

## **Harbourmasters response to Minute 21**

### **As issued by the Hearing Panel for the Proposed Marlborough Environment Plan**

There is no requirement for a vessels passage plan to be 'approved' by the Harbourmaster however, section 4.3.6 of the Navigation Safety Bylaw 2009 requires that;

*The master of every vessel which is pilot exempt shall lodge with the Harbour Master a copy of the current passage plan for the whole of the voyage which occurs within defined pilotage limits*

The lodgement of these plans to the Harbourmaster provides sufficient opportunity for concerns or issues about any aspect of the plan to be raised and addressed.

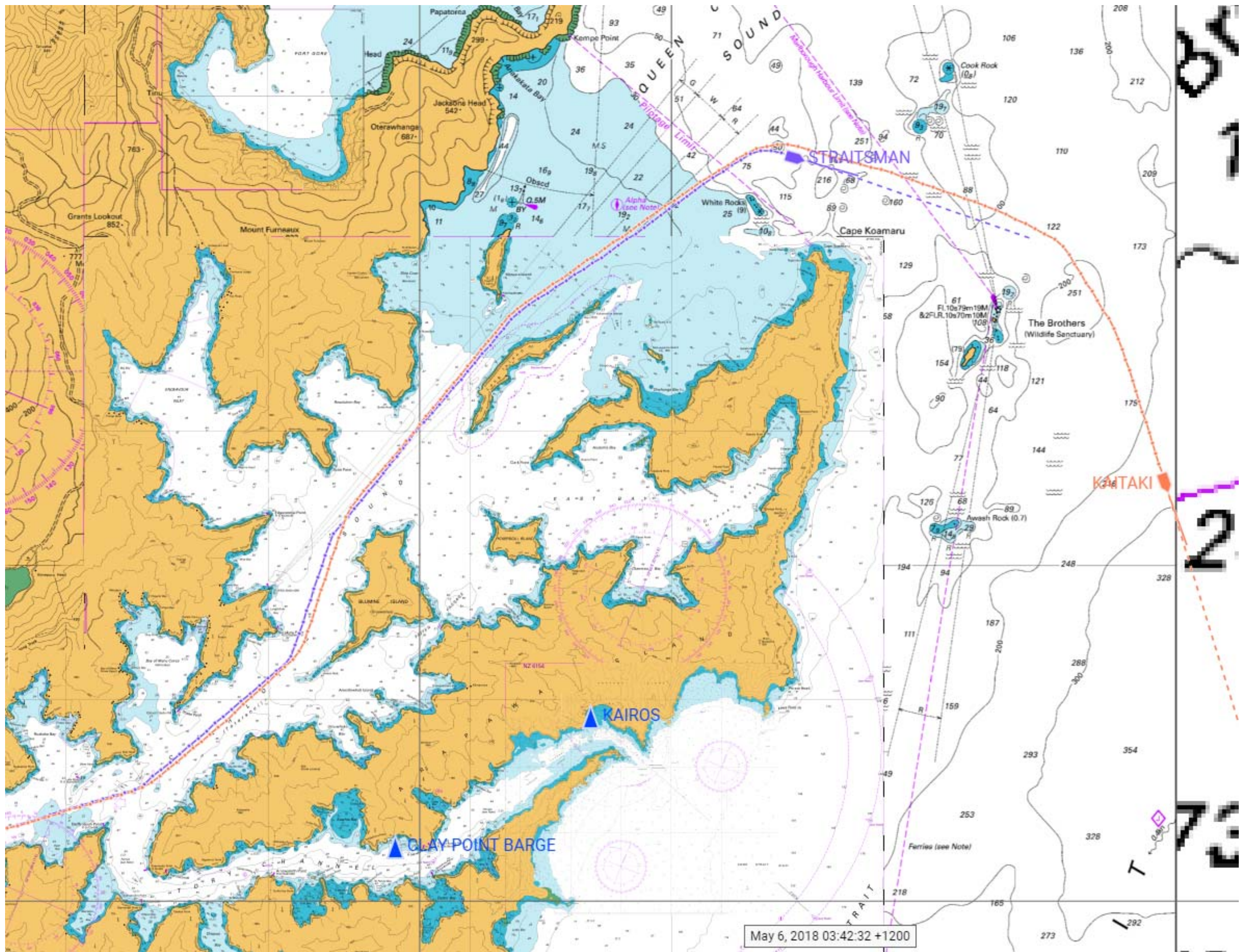
I can confirm that the course lines provided by Strat Shipping align with the passage plans provided to the Harbourmaster by both Strait Shipping and Interislander. I can further confirm that ships adhere to these plans as is indicated by the attachment showing the respective tracks of the Kaitaki (orange) and Straitsman (purple) on May 6<sup>th</sup> 2018.

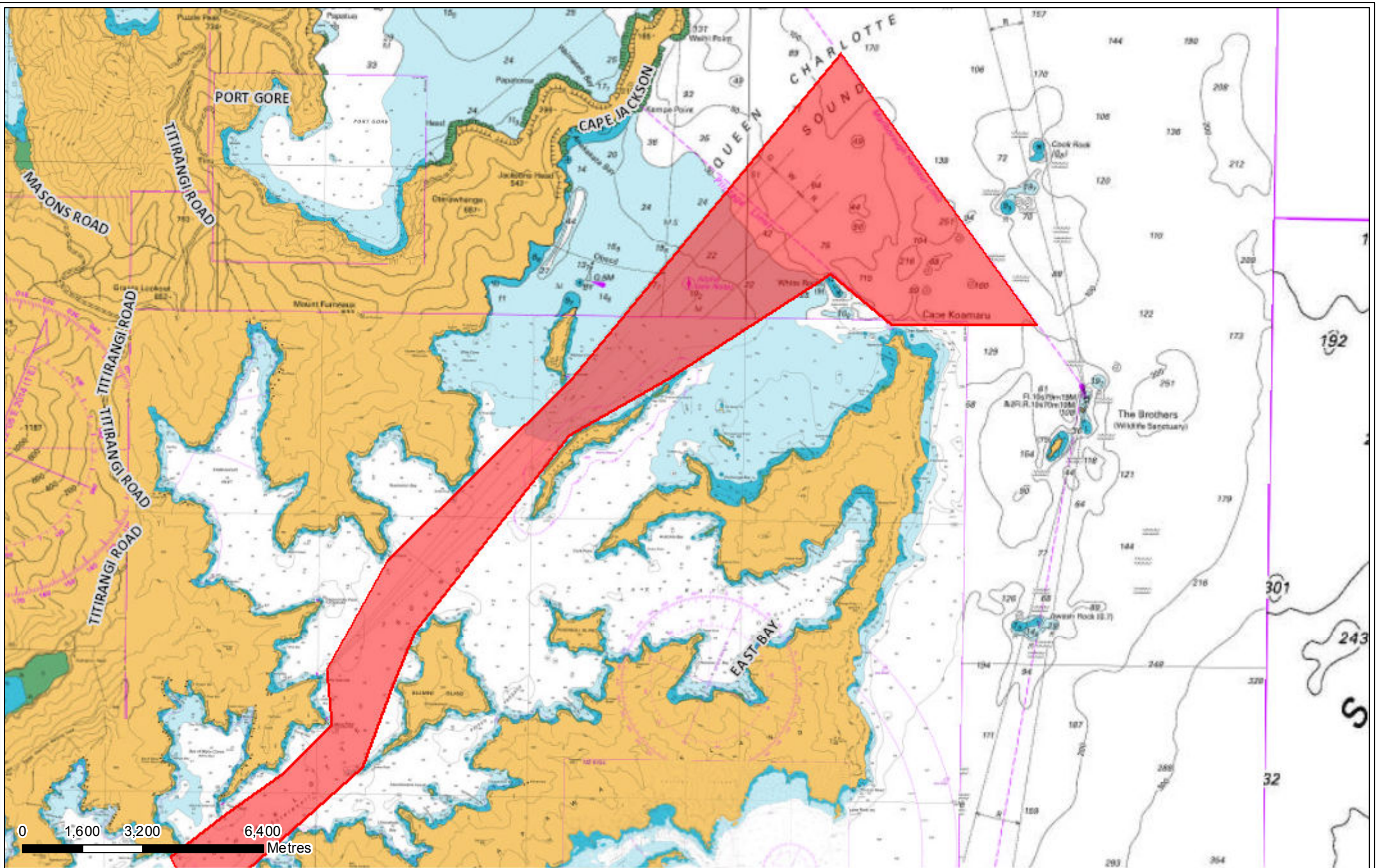
Notwithstanding the tendency to closely follow the planned routes it should be noted that it is not uncommon for a ship to deviate from a planned passage for example, for collision avoidance purposes or to mitigate the effects of weather.

As such it is important that the NTR encompasses an area sufficient to enable what might be considered as normal or reasonable deviations from the planned passage.

The panel may be aware that ships occasionally transit the Eastern side of Long Island as it provides a deep water route and further, that ships of all sizes occasionally anchor in Ships Cove. I suggest that these areas be excluded from the NTR as there is no cause to exceed 15 knots in these areas.

I have included a diagram to illustrate the parts of the Northern Entrance to which the NTR could be extended without creating undue maritime or navigation safety risk.





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### Suggested NTR Extention - Harbourmaster

1:128,234 7/05/2018

