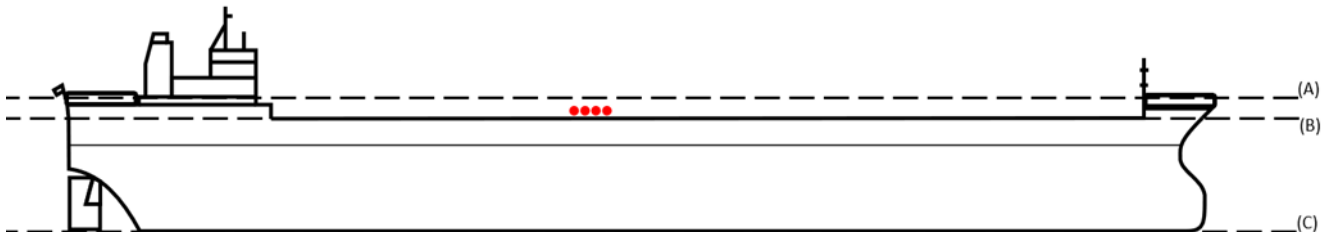


General Information for Port Taranaki

Arrival/Departure Requirements

| Pre-Arrival | Arrival |
|--|--|
| VAIS forms are to be submitted by email to marineservices@porttaranaki.co.nz at least 48 hours before arrival. | <p>Contact New Plymouth Harbour Radio on VHF 12 & 61 (long range); 24hrs Phone (+64) 6 759 9740</p> <p>Ship to provide two (2) hour confirmation of ETA on VHF Channels 12 or 61, Harbour radio will provide Pilot boarding confirmation and boarding arrangement.</p> <p>Ships are to ensure that they have transitioned to their "harbour manoeuvring fuel" at least four (4) hours prior to their POB time.</p> <p>Mooring Officers <u>must</u> be present for the Master/Pilot Exchange</p> <p>Power limitations If possible, Ships are to ensure that their power limitation systems have been overridden at least one (1) hour prior to their POB time. This is to be confirmed with the pilot at the MPX.</p> <p>If the power limiting systems are unable to be inhibited:</p> <ol style="list-style-type: none"> 1. This is to be indicated in the VAIS at the appropriate section, 2. The pilot card and manoeuvring data should reflect these limitations, and 3. The pilot should be informed at the MPX |
| Pre-Departure | Departure |
| For vessels departing with a draft greater than 9.0m an updated VAIS is to be submitted at 24 hours before departure, confirming departure draft and condition | Ship to provide two (2) hours confirmation of ETD on VHF Channels 12 or 61, Harbour radio will provide Pilot boarding confirmation and arrangement. |

Calculation of Panama Height above Main Deck (required below)



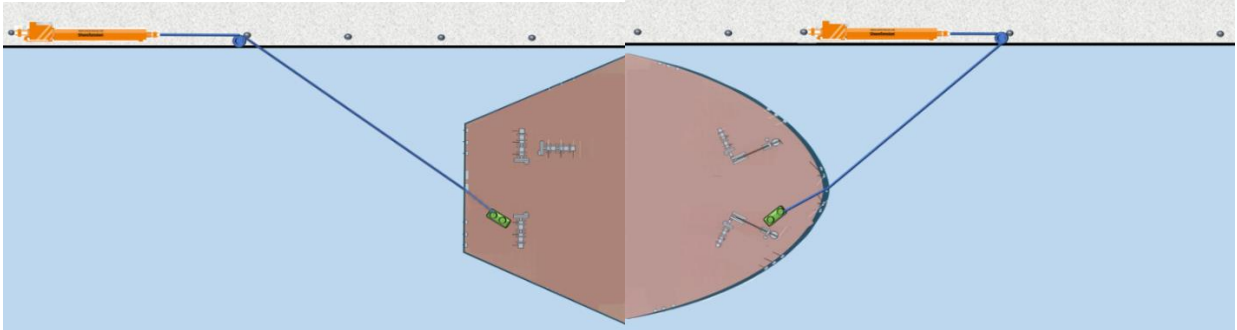
| (A) | (B) to (C) | (C) | (A) to (B) ** |
|---|---------------|----------------|-------------------------------|
| Height of Centre Lead Panama above keel/base line | Moulded Depth | Keel/base line | Panama height above main deck |

** (A) – (B) may be different fwd. and aft.

General Mooring Procedure at Port Taranaki

1. Centre Leads and Bitts (Fore & Aft) must be kept clear (if Shore Tension Lines provided by port).

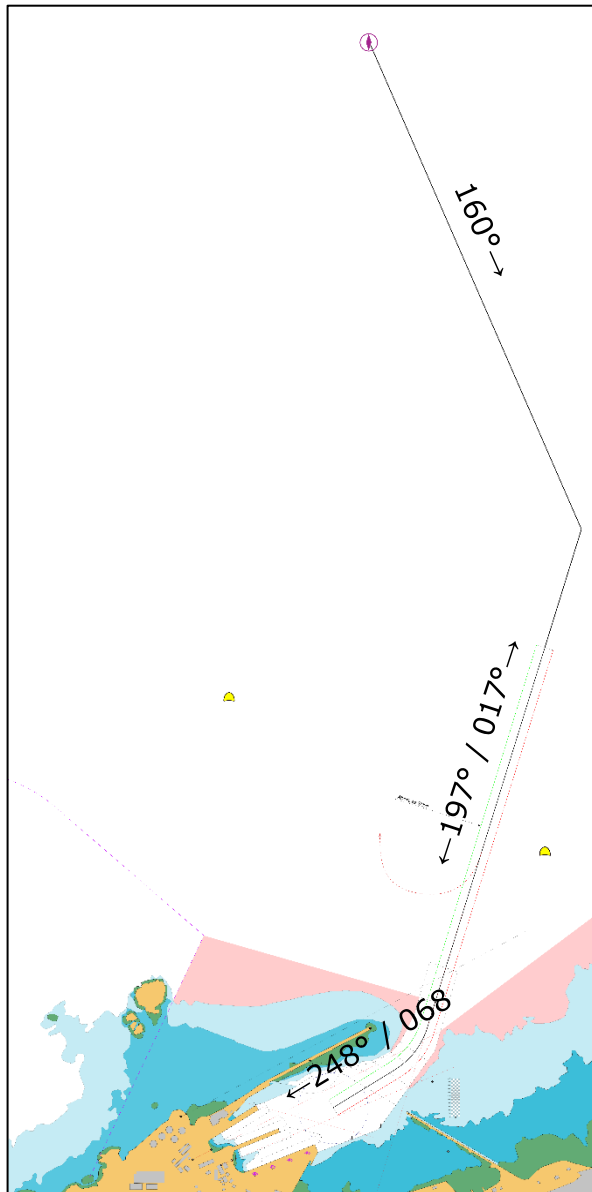
2. 2 x Spring Lines – sent one at a time by Heaving Line.
3. 4 x Head Lines and 4 x Stern Lines. Order of lines: Outside lines then Inside lines
4. Once Shore Tension is secured – DO NOT ADJUST THESE LINES.
5. Always monitor and manage ship's lines during the ships stay in port.
6. Stay clear of Shore Tension units on wharf



Maximum Drafts at Berths

| Berth | | Max Draft | UKC |
|-------|-----------------|------------|----------|
| | | (m) | SUKC (m) |
| NK1 | Newton King No1 | 12.5 | 1.0 |
| NK2 | Newton King No2 | 12.5 | 1.0 |
| B1 | Blyde No 1 | 9.0/10.5* | 1.0 |
| B2 | Blyde No 2 | 12.5 | 1.0 |
| M1 | Moturoa No 1 | 5.5 - 7.5* | 1.0 |
| M2 | Moturoa No 2 | 12.5 | 1.0 |
| BW1 | Breakwater No 1 | 6.5 | 0.5 |
| BW2 | Breakwater No 2 | 8.5 | 1.0 |

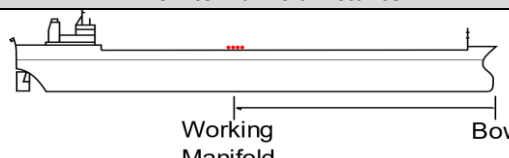
*/** Contact Port for maximum draft. Subject to final position in berth pocket.



| Waypoint List | | |
|--|-----------|---|
| Pilot Station | 39° 0.00 | S |
| | 174° 2.50 | E |
| Point Charlie (Leads) | 39° 1.67 | S |
| | 174° 3.30 | E |
| Point Alpha (Tugs) | 39° 2.44 | S |
| | 174° 2.99 | E |
| Wave Tower (Turn Radius 0.3') | 39° 3.16 | S |
| | 174° 2.72 | E |
| Harbour Centre | 39° 3.28 | S |
| | 174° 2.39 | E |
| <p>Please ensure that the above route is planned on the vessels ECDIS prior to the pilot boarding.</p> <p>Failure to do so may result in your pilotage being cancelled and the pilot disembarking.</p> | | |
| <p>Ensure that only heaving lines with monkeys' fist, or equivalent, <u>no requirement for a messenger.</u></p> | | |

| Vessel Particulars | | | | | | | | | |
|--|--|------------------|-----------|------|---|----|-----------|------------------------------|-----------------------------|
| Vessel Name | | | | | IMO | | | | |
| Last Port | | | | | Next Port | | | | |
| LOA | m | LBP | m | Beam | m | GT | T | | |
| Vessel Depth | m | Lowest Freeboard | | m | Bow Thruster Power | | | | |
| Bridge to Stern | m | SWL FWD bollards | | T | SWL AFT bollards | | T | | |
| Mooring Lines | Polypropylene <input type="checkbox"/> HMPE <input type="checkbox"/> Wires <input type="checkbox"/> Other <input type="checkbox"/> If other: | | | | | | | | |
| Panama Height Above Main Deck – AFT | | | | m | Panama Height Above Main Deck – FWD | | | | m |
| Draft Details | | | | | | | | | |
| Arrival Date & Time | | | | | Draft FWD | m | Draft AFT | m | |
| Departure Date & Time | | | | | Draft FWD | m | Draft AFT | m | |
| ALL vessels with Draft Greater than 9.0m to Complete | | | | | Defects or Additional Information | | | | |
| Summer draft (m) | | m | | | Defects affecting safe navigation | | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| | | Arrival | Departure | | Forecast requirement to conduct maintenance | | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Displacement | | T | | T | Weather forecast request | | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| GM ^f | | m | | m | Documentation Checklist for Port | | | | |
| GM | | m | | m | Pilot Card | | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| KG | | m | | m | Ships Particulars | | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| KM | | m | | m | GA drawings for mooring stations | | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Height of bridge deck from keel | | m | | | Pilot ladder and manrope certificates | | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Comments | | | | | | | | | |
| | | | | | | | | | |

| Compliance and Engine Performance | | | |
|--|--|--|--|
| MARPOL Annex VI Compliance | Scrubbers <input type="checkbox"/> VLSFO <input type="checkbox"/> MGO <input type="checkbox"/> | | Change over time before port entry: |
| Is the vessel equipped with an engine or shaft power limiter? | | Yes <input type="checkbox"/> No <input type="checkbox"/> | Mechanical <input type="checkbox"/> Software Based <input type="checkbox"/> |
| If the vessel is equipped with a mechanical limiter, can it be removed or disabled prior to Pilot boarding? | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| If the vessel is equipped with a software- based limiter, will the ship's crew be able to override it immediately at the request of the Pilot? | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

| Liquid Cargoes | | | | Bulk Carriers / Other Vessels | | | |
|---|------------|------------------------------|-----------------------------|---|----------------|------------------------------|-----------------------------|
| Multiple Cargoes? (state below) | | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Quarantine cargo? | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Cargo | Manifold # | Bow to Manifold distance* | | Pontoon to be landed on wharf? <i>If yes, please supply discharge plan</i> | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 1 | | m | | Are there logs stowed on deck? | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 2 | | m | | Cargo fumigated? | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 3 | | m | | <i>If cargo onboard, please attached the following:</i> | | | |
| 4 | | m | | Fumigant specification & date applied | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| *Bow to Manifold Distance | | | | Procedures ensuring spaces gas-free on arrival | | | |
|  | | | | Dangerous Goods | | | |
| | | | | DGs being loaded / discharged: | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| | | | | DGs remaining onboard: | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| | | | | If yes, Dangerous Goods Transit Notification via the Port Taranaki website completed? | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Declaration | | | | | | | |
| I declare that the information provided is correct at the time indicated below and agree to advise Port Taranaki immediately of any changes or updates to the ship's navigational status. | | | | | | | |
| Master's name: | | | | | Date and time: | | |