

Port Taranaki

Port Guide

(Ship Master's Guide to Port Entry)



UN/LOCODE : NZ NPL

Lloyds Maritime Port Facility Codes:

P	Q	Y	G	R	T	A
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New Plymouth, NEW ZEALAND

Lat: 39° 03' S Long: 174° 02'E

Time Zone: One uniform time is kept throughout mainland New Zealand. This is the time 12 hours ahead of Coordinated Universal Time (UTC) and is named New Zealand Standard Time (NZST). One hour of daylight saving named New Zealand Daylight Time, which is 13 hours ahead of Coordinated Universal Time is observed from 0200 NZST on the last Sunday in September until 0200 NZST on the first Sunday in April. Time kept in the Chatham Islands is 45 minutes ahead of that kept in mainland New Zealand.

Max Draught: 12.5m subject to tide and Harbour Masters approval. (DUKC applies)

Alternative Port Name: Port Taranaki

Vessel facilities	
<input checked="" type="checkbox"/> Multi-purpose	<input checked="" type="checkbox"/> Break-bulk
<input 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 checked="" type="checkbox"/> Passenger/cruise

Authority/Co name: Port Taranaki Ltd

Address: Port Taranaki Ltd
PO Box 348
New Plymouth

New Zealand

Telephone: +64 6 751 0200

Email: marineservices@porttaranaki.co.nz

Key Personnel	Position	Email
Simon Craddock	Chief Executive	scraddock@porttaranaki.co.nz
Tony Parr	Harbourmaster	harbourmaster@trc.govt.nz
Ashley McDonald	Head of Operations	amcdonald@porttaranaki.co.nz

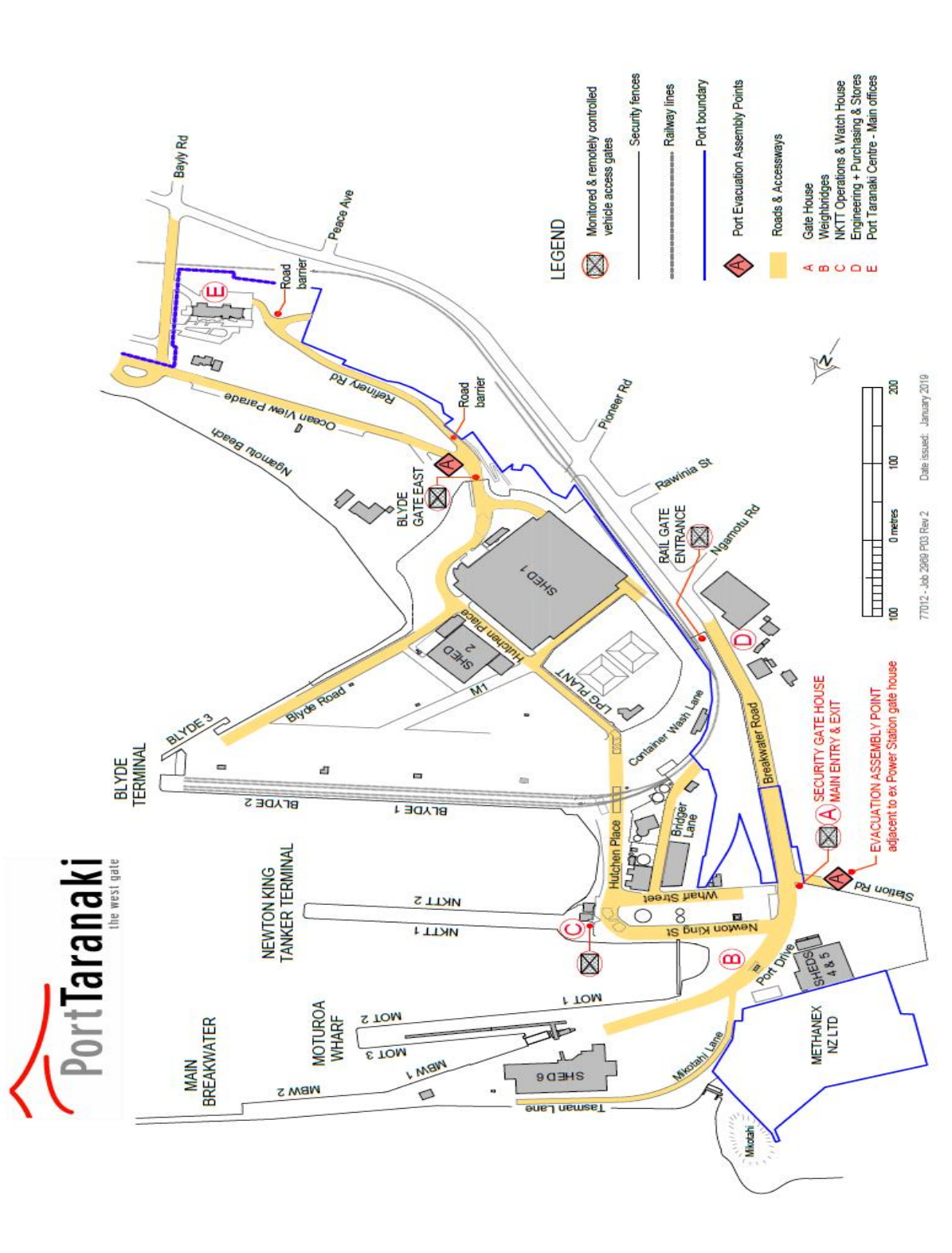


Figure 1: Port map

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1.0 PORT DESCRIPTION

1.1 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. There is no bar and the port is protected by two breakwaters. Inside the harbour the approach fairways provide a swinging basin diameter of 410 metres. The maximum port draft is 12.5 metres (tide dependent) when operating under the Dynamic Under Keel System (DUKC), otherwise the maximum is 10 metres. Vessels can be berthed in most weathers, but drafts in excess of 9.0 metres depend on tide.

The harbour is also a significant recreational area for owners of small vessels of all descriptions and includes a popular swimming beach. Information for recreational users of the harbour can be found at: <https://www.trc.govt.nz/buses-transport/port-and-harbour/>. The harbour area also includes a Marine Protected area and a Restricted area.

1.2 General Overview

In addition to handling the main imports and exports of the region, Port Taranaki is the base for offshore exploration and production servicing. Heavy lifts can be handled at Breakwater berths and Blyde Wharf, subject to permit approval. Blyde wharf is also serviced by rail. Mobile cranes capable of lifting up to 100 tonnes are available. The port has extensive experience in the handling of large heavy loads and operates 24 hours a day, seven days a week.

- Main Imports:
Grains, feed, fertiliser and fuel
- Main Exports:
Crude and petroleum products, methanol, LPG, and logs

The port is situated 4km from the city centre.

1.3 Maximum Vessel Size and Draft restrictions

Berth	LOA (m)	Draft max		Beam (m)	UKC (m)
		SUKC (m)	DUKC (m)		
Newton King No1	211	12.5	12.5	35	1.0
Newton King No2	211	12.5	12.5	35	1.0
Blyde No 1	*refer note 1	9.0/10.5	10.5	35	1.0
Blyde No 2	*refer note 1	12.5	12.5	35	1.0
Blyde No 3	78	6.5	6.5	20	1.0
Moturoa No 1	** refer note 2	7.5	7.5	20	1.0
Moturoa No 2	** refer note 2	12.5	12.5	35	1.0
Moturoa No 3	TUGS	5.5	5.5	20	1.0
Breakwater No 1	78	6.5	6.5	20	0.5
Breakwater No 2	150	8.5	8.5	25	1.0

DUKC refers to Dynamic Under Keel Clearance; an automated system which considers Draft, Tides, Speed, Swell and Weather for allowing deep drafted passages.

*NOTE 1: Blyde Wharf is a continuous berth. Generally, the total combined length of vessels alongside Blyde 1 & 2 may not exceed 360m e.g. 2 x vessels of 180m can be berthed concurrently if the vessel at Blyde 1 has a draft less than 9m, otherwise, combined length is 350m. On a case by case basis, these maximum lengths may be adjusted subject to a risk analysis at the time.

Blyde 1 berth is 92m long and limited to 10.5m draft. It can be extended to 102m when drafts are only up to 9.0m, due to shallower depths at the inner end between bollards 102.5 and 105.

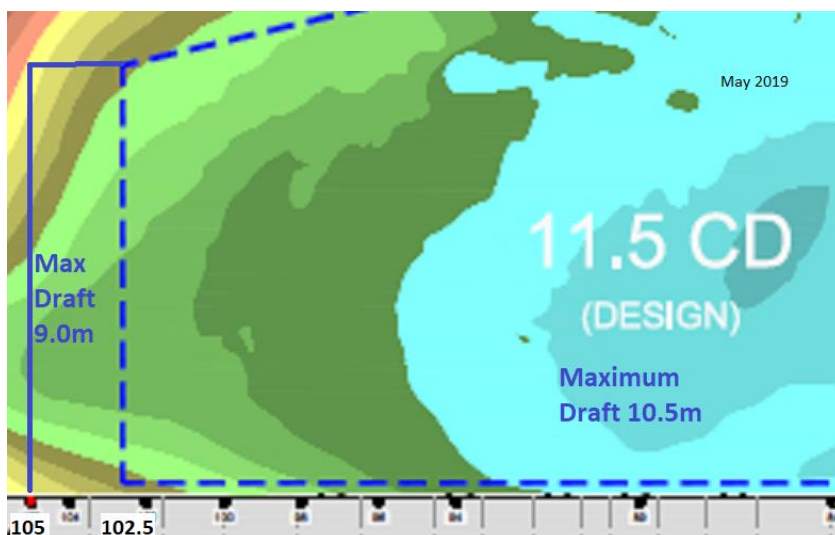
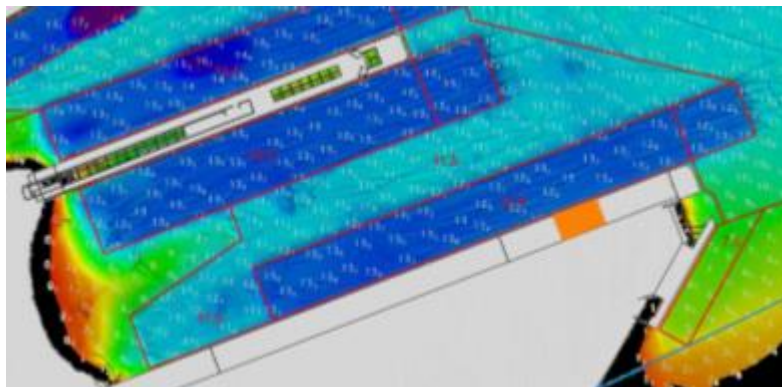


Figure 2: Blyde 1

Blyde 2 is 313m long and has a maximum draft of 12.5m.

****NOTE 2:** Moturoa Wharf is a continuous berth. The inner Moturoa 1 berth pocket is 69m long and limited to a 7.5m draft. The rest of the berth, Moturoa 2, is 233m long and has a maximum draft of 12.5m. This deeper pocket extends for 50m past end of the berth. The maximum length of vessel that can be berthed at Moturoa 2 is 200m.

Largest Vessels to date

Type	Name	LOA	Beam	GRT	DWT
		(m)	(m)		(m)
Cellular Container	"Messologi"	294.00	32.25	52,181	
Cruise Ship	"Volendam"	237.91	32.28	61,214	
Oil Rig Carrier	"Sibig Venture"	222.20	42.10	21,166	
Tanker	"Jakob Maersk"			33,134	59,600
RO/RO Container	"Nedlloyd Rouen"	212.10		36,450	
Dry Bulk Carrier	"Kestrel Arrow"	207.62			
Dry Bulk Carrier	"Penguin Arrow"	199.7	32.2	36,008	51,468
Car Carrier	"Tochigi Maru"	190.50		47,500	

2.0 PRE-ARRIVAL INFORMATION

Vessel Arrival Information Sheet (VAIS) is located on the PTL website and is to be emailed to marineservices@porttaranaki.co.nz. The VAIS contains details of vessel's ETA, draft, LOA, cargo, dangerous goods, and status of navigational equipment.

All communications are to be addressed to 'New Plymouth Harbour Radio' by VHF Ch12 (or CH61 if long range), or emailed to marineservices@porttaranaki.co.nz

PTL will endeavour to confirm services, requested via the PTL Internet Request Portal, between 0830 and 1600 within four hours of receiving the request, and otherwise within 18 hours.

2.1 Notification Requirements

Refer to the table on the next page.

NOTIFICATION	WHEN	BY	TO
Office hours 0830-1600			
Berth Booking Request	10 days before arrival	Agent	Internet Request Portal
Pre-arrival information Bulk cargo: <ul style="list-style-type: none"> • Advanced Notice of Arrival • Crew manifest • Passenger manifest • Previous 10 Ports of Call • Mooring Equipment Arrangement • Traffic Management Plan • Vessel Arrival Information Sheet (VAIS) • Declaration of Health • Load/Discharge Plan • Inward cargo list? If Applicable: <ul style="list-style-type: none"> • Free Pratique • CEDO • BACC 	At least 48 hours before arrival	Agent	security@porttaranaki marineservices@porttaranaki planning@porttaranaki
Oil & chemical tankers: <ul style="list-style-type: none"> • Cargo details 	48 hours before arrival	Agent	planning@porttaranaki

NOTIFICATION	WHEN	BY	TO
<ul style="list-style-type: none"> Q88 if first visit or there is a change to the Q88 			
Security information: <ul style="list-style-type: none"> Crew changes Visitors/contractors Stores/spares for loading Special security requirements 	48 hours before arrival	Agent	security@porttaranaki
Services request	48 hours before arrival	Agent	Internet Request Portal
Confirmed cargo schedule	ASAP & prior to PoB	Agent	planning@porttaranaki
Schedule forecast	0900 daily	Agent	planning@porttaranaki
Schedule alterations: <ul style="list-style-type: none"> Cargo volumes +10% Arrival time Time alongside Departure time 	ASAP	Agent	planning@porttaranaki
Pilot on board request	Min 6 hours before needed	Agent	Internet Request Portal
Pilot on board change request	At least 6 hours before needed	Agent Master	Internet Request Portal NPHR
Confirm ETA	2 hours before arrival	Master	NPHR
Night shipping	Daily, by 1600 hours	Agent	planning@porttaranaki

NOTIFICATION	WHEN	BY	TO
After hours 1600-0830			
Night shipping change requests	1600-0830 hours	Agent Master	Internet Request Portal, and call PTL Communications Centre ph 06 759 9740 NPHR
Services request	1600-0830 hours	Agent	Internet Request Portal, and call PTL Communications Centre ph 06 759 9740

2.2 Vessel Defect Reporting and Port Impacts

All vessel Masters must declare any defects prior to arrival and ensure all critical navigation equipment and machinery (propulsion/steering/generators) are in good working order.

Vessels that experience equipment failure and have a detrimental impact on Port operations may be subject to additional Port fees in the event of significant Port emergencies.

2.3 Information for Port Taranaki Security

In addition to the information submitted to NZ Customs via the 'Advance Notice of Arrival' form the following is to be provided by the ships agent to security@porttaranaki.co.nz at least 24 hours prior to arrival:

- Notification of crew changes expected at Port Taranaki;
- Expected visitors / contractors;
- Stores /spares expected to be loaded to the vessel; and
- Any special security requirement

2.4 Documentation for Arrival

Vessels arriving in New Zealand are required to submit a "NZ Border Agencies Advance Notice of Arrival" (NZCS 344), a list of crew and passengers, and an inward cargo report (Online Declaration) not less than 48 hours prior to their entering New Zealand territorial waters (12-mile limit).

Further documentation required to enter and depart New Zealand, including relevant links to other agencies requiring document submission, can be sourced through the NZ Customs Service website:

www.customs.govt.nz/business/import/commercial-ships-and-cruise-liners/

Other documents may be required by Ministry for Primary Industries (MPI):

- Master's Declaration;
- Master's Declaration for Full Biosecurity Clearance (if needed); and
- Biofouling and Ballast Water Declaration – Parts 1, 2 & 3.

These forms and more information can be found on the Biosecurity New Zealand website:

www.biosecurity.govt.nz/importing/border-clearance/vessels/arrival-process-steps/

2.4.1 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

2.4.2 Health

Pratique granted by email:

Taranaki Health Care (New Plymouth): port.health@tdhb.org.nz

- Telephone: +64 6 753 7798.

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

2.4.3 Customs and Immigration

Telephone: +64 6 968 6101 Fax: +64 6 968 6109

All vessels arriving at New Plymouth from, and/or departing to a foreign port will be attended by NZ Customs Officers for clearance and immigration/emigration formalities.

Please note: Advanced Notice of Arrival (NZCS 344) should also be sent to Port Health at port.health@tdhb.org.nz

All required documentation must be completed and presented to the attending Customs Officer/s:

Other New Zealand authorities will require additional information. If the information required above is not applicable to the craft, a nil form will still need to be completed.

Vessels departing New Zealand are required to have completed an Advanced Notice of Departure (Form C2) and Certificate of Clearance at least 4 hours prior to the intended departure time of the vessel.

All the forms quoted above can be found, along with further information, on the Customs Service website www.customs.govt.nz

2.4.4 Standard Messages

Vessels will be passed information by VHF prior to arrival by New Plymouth Harbour Radio. This is a standard message consisting of:

- Pilot boarding times, the arrangement of pilot ladder, berthing details, other ship movements, vessels at anchor, together with anchoring advice.

2.5 Flags

Standard flag etiquette used.

2.5.1 Regulations and General Notices

General notices appertaining to items 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.

2.5.2 Ministry for Primary Industries

Masters of all vessels are required to notify MPI, a minimum of *48 hours* before their ETA.

MPI Quarantine Inspectors attend vessels checking stores, plants or animals, garbage, ballast water, cargo, and crew leaving the vessel. They will also inform Masters of notices regarding local requirements relating to any of the above.

MPI Border Clearance Services, New Plymouth.

Telephone: +64 6 968 6116 Fax: + 64 6 759 1671

If dunnage or pallets are to be landed an Inspector will attend to check for bark and insects.

2.5.2.1 Asian Gypsy Moth (AGM)

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

For vessels arriving from Russian far east ports with no Certificate of Freedom from AGM, the ship will be boarded *4 miles* off coast.

For vessels arriving from Russian far east ports with a Certificate of Freedom from AGM, or ports in China, Korea or Japan, the ship will be inspected in daylight hours. Depending on possible risk, a vessel may only be permitted to enter the port in daylight hours. MPI will communicate this requirement, via the ship's agent, prior to arrival.

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

Ministry of Primary Industry (MPI) requirements can be found on the MPI website:

<https://www.mpi.govt.nz/importing/border-clearance/vessels/>

and within the Craft Risk Management Standards (2017) on the Biosecurity New Zealand website:

<https://www.biosecurity.govt.nz/importing/border-clearance/vessels/arrival-process-steps/hitchhiker-pests/>

2.6 Recreational Crafts

2.6.1 Yachts

Port Taranaki is NOT approved by MPI for Yacht arrivals. Please refer to the MPI website for more information.

www.biosecurity.govt.nz/importing/border-clearance/vessels/arrival-process-steps/yachts-and-other-recreational-vessels/

2.6.2 Pleasure Crafts

There are limited recreational swing moorings available at Port Taranaki. Any enquiries regarding recreational moorings for rent or lease are to be submitted to swingmoorings@porttaranaki.co.nz.

2.7 Maritime New Zealand (MNZ)

Vessels entering Port Taranaki may be inspected through the Port State Control system if their risk profile has them falling within the window requiring inspection, as per the Tokyo MOU New Inspection Regime (or by decision of Maritime New Zealand).

Follow up inspections may be requested to Maritime New Zealand so as to close off any open deficiencies. This inspection is at the expense of the vessel.

Maritime New Zealand is the designated agency to perform functions and exercise powers related to the Health and Safety at Work Act 2015, for the maritime sector.

Vessels in New Zealand are required to report any accident, incident or serious harm injury (legally defined as a "mishap") to Maritime New Zealand as soon as practicable following the event.

Maritime New Zealand: New Plymouth Office

Name: David Vincente

Email: david.vincente@maritimenz.govt.nz

Mobile: +64 27 563 0960

DDI: +64 6 751 3131

Maritime New Zealand: Wellington Office

Telephone: 0508 22 55 22 - **toll-free** within New Zealand

Telephone: +64 4 473 0111 - call from outside of New Zealand

Fax: +64 4 494 1263

Email: enquiries@maritimenz.govt.nz

2.8 Agencies

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

<i>Phoenix Shipping Agencies Ltd</i>		151 St Aubyn Street, PO Box 225, New Plymouth	
+64 6 757 2797	+64 6 757 2798	phoenix@phoenix-shipping.co.nz	
Contact: Mr B. Preston			
<i>Cape Shipping Services Ltd</i>		30 Centennial Drive, New Plymouth	
+64 6 751 4395	+64 6 751 4392	+64 27 442 7988	murray@capeshipping.com
Contact: Mr M. Dixon			
<i>Hookers Shipping</i>		24-30 Paraitē Road, Bell Block, New Plymouth	
+64 6 755 9458	+64 27 686 5776	brian.jacobs@hookers.co.nz	
Contact: Mr B. Jacobs			

3.0 NAVIGATION

3.1 Harbour and Pilotage Limits

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

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

The Statutory Authority for Safety and Navigation over the waters of Port Taranaki is the Taranaki Regional Council as prescribed under the Maritime Transport Act 1994, through its harbourmaster or his deputies.

Port Taranaki Ltd Pilots are licensed by the New Zealand Maritime Safety Authority (MNZ). Pilotage Exemption Certificates are issued to Masters or First Mates by MNZ after having been examined by, and having met the requirements of the Taranaki Regional Council Harbourmaster.

Port Taranaki Limited is the operating company for Port Taranaki.

Port Taranaki Limited provides, and is responsible for, the maintenance of all navigation aids and provides communications and traffic control/advice through New Plymouth Harbour Radio which keeps continuous watch on V.H.F. Ch. 61, 16 & 12.

3.2 Sea Buoys, Fairways and Channels

The Port has 2 wave measuring buoys

There is one wave rider buoy in location 39 02.5S 174 03.2E.

WaveRider Buoy



There is one AXYS Buoy in location 39 02.22S 174 01.95E

AXYS Buoy





Leading lights mark the entrance to the harbour. See section 3.12.1. Pilots board 3.0nm north of the Main Breakwater.

The Harbour is man-made and regularly sounded and dredged. The latest soundings may be requested from the Duty Pilot or downloaded from the Port Taranaki Website under 'Soundings' or on the following linked page: [Soundings](#).

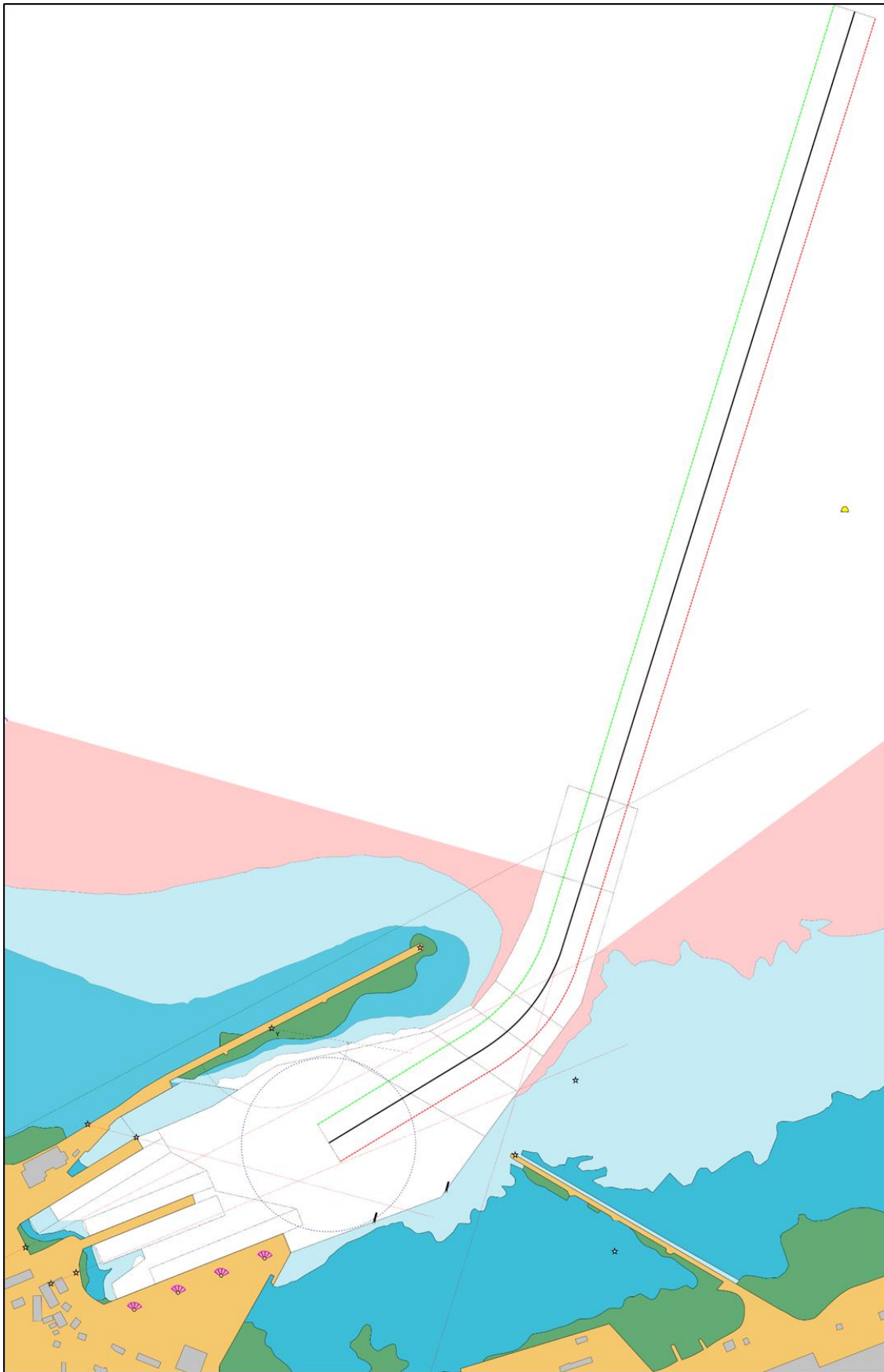
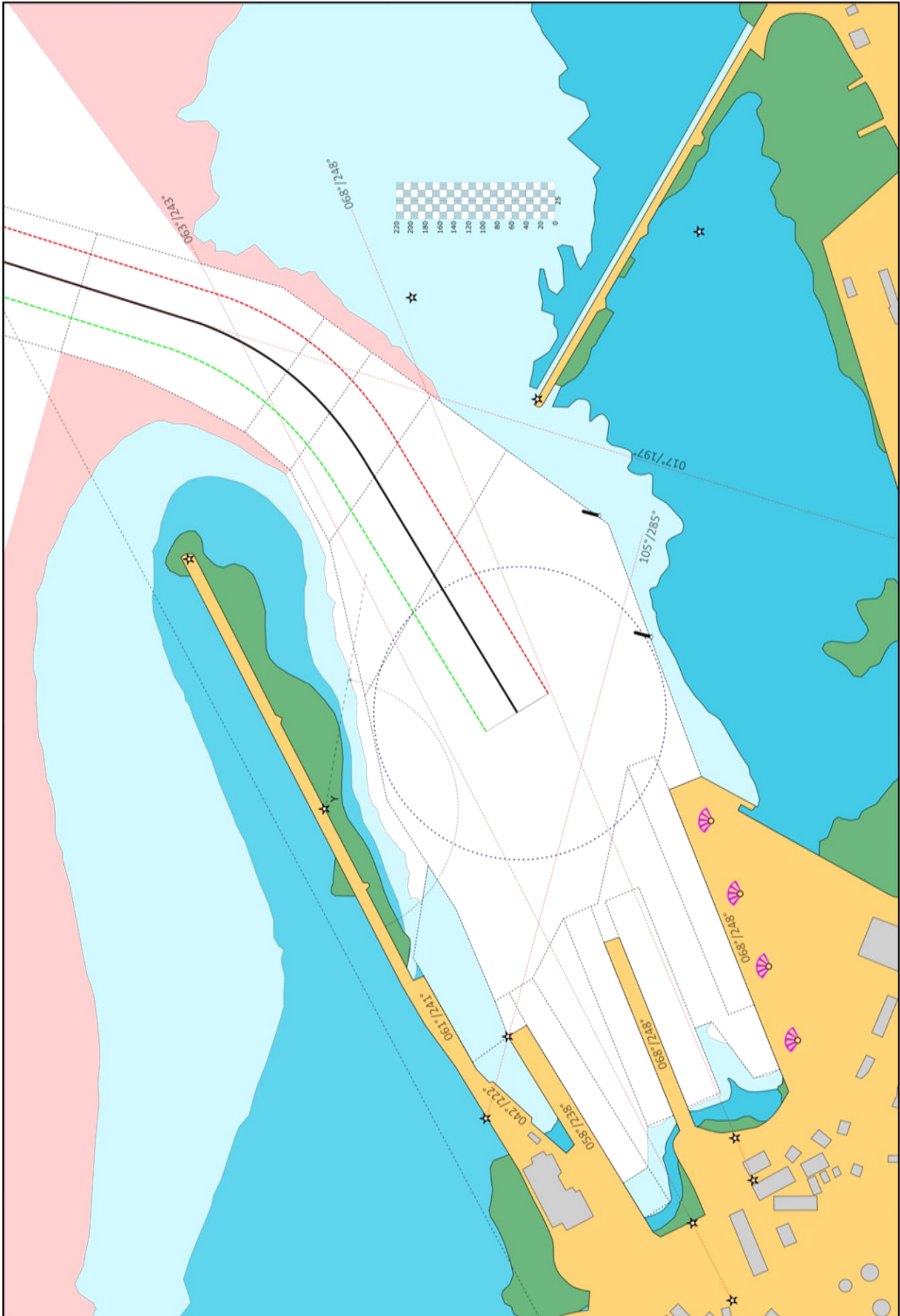


Figure 3: Passage plan



3.3 Pilotage

Pilotage is compulsory for all vessels in excess of 500 GRT. The pilot service is available on a 24 hour per 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 on a pilotage exempt vessel or the vessel is experiencing any machinery or similar issues which may not permit the vessel to be navigated as under normal circumstances.

Pilots board approximately 3.0nm off port. The pilot ladder is required to be rigged as directed by the New Plymouth Harbour Radio or the Pilot vessel. Drafts to be consistent with the safe handling of the vessel, with propeller immersion and a maximum of 4m trim.

Note: These waypoints should be entered into vessel’s ECDIS prior to arrival.

Waypoint List		
Join Leads	39° 02.0000’S	174° 03.1690’E
Point Alpha	39° 02.4368’S	174° 02.9944’E
Wheel Over Position	39° 02.9105’S	174° 02.8051’E
Wave Tower Turn Radius 0.3’	39° 23.1598’S	174° 02.7158’E
Harbour Centre	39° 03.2810’S	174° 02.8810’E

Masters of all vessels are required to partake in an Information Exchange with the Pilot as part of the passage plan, in line with the best practices of Bridge Resource Management principles. This exchange must take place before pilotage commences and on completion the Master is required to sign the **Pilot/Master Information Exchange Form**.

3.4 Outbound Vessels

Noting that sea conditions create significant increased hazard to disembarking pilots when clear of the protection afforded by the Sugarloaf Islands, pilots may, in compliance with Rule 90.23 (b) (i) and (ii) elect to disembark after the vessel passes to seaward of the line of the Main Breakwater, providing that in the opinion of the pilot, the movement of the ship within the pilotage area can be completed safely, with the pilot’s advice.

All vessels with a maximum draft of 9.0m or greater shall be allocated two (2) tugs for departure. Both tugs are to escort the vessel until at least such a time as the vessel has cleared the entrance and has settled on its outbound course with good steerage. As always, a Pilot may at his /her discretion, request two (2) tugs be allocated to any vessel movement where he / she considers it necessary.

3.5 Pilot Transfer Arrangements Onboard Partially or Fully Loaded Log Carriers

SOLAS Chapter V Regulation 23 sets out the requirements a ship has to meet in order to ensure that the pilot transfer arrangements are as safe as practically possible. No pilot will board or disembark from a vessel whose pilot transfer arrangements do not conform with the above regulation.

It is realised that on occasions when the vessel has deck cargo the pilot or mooring staff may have to traverse this. If this is so the vessel must comply with the Code of Safe Practice for Ships Carrying Timber, in that there should be a designated stable walkway across the deck cargo which has rails each side and give the same protection as the ship side rails i.e. be at least 1 metre high and of solid construction.

3.6 Anchorages

Vessels are not to anchor inside harbour limits, or within 1nm of land, except in case of emergency OR if permission is granted by the Duty Pilot. Anchorage is not recommended in Northerly weather conditions.

3.6.1 Anchorage in the North Taranaki Bight

Limited anchorage may be found in the North Taranaki Bight in the area east of 174°04.00E not less than two and a half nautical miles (2 ½ nm) from the nearest land.

Masters are advised to be exercise caution when anchored with due regard to weather conditions and poor holding ground. Relevant chart **NZ4432 Taranaki Roads** advises that: "Extreme caution is advised when anchoring in all areas bound by Chart NZ4432 due to the poor nature of the holding ground throughout the area".

Wind Limitations: Masters are strongly cautioned against a wind from the northerly quarter as it will present lee shore conditions for anchored ships.

Ships anchored in the area are **strongly advised to be prepared to get underway** in strong breeze weather conditions – Beaufort Scale 6: (22 – 27 knots wind speed).

Ships are **strongly advised to get underway** in near gale weather conditions – Beaufort Scale 7:(28-33 knots wind speed).

New Plymouth Harbour Radio will provide warnings of these conditions on VHF channel 12. Warnings will be based on weather forecast information provided by MetOcean Forecast Services offshore operations forecast.

Effluent Disposal at Anchor: The New Zealand Resource Management (Marine Pollution) Regulations 1998 apply to ships anchored in the area.

Works on Ships' Machinery while at Anchor: Only essential work on ships' machinery, including propulsion plant, generators and steering gear should be

undertaken while at anchor. Intention to conduct work on any machinery which involves immobilising the ship should be advised to New Plymouth Harbour Radio before the work is commenced.

Slipped Anchor: In an emergency only, where there is a requirement to slip an anchor, the position of the anchor on the seabed is to be reported immediately to New Plymouth Harbour Radio, thereafter in writing as an incident report to Maritime New Zealand.

Fire, Flood or Medical Emergency: These should be advised using recognised 'Pan Pan' and 'Mayday' procedures, as appropriate.

3.7 Guidance to vessels manoeuvring offshore awaiting pilotage

There will be occasions when pilotage is suspended due to adverse weather conditions and this same weather may preclude safe anchoring. All potential anchoring positions of Port Taranaki are exposed and can experience severe sea conditions. If this is the case then the Master should make an early decision not to anchor, and to proceed seaward until pilotage is available.

Forecasts of winds over 25 knots shall prompt the Master to consider taking action under this guideline, particularly during on shore winds. When pilotage is not available, Masters shall consider the following when deciding if to anchor or stay at anchor:

- Present and forecast weather conditions;
- The freeboard and safety of crew attending anchor stations or working on decks.
- Condition of windlass, known holding capability of the ship's anchors, and ship's handling characteristics; and
- The mechanical state of the vessel, including ships engines, windlass reliability and speed, and any known defects or inefficient operating parameters of the vessel.

An early decision should be made to either proceed back to sea as soon as the vessel is advised a berth is not available, or to pick up anchor before conditions deteriorate and proceed to sea.

The vessel will be advised in good time when pilotage will be available, so there is no necessity to stay close to the harbour entrance in case they lose a priority.

In adverse weather, ships should stay a safe distance from the coast until advice is received to proceed to the pilot station.

Options the Master may consider are to leave the area and head towards a safe shelter or anchorage, perhaps at the top of the South Island or to proceed further out to sea.

3.8 Arrived Vessels

A Vessel is deemed to have arrived in New Plymouth if in a position 5 Nautical Miles North of the Pilot Boarding Area and has contacted New Plymouth Harbour Radio on VHF Channel 12.

3.9 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		

3.10 Long Period Waves (InfraGravity Waves)

Due to its geographical location and its exposure to the Tasman Sea, Port Taranaki experiences Long Period Waves (also called infra-gravity waves).

These waves can't be seen but even at very small amplitudes (5-10 cm), can still energise a moored ship and cause excessive movement and surging against the mooring lines.

Given the prevalence of surge conditions and the high tidal range, Ship's Masters are to ensure that Moorings are tended to regularly. The port will provide ShoreTension system where required, however, these shore moorings are supplementary to vessel's moorings. Vessel's crew are not to touch or adjust the ShoreTension moorings.

During elevated Long Period InfraGravity wave conditions, the port will issue weather warnings and be sent to Vessel's agents via email.

3.11 Dock Density

Normal Dock Water Density is 1.025 to 1.026 relative density.

3.12 Weather

In summer (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 New Plymouth Harbour Radio. Poor visibility is rare.

3.12.1 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.

3.13 VHF

Port uses the following Marine VHF channels:

- VHF Ch16: used for distress and calling only;
- VHF Ch61: used for long range ship / shore communications ETA's etc;
- VHF Ch12: Port Taranaki working channel; and
- VHF Ch9: Alternative channel for Pilotage.

3.14 Navigation

Reference should be made to Admiralty Sailing Directions NP51 for information regarding Port Taranaki. For exact and accurate characteristics and position details of navigational aids, the current New Zealand Nautical Almanac/Admiralty list of lights should be consulted together with the New Zealand Notices to Mariners. Buoyage system in the area is IALA System A.

3.14.1 Useful Navigational Information

It is worth noting that the line joining the Lee Breakwater light and the front lead on Moturoa Beach provides a convenient clearing mark for the 7m shallow patches NNE of the wave tower.

The two spar buoys between the end of the Lee Breakwater and the end of Blyde Wharf mark the edge of the shallower water to shoreward.

The sand bank around the end of the Main Breakwater extends up to 150 metres from the Breakwater light. Vessels should not, therefore, approach closer than 200 meters from the light.

The Moturoa Basin transits provide a clearance line marking the edge of the deep-water channel. Inward bound vessels are recommended to approach the port along the line of the Main Leads on Ngamotu beach until the Moturoa transits are in line or open to seaward before commencing the turn to starboard to enter the port entrance.

All vessels, when approaching Blyde Wharf or Moturoa Wharf, should maintain as much distance as is safe and practicable from the Newton King Tanker Terminal. As a general rule, vessels should not pass closer than half the basin width to the terminal.

Vessels approaching Moturoa 1 berth should be aware of the soundings of the approaches to the berth. A shoal area extends from the base of Newton King Tanker Terminal to nearly half way across the basin.

Vessels approaching the Main Breakwater berths should do so at a reasonable angle to avoid the sand bank along the main breakwater which commences approximately at the end of the wave wall along the main breakwater.

Vessels approaching the Breakwater berth and wishing to lay an anchor should be aware that the tugs berthed on Moturoa 3 berth also lay anchors which may extend into the entrance to the basin or up to half way across the basin.

It is worth noting that due to their construction, the Breakwater transit lights are visible only from the middle of the harbour.

3.14.2 Navigational Aids

Mikotahi Light	
Fl (2) W 5s 10M	Situated on a small hillock at the base of the Main Breakwater.
Mid Harbour Mark	
Fl Y 5s 1M	Situated on a white pole midway along the Main Breakwater.
Main Breakwater Light	
Fl G 2s 10M	Situated on a green steel pole at the end of the Main Breakwater.
Lee Breakwater Light	
Q(4) R 6s 5M	Situated on a red 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: <ul style="list-style-type: none"> • Marks the edge of the shallow areas to shoreward; and • 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 with a vertical white stripe. These leads are to be used on the approaches to the port entrance and as a departing line for vessels leaving the port.
VQ R 12M	High intensity red lead lights are turned on by request to New Plymouth Harbour Radio.

Blyde Transits	
VQ G 3M	<p>Bearing 247° 31' from seaward.</p> <p>The front lead is a metal pole, the rear lead is situated on a building.</p> <p>Both have triangles painted with 'Hi-Glow' orange.</p> <p>These leads are used as a clearing mark for passing the Lee breakwater</p>
Moturoa Transits	
VQ 4M	<p>Bearing 242° 47' from seaward.</p> <p>The front lead is an orange triangle on the pipe bridge. The rear lead is an orange painted light pole.</p> <p><u>These leads have the following functions:</u></p> <p>The line of the leads marks the northern edge of the 'Deep Water Channel'</p> <p>As a clearing line for the sandbank on the end of the main breakwater; and</p> <p>As a turning mark for vessels entering the harbour.</p>
Breakwater Transits (Turning Leads)	
VQ R 3M	<p>Bearing 285° 06' from seaward</p> <p>Both leads are metal poles.</p> <p>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.</p>

3.15 Berth and Breakwater Headings

The bearings quoted below are approximate only.

Blyde Wharf	068 / 248
Newton King Wharf	068 / 248
Moturoa Wharf	058 / 238
Lee Breakwater	120 / 300
Main Breakwater	061 / 41

3.16 Distances

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

	Metres
Between Breakwater Heads	525
Between Blyde Wharf and Newton King Wharf	135
Between Newton King Wharf and Moturoa Wharf (Outer end)	145
Between Newton King Wharf and Moturoa Wharf (Inner end)	95
Between Moturoa Wharf and Breakwater	55
Length of Blyde Wharf	*437
Length of Blyde berthing pocket (alongside)	415
Length of Newton King Wharf	292
Length of Moturoa Wharf	*320
Between Blyde Wharf and Lee Breakwater	560
Between end of Lee Breakwater and Wave Tower	220
Between Wave Tower and end Main Breakwater	465

*Refer section 1.3

3.16.1 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 0.5nm 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.

3.17 Charts and Publications

Chart	NZ 4432	Hydrographer RNZN
Pilot Book	NP51	UK Hydrographic Office
Tide Tables	Admiralty Tide Tables Vol. 3	UK Hydrographic Office
Lights	Admiralty List of Lights Vol. K	UK Hydrographic Office
Chart Agency	Phoenix Shipping Agencies Ltd (ref: 2.10 Agencies).	

3.18 Vessel Traffic Management

There is no traffic scheme in operation but movements of vessels, within port limits, are controlled by New Plymouth Harbour Radio.

Tankers are recommended to maintain 5.0nm off the coast unless approaching the port or anchorage.

3.19 Restrictions

- Night berthing operations may be restricted when mean wind conditions exceed 25 knots and require the vessels radar and speed measuring devices to be operational.
- Vessels in excess of 9.5m are tide dependant.
- Vessels in excess of 10.0m are required to use the DUKC system for which a charge is levied.

3.20 Tugs

Three tugs are available.

Name	Bollard Pull	Lines	Fire capabilities	Foam
KINAKI	62 tonnes	Tugs line	1 x 23000 ltrs/min	Pending
TUAKANA	40 tonnes	Tugs line	2 x 11000 ltrs/min	Yes
RUPE	30 tonnes	Tugs line	2 x 11000 ltrs/min	Yes

- All are tractor tugs, the Tuakana being a Voith Schneider, Kinaki and Rupe being Azimuth Thruster tugs.
- The number of tugs required depends on vessel manoeuvrability and weather conditions, including surge.

3.21 Coastguard

The Police co-ordinate Search and Rescue (S.A.R.) for the local area

- Telephone +64 6 757 5449

For wider search areas the Rescue Coordination Centre (RCCNZ) of Maritime New Zealand, Wellington co-ordinates.

- Telephone 0508 472 269 (toll free) within New Zealand
- Telephone +64 4 577 8030 if calling from outside New Zealand

3.22 Berthing and Unberthing

Generally, with the exception of Blyde 2 berth, ships are turned and berthed head to sea unless prior arrangements are made. Due to possible surge movement in the harbour, Port Taranaki supplies ShoreTension® when deemed appropriate. This is deployed to supplement ship's lines by reducing loads on the mooring lines:

- Port Taranaki personnel are monitoring the settings on the ShoreTension® units;
- Ship's crew must not adjust ShoreTension® lines;
- Smaller vessels & OSV's are not moored using ShoreTension® lines;
- Ships are to report any mooring rope breakage to New Plymouth Harbour Radio on VHF Ch12; and
- Should assistance or advice be required regarding moorings, call New Plymouth Harbour Radio on VHF Ch12 who will notify relevant parties.

4.0 PILOTAGE AND PORT INFORMATION FOR PEC MASTERS

4.1 Pilotage Exemption Certificates (PEC)

PEC's are issued by Maritime New Zealand (MNZ) under the Maritime Transport Amendment Act 2013, Rule 90. The maximum size of vessel that does not require a pilot in Port Taranaki is 500 gross tonnes. No oil tankers or gas tankers may be exempt from the requirement to carry a fully licensed pilot.

A PEC may only be used by Masters of vessels for which they are certificated by MNZ. Mates may also be examined for a PEC but are only permitted to exercise the privileges if the Master also holds a current PEC.

The Harbourmaster is the Maritime New Zealand approved examiner for PEC applicants for Port Taranaki. When an applicant has passed the PEC examination, they must apply to MNZ for the issue of the PEC. The Harbourmaster does not issue PEC's.

4.2 Where Pilotage Exemption Certificates are Invalid

Pilotage Exemption Certificates issued to master's are valid only providing that navigational circumstances remain normal. Should these circumstances not remain normal, then the exempt Master must inform the Duty Pilot or Harbourmaster and the manoeuvre delayed, if possible, until permission to proceed has been granted by the Pilot or Harbour Master.

Abnormal circumstances may include one or more of the following conditions:

- Any defect in the navigational equipment including machinery failure of engines, steering or thrusters;
- A vessel that normally does not require a tug requesting the services of a tug due to equipment failure or stress of weather or other circumstance that cannot be described as normal; or

In any of the above, the Pilotage Exemption Certificate becomes invalid, the Harbour Master must be informed and a pilot is required to attend before the manoeuvre should continue.

If, for some reason, the exempt Master cannot delay the manoeuvre, then the Master should consider his options, particularly in severe sea conditions when it may be prudent to heave to or anchor if possible, with or without the use of a tug.

In severe weather conditions, a tug can be used on a line, or to push, but should not normally be lashed up alongside small vessels due to possibility of damage or line failure.

In all cases, New Plymouth Harbour Radio/Communication Centre must call the Duty Pilot and inform him of the situation.

Notwithstanding anything else herein contained the Harbourmaster may at his/her sole discretion for reasons of safety or in the interest of all shipping, order that a

Pilot be employed on a vessel, on which the Master/Mate holds a valid Pilotage Exemption Certificate.

4.3 Reporting and Navigation Incidents

Reports of any navigation incident should be made to the Harbourmaster as soon as practicable after the incident occurs through New Plymouth Harbour Radio and should be followed up in writing within 24 hours.

Reporting of damage to wharves, vessels or other equipment should be made to the Operations Manager of Port Taranaki Ltd or his deputy as soon as practicable after the damage occurs and should be followed up in writing within 24 hours.

4.4 Movement of Pilotage Exempt Vessels

In addition to the above sections, Pilotage Exempt vessels must request and obtain clearance from New Plymouth Harbour Radio before that vessel may approach the Harbour entrance.

The Pilotage Exempt Vessel must pass the following information to **New Plymouth Harbour Radio** prior to entering or departing the Harbour.

- Name of Master;
- Name of PEC holder;
- PEC number;
- A statement from the Master to confirm the PEC is current; and
- Any vessel defects

If the Pilotage Exempt vessel is NOT given clearance to enter, then that vessel should either anchor in the recommended anchorage or keep outside harbour limits until such time as clearance is obtained.

Pilotage exempt vessels on departure may not leave their berth for any reason unless clearance has been obtained from New Plymouth Harbour Radio.

No movement within Harbour Limits is permitted unless permission has been sought and obtained from New Plymouth Harbour Radio.

Nothing in these rules shall prevent the Master of a Pilotage Exempt Vessel from securing his vessel from imminent danger if the circumstances of the case should warrant departure from these rules and recommendations without prior clearance from New Plymouth Harbour Radio.

4.5 Ordering Procedures – Mooring Staff

While it is understood that mooring operations at the Port of Taranaki are undertaken on a 24/7 basis, it is important that those mooring staff on duty are utilised efficiently in order to minimise potential fatigue issues. To achieve this, Masters are requested to follow these guidelines as far as practicable when ordering mooring staff:

- Mooring staff should be ordered through New Plymouth Harbour Radio not less than 45 minutes before commencing berthing/unberthing operations both by day and by night.
- Incoming vessels requiring special mooring arrangements should inform New Plymouth Harbour Radio of this when giving first ETA.

It is understood that the nature of offshore support operations is such that last minute changes in requirements sometimes makes the above difficult to achieve at times.

4.6 Communications with mooring staff

Mooring staff communicate on VHF channel 9 and Masters must use this frequency on every mooring operation whether departing or arriving for both reasons of efficiency and that of safety.

Depending on the mooring arrangement at the time, different procedures are required to be followed by both the vessel and the mooring staff depending on such factors as:

- The numbers and types of ship's lines used;
- The particular berth;
- Weather and sea conditions;
- Day or night operations; or
- Wharf obstructions (stores, cargo, rubbish etc)

Mooring staff are specialists in their field and their instructions and guidance should be adhered to unless other operational factors over ride this requirement.

4.7 Mooring Lines and Equipment

All vessels must adhere to the International Mooring Equipment Guidelines; they are particularly relevant at this port.

4.8 Wharf Deck

Clear and unobstructed access to wharf deck bollards is an absolute requirement before any mooring operations can take place. If such obstructions do exist, then delays are likely. While wharf deck access may not necessarily be the direct responsibility of the Master, the Master is encouraged to pass on any concerns to the stevedores etc in good time before the mooring operation is scheduled to take place to eliminate the possibility of delay while access is being cleared.

4.9 Fenders

The dock side fender systems are plastic faced steel panels which are extremely susceptible to damage when in contact with projections from the vessel's sides.

Vessels causing such damage may be held responsible for charges incurred repairing such damage. Whenever possible, lugs, projecting scuttles etc. and other framework should be removed prior to coming alongside. If this cannot be done, then every endeavour should be made to ensure that the vessel is placed such that any projections are situated between shore fenders.

It is also important to ensure that no overhanging structures or objects such as tyres, rubbing strakes etc. create vertical forces or impacts on the shore fenders resulting from changes in vessel draught or tidal changes.

4.10 Newton King Tanker Terminal (NKTT)

The existence of the tanker terminal, and its inherent dangers, must be taken into account in planning manoeuvres and determine whether they can be accomplished in safety.

PEC Master's should liaise with the NKTT Duty Superintendent (call-sign is "Harbour Base") on Channel 12 before any movement adjacent to a tanker loading or discharging.

Vessel manoeuvring in the proximity of tankers moored at Newton King Tanker Terminal should not impinge on the safety zone around them of 50 metres. If for some reason beyond the control of the master or pilot, the zone is going to be entered, then New Plymouth Harbour Radio should be advised immediately in order for cargo transfer operations to be shut down to reduce the possibility of ignition.

4.11 Night Berthing

Night berthing, as with all vessel movements, will be undertaken entirely at the discretion of the Pilot or Pilotage Exempt Master in charge of the operation, unless it is postponed or cancelled on the direction of the Harbourmaster.

Criteria

Night berthing should NOT proceed under the following conditions:

- If the mean wind speed exceeds 25 knots;
- If navigation aids required for safe berthing are not operational;
- If surge conditions are unsuitable, risking injury to personnel or damage to the vessel or wharf;
- If the vessel is not fitted with an operational radar;
- If the vessel is not fitted with an operational speed measuring device; or
- If the visibility is less than 0.5nm

If there are any doubts whatsoever as to whether the prevailing conditions are suitable for berthing, the Duty Pilot or Harbourmaster should be contacted.

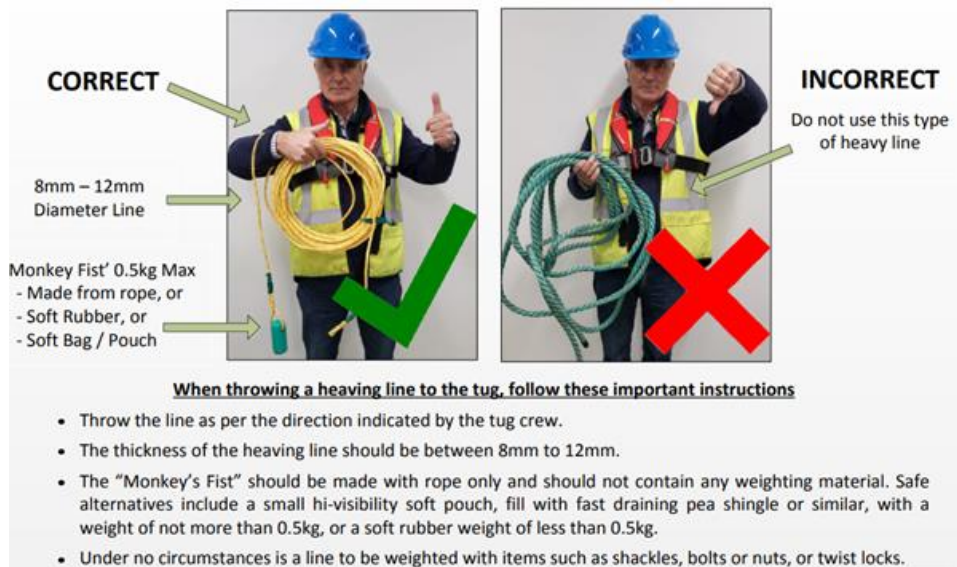
Wind speed and direction are available through the New Plymouth Harbour Radio on VHF Channel 12.

4.12 Pilot/Tug Interchange

The following forms the basis of the Pilot/Tug interchange but is by no means the definitive list. Pre planning a manoeuvre where possible is definitely encouraged.

4.12.1 Connecting Tugs

It has been observed that Ship's crew tend to use messenger lines (thickness in excess of 12mm). The thickness of the heaving line should be between 8mm – 12mm. The "Monkey's Fist" should be made with rope only and should not contain any weighting material.



The practice of adding additional weight to the end of heaving lines (i.e. with nuts bolts or other heavy material/objects) exposes mooring gangs and tug crews to personal injury. Therefore, vessel Masters and users of heaving lines are to ensure they are fit for purpose (polypropylene) and not fitted with additional weight. Personnel using heaving lines should shout a warning to take cover and throw the heaving line to a clear area away from personnel at the receiving end.

The Tugs have long messenger lines on the main hawser to support a safe operation.



5.0 SMOKE FROM SHIP'S FUNNEL

Black Smoke from Ship's Funnel

Port Taranaki would like to remind ship masters and owners of vessels to take all necessary measures to prevent their vessels from emitting excessive soot, ash, or dark smoke from engine exhaust and/or ancillary shipboard machineries throughout the duration of vessel stay in port.

Port Taranaki takes a serious view of vessels emitting excessive smoke as it can adversely affect the air quality in the atmosphere and will take stern action against offenders.

No person may cause smoke, soot, ash or grit to be emitted from a vessel in such quantity or density as may, in the opinion of the Port, be a nuisance."

Failure to comply with the above may lead to strict action.

Definition of Dark Smoke and Prohibition on Emission of Dark Smoke

1. Smoke includes soot, ash, grit and gritty particles emitted in smoke or steam.
2. Dark smoke is defined as smoke which is "dark as or darker than shade 2 on the Ringelmann chart". (The Ringelmann chart has 5 shades ranging from 0 (clear) to 5 (black). The darker the smoke, the more polluting it is).
3. Emit dark smoke for 3 minutes or more continuously at any one time

Ships Masters to Ensure

Perform regular and proper maintenance of components such as fuel oil heaters, fuel injectors, scavenge air coolers and turbochargers.

Ensure that generators are running at optimal load at all times.

Control the air-fuel mixture ratio to maintain optimum combustion in the furnaces of boilers and inert gas generators.

Make sure that crews are vigilant and conduct frequent checks of funnel emissions.

Typical Causes of Dark Smoke Emission and Guidelines for Prevention

For ships that are enroute, i.e. with the main engine running, there should be no reason for dark smoke to be emitted from the main engine funnel

if the main engine's fuel, scavenge air and exhaust gas systems and equipment are maintained in good working condition.

Regular and proper maintenance of components such as fuel oil heaters, fuel injectors, scavenge air coolers and turbochargers, including frequent

washing of exhaust gas economizers (where applicable) go a long way to help reduce the likelihood of dark smoke or excess soot emission from the main engine funnel.

Reducing the amount of carbon deposit in the exhaust stream will also help in reducing the amount of dark smoke or soot emission during the initial "kick" when the engine is started.

For ships that are at anchorage or at berth, emission of dark smoke can be narrowed down principally to three types of machinery systems, namely generator engines, boilers or inert gas generators.

For generator engines, possible causes of dark smoke emission are similar to those mentioned earlier for main engine, i.e. it is important that the engine's fuel, scavenge air

and exhaust gas systems and equipment are maintained in good working condition. Additionally, it is also helpful to ensure that generators are running at optimal load and are not running under excessively low load or over-loaded conditions.

For boilers and inert gas generators, control of the correct air-fuel mixture ratio is important to ensure optimum combustion in the furnace to avoid excessive unburnt fuel, carbon deposits and dark smoke emissions. Regular and proper maintenance of the fuel and air systems and components are essential to ensure proper combustion and reduce likelihood of dark smoke emission. Boiler control settings such as purge timings should be set in accordance with manufacturer's recommendation for safety reason and also optimum duration of the purging sequence.

Aside from good maintenance of the ship's machinery and systems, ship's crew should also be vigilant and conduct a frequent check on the funnel emission.

The funnel of a ship integrates all the exhaust trunking running from main engine, generator engines and boiler inside one enclosure.

If dark smoke is seen being emitted for prolonged durations from the funnel, the crew should immediately go to the bridge deck and check from which

particular exhaust trunk the dark smoke is spewing and change over or stop the defective machinery if possible, before carrying out troubleshooting measures.

Pollution of the air from emission of dark smoke from ships is a serious concern. With due care and diligence, emission of dark smoke from ships can be minimized and prevented as elaborated in the preceding paragraphs.

6.0 BERTHS AND CARGO

6.1 Berths

6.1.1 General Cargo / Dry Bulk Berths

Moturoa Wharf:	Length of wharf	320.0m
	Length of berthing pocket alongside	302.0m
	Width of apron	30.0m
	Depth on outer berth - 233m* long	13.5m
	Depth on inner berth - 69m long	8.5m

*Note: this depth extends 50m past end of wharf i.e. total pocket length is 283m
Moturoa Wharf is the port's principal berth for the discharge of general dry bulk cargoes.

6.1.2 General Cargo Berths

Blyde Wharf:	Length	437.0m
	Width of apron	19.0m
	Width incl. open storage	82.0m
	Depth	11.5m (B1) 13.5m (B2)

Total quay length 415m, of which 313m has a depth alongside of 13.5m, this depth extends for 50m past the end of the berth i.e. total pocket of 363m (The remaining 102m has a depth of 11.5m). Vessels up to 290m LOA/32m beam may berth. Vessels operating under DUKC may load to 12.5m.

Blyde Wharf is ideally suited to the handling of all types of cargo including 4 hectares of wharf side log storage and is serviced by rail.

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

Gear-less vessels regularly use these berths.

6.1.3 Offshore Services Berth

Blyde 3 Wharf: Length 78.0m Depth 7.5m

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

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

Specific information and regulations related to Tanker Operations is found in PRO-0071 NKTT Guidelines on the PTL website.

<https://www.porttaranaki.co.nz/facilities/newton-king-tanker-terminal>

6.2 Height of wharf decks above MHWS:

Breakwater:	2.3 m
Moturoa:	2.3 m
Newton King:	2.3 m
Blyde:	2.2 m

6.3 Facilities

6.3.1 Equipment for Gear-less Ships

2 x Liebherr LMH400 Mobile Harbour Cranes with the following capabilities:

- On spreader for container handling plus twin lifting spreaders
 - 34.9 tonnes at 48 metres
- Crane #1 on hook;
 - Max load is 100 tonnes (under a 4-tonne bull nose hook) at a radius of 22m
- Crane #2 on hook;
 - Max load is 70 tonnes at radius of 10-28m
 - Min load is up to 33.71 tonnes at radius of 48m

1 x Fantuzzi RS45kc Reachstacker with telescopic spreaders:

- Max lift 45mt. stack 5 high.

1 x Hyster RS45-31CH Reachstacker with telescopic spreaders:

- Max lift 45mt. stack 5 high.

6.3.2 Equipment available for Bulk Cargo Ships:

- 4 Hoppers of 29.3m³
- 2 Environmental Hoppers of 50m³

Bulldozers and other specialist equipment are arranged via the Stevedores.

6.4 Storage and Cargo

6.4.1 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
LPG	1,000mt	0.5320	20
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.
Bitumen	14,350mt	1.036	Ambient. When processing it is heated to 180°C

Loading Arm Information

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

The LPG arm 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.

6.5 Barges

There are no barge facilities for lightening operations.

6.6 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 14,000 and 8,000 tonnes respectively.

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

This is arranged through the ship's agent.

6.6.1 Security Guards on Board

It is the master's responsibility for the security of the vessel at all times.

Watchmen are available but are not compulsory.

6.6.2 Port Emergency Alarm

This is a wailing siren with a red flashing light on top of the cement silo at the inshore end of Newton King Tanker Terminal. Alarm is tested weekly at 1130 hours on Wednesday mornings:

Action required

- Cease work, muster crew, open contact with Harbour Radio on VHF 12 for further instructions; and
- Contact Emergency Services

Police: +64 6 759 5500	Fire: +64 6 757 3860	Ambulance: +64 6 753 6139
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6.7 Emergency on Ship

- Sound one or more blasts on the ship's whistle, each blast must not be less than 10 seconds duration supplemented by the continuous sounding of the general alarm;
- Call "*New Plymouth Harbour Radio*" on VHF Channel 12,16 or 61 and advise nature of emergency; and
- Contact Emergency Services

Police: +64 6 759 5500	Fire: +64 6 757 3860	Ambulance: +64 6 753 6139
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Further security and emergency information is contained within the Ship's Crew Handout – Security and Emergency Information 2019 on the PTL website or by following this link: [Ship's Crew handout- Security and Emergency Information](#).

6.8 Safety

- Any vessel required to carry out hot work within the Port's Operational Area must obtain a "Hot Work" Permit from the Port's Site Manager;
- Hot Work includes, but is not limited to, welding, gas cutting and grinding.
- Any vessel required to carry any underwater work within the Port's Operational Area must obtain a UnderWater Work Permit from the Port's Site Manager
- All cargo placed or landed on wharves shall be placed or landed or stored as and where directed by Port Taranaki;
- The Port User shall not place on the wharves any package of a greater weight than twenty (20) tonnes without the permission in writing and under the direction of Port Taranaki, provided that Port Taranaki may give a general authority in writing on such terms as it sees fit;
- Any non-routine operation (i.e. does not occur on a daily basis) where cargo, container or equipment is transferred using a vehicle or crane requires Port Users to contact the Site Works Office before any cargo, container or equipment is transferred using vehicle or crane; and
- No electronic flashes, battery operated cameras, radios, matches or lighters are allowed on Newton King Tanker Terminal.

6.9 Hazardous Cargoes

The Master shall inform the Port no less than 48 hours prior to arrival of any hazardous goods onboard, or goods that are to be loaded. If doubt exists as to the nature of the cargo a suitably 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.

6.10 Oil, Gas and Chemical Tankers

- Tank-washing and gas-freeing, with or without Inert Gas purging, is not permitted without prior authority from the NKTT Superintendent;
- Crude oil washing is not permitted at any time;
- When vessels are to be inerted on arrival, tanks are to be below 8% oxygen; and
- If tanks are to be inspected, the tanks are to be gas-free with *nil* hydrocarbons.

6.11 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.

6.12 General Berthing Information

- All vessels are supplied with shore phones on arrival;
- General Cargo vessel phones are for local calls only and the cost is included in the berthage charges; and
- Tankers have cell phones and are for local and NZ calls only. Their use is charged and forwarded to the ships 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 lit. 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.

The requirements for safely rigging vessel access equipment are set out in MSC. 1/ Circ.1331 and SOLAS regulation II-1/3-93.

Connecting Gangways should not be used at an angle of inclination greater than 30 degrees from the horizontal.

Ship accommodation ladders should not be used at angles greater than 55 degrees from the horizontal, unless designed and constructed for use at angles greater than these and marked as such.

Adequate lighting, lifebuoys, and a mounted safety net sufficient to prevent falls must also be provided.

Accommodation ladders and gangways shall be positioned well forward of propeller and avoid the lower part of the ladder and gangway overhanging off steep ship sides.

Rigging gangways and accommodation ladders can often be seen as secondary activities of lesser importance than core operational priorities. In a time pressured environment with competing demands, not enough time and attention is given to ensure that rigging and retrieval is done properly and is safe.

The picture below shows a poorly selected access method and an unsafe rigging accommodation ladder.



1. The ladder is rigged at more than 55 degrees from the horizontal.
2. There are more people on the ladder than the load rating of the gangway.
3. There is a high risk of a person losing their footing and causing others to fall with them.

6.13 Life boat testing

Lifeboats can be tested with prior approval from the Duty Pilot or New Plymouth Harbour Radio. For tankers, lifeboats can only be tested when no cargo operations are taking place.

7.0 GENERAL

7.1 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 the ship's agent.

7.2 Bunkers/Water/Stores

These are ordered via the PTL portal

<https://www.porttaranaki.co.nz/customer-request-forms>

Heavy Oil Bunkering is not available.

- Gas Oil/Diesel is available by road tanker at the present time depending on berth;
- Fresh water is available at all berths;
- Shore power available at Blyde and Moturoa wharf: 440V, 3 phase, 60 Amp;
- Storing is possible by road or rail:
 - For tankers, stores are by road to wharf gate and then transferred to hand truck to ship side (approximately 120 metres).
 - Storing is done by ships staff.
- Ship chandlers prefer 72 hours' notice in advance
 - All types of stores are available: frozen foods; fresh vegetables; chemicals; lube oils and general deck; catering; electrical; and engine.

New Plymouth Providores		
+64 6 751 2531 (phone)	+64 6 751 2073 (fax)	npplissanz@xtra.co.nz
Kingston Providores		
+64 6 751 0347 (phone)	+64 6 751 2528 (fax)	kingston@xtra.co.nz

7.3 Medical Facilities

Taranaki Base Hospital is situated 4km from port and can take care of medical emergencies.

7.4 Transport

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

The port is connected to national road and rail network. There are no facilities for passengers on the rail system from New Plymouth.

7.5 Repatriation

Repatriation is possible for all nationalities with no restrictions.

A number of hotels and motels are available in New Plymouth.

7.6 Consuls

No consuls are available in Taranaki. The nearest consulates are located at Auckland and Wellington.

- Shipping Agents can contact if required.

7.7 Banks

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

7.8 Holidays

New Year's 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; and Boxing Day (26th December).

Port operates 365 days of the year.

7.9 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 to arrange cargo if vessel is loading. Ships are normally charged on a contractual basis and not daily/weekly rates.

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

SSA NZ (Taranaki)	<i>Taranaki Contact: Andy Matuku</i>
Cell-phone: +64 27 741 5354	Andrew.Matuku@ssanzl.com
ISO Limited	<i>Taranaki Contact: Lance Evans</i>
Cell-phone: +64 27 495 3271	paul.campbell@iso.co.nz

7.10 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	+64 9 419 8503	+64 9 419 8504
Bureau Veritas	+64 9 216 8720	
Det Norske Veritas (DNV)	+64 9 414 5572	
Germanischer Lloyd (GL)	+64 9 573 0018	+64 9 573 0073
China Corporation Register, Bahamas MoT, Germanischer Lloyd, Korean Register, Nippon Kaiji Kyokai, Panama, Polskei Rejestr Statkow, Registro Italiano Navale.	+64 9 478 1238	+64 9 478 1239
Cargo Surveyors		
NZ Offshore Services Ltd	+64 6 751 4395	+64 6 751 4392
SGS (NZ) Redwood Ltd	+64 6 751 2272	+64 6 751 3127
Intertek Marine Services	+64 7 575 6988	
P&I Clubs		
Correspondents in New Zealand for all P&I Associations		
P&I Services		
Auckland	+64 9 303 1900	+64 9 308 9204

7.11 Recreation

- There is usually no restrictions to shore leave, however there are COVID-19 restrictions apply. Vessels are to contact their agents for clarification.
- Crews require shore passes on Tankers.

The city centre is approximately 4km from the port and costs \$NZ10-15.00 by taxi. Small local shops are also situated about 1km from port.

7.12 Garbage

Removal is ordered via the PTL portal or by using the following link [Request for landside services](#).

All types of garbage can be landed, including plastics. There is a charge for landing garbage, as quarantined garbage is transferred to Auckland. A certificate can be supplied if required. Quarantined garbage must be in a covered container which PTL supply.

- All other rubbish can be in rubbish bags.

Collection can be arranged through agents or New Plymouth Harbour Radio.

7.13 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.

7.14 Fumigation

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

- Agent arranges fumigation services.

7.15 De-rat Exemption Certificate

Renewal of De-rat Exemption Certificate is available

Certificates are issued by

Taranaki Healthcare Ltd, Private Bag 2016, New Plymouth

Telephone: +64 6 753 7798

Fax: +64 6 753 7788

- Agent arranges De-rat Exemption Certificates

7.16 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.
- Ballast water must be managed in accordance with New Zealand Maritime Rules and IMO convention.
- 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 terminals slop facilities
- No viable 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 Harbourmaster, or his deputy, and also to the Taranaki Regional Council via New Plymouth Harbour Control on VHF 12.
 - For Tankers any incident must also be reported to the Tanker Terminal Superintendent immediately.

8.0 PORT DUES

All port charges are set by Port Taranaki Limited who conducts all commercial operations within the Harbour. The Standard Conditions of Business for Port Taranaki and the Schedule of Charges can be found on the port website:

<https://www.porttaranaki.co.nz/general/schedule-charges-and-standard-conditions-business>

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