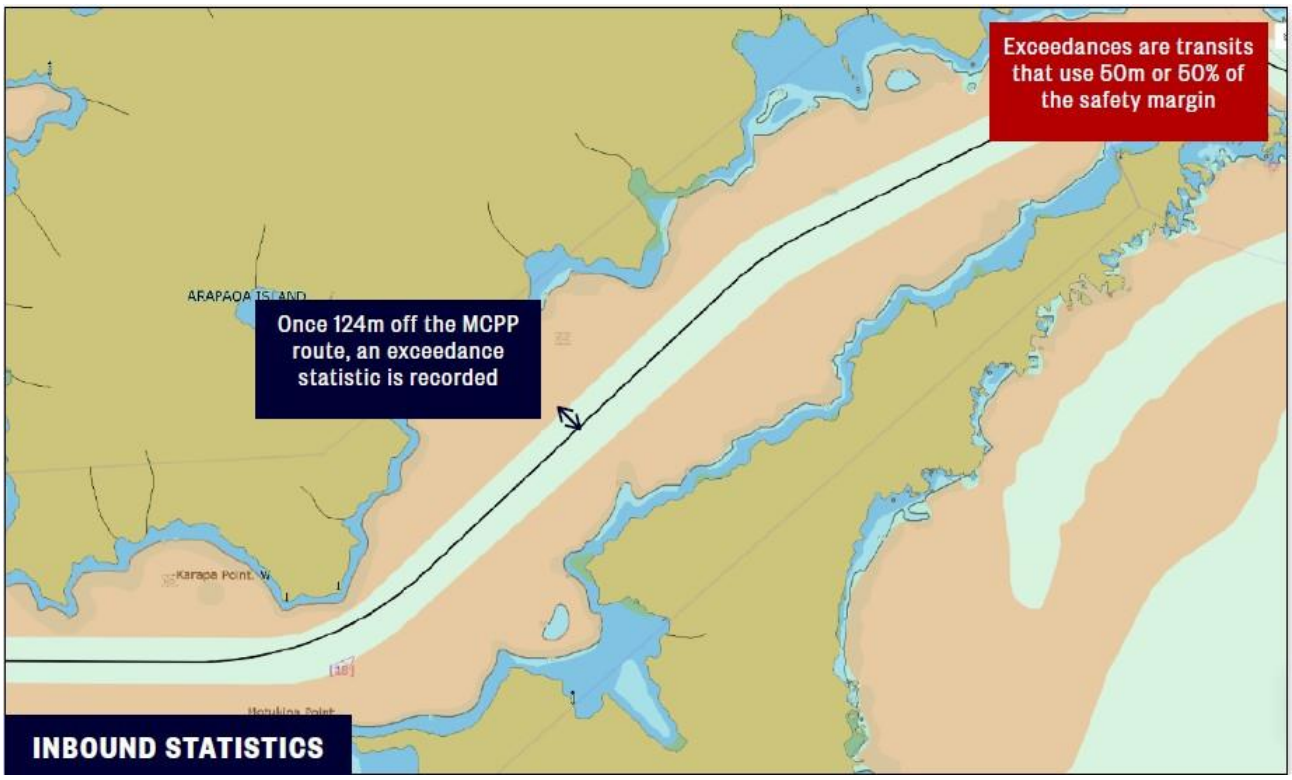

312 deg
Arapaoa Island
Safety margins start at the edge of the corridor
Wheki Rock
312 deg
Corridor 0.08nm
East Head
Corridor 0.08nm
Scraggy Point
312 deg
OUTBOUND CORRIDOR

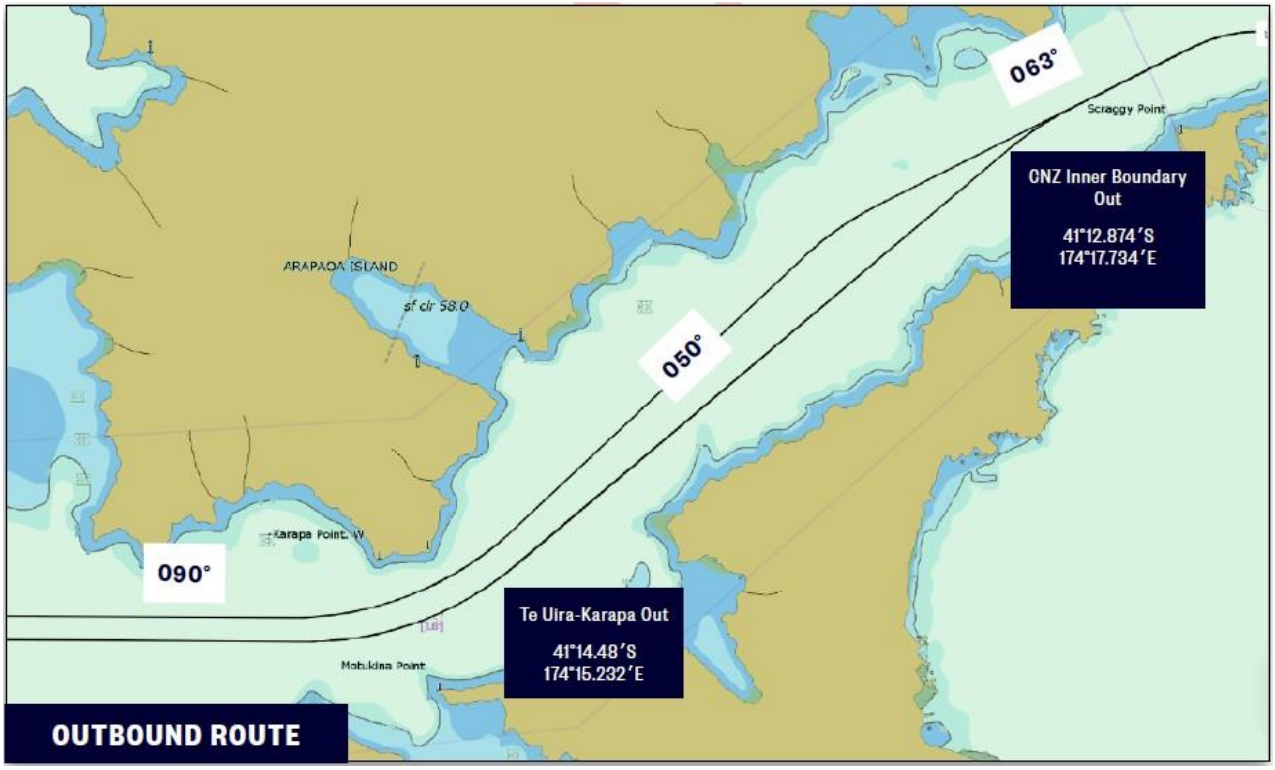

Wheki Rock
Exceedances are transits that use 50m or 50% of the safety margin
Once 124m off the MCPP route, an exceedance statistic is recorded
312 deg
East Head
Scraggy Point
312 deg
OUTBOUND STATISTICS

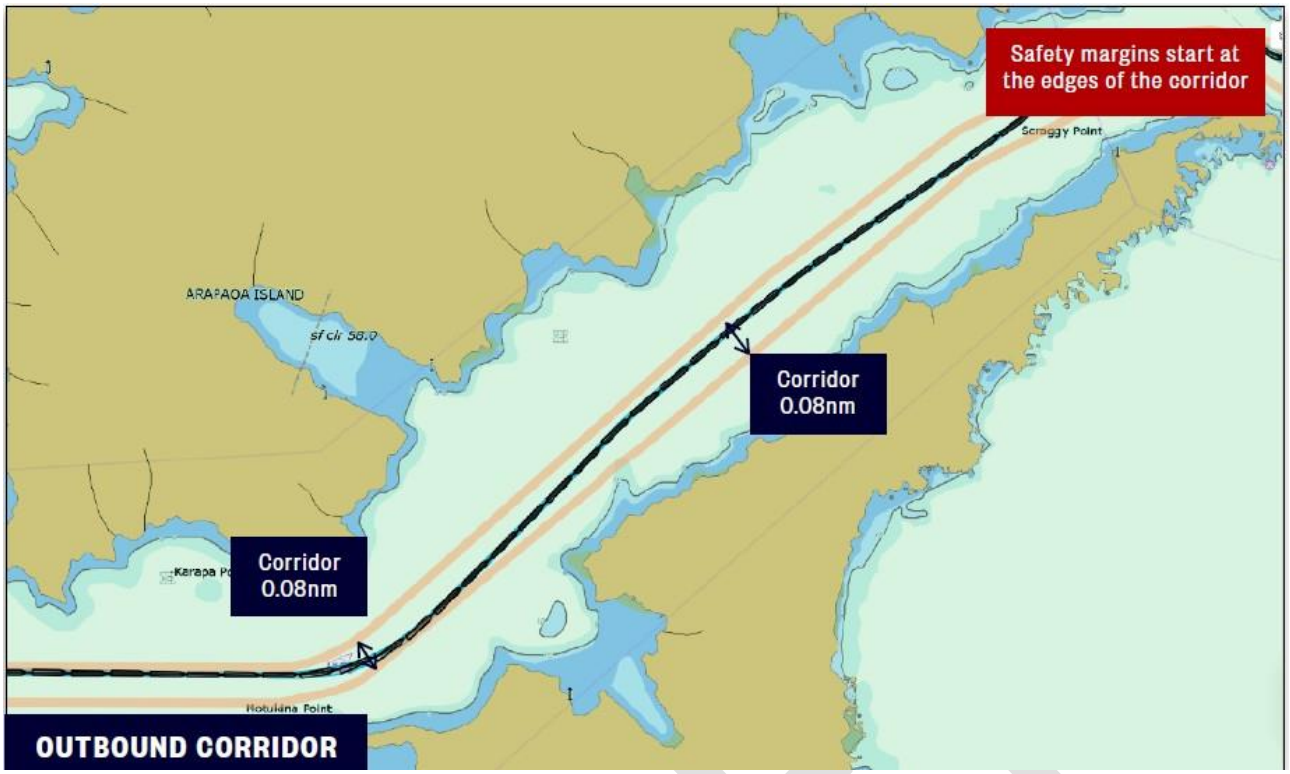
2. Tory Channel/Kura Te Au East

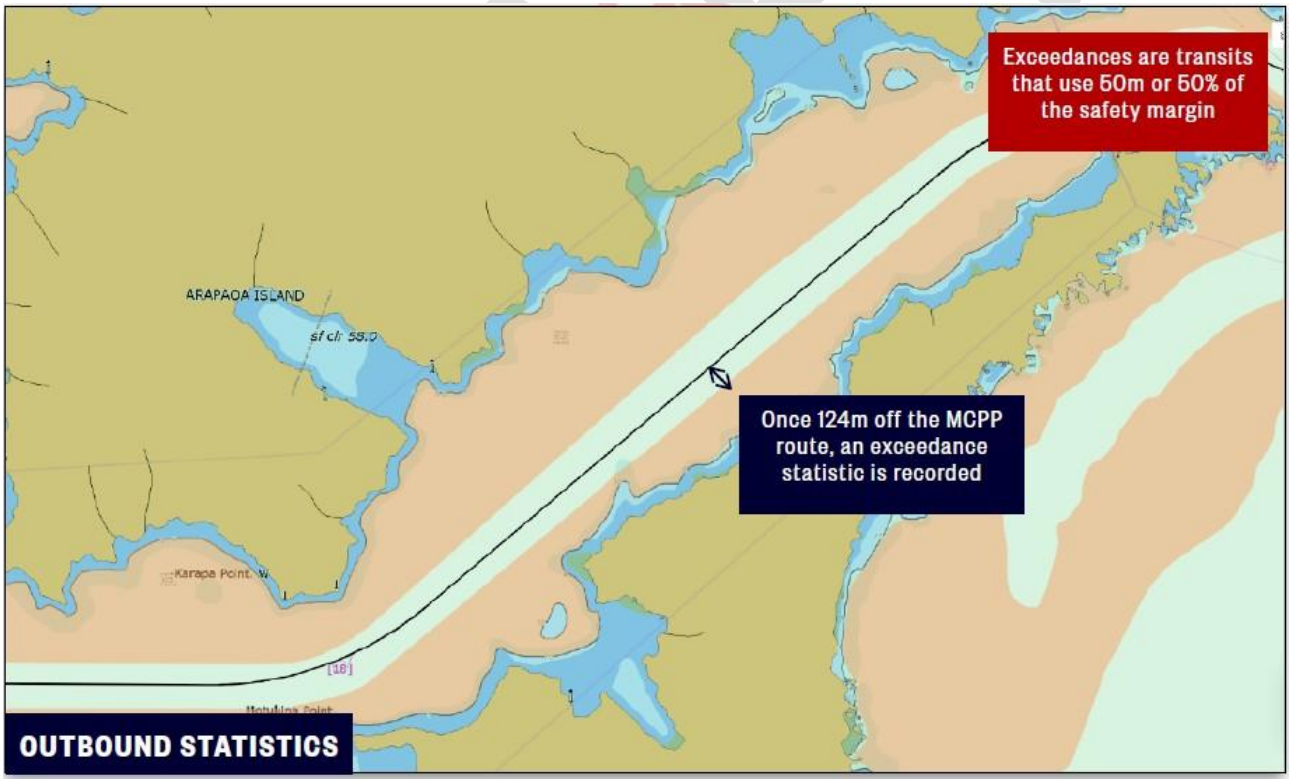




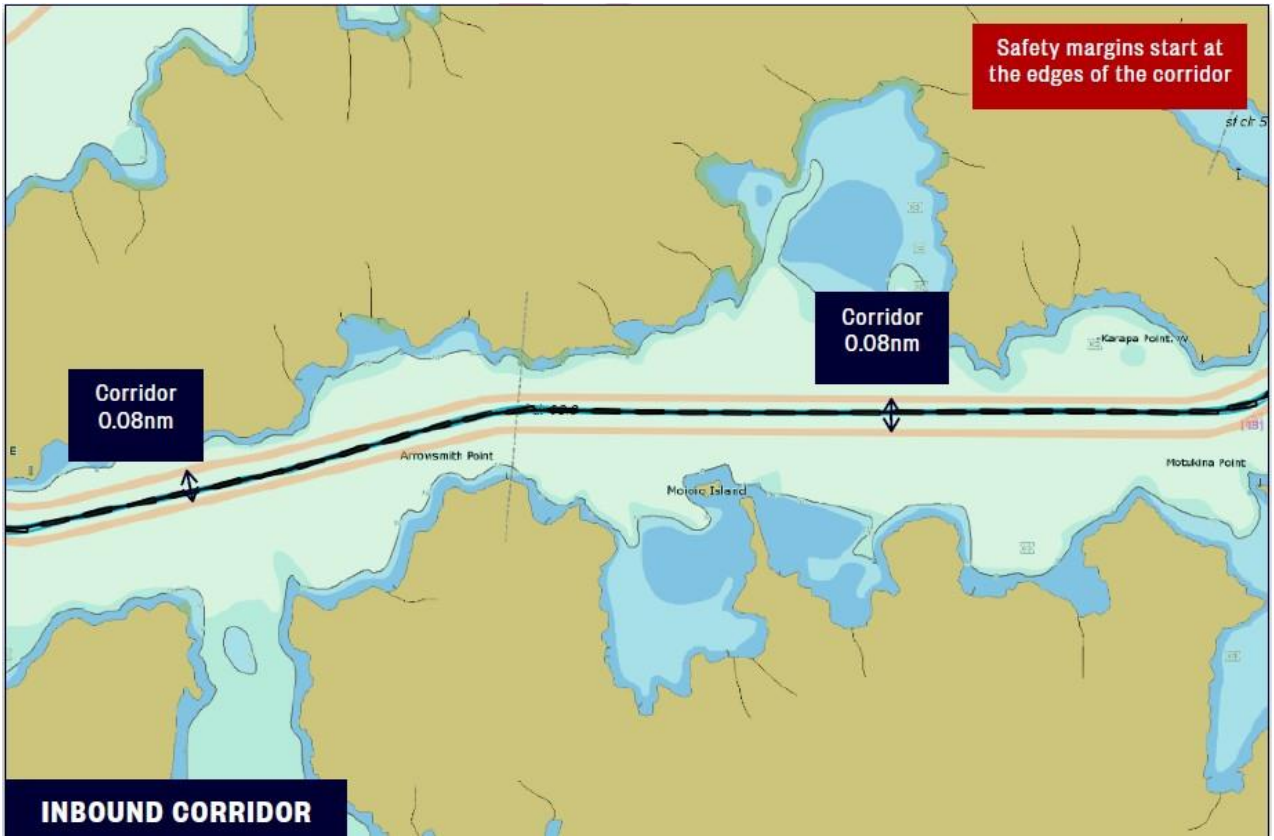

Exceedances are transits that use 50m or 50% of the safety margin
ARAPAOA ISLAND
Once 124m off the MCPP route, an exceedance statistic is recorded
Karapa Point
INBOUND STATISTICS

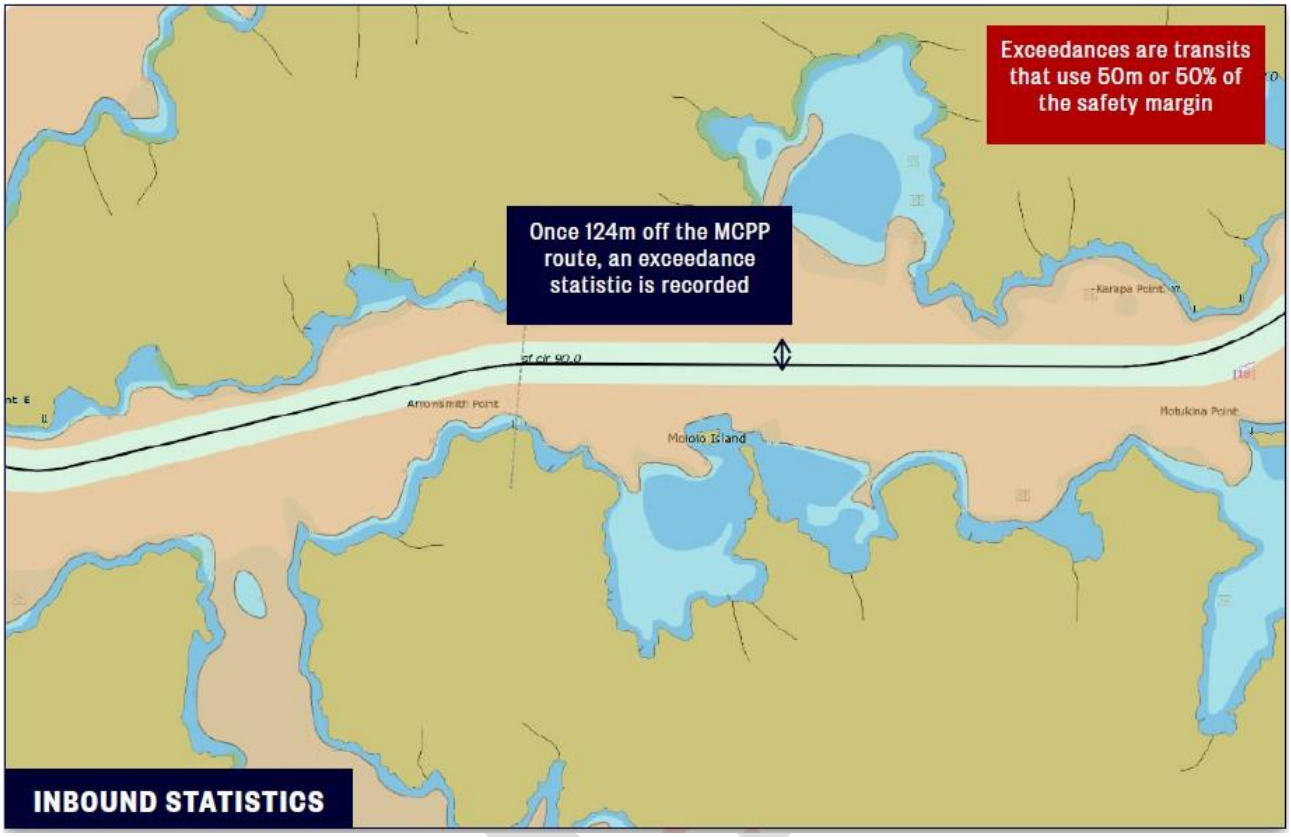

063°
Scraggy Point
ONZ Inner Boundary Out
41°12.874′S
174°17.734′E
ARAPAOA ISLAND
sf clr 58.0
050°
Karapa Point
090°
Te Uira-Karapa Out
41°14.48′S
174°15.232′E
Mohikina Point
OUTBOUND ROUTE

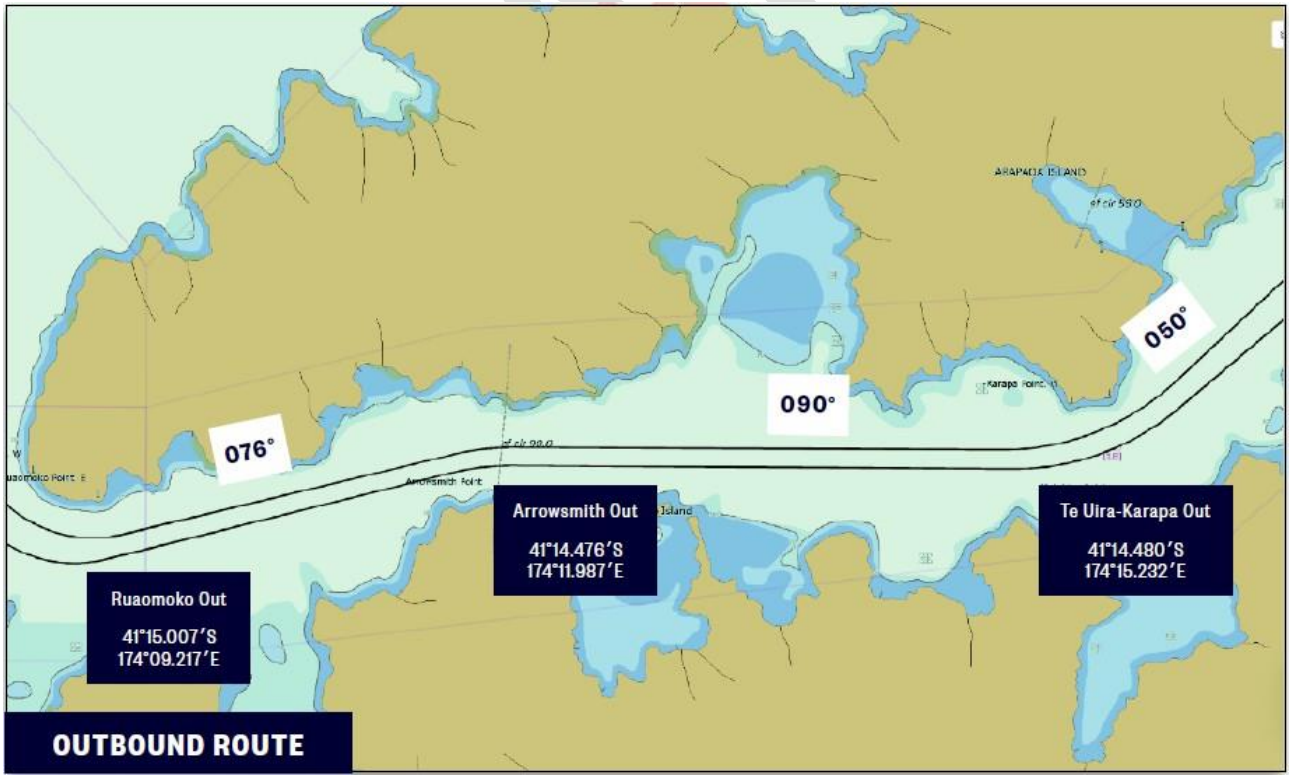

Safety margins start at the edges of the corridor
Scraggy Point
ARAPAOA ISLAND
sf ch 58.0
Corridor 0.08nm
Corridor 0.08nm
Karapa Pt
Hobulina Point
OUTBOUND CORRIDOR

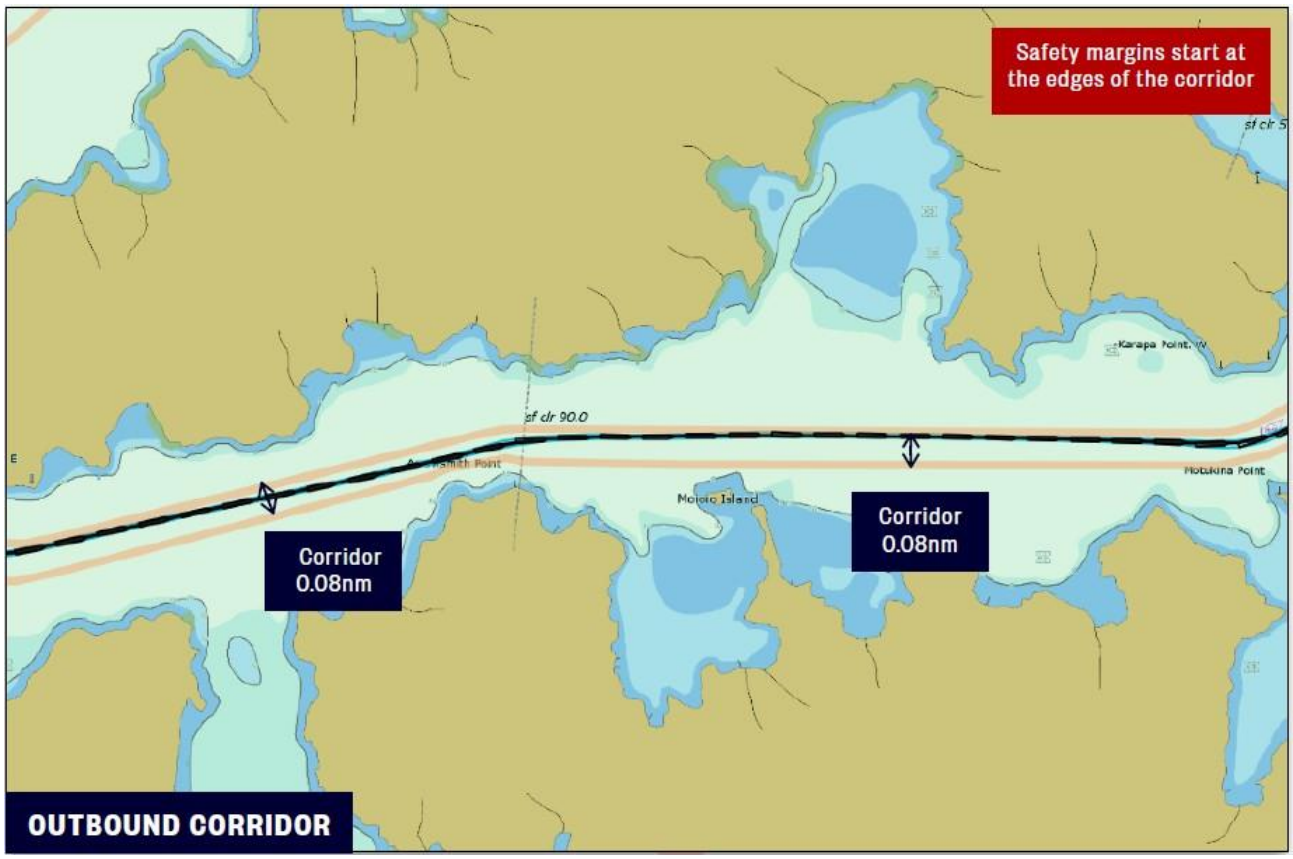

Exceedances are transits that use 50m or 50% of the safety margin
ARAPAOA ISLAND
sf ch 58.0
Once 124m off the MCPP route, an exceedance statistic is recorded
Karapa Point W
[18]
Hobulina Point
OUTBOUND STATISTICS

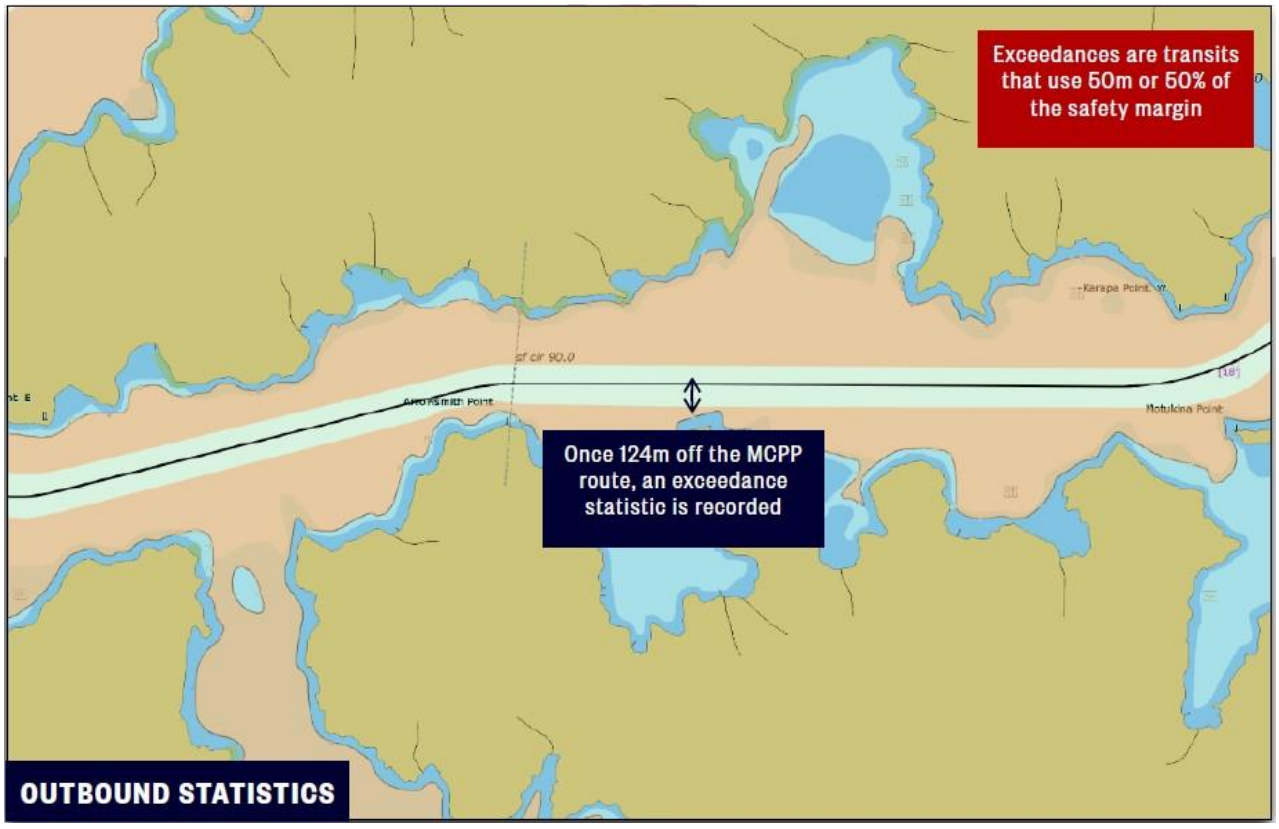
3. Tory Channel/Kura Te Au West



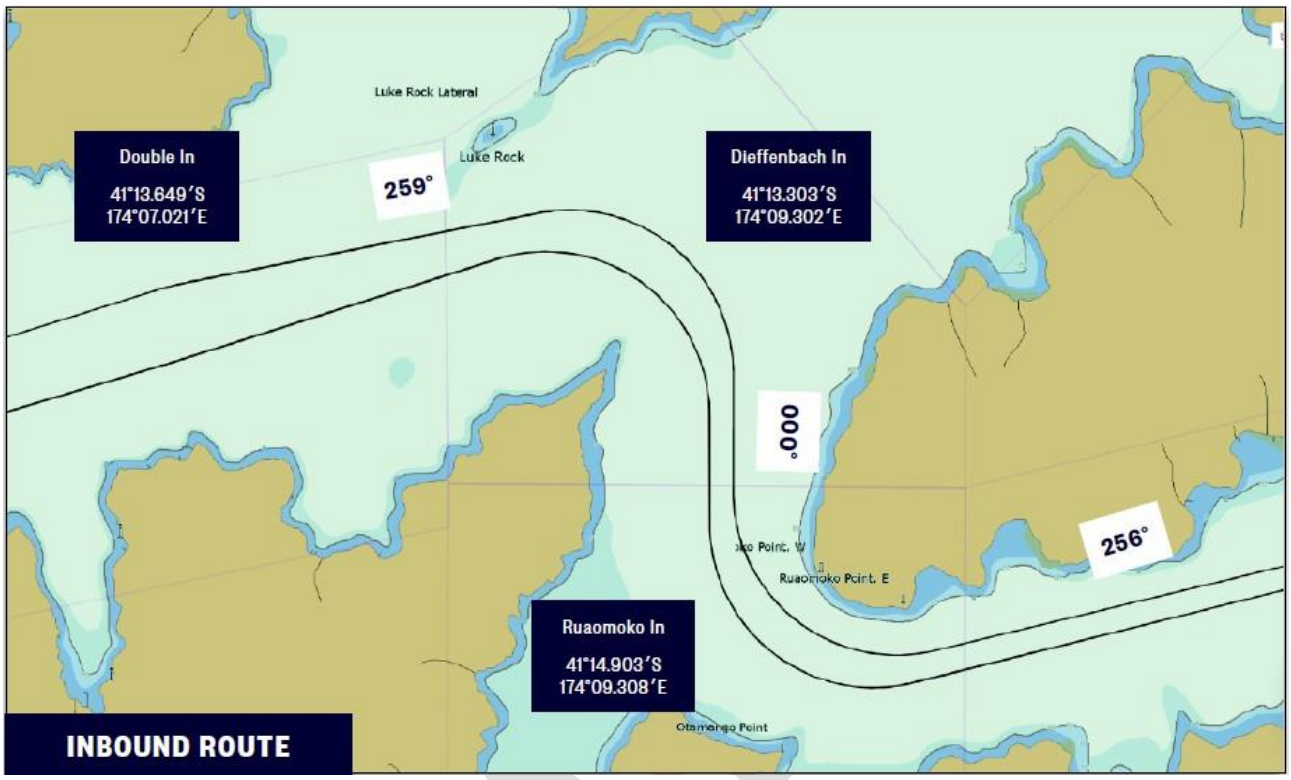

Exceedances are transits that use 50m or 50% of the safety margin
Once 124m off the MCPP route, an exceedance statistic is recorded
Arrowsmith Point
Mololo Island
Motukina Point
INBOUND STATISTICS

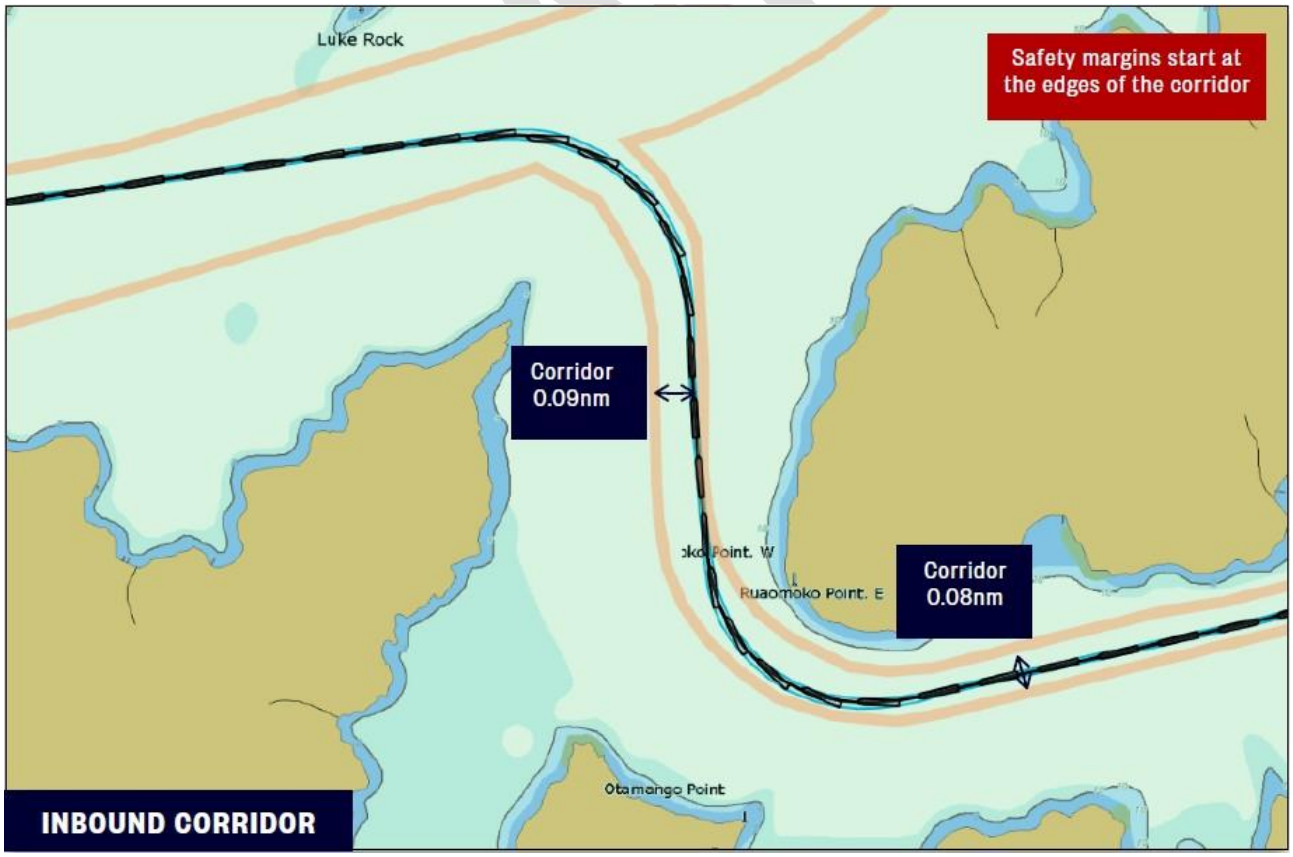

ARAPAOA ISLAND
050°
090°
076°
Arrowsmith Point
Arrowsmith Out
41°14.476′S
174°11.987′E
Te Uira-Karapa Out
41°14.480′S
174°15.232′E
Ruaomoko Out
41°15.007′S
174°09.217′E
OUTBOUND ROUTE

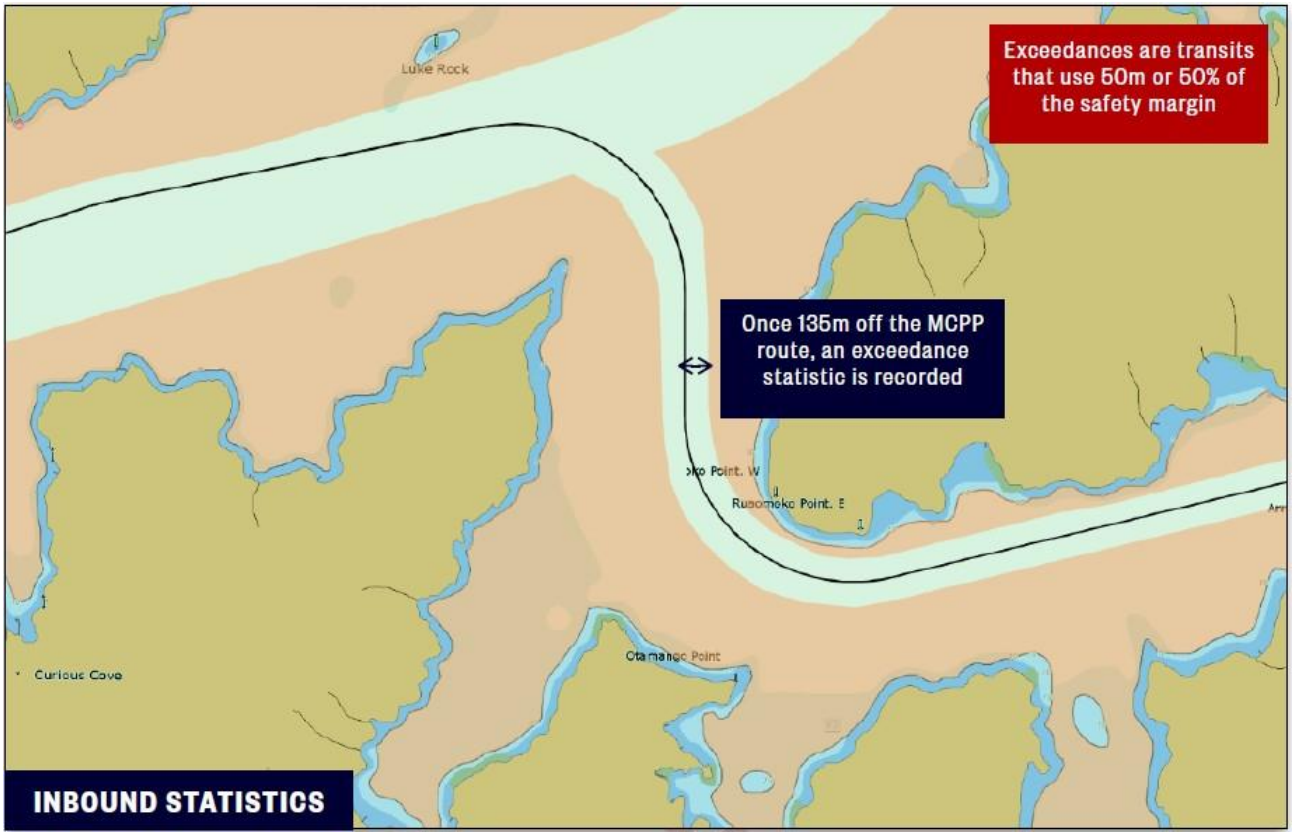

Safety margins start at the edges of the corridor
sf clr 90.0
Motukina Point
Corridor 0.08nm
Corridor 0.08nm
OUTBOUND CORRIDOR

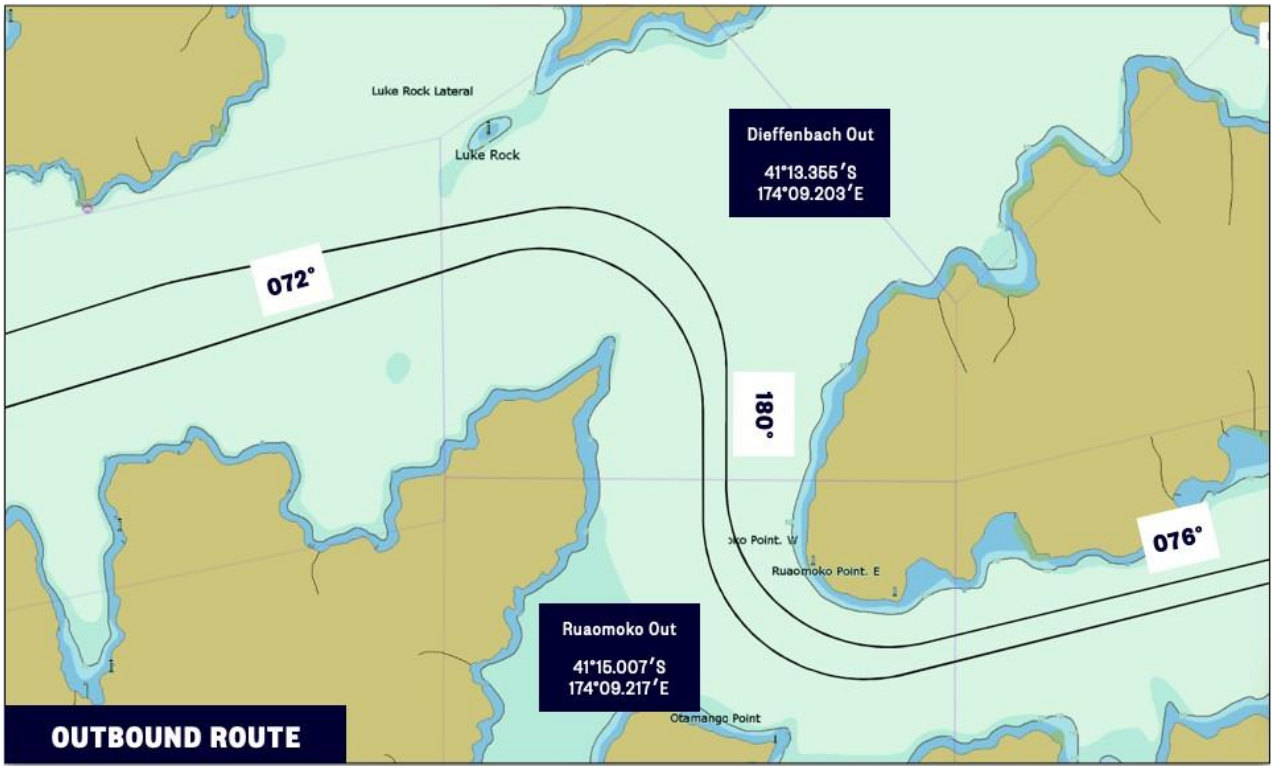

Exceedances are transits that use 50m or 50% of the safety margin
sf clr 90.0
Motukina Point
Once 124m off the MCPP route, an exceedance statistic is recorded
OUTBOUND STATISTICS

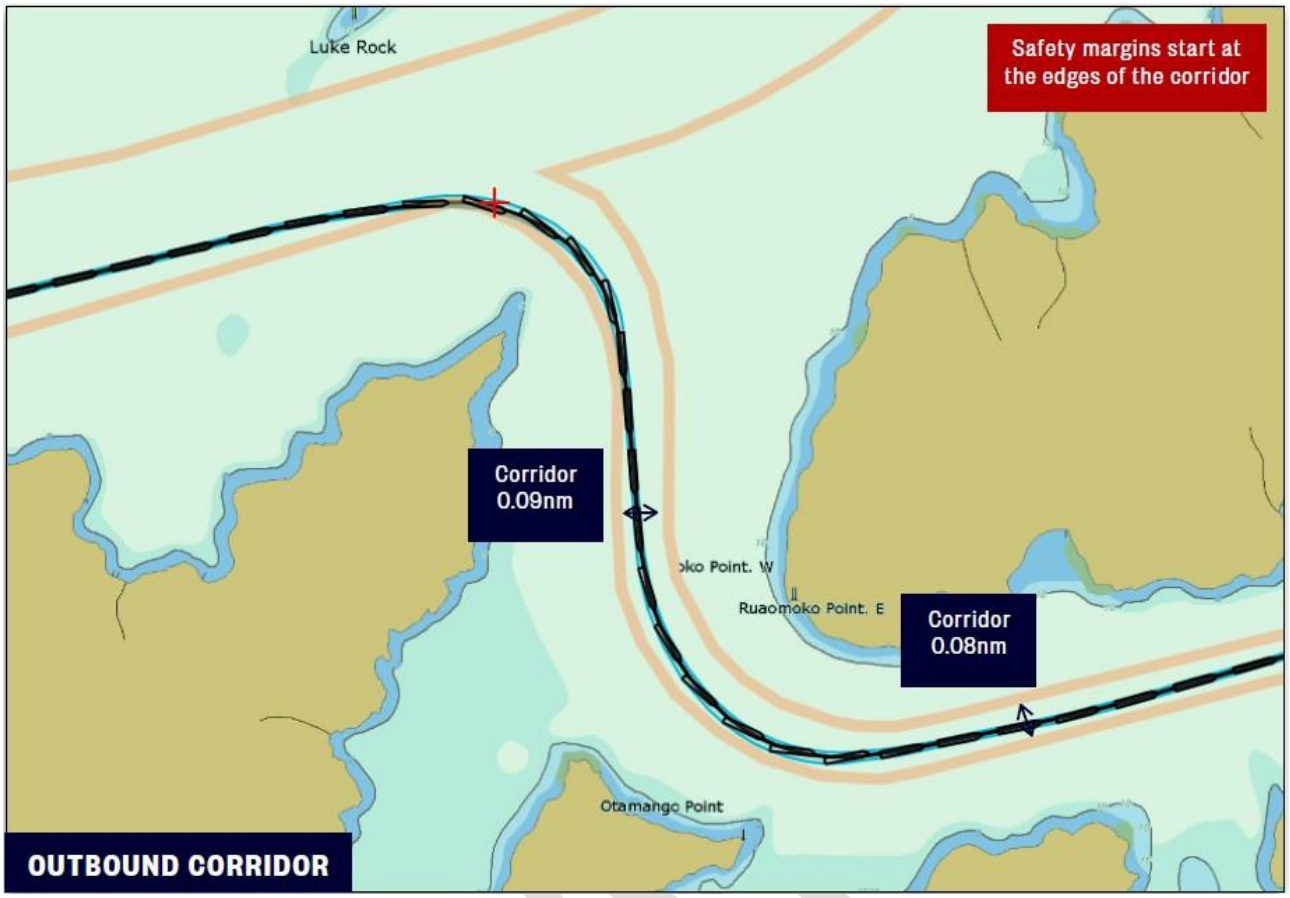
4. Dieffenbach/Ruaomoko

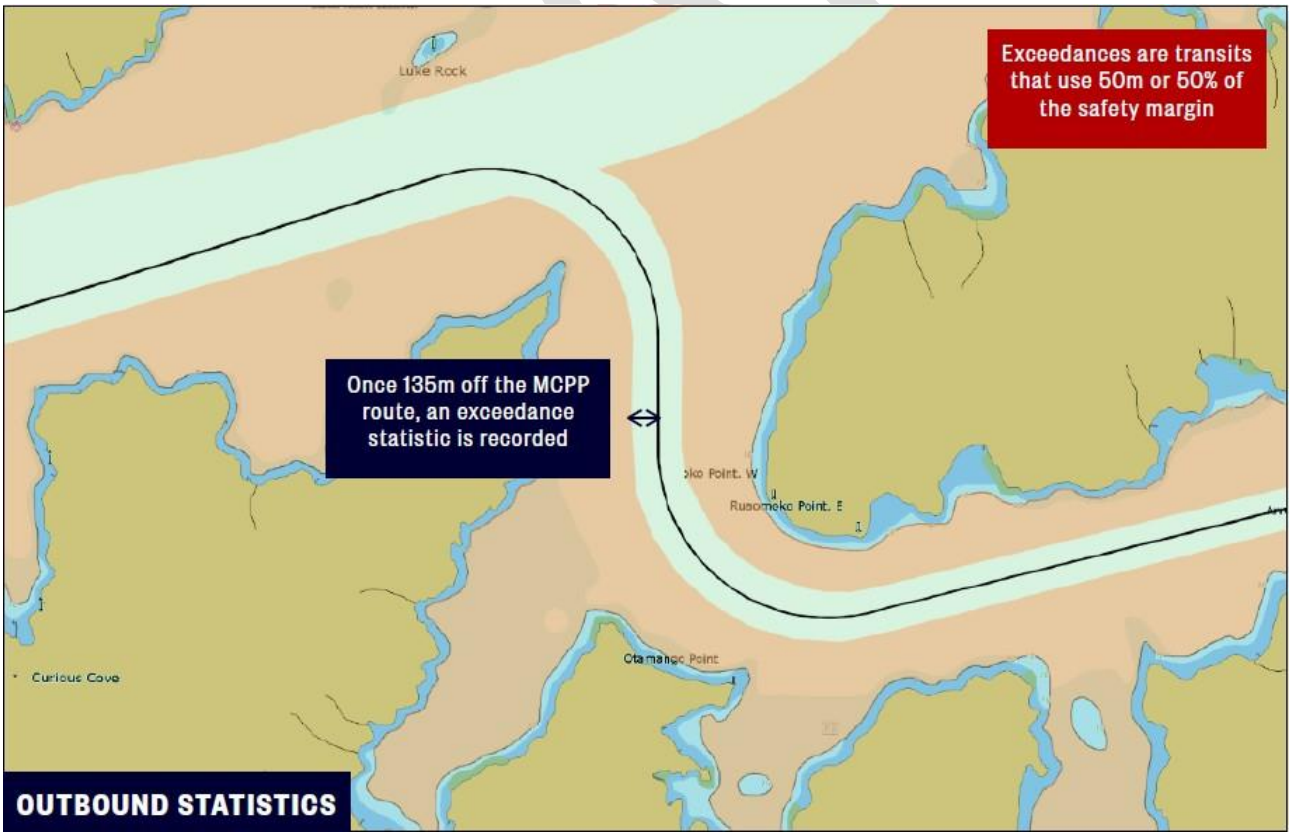




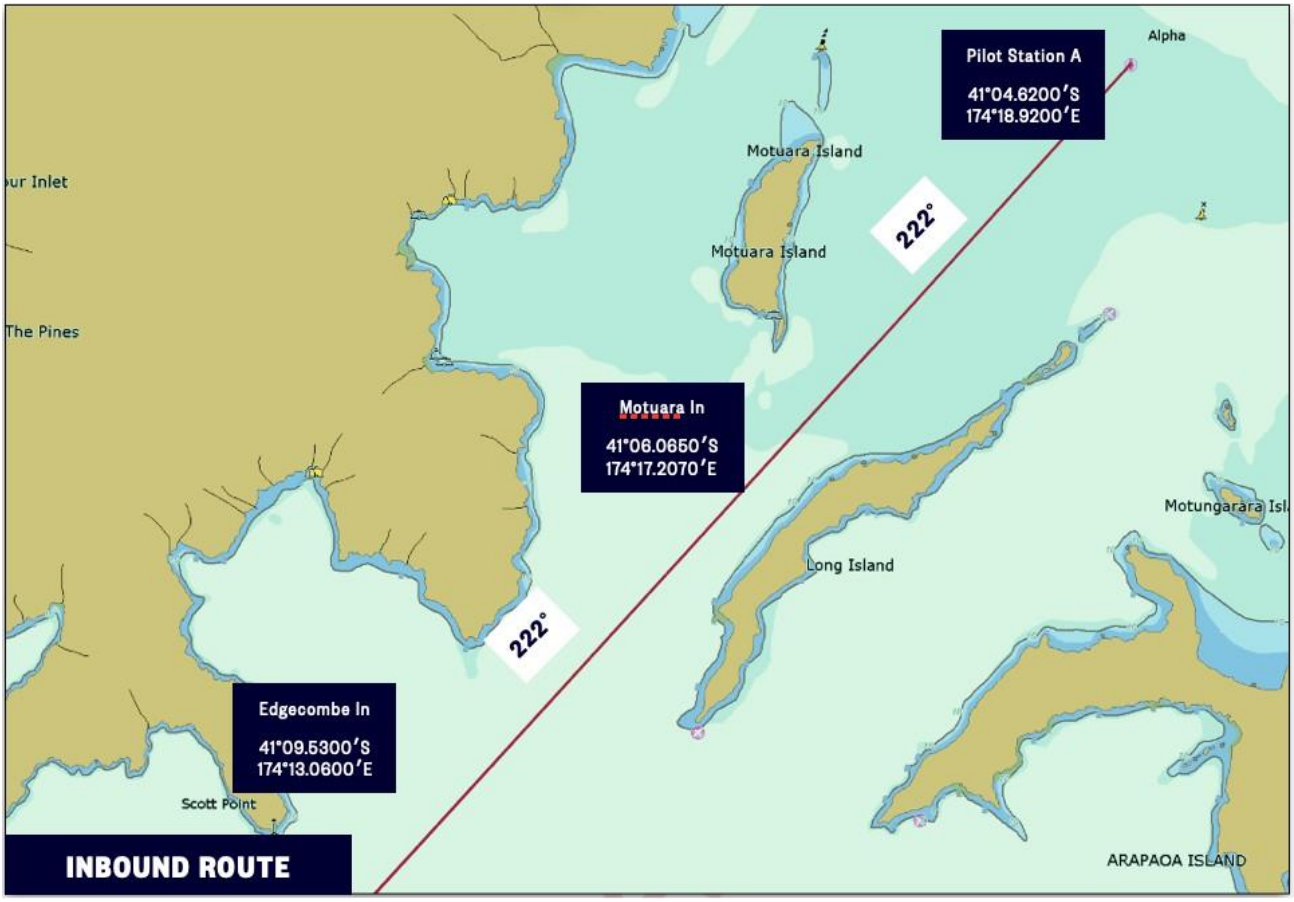

Exceedances are transits that use 50m or 50% of the safety margin
Once 135m off the MCPP route, an exceedance statistic is recorded
Luke Rock
Curious Cove
Otamango Point
INBOUND STATISTICS

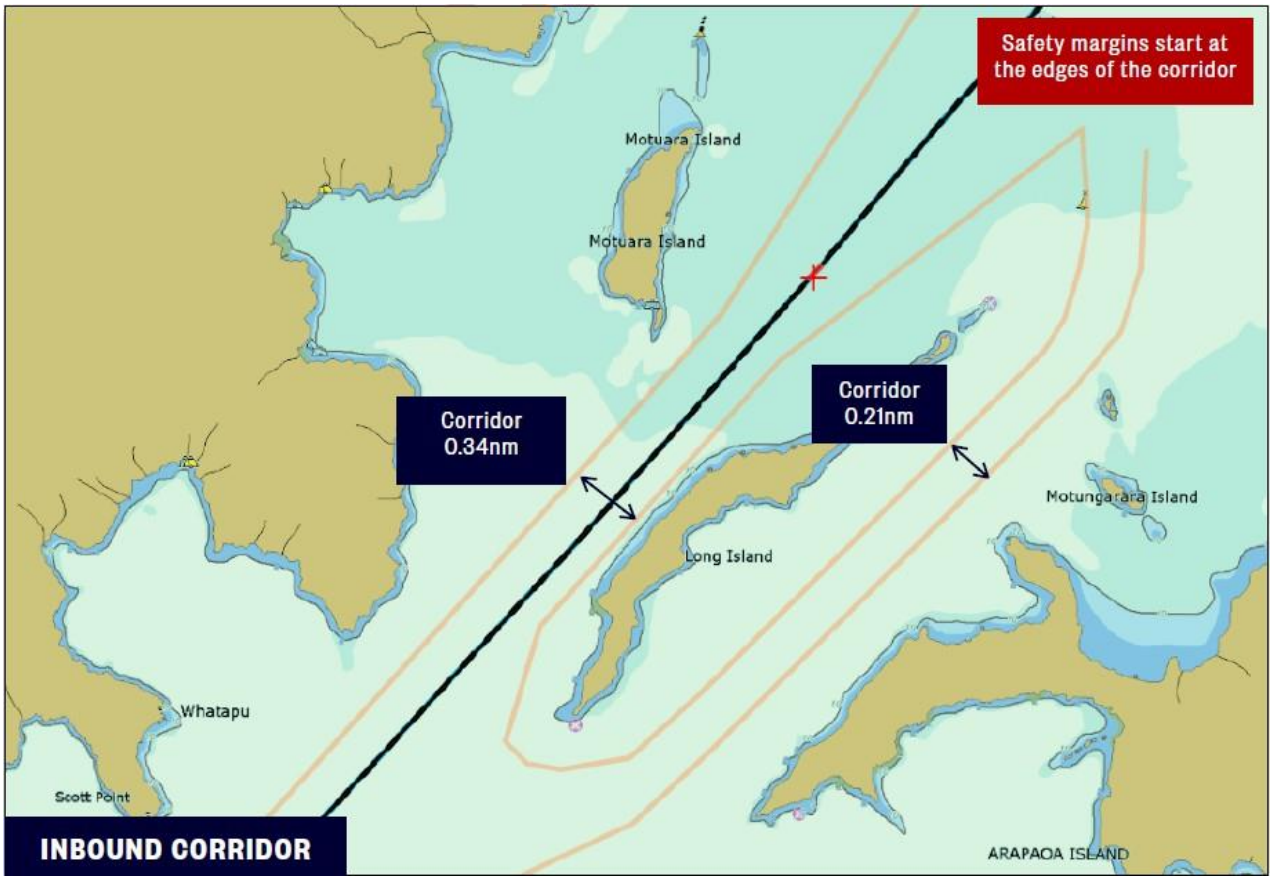

Luke Rock Lateral
Luke Rock
Dieffenbach Out
41°13.355′S
174°09.203′E
072°
180°
076°
Ruaomoko Point. E
Ruaomoko Out
41°15.007′S
174°09.217′E
Otamango Point
OUTBOUND ROUTE

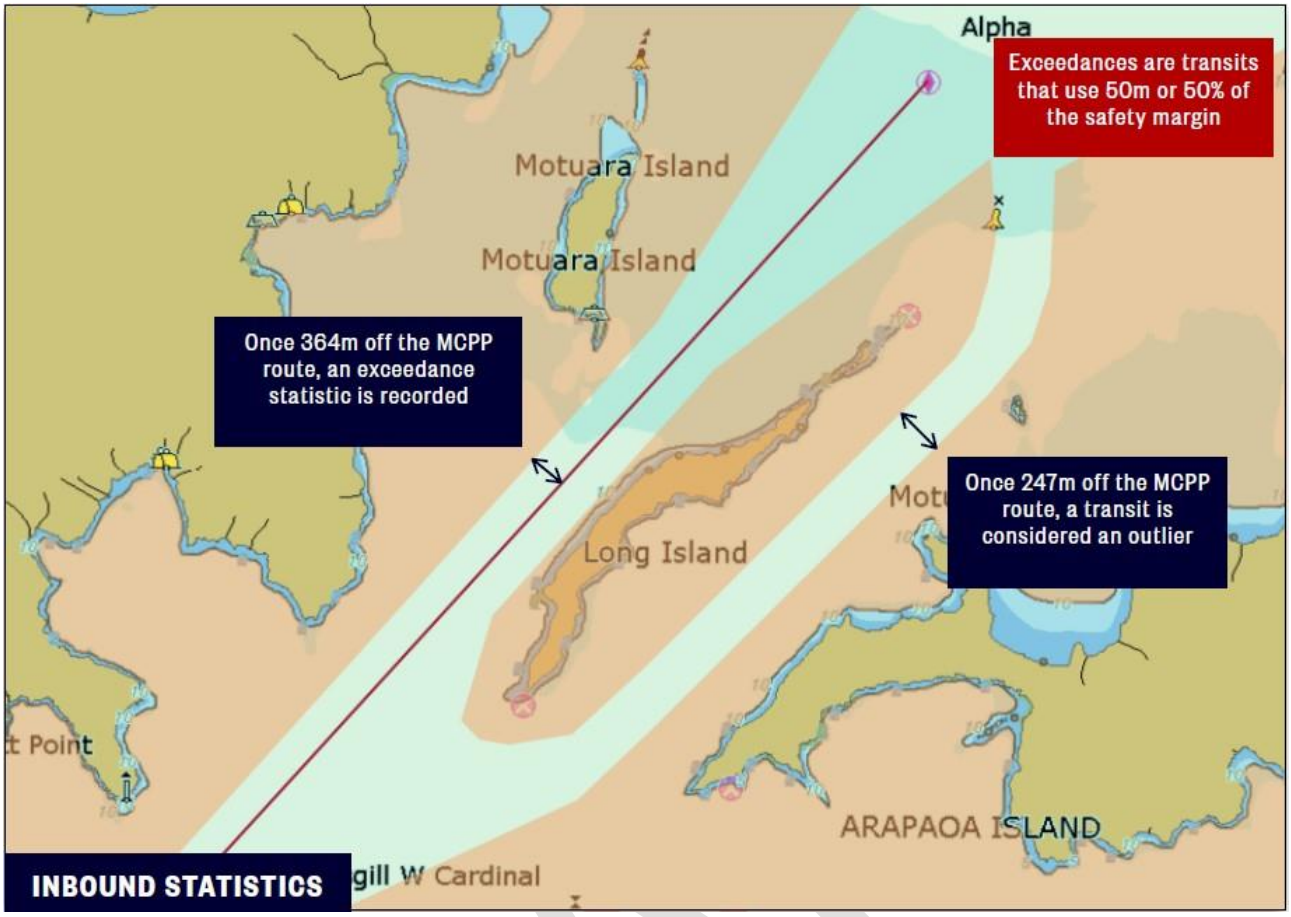

Luke Rock
Safety margins start at the edges of the corridor
Corridor 0.09nm
Ruaomoko Point. E
Corridor 0.08nm
Otamango Point
OUTBOUND CORRIDOR

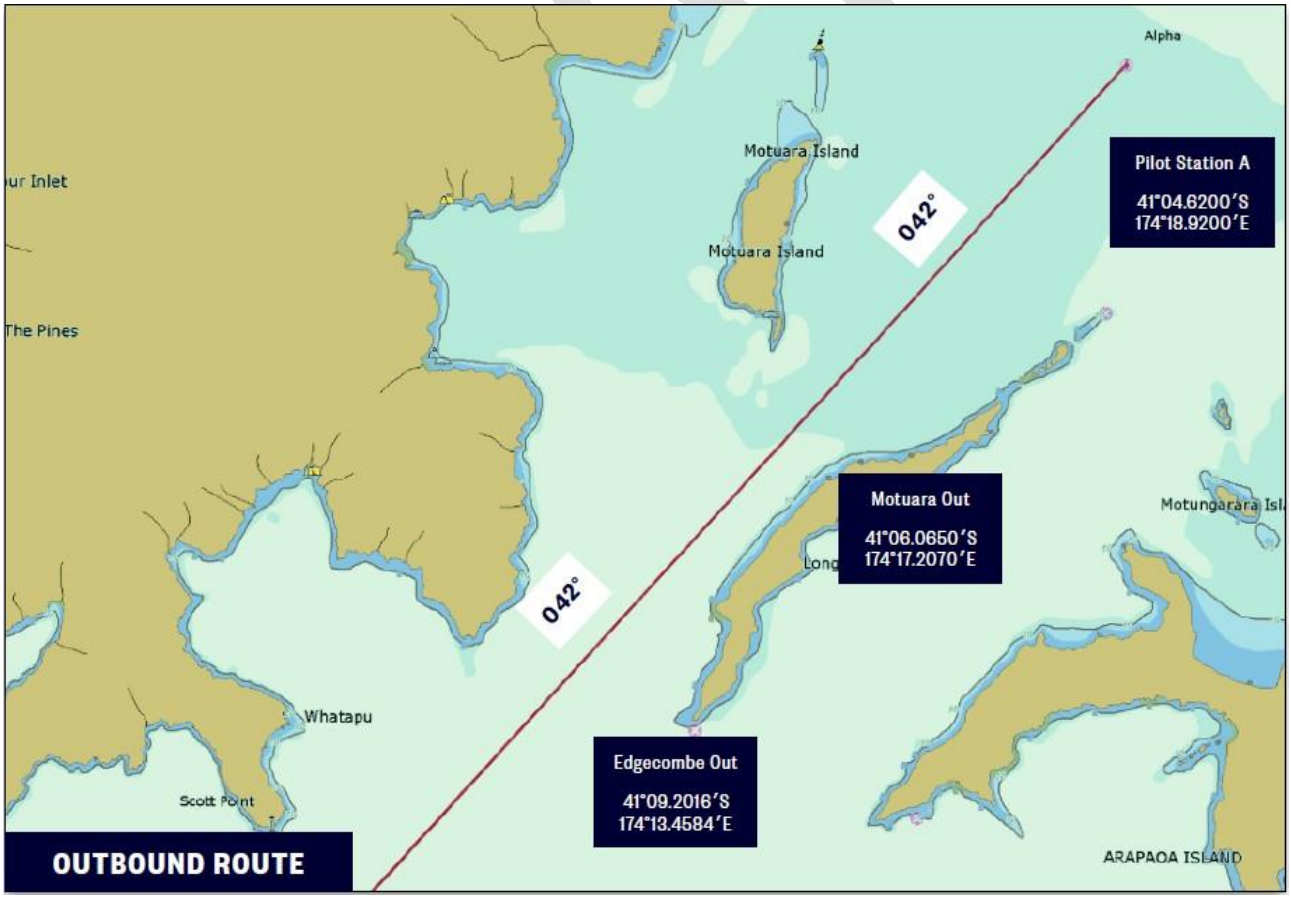

Luke Rock
Exceedances are transits that use 50m or 50% of the safety margin
Once 135m off the MCPP route, an exceedance statistic is recorded
Ruaomoko Point. E
Curious Cove
OUTBOUND STATISTICS

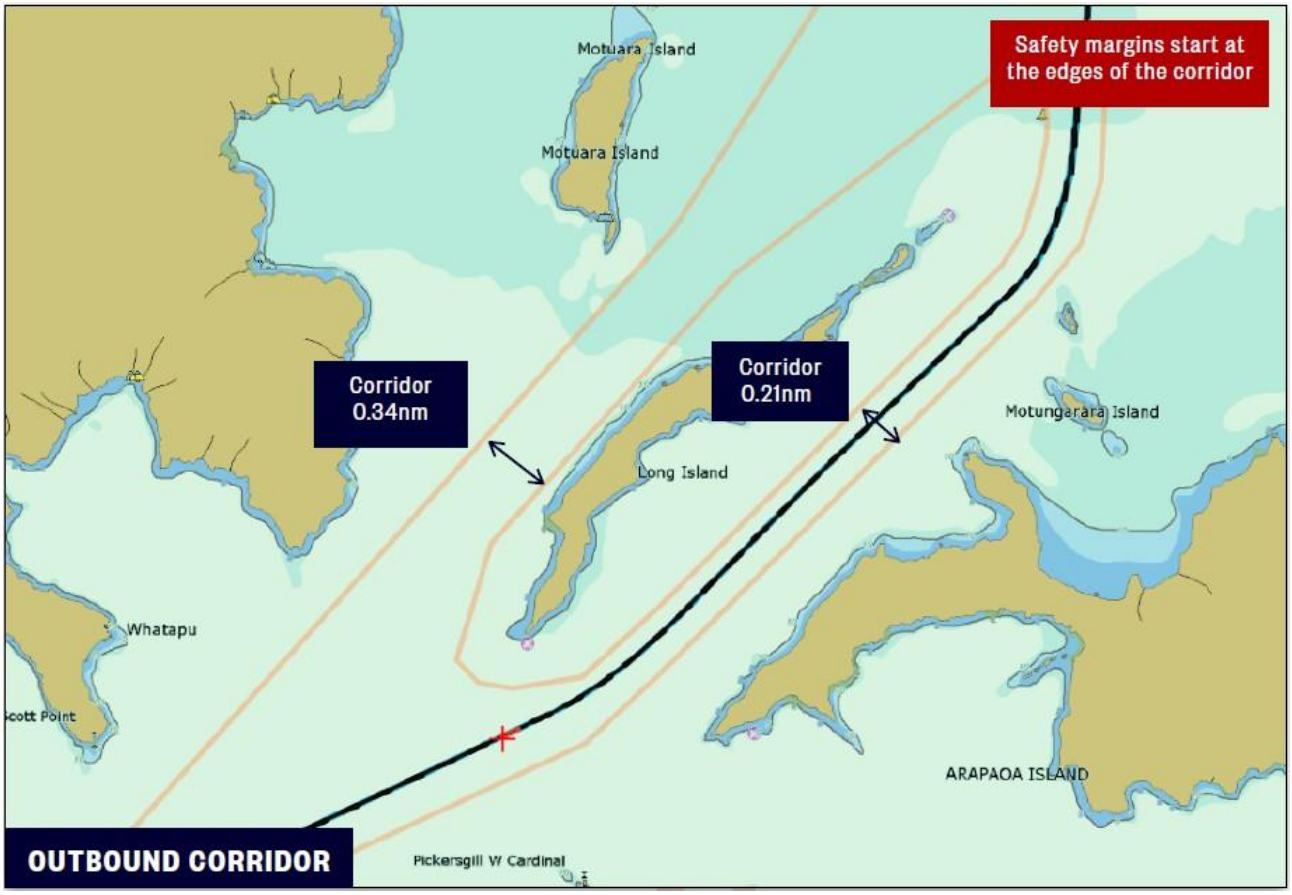
5. Northern Approaches

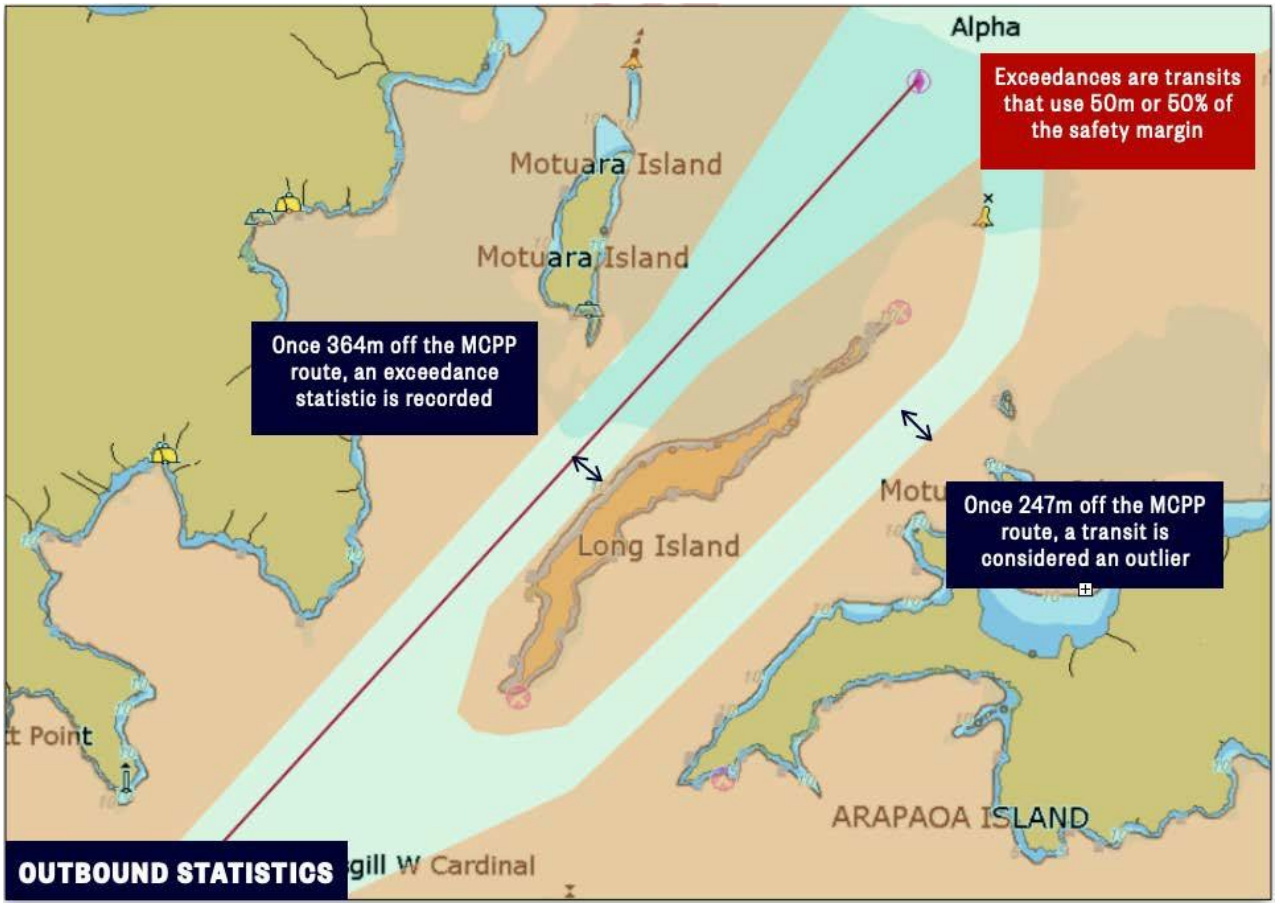




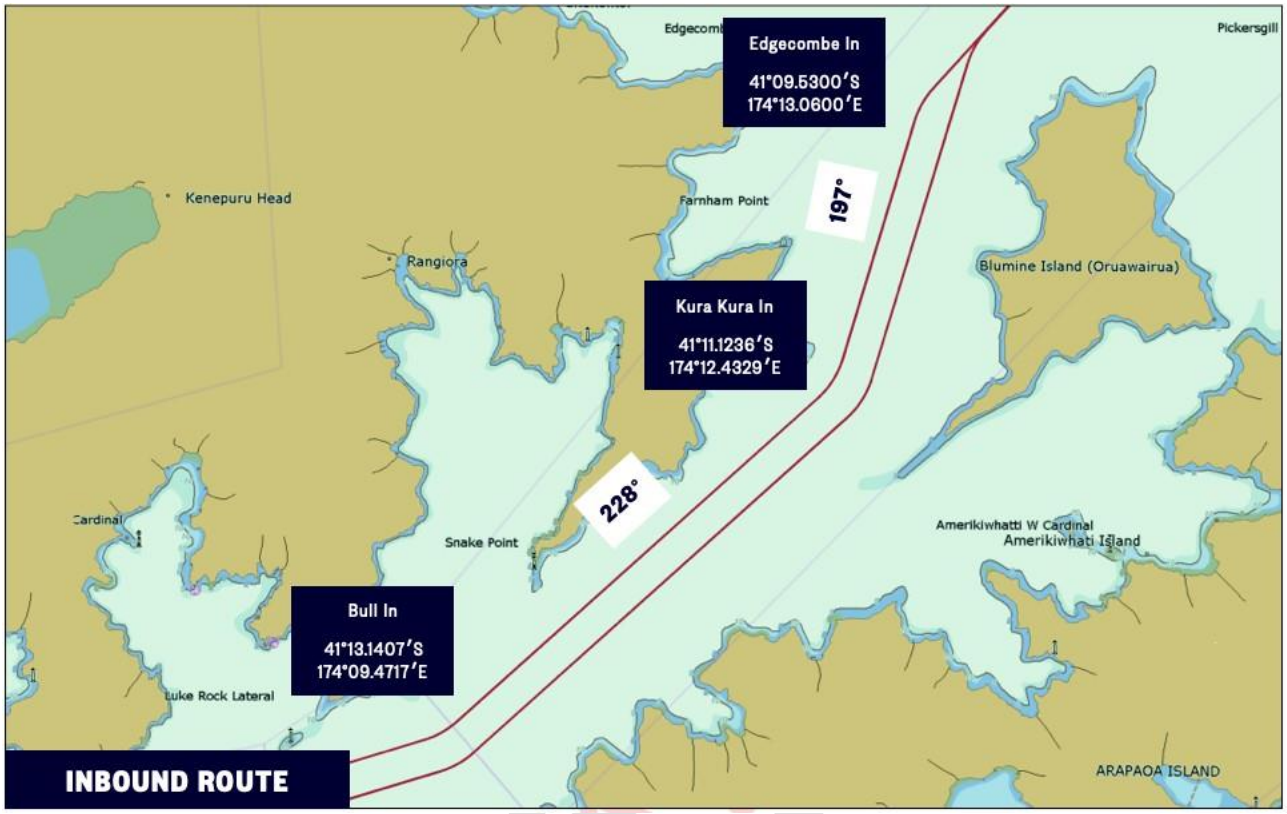

Alpha
Exceedances are transits that use 50m or 50% of the safety margin
Motuara Island
Motuara Island
Once 364m off the MCPP route, an exceedance statistic is recorded
Once 247m off the MCPP route, a transit is considered an outlier
Long Island
ARAPAOA ISLAND
INBOUND STATISTICS

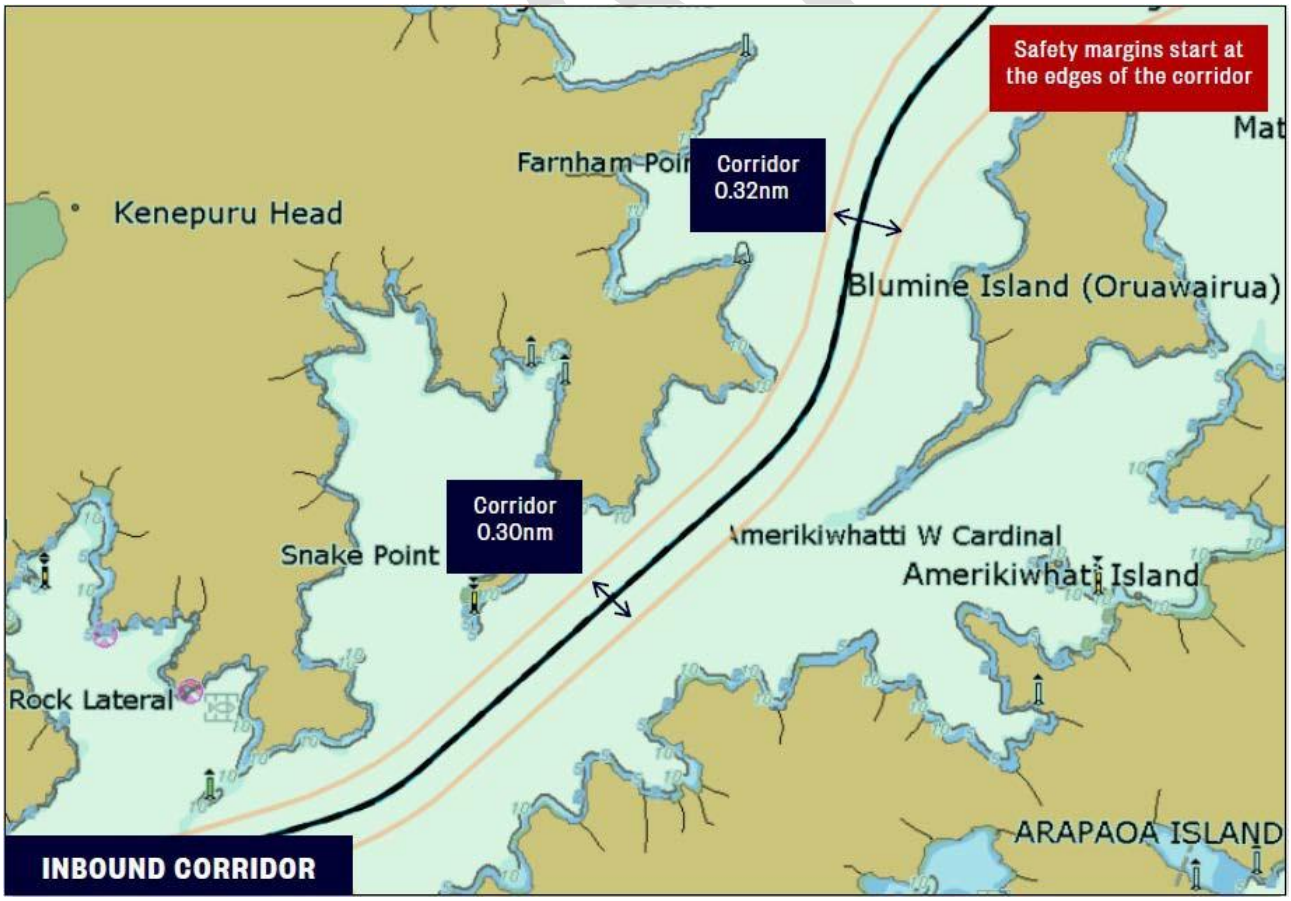

Alpha
Motuara Island
Motuara Island
Pilot Station A
41°04.6200′S
174°18.9200′E
042°
The Pines
Motuara Out
41°06.0650′S
174°17.2070′E
042°
Whatapu
Edgecombe Out
41°09.2016′S
174°13.4584′E
Scott Point
ARAPAOA ISLAND
OUTBOUND ROUTE

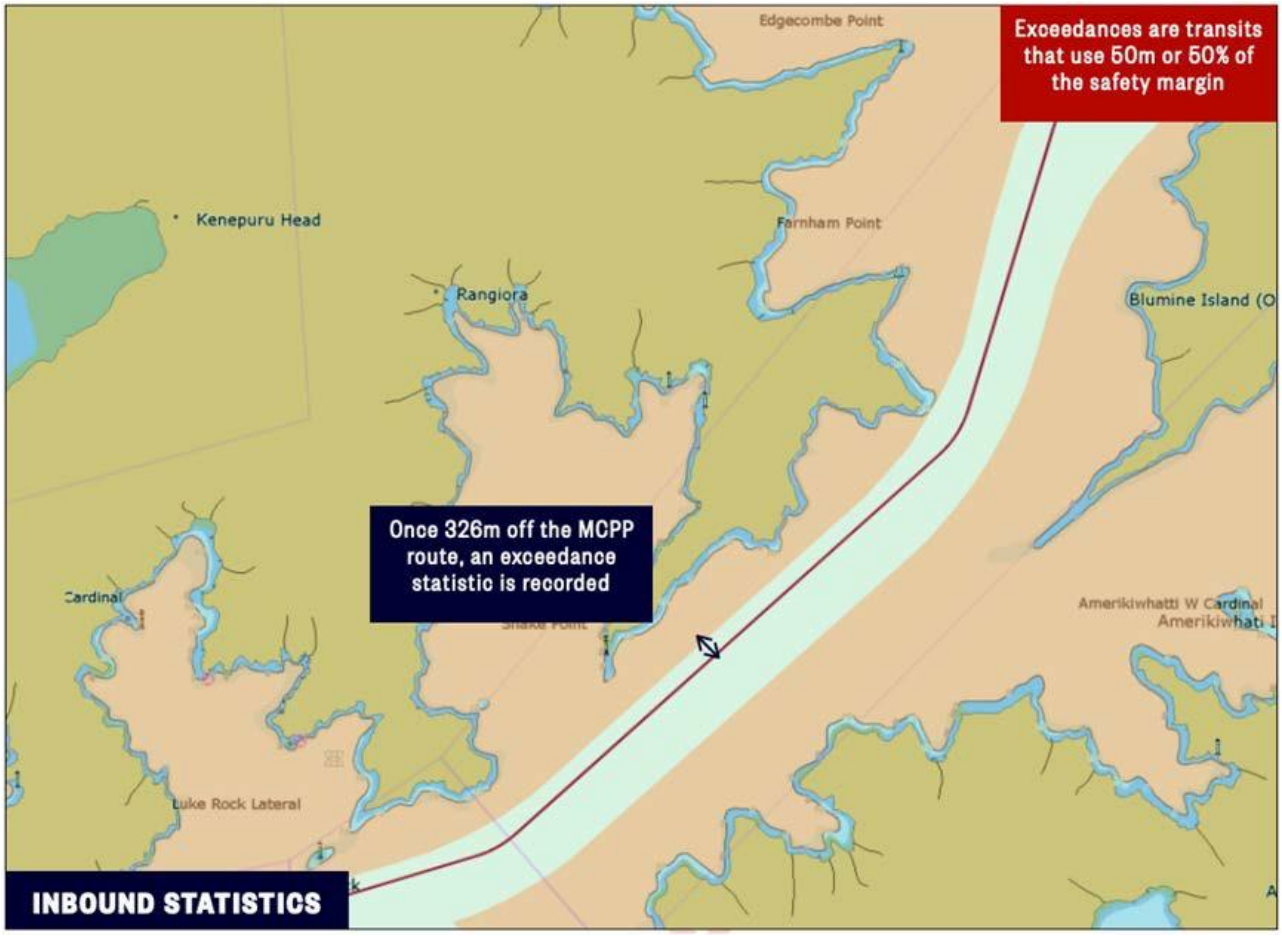

Motuara Island
Motuara Island
Safety margins start at the edges of the corridor
Corridor 0.34nm
Corridor 0.21nm
Motungarara Island
Long Island
Whatapu
ARAPAOA ISLAND
OUTBOUND CORRIDOR
Pickersgill W Cardinal

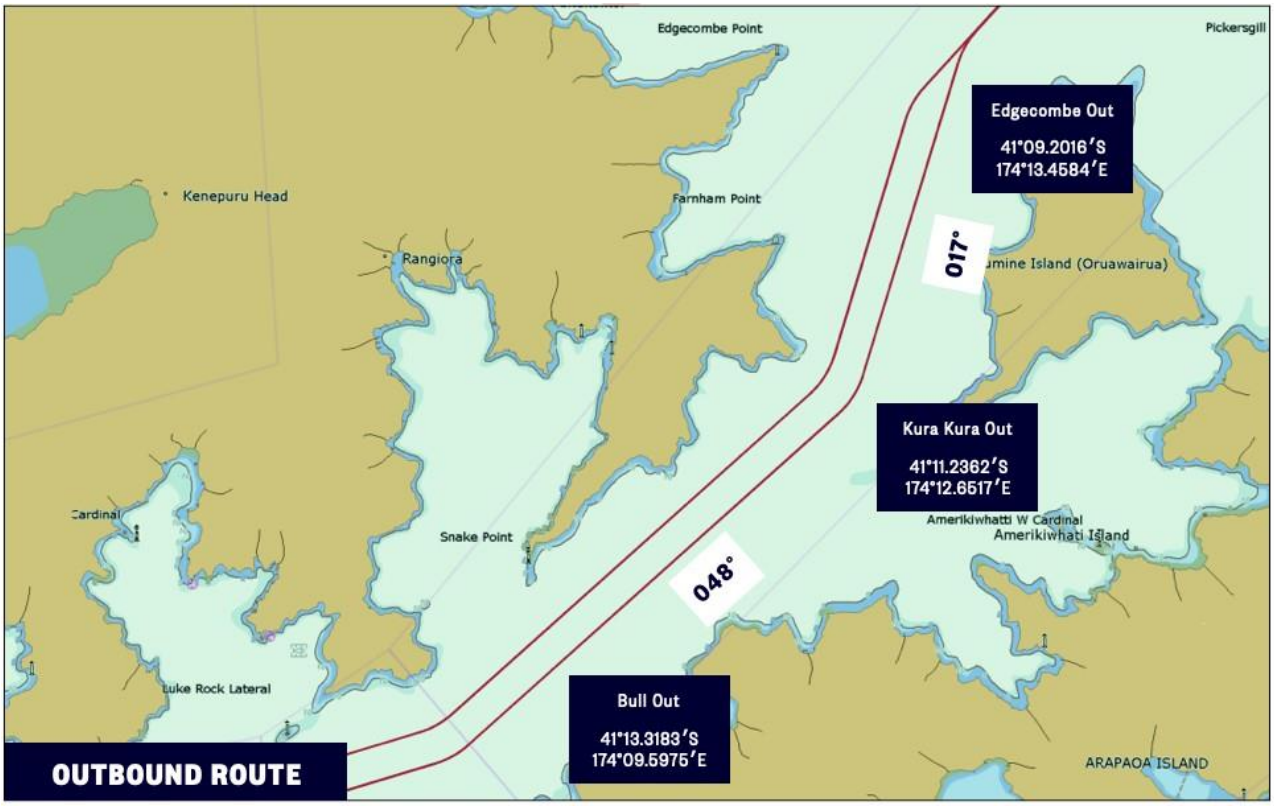

Alpha
Exceedances are transits that use 50m or 50% of the safety margin
Motuara Island
Motuara Island
Once 364m off the MCPP route, an exceedance statistic is recorded
Long Island
Once 247m off the MCPP route, a transit is considered an outlier
ARAPAOA ISLAND
OUTBOUND STATISTICS

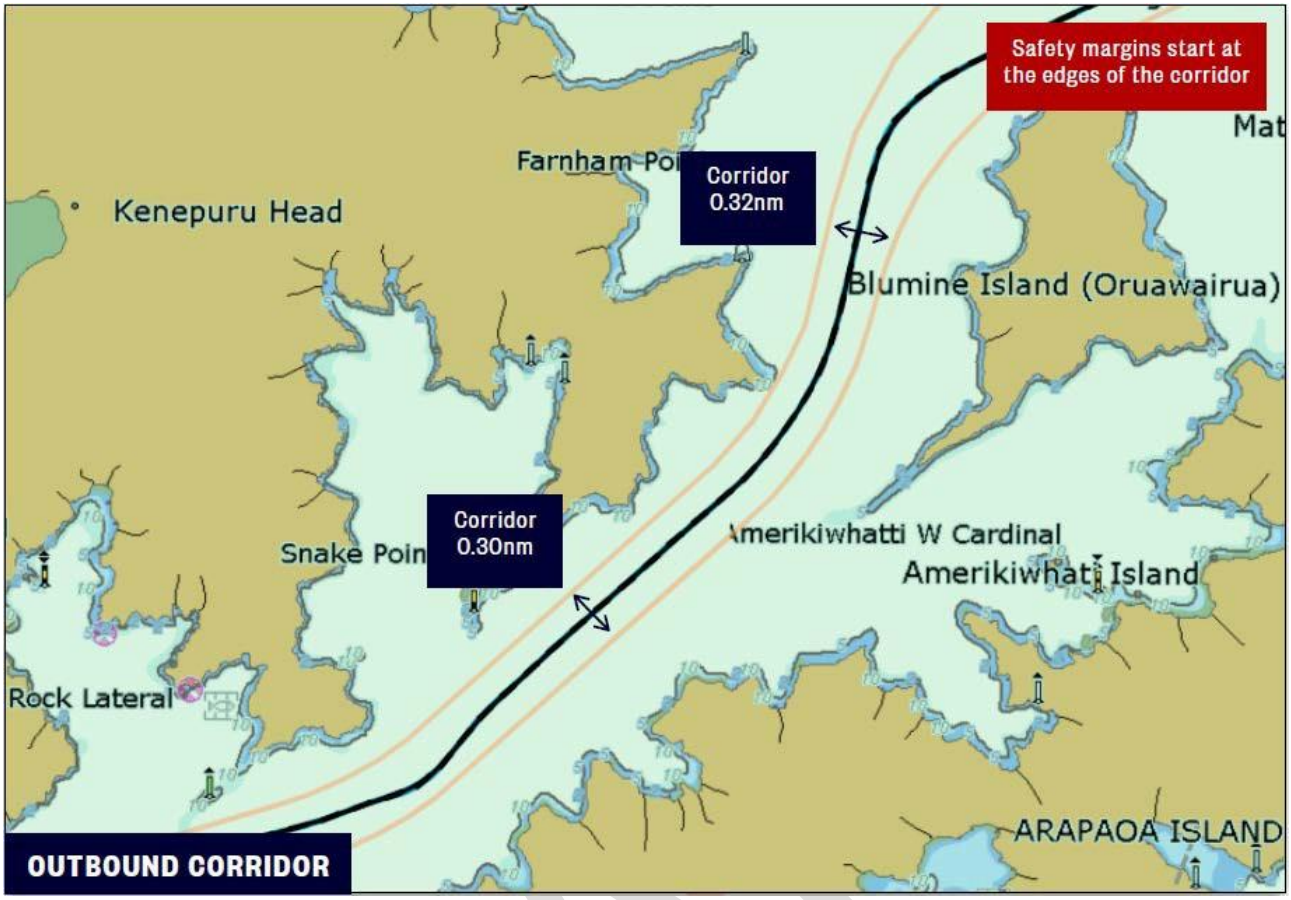
6. QCS/Tōtaranui East

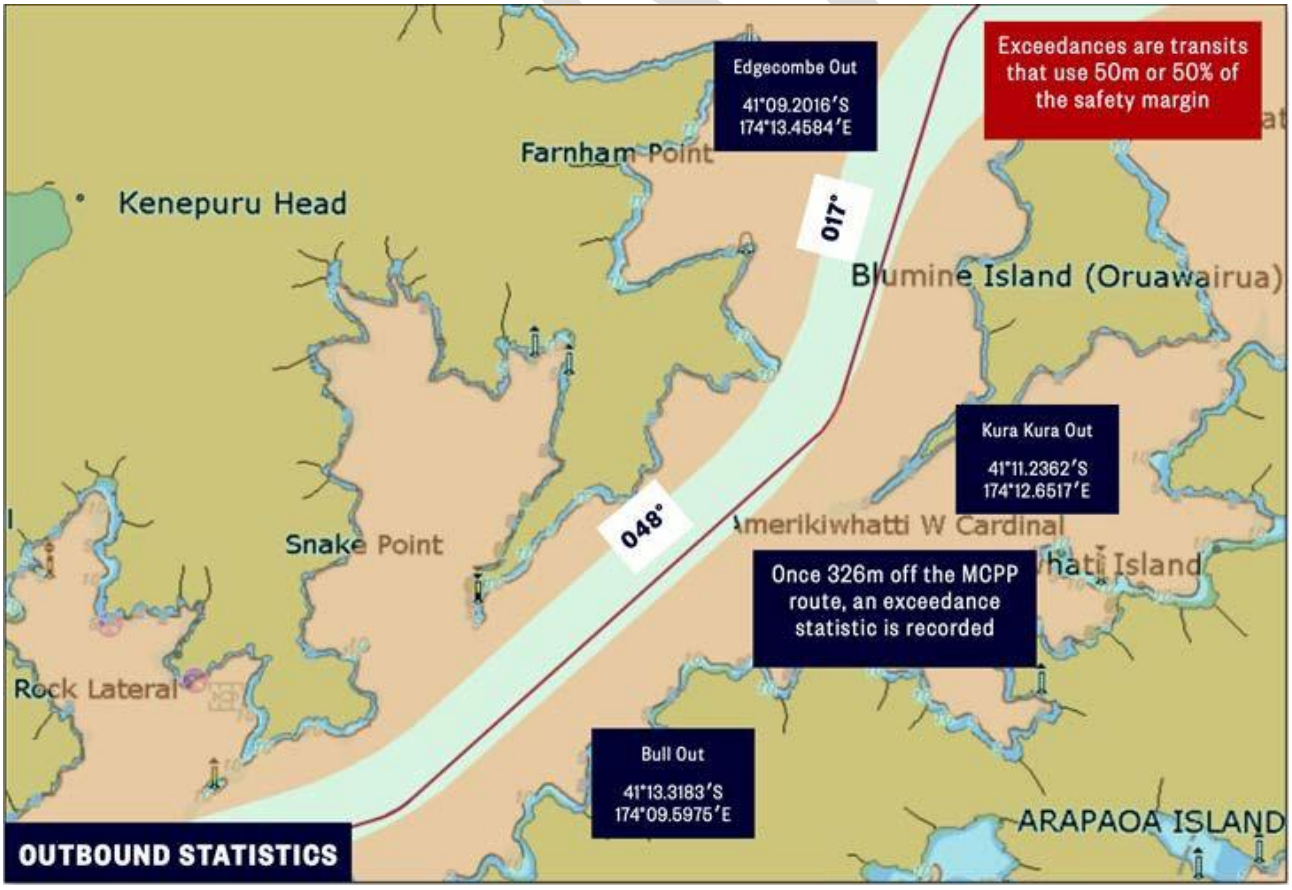




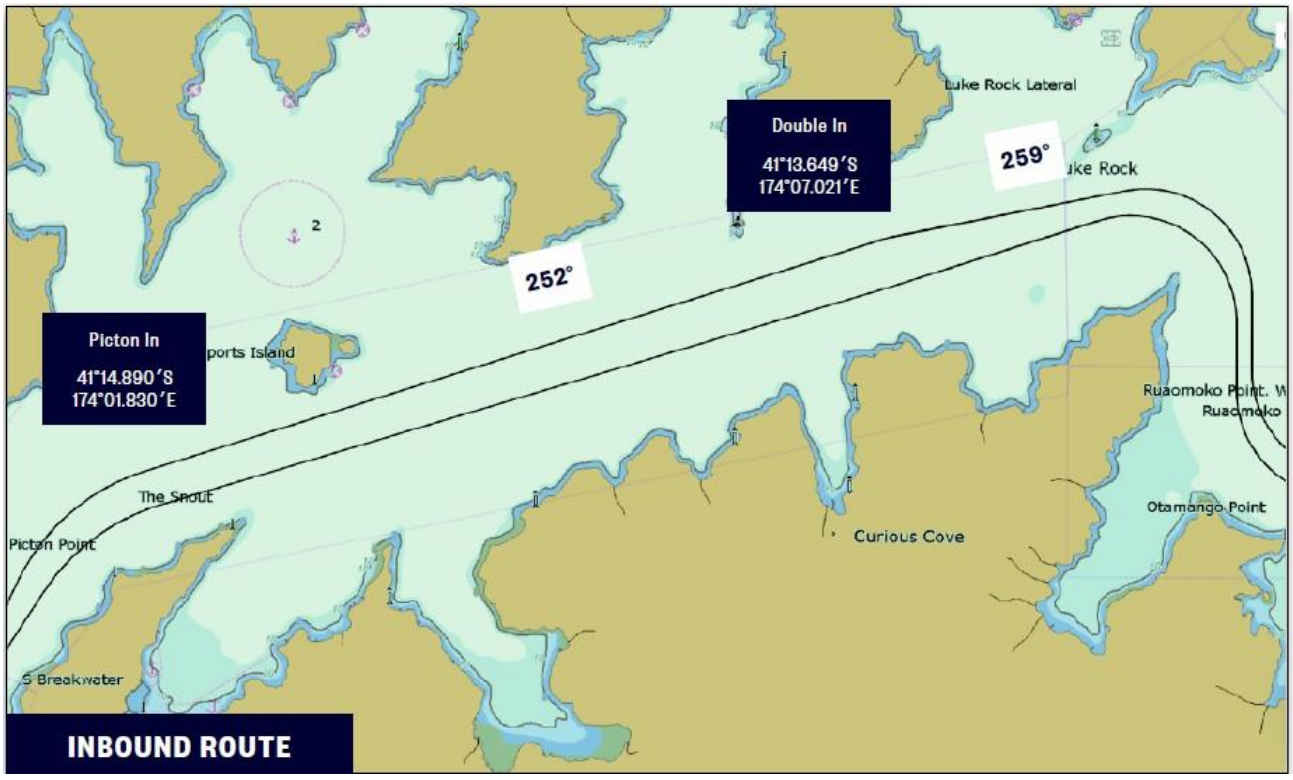

Edgecombe Point
Exceedances are transits that use 50m or 50% of the safety margin
Kenepuru Head
Farnham Point
Rangiora
Blumine Island (O
Once 326m off the MCPP route, an exceedance statistic is recorded
Cardinal
Amerikiwhatti W Cardinal
Amerikiwhati I
Luke Rock Lateral
INBOUND STATISTICS

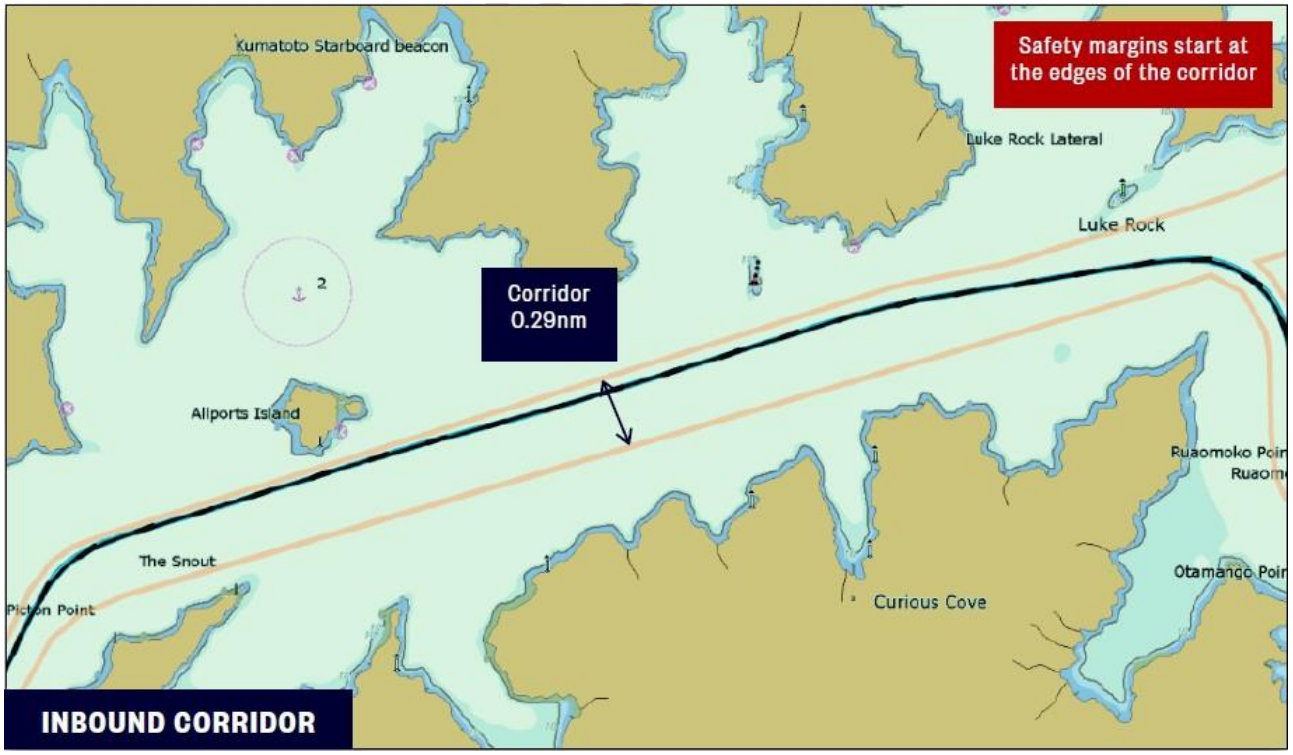

Edgecombe Point
Pickersgill
Edgecombe Out
41°09.2016′S
174°13.4584′E
Kenepuru Head
Farnham Point
017°
Rangiora
umine Island (Oruawairua)
Kura Kura Out
41°11.2362′S
174°12.6517′E
Cardinal
Amerikiwhatti W Cardinal
Amerikiwhati Island
Snake Point
048°
Luke Rock Lateral
Bull Out
41°13.3183′S
174°09.5975′E
ARAPAOA ISLAND
OUTBOUND ROUTE

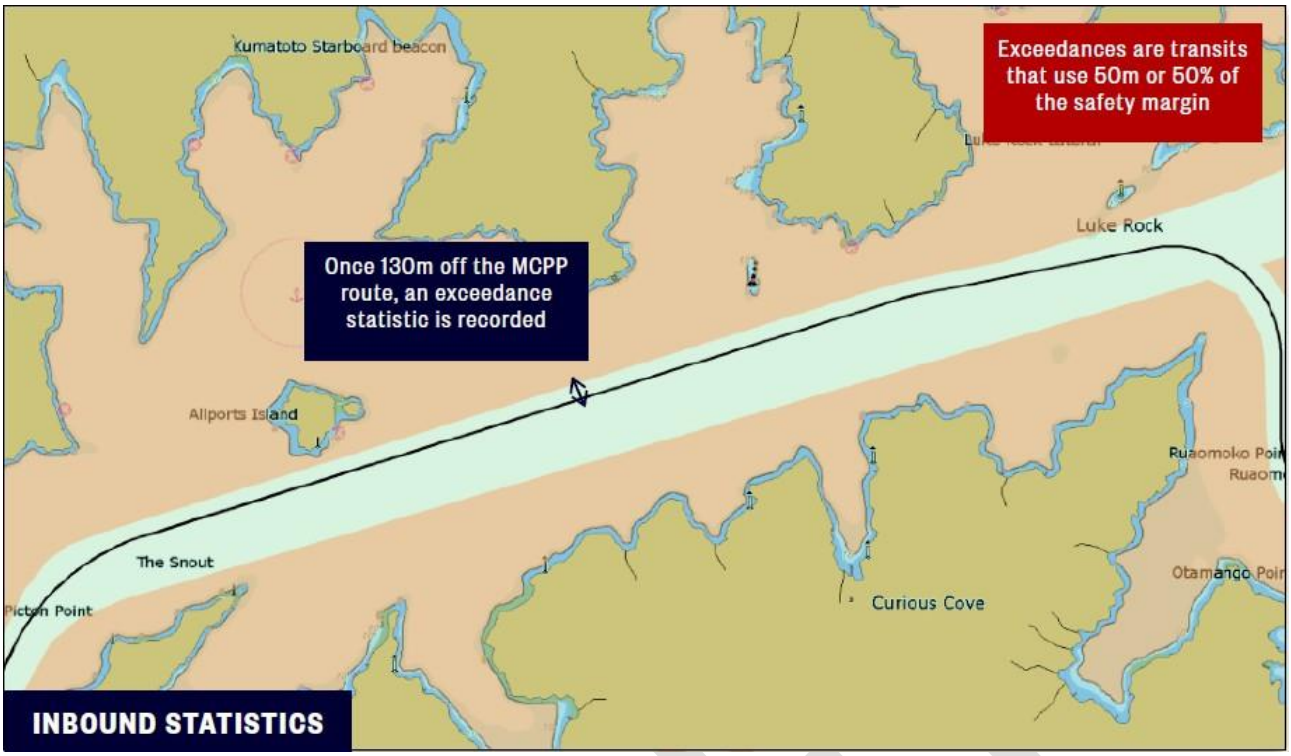

Safety margins start at the edges of the corridor
Kenepuru Head
Corridor 0.32nm
Blumine Island (Oruawairua)
Corridor 0.30nm
Snake Poin
Amerikiwhatti W Cardinal
Amerikiwhati Island
Rock Lateral
ARAPAOA ISLAND
OUTBOUND CORRIDOR

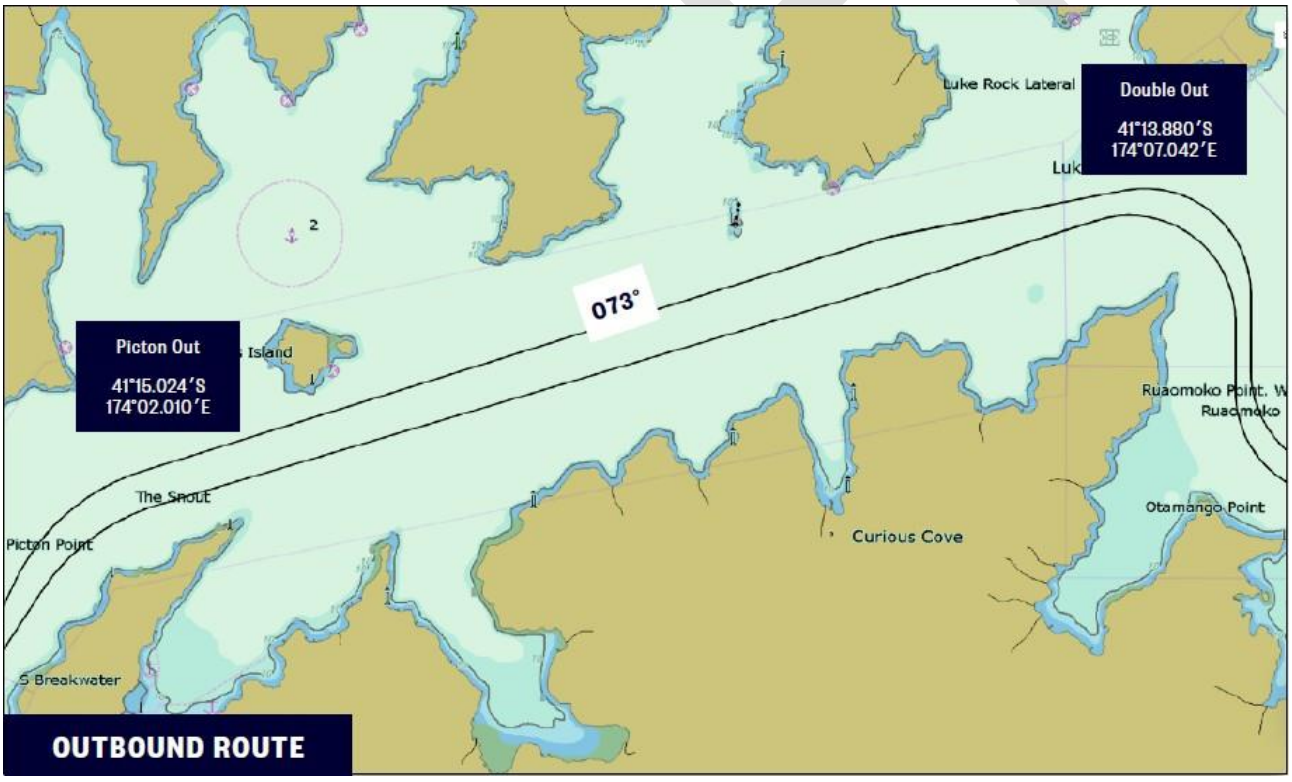

Edgecombe Out
41°09.2016′S
174°13.4584′E
Exceedances are transits that use 50m or 50% of the safety margin
Farnham Point
Kenepuru Head
017°
Blumine Island (Oruawairua)
Kura Kura Out
41°11.2362′S
174°12.6517′E
048°
Snake Point
Amerikiwhatti W Cardinal
Once 326m off the MCPP route, an exceedance statistic is recorded
Rock Lateral
Bull Out
41°13.3183′S
174°09.5975′E
ARAPAOA ISLAND
OUTBOUND STATISTICS

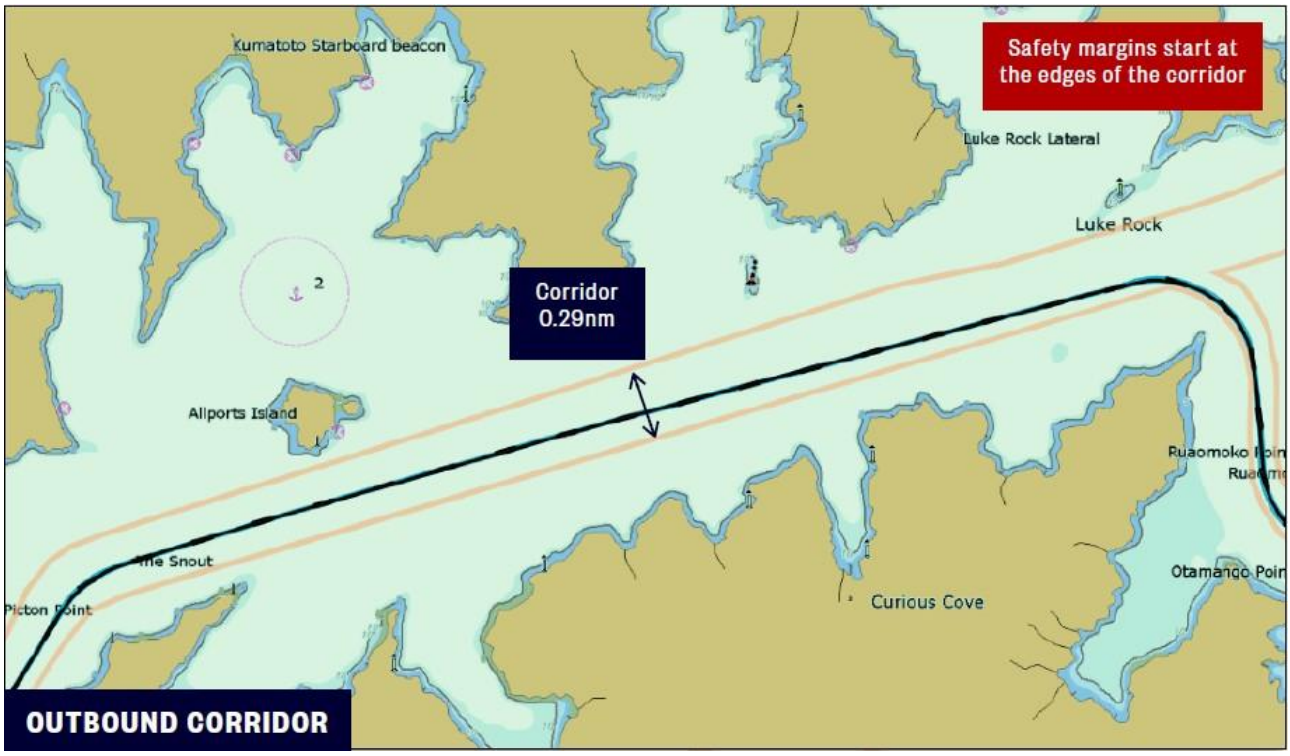
7. QCS/Tōtaranui West

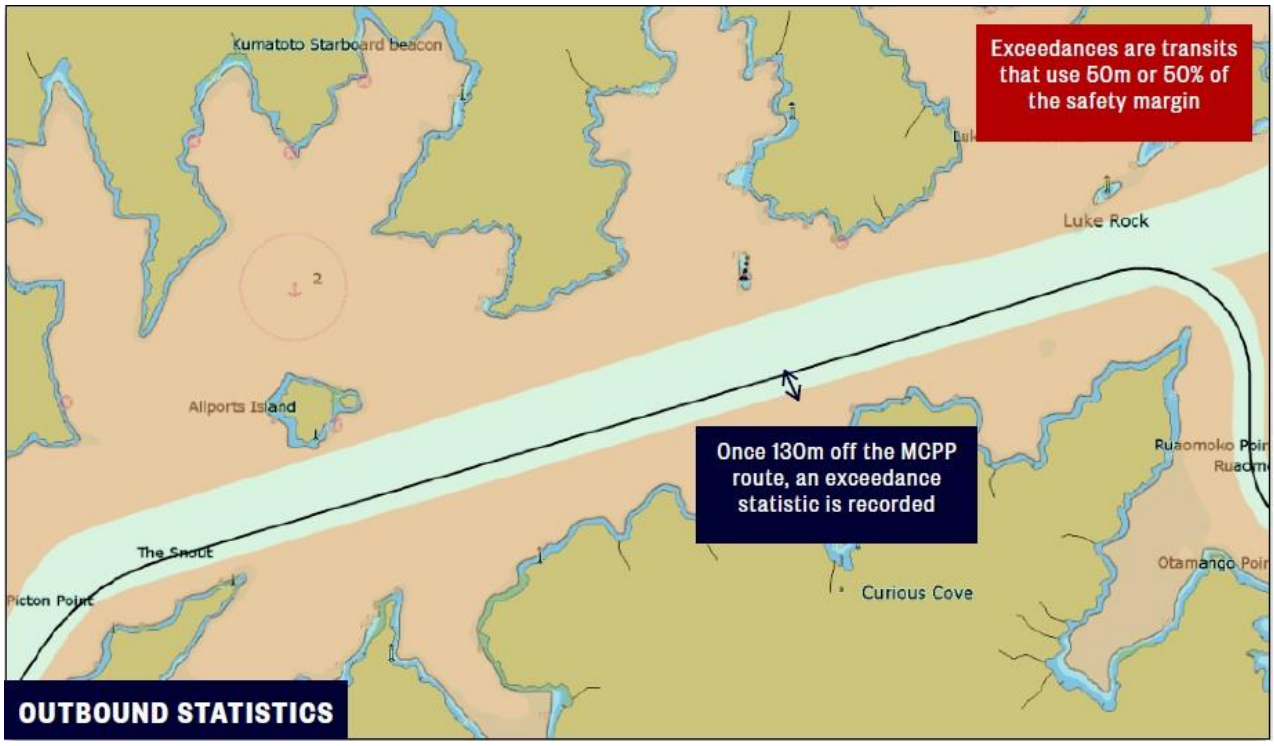




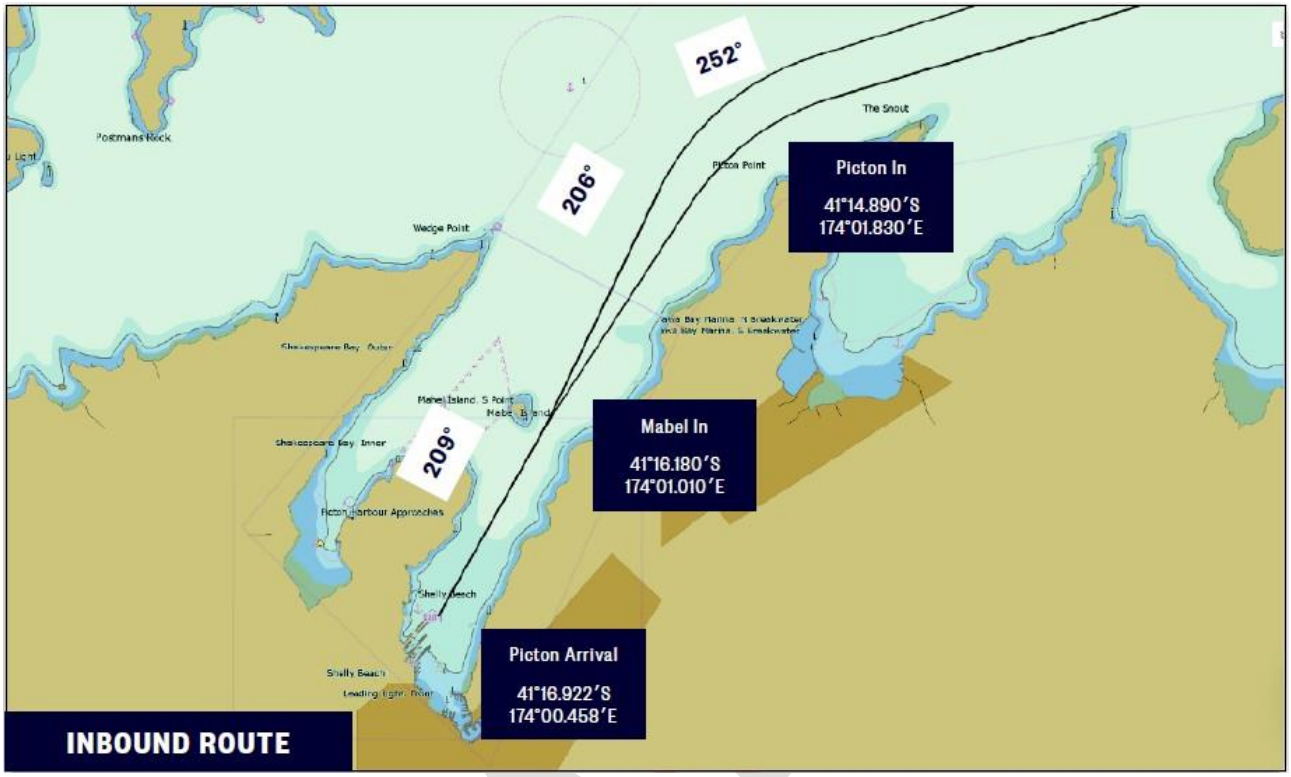

Kumatoto Starboard beacon
Exceedances are transits that use 50m or 50% of the safety margin
Luke Rock
Once 130m off the MCPP route, an exceedance statistic is recorded
Allports Island
The Snout
Picton Point
Curious Cove
INBOUND STATISTICS

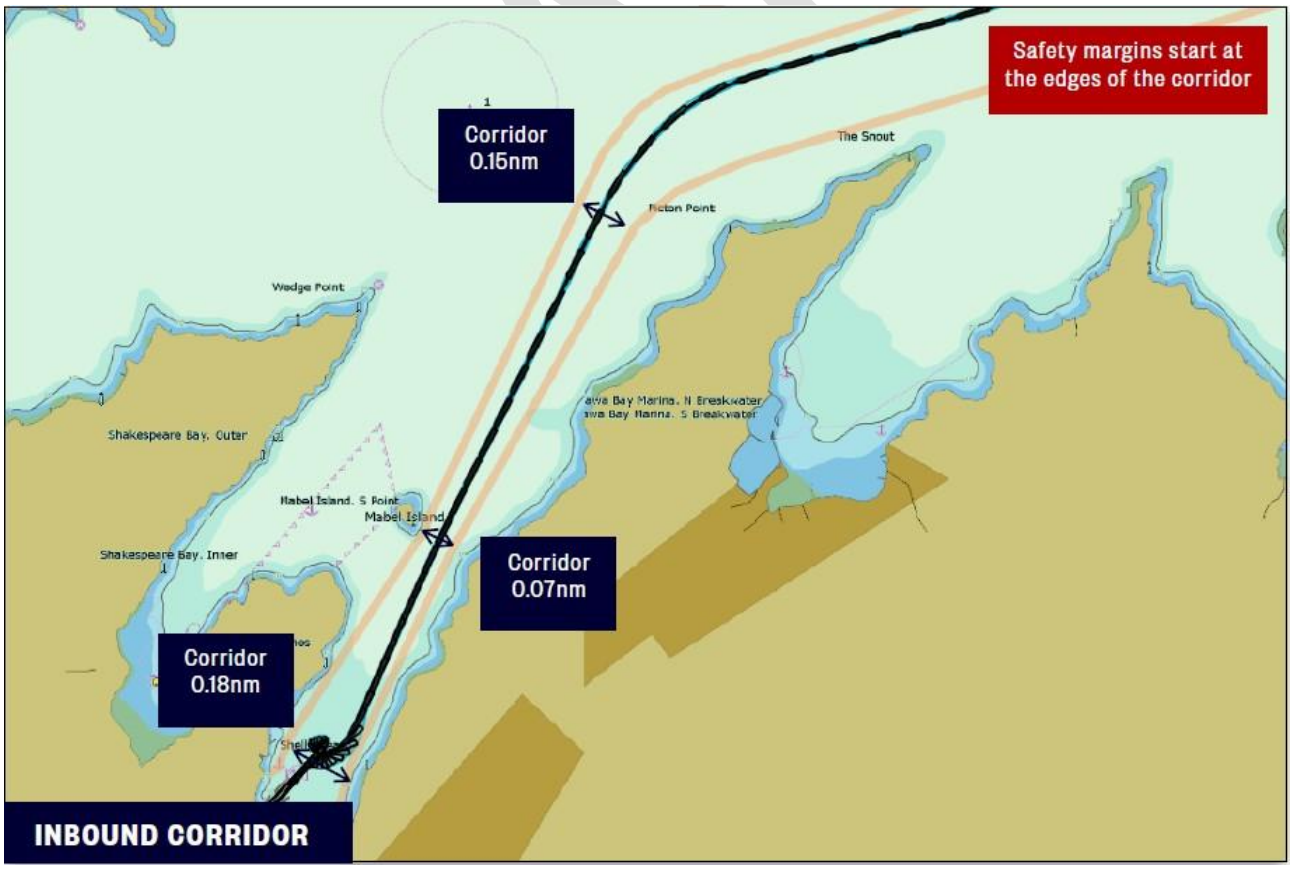

Luke Rock Lateral
Double Out
41°13.880'S
174°07.042'E
073°
Picton Out
41°15.024'S
174°02.010'E
The Snout
Picton Point
Curious Cove
Otamango Point
S Breakwater
OUTBOUND ROUTE

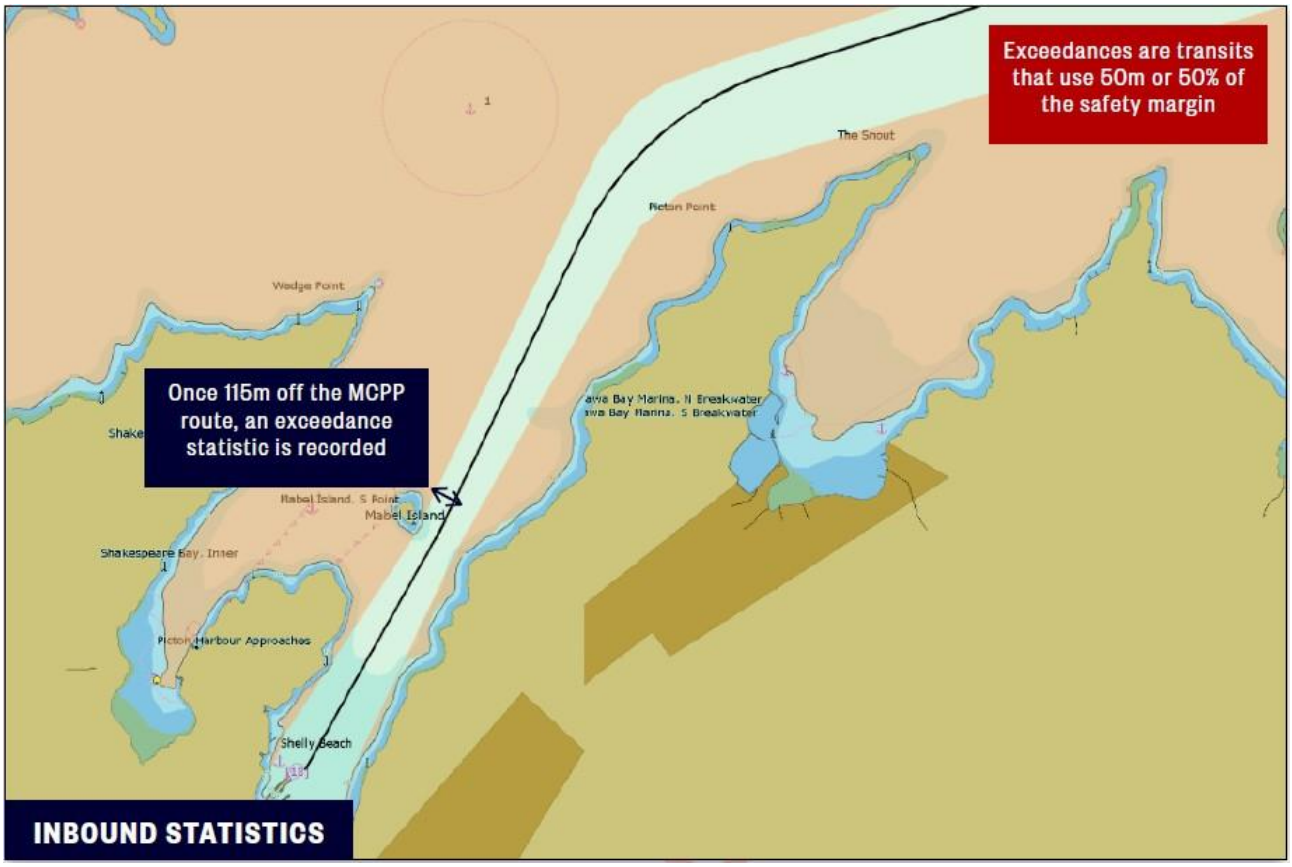

Kumatoto Starboard beacon
Safety margins start at the edges of the corridor
Luke Rock Lateral
Luke Rock
Corridor 0.29nm
Allports Island
Ruaomoko Point
The Snout
Picton Point
Curious Cove
Otamango Point
OUTBOUND CORRIDOR

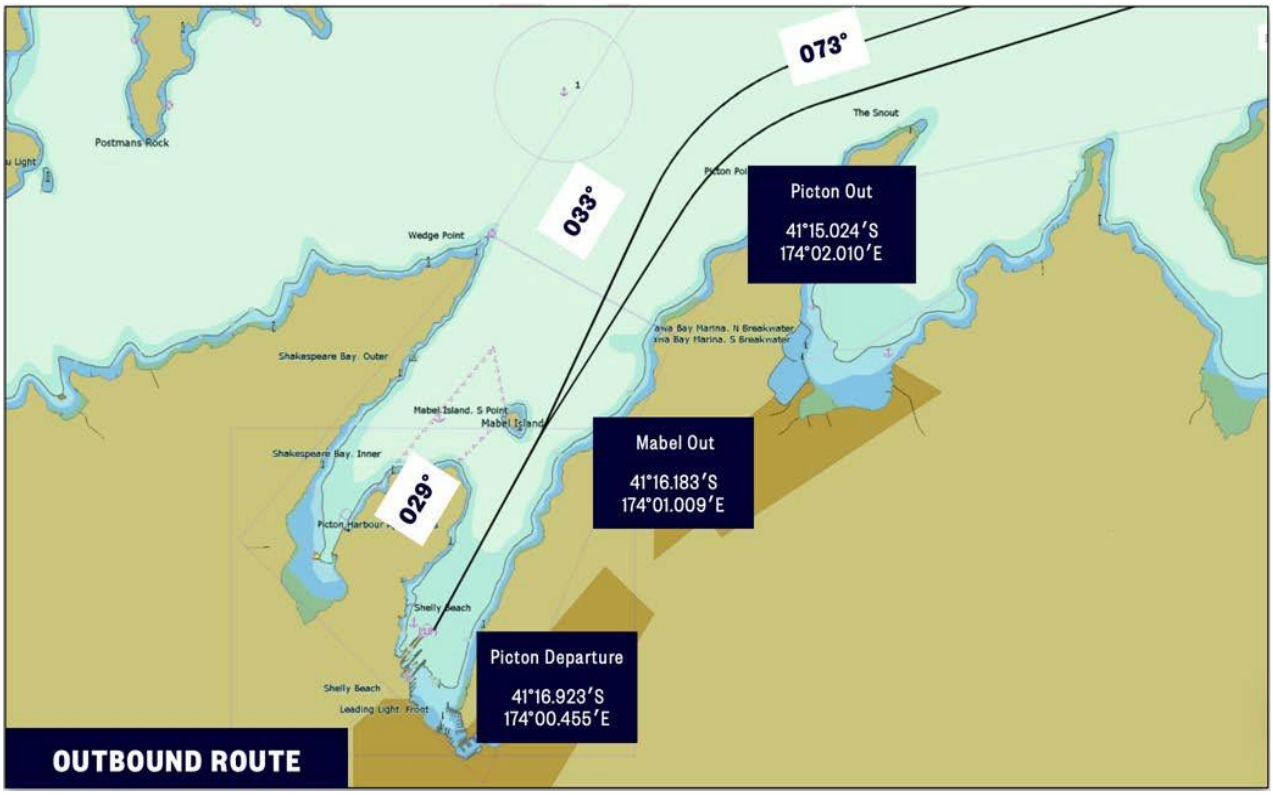

Kumatoto Starboard beacon
Exceedances are transits that use 50m or 50% of the safety margin
Luke Rock
Allports Island
Once 130m off the MCPP route, an exceedance statistic is recorded
Ruaomoko Point
The Snout
Picton Point
Curious Cove
Otamango Point
OUTBOUND STATISTICS

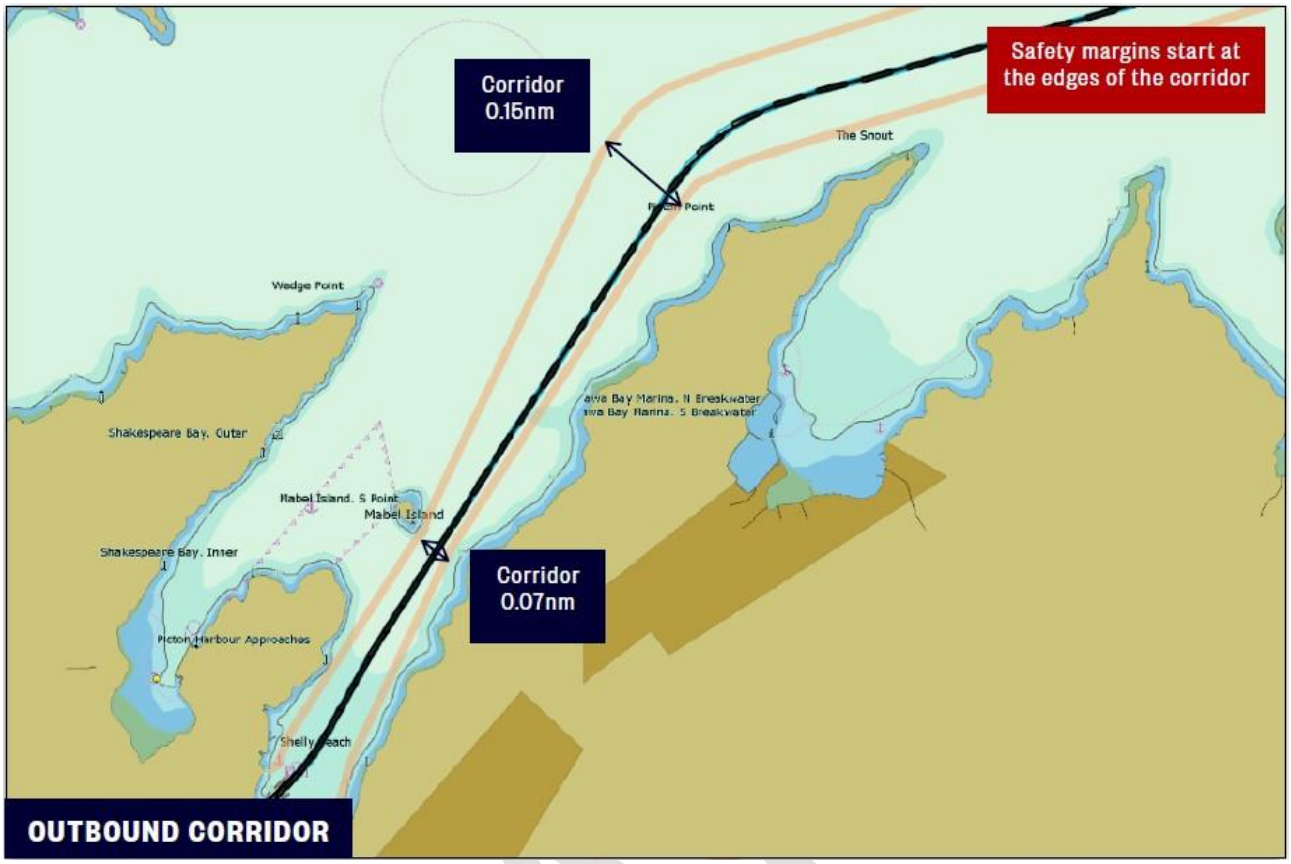
8. Inner Harbour

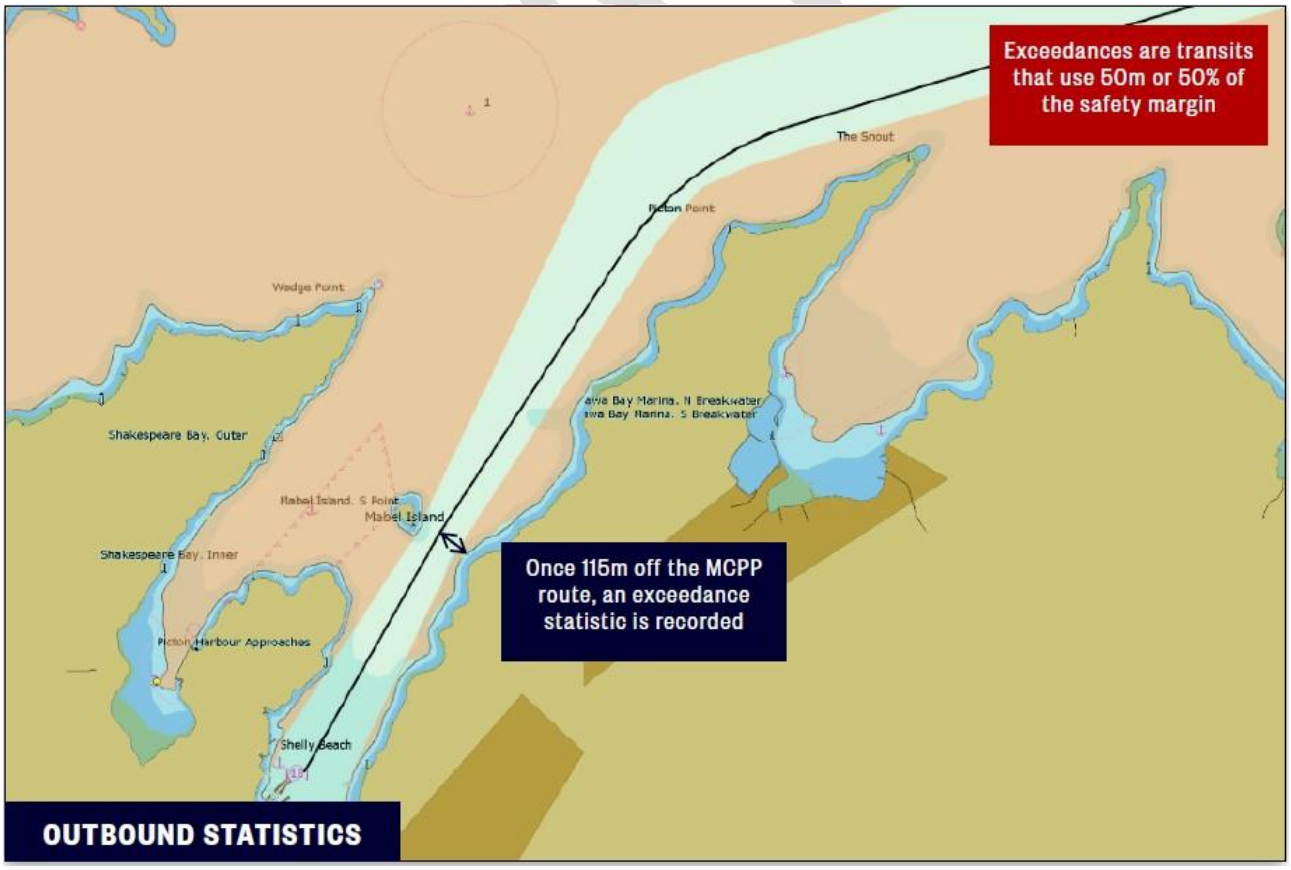


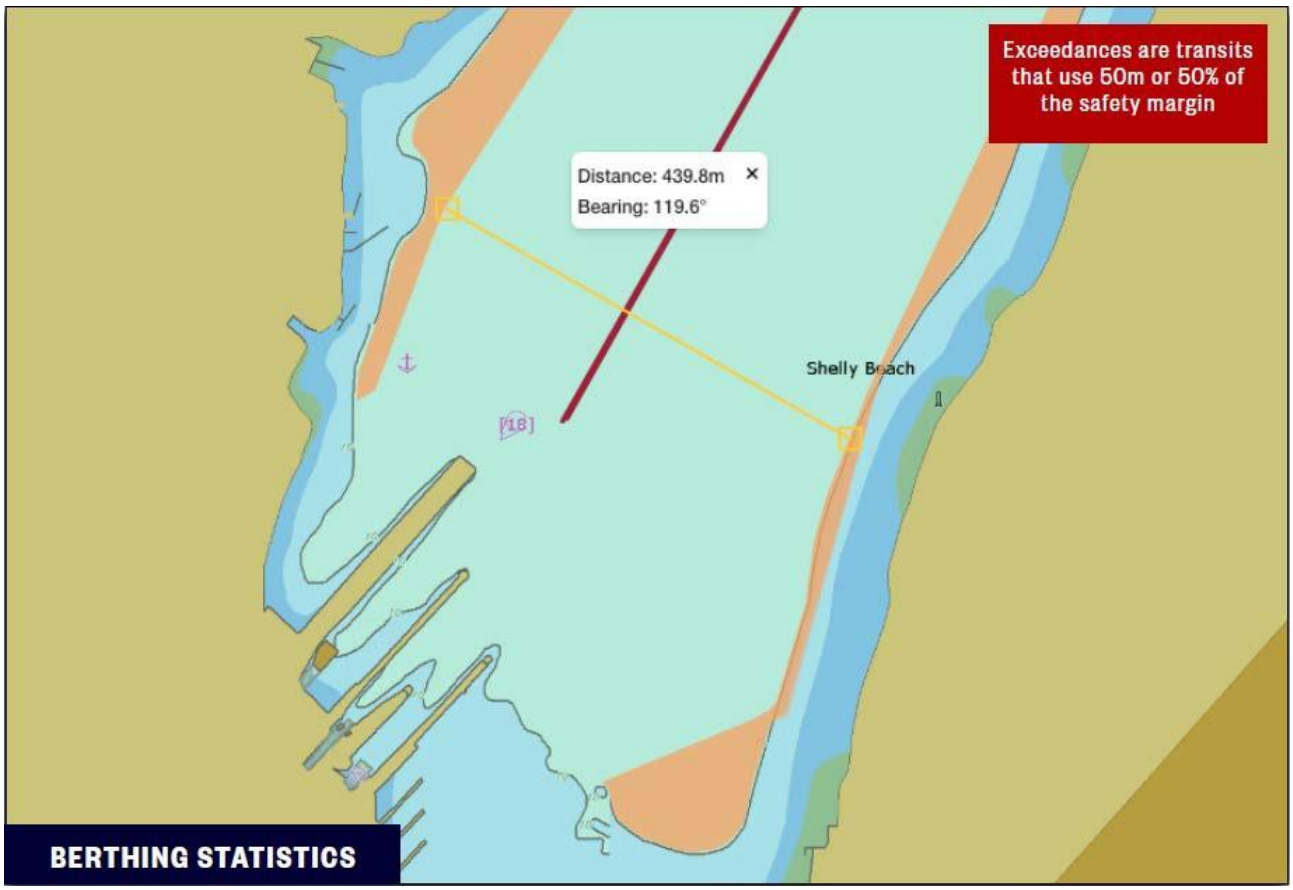



Exceedances are transits that use 50m or 50% of the safety margin
The Snout
Picton Point
Wedge Point
Once 115m off the MCPP route, an exceedance statistic is recorded
Mabel Island
Shakespeare Bay, Inner
Picton Harbour Approaches
Shelly Beach
INBOUND STATISTICS


073°
033°
029°
Postmans Rock
The Snout
Wedge Point
Picton Out
41°15.024′S
174°02.010′E
Shakespeare Bay, Outer
Mabel Island
Shakespeare Bay, Inner
Mabel Out
41°16.183′S
174°01.009′E
Shelly Beach
Picton Departure
41°16.923′S
174°00.455′E
OUTBOUND ROUTE


Corridor
0.16nm
Safety margins start at the edges of the corridor
The Snout
Wedge Point
Shakespeare Bay, Outer
Mabel Island
Corridor
0.07nm
Shakespeare Bay, Inner
Picton Harbour Approaches
Shelly Beach
OUTBOUND CORRIDOR


Exceedances are transits that use 50m or 50% of the safety margin
The Snout
Wedge Point
Shakespeare Bay, Outer
Mabel Island
Shakespeare Bay, Inner
Once 115m off the MCPP route, an exceedance statistic is recorded
Picton Harbour Approaches
Shelly Beach
OUTBOUND STATISTICS


Exceedances are transits that use 50m or 50% of the safety margin
Distance: 439.8m
Bearing: 119.6°
Shelly Beach
BERTHING STATISTICS