

FISYS id : PO5702
 UNCTAD Locode : NZ NPL

NEW PLYMOUTH

NEW ZEALAND

Lat. : 39° 03' S Long : 174° 02'E

Time Zone : GMT. +12 Summer time kept as per NZ regulations

Max Draught : 12.5m subject to tide and Harbour Masters approval

Alternative Port Name : Port Taranaki

Vessels facilities			
<input checked="" type="checkbox"/>	Multi-purpose	<input checked="" type="checkbox"/>	Break-bulk
<input checked="" type="checkbox"/>	Pure container	<input checked="" type="checkbox"/>	Dry bulk
<input checked="" type="checkbox"/>	Liquid (petro-chem)	<input checked="" type="checkbox"/>	Gas
<input checked="" type="checkbox"/>	Ro-ro	<input type="checkbox"/>	Passenger/cruise

P	Q	Y	G	C	R	T	A
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2.0 PORT DESCRIPTION

2.1 Location

Port Taranaki is the only deep sea port on the west coast of New Zealand and accommodates a variety of large overseas and coastal vessels. The port is situated on the North Island approximately 135NM SSW of Auckland.

The approach to the harbour is safe and easily navigable, with an open roadstead and anchorage in 18-22 metres. There is no bar and the port is protected by two breakwaters. Inside the harbour the approach fairways provide a swinging basin up to 365 metres. The maximum port draught is 10 metres, but vessels operating under the Dynamic Under Keel System (DUKC) may exceed this. Vessels can be berthed in most weathers, but draughts in excess of 9.5 metres depend on tide. Night berthing is available. (See 4.12 for restrictions)

2.2 General Overview

The port is the base for the offshore oil exploration and servicing and for the export of products of the petroleum and petro-chemical industries. Two berths are available for landing heavy lifts; the breakwater berth almost unlimited weights and Blyde Wharf up to 600 tonnes distributed load. Mobile cranes capable of lifting up to 70 tonnes are available. The port has wide experience in the handling of large heavy loads.

Moturoa and Blyde wharves are serviced by rail, and the port is situated 4km from the city centre. The port operates 24 hours a day, seven days a week.

Main Imports : Grains, Fertiliser, Steel, Petroleum Products & Manufactured Goods

Main Exports : Crude and Petroleum Products, Methanol, LPG, Urea,
Dairy Products, Meat & Logs.

2.3 Maximum Size

Berth	LOA	Draught		Beam
	<i>(m)</i>	<i>(m)</i>	<i>DUKC (m)</i>	<i>(m)</i>
Newton King No1	211	12.5	12.5	35
Newton King No2	211	12.5	12.5	35
Blyde No 1	225	10.5	10.5	32.3
Blyde No 2	225	12.5	12.5	32.3
Blyde No 3	78	6.5	6.5	20
Moturoa No 1	98	7.5	7.5	20
Moturoa No 2	200	12.5	12.5	32.3
Moturoa No 3	75	5.5	5.5	20
Breakwater No 1	78	6.5	6.5	20
Breakwater No 2	150	9.0	9.0	25

Maximum Size Continued

Largest Vessels to date

Type	Name	LOA	Beam	GRT	DWT
		(m)	(m)		(mt)
Oil Rig Carrier	“Sibig Venture”	222.20	42.10		
Tanker	“Jakob Maersk”			33134	59600
Dry Bulk Carrier	“Penguin Arrow”			36008	51468
Dry Bulk Carrier	“Kestrel Arrow”	207.62			
RO/RO Container	“Nedlloyd Rouen”	212.10		36450	
Cellular Container	“Maersk Duffield”	281.0	32.25	45803	
Car Carrier	“Tochigi Maru”	190.50		47500	

3.0 PRE ARRIVAL INFORMATION

3.1 ETA's

In addition to Charter Party requirements, notification is required from each arriving vessel at the following minimum times prior to the vessel arrival:

- 24 hours - Vessel Arrival Information Sheet to be faxed or emailed.
This sheet contains details of vessel's ETA, draught, LOA, cargo, dangerous goods, and status of navigational equipment.
- 8 hours - ETA Update to be faxed
- 2 hours - Confirmation of ETA on VHF Channels 61 or 16
- Any changes must be notified immediately

All communications are to be addressed to 'New Plymouth Harbour Radio' by VHF or Fax 64-6-759 9844 or email watchhouse@porttaranaki.co.nz

Oil and Chemical Tankers must send cargo details 48 hours prior to arrival.

This is to include country of registry, Nationality of Master, LOA, Draught, Distance from Bow to Manifold flanges, Cargo Plan, Condition of readiness and any other relevant information.

3.2 Documentation

The documents overleaf, are required on arrival. If forms are not on board they will be presented on arrival and must be completed prior to departure.

Form	Copies	Remarks
Inward Report (Ships) Form C1	1	
Crew List Part C	2	
Ship's Stores Part D	1	
Customs Individual Crew Declaration (Non-NZ domiciled crews) Form 7	1	Photo copies of additional (Crew members acceptable)
Passenger List	2	If applicable
Transit Passenger List	2	If applicable
List of Crew Signing Off	1	If applicable
Controlled Drugs and Firearms List	1	If applicable
Craft Stores Requisitions	1	If applicable
Cargo Manifest	1	
Outward Report Form C2	1 Copy	
Maritime Declaration of Health	1 Copy	

Documentation Continued

Other documents that may be required by MAF or MSA (See 3.9 over)

Form	Copies	
Shipmasters Bond & Guarantee (Form AgL35)	3	(See Note 1 below)
Ship's Meat Locker Certificate (Form AgL36)	2	(See Note 2 below)
Permit to Land (Form AgL78)	1	(See Note 3 below)
Ballast Report Form	1	(See Note 4 below)
MS Oil Pollution Levy Form MSA 14101	1	(See Note 5 below)

Note:

- 1 If there are animals on board i.e. Cats, Dogs, Fish Birds etc.
- 2 For all overseas vessels carrying prohibited meats. Meats lockers will be sealed, and are to remain sealed whilst on NZ coast.
- 3 For all agricultural goods. Must be inspected prior to landing.
- 4 For all ballast waters
- 5 Required by MSA for Port State Inspection

3.3 Radio

N32 Port of New Plymouth

CALL ZMH 70 NEW PLYMOUTH HARBOUR RADIO

SSB and VHF Repeater Channel 61

SSB call 2182 and 4125 working 2089, 2045, 2162, 4417 and 4146

Schedules 2182 Every *four* hours from midnight between 00-15 past the hour

Schedules 4125 Every *four* hours from midnight between 15-30 past the hour

3.4 Health

Pratique granted by radio

Taranaki Health Care: New Plymouth 64-6-753-7798. Fax: 64-6-753 7788.

Pratique automatic if the vessel has already called at another New Zealand Port.

3.5 Customs and Immigration

(Ph. 64-6-758-5721. Fax 64-6-758-1441)

Vessels may be approved by Customs for "Discretionary Entry" or "Discretionary Clearance" which means that, provided certain procedures are complied with, it may not be necessary for an officer of Customs to attend the vessel at the time of arrival or departure. If the officer of Customs does not attend, the formalities are undertaken by the Ship's Agent.

The following information must be sent a minimum of *12 hours* before the ETA at the first port to the Waterfront Officer to determine whether the vessel will be entered under Discretionary Entry.

Name and Type of Vessel, ETA and ETD, ports visited within the last *60 days*, number and nationality of crew, crew signing off and other relevant information.

The following Duty Free concessions are allowed per crewmember for Foreign Crewed Ships

1 x 1125ml bottle of spirits

200 cigarettes or 250gms tobacco or 50 cigars

Plus additional goods, the duty of which would not exceed NZ\$50.

For every *10 days* that the vessel remains on the coast, the crew are entitled to an issue of 200 cigarettes or 250gms tobacco or 50 cigars

and 12 bottles (9 litres) of Spirits irrespective of the number of crew.

Permission must be granted *before* duty free stores are taken from the Ships Bond.

Bonded stores will *only* be supplied to vessels at *one port* whilst in New Zealand coastal waters.

3.6 Standard Messages

Vessels will be passed information by VHF prior to arrival by New Plymouth Harbour Control. This is a standard message consisting of prohibited areas, ship movements, vessels at anchor, pilot boarding times, whether FW required, arrangement of pilot ladder and berthing details.

3.7 Flags

Standard flag etiquette used.

3.8 Notice of Readiness

As per Charter Party requirements.

3.9 Regulations and General Notices

General notices appertaining to item's such as garbage, port regulations and customs will be presented to the Master on first arrival in New Zealand by the appropriate Authorities and/or Ships' agent.

The following Authorities will also attend the ship depending on circumstances.

Ministry of Agriculture and Forestry

Masters of all vessels are required to notify the Ministry of Agriculture and Forestry (MAF), a minimum of *12 hours* before their ETA.

MAF inspects all vessels with agricultural goods. They also check garbage, ballast water etc. They will also inform Masters of notices regarding local requirements relating to any of the above.

MAF Quarantine Services, New Plymouth. Tel 64-6-758 7659, Fax 64-6-757-9230

If dunnage or pallets are to be landed an Inspector will attend to check for bark and insects. All vessels are requested to send Port's Visited in the past *60 days* prior to arrival.

ASIAN GYPSY MOTH

Any vessel that is possibly carrying this moth will be inspected for signs.

For vessels from High Risk Areas - will be boarded *4 miles* off coast.

For vessels from Medium Risk Areas- will be boarded on arrival.

All vessels are requested to send Port's Visited in the past *2 years* prior to arrival.

Marine New Zealand

Vessels will be inspected by Port State Control, unless the vessel has been inspected by the MNZ at another port on this voyage and there are no outstanding deficiencies.

Tankers - *every time*

Others - *every 6 months* unless previous inspection have found deficiencies

Ship's documents will be required, including :

Particulars of Ships Certificates.

Declaration of Oil Pollution Civil Liability Certificate (Tankers)

Maritime New Zealand, New Plymouth Tel 64-6-751-3131
Wellington Tel 0508 22 55 22

3.10 Agencies

There are no special requirements for nominating an agent to handle a vessel's affairs. The following agents are located in New Plymouth

Telephone	Fax	Telex	Email
Company Name			
Phoenix Shipping Agencies Ltd		Hutchen Place. P.O. Box 225 New Plymouth.	
64-6-751-4464	64-6-751-4465	phoenix@phoenix-shipping.co.nz	
Contact:	Mr I. (Bill) Preston. Mr J. Whitham		
Cape Shipping Services Ltd		PO Box 358, New Plymouth	
64-6-751-4395	64-6-751-4392	UK(51)940-72154	murray@capeshipping.com
Contact :	Mr M. Dixon		
Hooker Bros. (Holdings) Ltd		Private Bag 2039, New Plymouth	
64-6-758 7799	64-6-759-9907	027 686 5776	brian.jacobs@hookers.co.nz
Contact :	B Jacobs		
Seatrans NZ Ltd		(Refer Phoenix Shipping Agencies above)	
64-4-4983750			
Adsteam Agency (NZ) Ltd		PO Box 6026, New Plymouth	
64-6-751-2300	64-6-751 0729	UK(51)940-70423	murray@npla.adsteam.co.nz
Contact :	Mr M. Dixon		

4.0 NAVIGATION

4.1 Port Limits

All waters contained within the area of a circle with radius *2.5 nautical miles* whose centre is the trig station on Mount Moturoa in position:

Lat: 39° 03' 56.8" S Long: 174° 01' 44.9"E

4.2 Sea Buoys, Fairways and Channels

There is one wave rider buoy in location 39 02.5S 174 03.2E. Leading lights mark the entrance to the harbour. See 4.9. The pilot station is the recognised arrival position for the port.

The Harbour is a man-made harbour with average dredged depths of 9.5 to 13.5m chart datum. The bottom is subject to moderate siltation and is periodically dredged to maintain the required depth.

4.3 Pilot

Pilotage is compulsory for all vessels in excess of 100 GRT. The Pilot Service is available on a 24 hour/day basis. Pilotage exempt Masters may at any time request the services of a Pilot. In general, a Pilot should be engaged if a tug is required.

Pilots board approximately 2.5 nautical miles off port from a 26 knot rigid inflatable pilot launch. The pilot ladder is required to be rigged on the lee side of the vessel as close as possible to amidships, 2 metres above the water with no man-ropes.

The pilot launch has an orange hull with yellow cabin.

A backup launch is available with a maximum speed of 14 knots. Pilots to be advised as per 3.1 ETA's

Draughts to be consistent with the safe handling of the vessel, with propeller immersion and a maximum of 4 metres trim.

4.4 Anchorage's

Vessels can anchor to the West of a line running 197° to the end of the Main Breakwater - No closer than 1 nautical mile to any point of land in approximately 20m of water. Good holding on sandy bottom. Not recommended in Northerly weather conditions.

4.5 Tides

Tidal Streams are weak and erratic.

Tidal Range:

MHWS 3.5m	MHWN 2.8m	MLWS 0.4m	MLWN 1.1m
MSL 1.94m	LAT -0.1m		

Currents may be strong in the offing and are much influenced by the winds. After prolonged SW weather a current sets NE at rates up to 1½ knots; after prolonged E weather a current sets West at similar rates.

4.6 Dock Density

Normal Dock Water Density is 1025 to 1026

4.7 Weather

In Summer, from November to February, land and sea breezes blow regularly, the latter from the SW. In winter the weather is variable with frequent SE winds and good visibility. Gales are strongest during spring and autumn blowing from the W.

Wind direction and strength information is available at any time from the Watch House.

Poor visibility is rare.

4.7.1 Swell

Swell prevails throughout the year but is heaviest during autumn and winter. The port is susceptible to long period swell conditions which can cause considerable movement of vessels moored alongside in the Harbour; this is due to the long fetch of sea extending deep into the Southern Ocean.

The predominant direction is SW'ly.

4.8 VHF

Port uses following VHF channels 16, 11, 12 and 61

VHF 61 used for long range ship / shore communications ETA's etc.

VHF 12 Port Emergency and Main Working frequency.

VHF 11 Tug working frequency.

4.9 Navigation

Reference should be made to the pilot book BA No 51 for information regarding Port Taranaki. For exact and accurate characteristics and position details of navigational aids, the current New Zealand Nautical Almanac should be consulted together with the New Zealand Notices to Mariners.

Buoyage system in the area is IALA System A

4.9.1 Navigational Aids

General Description of Lights

Mikotahi Light	
Fl (2) 5s 10M	Situated on a small hillock at the base of the Main Breakwater.
Main Breakwater Light	

F1 (3) G 10s 10M	Situated on a steel pole at the end of the Main Breakwater.
Lee Breakwater Light	
Q (4) R 6s 5M	Situated on a steel pole at the end of the Lee Breakwater.
Wave Tower Light	
Fl Y 2s 3M	The wave tower is a three-legged metal structure, painted orange, situated 220m North East of the Lee Breakwater light. The tower supports hydrographic data gathering equipment.
Spar Buoys	
Fl. R 2s	2 red spar buoys sited on a line at approximately one third of the distance from the end of the Lee Breakwater and Blyde Wharf respectively. These buoys have two main functions: 1. Marks the edge of the shallow areas to shoreward. 2. To assist in the judgement of speed and position of large vessels entering the port at night.
Main Leads	
VQ R 5M	Bearing 197° 16' from seaward. The main leads consist of large wooden Pyramid painted in 'Hi-Glow' orange. These leads are to be used on the approaches to the port entrance and as a departing line for vessels leaving the port.
Blyde Transits	
VQG 3M	Bearing 247° 31' from seaward. The front lead is a metal pole, the rear lead is situated on a building. Both have triangles painted with 'Hi-Glow' orange. These leads are used as a clearing mark for passing the lee breakwater.
Moturoa Transits	
VQ 4M	Bearing 242° 47' from seaward. The front lead is an orange triangle on the pipe bridge. The rear lead is an 'Hi-Glow' orange triangle on the corner of a building. These leads have the following functions: 1. The line of the leads marks the northern edge of the 'Deep Water Channel'. 2. As a clearing line for the sandbank on the end of the main breakwater. 3. As a turning mark for vessels entering the harbour.
Breakwater Transits (Turning Leads)	
VQ R 3M	Bearing 285° 06' from seaward Both leads are metal poles. These leads provide a turning mark and reference for large vessels turning off the end of Newton King Wharf. These leads are only visible shoreward of the end of the main breakwater.

4.9.2 Berth and Breakwater Headings

The bearings quoted below are approximate only.

Blyde Wharf	068 / 248
Newton King	068 / 248

Moturoa Wharf	055½ / 235½
Lee Breakwater	120½ / 300½
Main Breakwater	061 / 241

4.9.3 Distances

The distances quoted below are approximate and should only be used as a rough guideline.

	Meters
Between Breakwater Heads	525
Between Blyde Wharf and Newton King	135
Between Newton King and Moturoa Wharf (Outer end)	145
(Inner end)	95
Between Moturoa wharf and Breakwater	55
Length of Blyde Berth	445
Length of Newton King Wharf	292
Length of Moturoa Wharf	315
Between Blyde Wharf and Lee Breakwater	560
Between end of Lee Breakwater and Wave Tower	220
Between Wave Tower and end Main Breakwater	465

4.9.4 Marine Park - Sugar Loaf Island Marine Park

A marine park exists between Mikotahi Light, Moturoa Island, Saddleback Island and Seal Rocks.

The water area enclosed by lines 0.5 mile seaward of these islands to the shore is a protected area and should, *under no circumstances*, be entered by commercial vessels without the express permission of the Harbourmaster. There is a protected area around Sugar Loaf Islands which vessels should avoid.

The off-lying islands are conspicuous; Moturoa island 39° 03.0'S 174° 01.6'E being the most prominent of the islands at 81 metres.

4.9.5 Local Magnetic Anomaly

There is a local magnetic anomaly reported to occur in shallow waters.

4.10 Charts and Publications

Chart	NZ 4432	Hydrographer RNZN
Pilot Book	BA No 51	UK Hydrographic Office
Tide Tables	Admiralty Volume of Tide Tables Vol. 3	UK Hydrographic Office
Lights	Admiralty List of Lights Vol. K	UK Hydrographic Office
Chart Agency: Phoenix Shipping Agencies Ltd. (See 3.9 Agency)		

4.11 Traffic Schemes

There is no Traffic Scheme in operation but movements of vessels within port limits are controlled by Harbour Control.

Tankers are recommended to maintain 5 nautical miles off the coast unless approaching the port.

4.12 Restrictions

Night berthing operations are restricted in wind conditions in excess of 20 knots and require the vessels radar and speed measuring devices to be operational.

Vessels in excess of 9.5 metres are tide dependant. Vessels in excess of 10.0m are required to use the DUKC system for which a charge is levied.

4.13 Tugs

Four tugs are available.

Name	Bollard Pull	Lines	Fire capabilities
TUAKANA	40 tonnes	Tugs line	2 x 11000 ltrs/min
RUPE	30 tonnes	Tugs line	2 x 11000 ltrs/min
KUPE	28 tonnes	Tugs Line	13,638 lts/min

All tugs have foam fire-fighting capabilities.

All are tractor tugs, the **Tuakana and Kupe** being Voith Schneider, and the **Rupe** being a Liaan Compass Thruster tug.

Towage is compulsory for all vessels, the number of tugs required depends on size of vessel and weather conditions.

4.14 Coast Guard

The Police co-ordinate S.A.R. for the local area. Telephone 64-6-757 5449

For wider search areas the Marine Duty Officer of the Maritime New Zealand, Wellington co-ordinates. Telephone 64-4-472 7367

4.15 Berthing and Unberthing

Generally, ships are turned and berthed head to sea unless prior arrangements are made. Vessels use shore moorings, supplied by Port Taranaki Ltd., due to surge movement in the harbour.

Normally one ships head and one stern line is required to position the vessel and then shore mooring, appropriate to length, are secured.

Smaller vessels, exempted by the Port Company from this requirement, can be supplied with special moorings on request.

Length	Number of Moorings
Less than 95 metres	1
95 – 110 metres	2
110 - 150 metres	3
More than 150 metres	4

Two shore staff normally board the vessel inside the harbour, to assist ships' crews with moorings. Wire pennants with Senhouse Slips are first brought on board to connect to ships' bollards. Shore moorings are then received with wire tails to connect to the Senhouse Slips. Once connected they are tensioned from the shore by tractors. To let go, the Senhouse slips are released, and once the shore moorings are clear, the pennants landed ashore. This is done by ships' staff only, who are directed from the shore, under the control of the Pilot.

These moorings are tended by Shore Staff as necessary; who can be ordered through "New Plymouth Harbour Radio" on VHF 12.

5.0 BERTHS AND CARGO

5.1 Berths

See Port Plans

General Cargo / Bulk Berths

Moturoa Wharf :	Length	320.0m
	Width of apron	30.0m
	Draught	12.5m on outer berth 7.5m on inner berth

The port's principal berth for the discharge of dry bulk fertiliser, loading urea and general bulk cargoes. Refrigerated cargoes can be also handled here.

Container / Refrigerated Cargo / General Cargo Berths

Blyde Wharf:	Length	420.0m
	Width of apron	19.0m
	Width inc. open storage	82.0m
	Draught	10.5m B1 12.5m B2

Gear-less vessels regularly use these berths.

RO/RO vessels of up to 225m LOA with starboard quarter ramps have used the port. Ramp details to be supplied to the Operations Manager prior to first visit.

There is a heavy lift pad available at Blyde No 2 berth of 30.5m in length, the outer end of which is situated 71.2m from outer end of Blyde Wharf.

Tanker Berths

Newton King Tanker Terminal:	Length max LOA	211.0m
	Maximum Draught	12.5m NK1 12.5m NK2

The terminal is fitted with high capacity fire fighting and gas detection systems. Loading is either through dedicated loading arms or hoses. In addition to the major products a variety of smaller products are also handled, namely caustic soda, tallow, bitumen and other chemical.

Maximum Vessel Dimensions

<i>Loading Arms</i>	<i>Max LOA</i>		<i>Max Stern to Loading Arm</i>		<i>Max Bow to Loading Arm</i>	
	NK1	NK 2	NK 1	NK 2	NK 1	NK 2
Methanol Outer	211m	211m	125m	125m	90m	90m
Fletcher Challenge	211m	211m	118m	118m	97m	97m
Methanol Inner	211m	211m	111m	111m	104m	104m
Condensate/Crude	211m	211m	102m	102m	113m	113m
LPG				72m		

Max. beam at 10.0m draught NK 1 - 35m NK 2 - 35m

Special Conditions Arrival draught to be not less than normal seagoing condition. Maximum trim 4.0m at any time.

Berths continued

Newton King Tanker Terminal

Wharf Structures

Maximum Displacement Tonnage	60,000 tonnes
Mooring Maximum Design Load Tension	700kN (71.4 tonnes)

Berthing Loads

50,000 tonnes Displacement Vessel	at 100mm/sec Berthing Energy = 250kJ
25,000 tonnes Displacement Vessel	at 200mm/sec Berthing Energy = 500kJ

Offshore Services Berth

Blyde 3 Wharf:	Length	80.0m
	Draught	6.5m

Road transport only. Heavy lifts can be performed at Blyde 2 berth.

General Purpose Berth

Breakwater Berths

No 1 (Inner)	Length	78.0m
	Draught	6.5m
No 2 (Outer)	Length	150.0m
	Draught	9.0m

Road transport only. Unlimited weights can be landed on the inner berth.

5.2 Facilities

Equipment for Gear-less Ships

2 x Liebherr LMH400 Mobile Harbour Crane with following capabilities

On spreader for container handling plus twin lifting spreaders

34.9 tonnes at 48 metres

On hook

101 tonnes at radius 10 - 22 metres

69.2 tonnes at radius 30 metres

46.3 tonnes at radius 40 metres

1 x 70mt. crawler cranes with following capabilities

2mt. at 30.0m from berth face

10mt. at 25.0m from berth face

18mt. at 14.0m from berth face

24mt. at 11.0m from berth face

30mt. at 7.5m from berth face

1 x Fantuzzi CS42KC reachstacker with telescopic spreaders.

2 x Fantuzzi CS45KC reachstacker with telescopic spreaders.

Max lift 42mt. stack 5 high

3 x D55 forklifts with 20ft and 40ft spreaders. Max lift 24mt. stack 3 high.

1 x D25 forklifts with side frames. Max lift 6mt. 3 high

2 x Fantuzzi SkyStackers. Stack MT's 6 high

Facilities continued

Equipment for Bulk Cargo Ships

Bulk Loader

The loader has a travel of 131.5m and an outreach of 11.3m. from berth face; it is equipped with a multi directional delivery chute for winging out. The loader has an air draft of 13.1m at MHWS.

Normal loading rate of 500tph.

4 hoppers of 29.3m³ are available.

Bulldozers and other specialist equipment is arranged via the Stevedores.

5.3 Storage and Cargo

Liquid Cargoes

Product	Storage Capacity	Av. S.G.	Av. ° C
Methanol	125,000mt.	0.7924	Ambient
Condensate	75,000mt.	0.7468	19
Crude	40,000mt.	0.8300	28
Synfuel	30,000mt.	0.7316	19
LPG	1,000mt.	0.5320	20
Gasoline	30,000mt.	0.7203	Ambient
Gas Oil	20,000mt.	0.8300	Ambient
Molasses	3,000mt	1.4000	Ambient variable heating
Nitric	900mt	1.5000	20
Caustic	2,700mt	1.5000	20
Tallow	2,500mt	0.8819	when heated to 60° C for Cargo Ops.

Loading Arm Information

<i>Loading Arms</i>	<i>Manifold Size</i>	<i>Loading Rate TPH</i>	<i>Maximum Overreach m</i>	<i>Longitudinal Movement m</i>	<i>Freeboard at HHW 4.0m m</i>
Methanol Outer	10"	1500	8.00	±3.0	11.90
Fletcher Challenge	12"	1200	8.40	±3.0	20.00
Methanol Inner	12"	1500	10.00	±4.6	11.80
Condensate/Crude	12"	1300/1800	6.35	±5.7	11.40
LPG	6"	170	5.50	±3.0	6.00

The LPG has an operating envelope of 2.5m - 6.0m (14.0m reach).

At 15.3m reach a warning alarm sounds and disconnection will occur at 16.0m, extreme reach.

Storage & Cargo continued

Dry Cargo

Dry Storage on Blyde Terminal with Rail Road Access for 24,000mt palletised milk powder (18,000 cubic metres 17,200 square metres). Available for any dry cargoes that are milk powder compatible. Computerised tracking system. Under cover packing/unloading for containers up to 45feet and wagons/trucks.

Typical pallet sizes for milk powder cargoes

	<i>Pallet Size</i> <i>mm x mm</i>	<i>Height</i> <i>m</i>	<i>Bags</i>	<i>Weight</i> <i>kg</i>	<i>Total Weight</i> <i>tonnes</i>
Milk Powder	2200 x 1160	1.3 - 1.45	63	25	1.575

Load Rates

<i>Milkpowder (Palletised)</i>	50 tonnes per hour per crane 750 tonnes per day per crane Average ship - 3000t - 2 days
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Containers

Storage area of 25,000 m²

Yard Storage for 7,000 + TEU's including storage for 300 integrals.

Wash and repair and cleaning facilities are available

Container Freight Station – 20TEU's + 12 reefer points

F.C.L. boxes are delivered throughout the North Island within 24 hours of discharge.

Loading Rates (including discharge)

20 containers per hour per crane
800+ containers per day per crane

Bulk Storage

There is Bulk storage for 18,000 tonnes in humidity controlled store.

Dry flat storage for bulk or palletised cargo with capacity of 15,000 cubic metres or 7500 tonnes.

Discharge Rates

<i>Fertilisers</i>	160 tph per crane Average ship - 2 gangs - 4800 tonnes per 15 hour day
<i>Grain</i>	180 tph per crane 2700t per 15 hour day Average Ship - 3500 tonnes - 1 ½ days
<i>Coal (Barge)</i>	160 tph Average Barge - 3000t - 18 hours

Storage & Cargo continued

Refrigerated

Three independently controlled cold-stores capable of maintaining an operating temperature down to minus 25° C.

<i>Store</i>	<i>Area (m²)</i>	<i>Volume (m³)</i>	<i>Racking (pallet size mm)</i>	<i>Capacity (pallets)</i>
No 1 Coldstore	895	7411	1080 x 1080 x 2100	1080
No 2 Coldstore	693	5738	1200 x 1000 x 1500	1160
No 3 Coldstore	715	5920		1320
Loading Areas	929	5297		
TOTAL	3232	24366		3560

Typical pallet sizes for refrigerated cargoes

<i>Type</i>	<i>Pallet Size mm x mm</i>	<i>Height m</i>	<i>Cartons</i>	<i>Weight kg</i>	<i>Total Weight tonnes</i>	<i>Temperature C</i>
Meat	1080 x 1080	1.60	60	27.2	1.63	-20
Fish	1200 x 1000	1.40	50	20.0	1.00	-25
Butter	1060 x 790	1.83	48	25.0	1.20	-9 Minimum
Cheese	1095 x 935	1.10	40	20.0	0.80	+3

Load Rates

Meat (Palletised) 30 pallets (48tonnes) hour per crane
Average ship - 2 cranes - 800t - 12 hours

Butter (Palletised) 40 tonnes per hour per gang
600 tonnes per day per gang
Average ship - 3 gangs - 2 days

Open Storage

There is further open storage for 40,000m².

5.4 Barges

There are no barge facilities for lightening operations.

5.5 Ballast and Slops

Ballast facilities are available for tankers with lead free ballast water only. Maximum receiving capacity is 22,000mt. consisting of two tanks of 14000 and 8000 tonnes respectively.

Slops can be discharged ashore and various tanker trucks are available.

This is arranged through the ship's agent.

5.6 Security Guards on Board : Port Emergency Signal

It is the Masters responsibility for the security of the vessel at all times.

Watchmen are available but are not compulsory.

Port Alarm

Wailing Siren with red flashing light on top of cement silo at inshore end of Newton King Tanker Terminal. Alarm tested weekly at 1130 hours Wednesday mornings.

Action : Cease Work, muster crew, open contact with Harbour Radio on VHF 12 for further instructions.

Ship Emergencies: Contact New Plymouth Harbour Radio on VHF 12.

Emergency Services : Telephone Contacts for emergency services

Police 64-6-759 5500	Fire 64-6-757 3860	Ambulance 64-6-753 6139
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5.7 Safety

Any vessel required to carry out Hot Work within the Port's Operational Area must obtain a "Hot Work" Permit. Hot Work includes, but is not limited to, welding, gas cutting and grinding.

For all heavy lifts required to be landed, or loaded, for parcels exceeding 20mt. requires a Heavy Lift/Load Permit; obtainable from the Works Department.

No electronic flashes, battery operated cameras, radios, matches or lighters are allowed on Newton King Tanker Terminal.

Hazardous Cargoes

The Master shall inform the Port within *24 hours* of arrival of any hazardous goods onboard, or goods that are to be loaded. If doubt exists as to the nature of the cargo a suitable qualified person may be employed, at the expense of the owner or agent, to assist the Company in deciding what action is to be taken in regard to the goods.

Oil, Gas and Chemical Tankers

Tank-washing and gas-freeing, with or without Inert Gas purging, is not permitted without prior authority from the Operations Manager.

Crude Oil washing is not permitted at any time.

When vessels are to be inerted on arrival, tanks are to be below 8% oxygen.

If tanks are to be inspected, the tanks are to be gas-free with *nil* hydrocarbons.

5.8 Cargo Documentation

Approximately two hours is required for documentation after the completion of cargo. Unless expedience is required for vessels that are tide dependant, documentation will normally be completed ashore. Documentation includes, but not limited to, Statement of Facts, Cargo Manifest, Stowage Bay Plans etc.

5.9 General Berthing Information

All vessels are supplied with shore phones on arrival.

General Cargo Vessels phones are for local calls only and cost is included in the berthage charges.

Tankers have cell phones and are for local and NZ calls only. Their use is charged and forwarded to the Agent.

A gangway should be made ready as soon as possible after berthing to avoid delays to port officials and surveyors. The gangway must have a safety net rigged and must be adequately lighted. It is the Masters responsibility to ensure safe access at all times and that the safety precautions are in place even if using shore gangways. Safety precautions are to remain in place until all shore personnel have departed prior to ship sailing.

Lifeboats can be tested in New Plymouth with prior approval from the Operations Manager. For tankers, lifeboats can only be tested when no cargo operations are taking place.

6.0 GENERAL

6.1 Repairs

Repairs of all kinds are possible except underwater work of a major nature that requires dry-docking the vessel.

Divers are available for underwater inspections, bottom cleaning etc. Bottom cleaning requires Resource Management Consent from Taranaki Regional Council.

Electronic and Electrical Services are also available.

Repairs are arranged through ship's agent.

6.2 Docking

A synco-lift is available for vessels up to 150 tonnes, 25.91 metres LOA

6.3 Bunkers/Water/Stores

Heavy Oil Bunkers is not available.

Gas Oil/Diesel is available by road tanker, or pipeline, depending on berth.

Fresh water is available at all berths.

Shore power available at Blyde and Moturoa wharf 440V, 3 phase, 60 Amp.

Storing possible by road or rail. For tankers stores by road to wharf gate and transferred to hand truck to ship side, approximately 120 metres. Storing done by ships staff.

Ship chandlers prefer 72 hours notice in advance. All types stores available, frozen foods, fresh vegetables, chemicals, lube oils and general deck, catering, electrical and engine.

Telephone	Fax	Email
<i>Company Name</i>		
New Plymouth Providers		
64-6-751 2531	64-6-751 2073	npplissanz@xtra.co.nz
Kingston Providers		
64-6-751 0347	64-6-751 2528	kingston@xtra.co.nz

6.4 Medical Facilities

All medical facilities available. Hospital situated 4km from port.

6.5 Transport

New Plymouth Airport situated 21 km from port with frequent daily flights to Auckland and Wellington International Airports. International flights to most countries from these airports.

Port connected to national road and rail network. There are no facilities for passengers on rail system from New Plymouth.

6.6 Repatriation

Repatriation possible for all nationalities with no restrictions.

A number of hotels/motels available in town.

6.7 Consuls

None available locally. Nearest located at Auckland and Wellington.

Country	Telephone	Address
Australia	64-4-473 6411	72-78 Hobson Street, Wellington
	64-9-303 2429	32-38 Quay Street, Auckland
China	64-4-472 1382	2-6 Glenmore Street, Wellington
Japan	64-4-473 1540	3 Hunter Street, Wellington
	64-9-303 4106	41 Shortland Street, Auckland
Korea	64-4-473 9073	86-94 Victoria Street, Wellington
Philippines	64-4-472 9848	50 Hobson Street, Wellington
	64-9-623 4803	114 Dominion Road, Auckland
Norway	64-4-471 2503	61 Molesworth Street, Wellington
UK	64-4-472 6049	44 Hill Street, Wellington
	64-9-303 2973	151 Queen Street, Auckland
USA	64-4-472 2068	29 Fitzherbert Terrace, Wellington
	64-9-303 2724	Shortland/O'Connell Street, Auckland
Other countries		
Belgium, Canada, Chile, Croatia, Cook Islands, Denmark, Fiji, Finland, France, Germany, India, Indonesia, Iran, Italy, Malaysia, Nauru, Netherlands, Niue, Papua New Guinea, Peru, Portugal, Russia, Singapore, Sweden, Switzerland, Thailand, Tuvalu and Western Samoa.		

6.8 Banks

All major NZ banks within town and most international currencies available.
A minimum of 72 hours notice should be given with amounts to agent.

6.9 Holidays

New Years Day; 2nd January; Waitangi Day (6th February); Taranaki Anniversary Day (2nd Monday in March); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday in June); Labour Day (4th Monday in October); Christmas Day; Boxing Day.

Port operates 365 days of the year.

6.10 Working Hours

Stevedores work 24 hours per day, 7 days a week. Agents should be advised ETA at least 24 hours, preferably 72 hours, in order arrange cargo if vessel loading.

Ships are normally charged on a contractual basis and not daily/weekly rates.

Normal shift hours are 0001 - 0800; 0700 - 1530; 1530 - 2359.

New Plymouth Stevedoring Services Tel 64-6-751 0440 Fax 64-6-751 3646

6.11 Developments

Additional cargo storage and handling facilities are under development.

Dredging program in progress and deepening of harbour planned.

6.12 Surveyors

Society	Telephone	Fax
Classification Society		
None locally, except for Lloyd's Register of Shipping and American Bureau of Shipping who have an Acting Surveyor in New Plymouth. Other surveyors can be arranged.		
Lloyd's Register of Shipping American Bureau of Shipping (Acting Surveyor New Plymouth)	64-6-751 0300	64-6-751 0441
Bureau Veritas	64-9-309 8286	64-9-377 7633
Det Norske Veritas	64-9-480 0229	64-9-480 0310
Germanischer Lloyd	64-9-276 6937	64-9-276 4660
China Corporation Register, Bahamas MoT, Germanischer Lloyd, Korean Register, Nippon Kaiji Kyokai, Panama, Polskei Rejestr Statkow, Registro Italiano Navale.	64-9-444 9422	64-9-4433140
Hellenic Register, Shin Nihon Kentei Kyokai	64-9-378 1254	64-9-378 1258
Antigua & Barbuda, Belize, Liberia, Marshall Islands, Panama, Vanuatu	64-9-520 3153	64-9-520 3152
Cargo Surveyors		
Marine Surveyors Ltd	64-6-751 3800	64-6-751 1963
NZ Offshore Services Ltd	64-6-751 0300	64-6-751 0441
McLaren Dick & Co Ltd	64-6-758 2258	64-6-758 3213
SGS (NZ) Redwood Ltd	64-6-751 2272	64-6-751 3127
Consolidated Maritime Surveyors	64-6-751 3499 64-4-471 0660	
Correspondent for Caleb Brett	64-4-471 0661	
P&I Clubs		
Correspondents in New Zealand for all P&I Associations		
<i>P&I Services</i>		
Auckland	64-9-303 1900	64-9-308 9204
Wellington	64-4-473 5742	64-4-473 5745

6.13 Recreation

There are no restrictions to shore leave. Crews require shore passes on Tankers. There is a Seafarers Club located in the port on Wharf Street Tel 64-6-751 0012. Snacks, shop, money exchange and international telephone is available. The club is open from 1830 in the evening. The city centre is approximately 4 km from the port and costs NZ\$10 by taxi. Small local shops are also situated about 1 km from port.

6.14 Garbage

All types of garbage can be landed, including plastics. There is a charge of landing garbage, as it has to be transferred to Auckland. A certificate can be supplied if required.

Garbage must be in covered containers which can be supplied by the port on request. Collection can be arranged through Agent or Harbour Control.

6.15 Visitors on Official Business

Visitors are not allowed on the Tanker Terminal or Blyde wharf area unless prior approval obtained.

Visitors have access to other areas subject to operating restrictions.

6.16 Fumigation

Fumigation services are available and may be required by MAF prior to loading. Accommodation can also be fumigated; depending on nature of fumigation may require crew to be put ashore. Agent arranges fumigation services.

De-rat Exemption Certificate

Renewal of De-rat Exemption Certificate available, and arranged by ship's agent.

Certificates are issued by

Taranaki Healthcare Ltd, Private Bag 2016, New Plymouth

Tel : 64-6-753 7798

Fax : 64-6-753 7788

6.17 Pollution

Great care must be taken to prevent the discharge of oil while the vessel is in harbour. Failure to do so may result in a heavy penalty being placed on your vessel.

Only clean ballast water in segregated ballast water tanks may be discharged into the port. All other ballast shall be retained on board, or, if a tanker, discharged ashore via the tanker terminal dirty ballast system.

Bilge water must not be discharged into the port at any time. Bilge water can be discharged ashore to road tankers, or, if a tanker to the terminal's slop facilities.

No visible emissions into the atmosphere are allowed. This includes flue emissions, dust from cargoes etc.

In the event that pollution occurs, all means available must be used to stop and contain it. If the source, or cause, is unknown it must be investigated; for tankers, this may require stopping cargo operations.

Any incident must be reported to the Harbour Master, or his deputy, for the Taranaki Regional Council via New Plymouth Harbour Control on VHF 12.

For Tankers any incident must also be reported to the Tanker Superintendent immediately.

7.0 PORT DUES

7.1 Charges

All port charges are set by Port Taranaki Ltd. who conduct all commercial operations within the Harbour.

For up to date charges see <http://www.porttaranaki.co.nz/general/Tariffs.htm>.

These figures do not take into account of Stevedore Services, Agency Fees etc.