

Important Note: The contents of this notice are to be brought to the attention of all ships' officers and crews.

Background

Tsunami is a series of waves resulting from undersea earthquakes, volcanic eruptions or landslides and those originating in any part of the Pacific may have serious effects upon shipping in New Zealand's waters.

The attention of mariners is drawn to the "Tsunamis" section, Chapter 5 of the *Admiralty* publication, *The Mariner's Handbook (NP 100)*.

Tsunami Warning System

These procedures have been formalised with Maritime New Zealand, Ministry of Civil Defence and Emergency Management (MCDEM), Police, shipowners, Port Authorities, Regional Councils and harbourmasters.

Inter-agency Communication

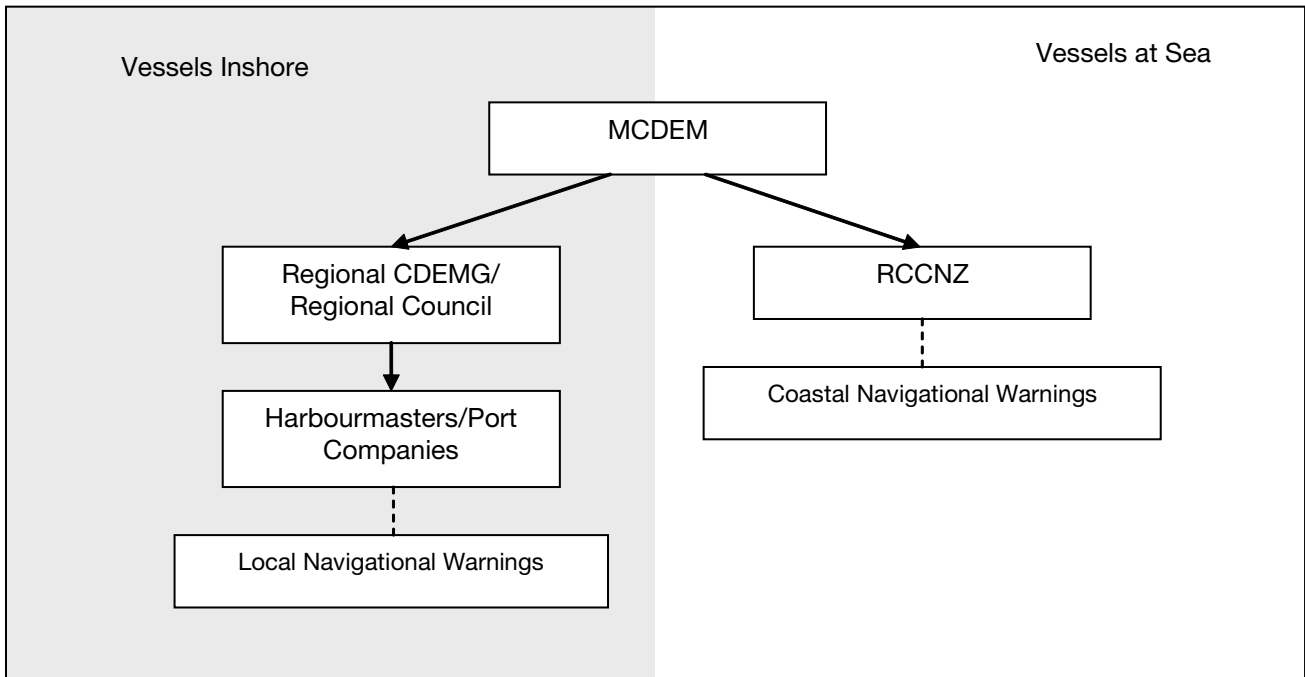
1. In the event of a potential threatening of a tsunami approaching New Zealand, MCDEM will advise:

- (a) each regional Civil Defence Emergency Management Group (CDEMG), and
- (b) Rescue Co-ordination Centre (RCCNZ).

Note: For tsunami originating near New Zealand ('local source' tsunami) timely advice by MCDEM may not be possible.

Each Regional CDEMG via Regional Council and harbourmasters/port authorities will inform the mariner as quickly as possible. Port authorities would likely take their own precautions as per their Emergency Operating Procedures. RCCNZ via Maritime Radio may provide Coastal Navigational Warnings.

Diagram 11.1: Inter-agency Communication in a Tsunami event



For more information on Navigational Warnings, see Annual Notice to Mariners 9: Maritime Safety Information on page 229.

Instructions to Vessels Inshore – Local Navigational Warnings

2. Warning Types

- (a) Verbal

Vessels will be advised verbally by the Harbourmaster.

- (b) Sound signal

Authority: Ministry of Civil Defence and Emergency Management

The signal to be given to warn vessels in harbour to take action is a series of five prolonged blasts. In some ports this signal will be made by sirens (on instructions from the CDEMG), which will be situated in positions from which the signal may be heard at all points in the harbours.

Following this signal harbourmasters will take full control of all shipping operations in their area and masters are asked to give their unreserved co-operation.

Table 11.2: Warning Type by Port

<i>Verbal Signal</i>		<i>Sound Signal</i>
Auckland	Opua (Bay of Islands)	Chatham Islands Lyttelton Timaru
Bluff	Picton	
Chatham Islands	Port Chalmers	
Dunedin	Port Taranaki	
Gisborne	Tauranga	
Greymouth	Timaru	
Marsden Point	Wanganui	
Napier	Westport	
Nelson	Wellington	
Onehunga	Whakatane	

Keeping Radio Watch following the Warning

3. On arrival in port, masters will be advised by the Harbourmaster as to which frequency is to be guarded in the event of an alert. On hearing these warnings, masters are to set radio watches (wherever possible, both Radio Telephony (R/T) and VHF if fitted, are to be guarded). These watches are to be maintained until the threat is declared over by the same authority that issued the original advice. All further instructions will be passed by radio. The following table shows frequencies available to ships' R/T and VHF.

Table 11.3: Frequencies to Guard by Port

<i>Port</i>	<i>Call Sign</i>	<i>VHF Channels Call 16, then (main channel in bold)</i>
Auckland	Auckland Harbour Radio	9, 12
Bay of Islands	Russell Radio	63
Bluff	Bluff Harbour Radio	14, 12
Dunedin	<i>refer to Port Chalmers</i>	
Gisborne	Gisborne Harbour Radio	12
Greymouth	Greymouth Harbour Radio	6, 63
Lyttelton	Lyttelton Harbour Radio	12, 63
Marsden Point	Whangarei Harbour Radio	19
Napier	Napier Harbour Radio	12
Nelson	Nelson Harbour Radio	12
Onehunga	Manukau Harbour Radio	11
Picton	Picton Harbour Radio	19 , 68
Port Chalmers	Otago Harbour Control	12, 14, 62
Port Taranaki	New Plymouth Harbour Radio	12, 61
Tauranga	Tauranga Port Radio	12
Timaru	Timaru Harbour Radio	9
Wanganui	Wanganui Harbour Radio ZMH211	16 only
Wellington	Wellington Harbour Radio	14
Westport	Westport Harbour Radio ZMH92	14

Authority: Ministry of Civil Defence and Emergency Management

Ordering Vessels to Sea

4. In certain cases it may be necessary for the Harbourmaster to order vessels to sea to avoid serious damage being caused to ships and harbour structures by strong wave action in their harbours.

Mariners are to advise harbourmasters whenever it is intended to carry out engine maintenance which will immobilise their vessels.

It should be appreciated that the time available for action after receiving the alert signal may be as long as 14 hours or as brief as minutes, depending on the origin of the tsunami.

Instructions to Vessels at Sea – Coastal Navigational Warnings

5. In the case of vessels at sea when a warning of an approaching tsunami is received, advice will be given by the existing navigational warning system.

These warnings may include instructions for ships' immediate movements. It should be noted that the risk of tsunami for vessels at sea is much less (in most cases none) than inshore or in harbour.

Request to all Vessels to Provide Assistance

6. Should a disaster occur ashore, all vessels in port or at sea in New Zealand waters may be called upon to provide assistance at the request of the authorities:

- (a) Providing temporary shelter and food for homeless civilians;
- (b) Providing rations, water, fuel, and power to local authorities;
- (c) Evacuating civilians to another port;
- (d) Providing radio communications;
- (e) Providing firefighting parties to assist ashore.

Harbourmasters will arrange with masters what assistance each ship in port is able to provide. Ships at sea will be contacted by the normal communications system.

For further information see:

www.civildefence.govt.nz/memwebsite.nsf/wpg_URL/For-the-CDEM-Sector-Publications-National-Tsunami-Advisory-and-Warning-Plan?OpenDocument