

<b>1</b>	<b>Overview .....</b>	<b>2</b>
<b>2</b>	<b>Pilotage Area .....</b>	<b>2</b>
2.1	Changes to Pilotage Directions .....	2
2.2	Compulsory Pilotage.....	2
2.3	Pilot Boarding and Disembarking Areas.....	2
2.3.1	Inbound Vessels .....	2
2.3.2	Outbound Vessels .....	3
2.3.3	Outward Bound Vessels and Shifting Berth.....	3
2.4	Pilotage Exempt Vessels .....	3
2.5	Pilot Vessel .....	3
2.6	Pilot Boarding Arrangements .....	3
2.6.1	Transfers of Personnel At Sea.....	3
2.6.2	Pilot Transfer Arrangements Onboard Partially or Fully Loaded Log Carriers ....	4
2.7	Pilot/Master Information Exchange.....	4
2.8	Failure to Take a Port Taranaki Pilot.....	4
2.9	Reporting Misconduct of Pilots .....	4
2.10	Pilotage Exemption Certificate (PEC) Requirements .....	5
<b>3</b>	<b>Transit Requirements .....</b>	<b>5</b>
3.1	Under Keel Clearance .....	5
3.1.1	Movement in Restricted Visibility .....	5
3.2	Arriving Vessels.....	5
3.3	Departing Vessels .....	5
3.4	Towage .....	5
3.4.1	Tug Availability.....	5
3.4.2	Tug Fire Fighting Capabilities.....	6
<b>4</b>	<b>Communications .....</b>	<b>6</b>
4.1	New Plymouth Harbour Radio .....	6
4.2	Radio Frequencies.....	6
4.3	Other Contact Facilities.....	6
4.4	Communications on Approach to the Pilotage Area.....	7
<b>5</b>	<b>Anchoring Vessels .....</b>	<b>7</b>
5.1	Port Taranaki – Guidance to vessels awaiting Port Entry .....	7
5.1.1	Purpose .....	7
5.1.2	Harbourmaster’s Guidance .....	7
5.1.3	Background.....	8
5.2	Guidance to vessels manoeuvring offshore awaiting pilotage .....	8
5.3	Liability .....	8

## 1 Overview

This document contains information for ship's masters regarding general navigational directions for vessels transiting Port Taranaki.

Port Taranaki Ltd. accepts no responsibility for any errors or omissions contained in this document and the parameters and information outlined in this document should be regarded as guidelines only and may be varied at any time for any reason at the discretion of the Harbourmaster.

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 the MNZ after having been examined by and have and 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 & 11

## 2 Pilotage Area

The Port and Harbour Limit is the seaward arc of a circle, radius 2 ½ nautical miles, centred on Mount Moturoa (39 Deg 03.8S 174 Deg 01.7E).

### 2.1 Changes to Pilotage Directions

These Directions may be varied from time to time at the discretion of the Taranaki Regional Council Harbour Master. He may also issue Special Directions to vary specific pilotage navigational requirements in the interests of safety.

### 2.2 Compulsory Pilotage

All vessels of more than 100 gross tons when underway are subject to compulsory pilotage within the Port Taranaki pilotage area. (Underway is defined as being not at anchor, made fast to the shore or aground).

Please refer to Rule 90.23 'Requirement to carry a Pilot':

<https://www.maritimenz.govt.nz/rules/part-90/Part90-maritime-rule.pdf>

### 2.3 Pilot Boarding and Disembarking Areas

#### 2.3.1 Inbound Vessels

Pilot Boarding Ground is 3.0 miles north of the Main Breakwater Light.

Vessels bound for Port Taranaki are required to give the following minimum notice of arrival at

the Pilot station:

24 hours: Vessel Arrival Information Sheet (VAIS) – by email  
8 hours: ETA – by email  
2 hours: VHF: Confirmation of ETA by VHF Ch. 16 or 61.

Email address: [marineservices@porttaranaki.co.nz](mailto:marineservices@porttaranaki.co.nz)

### **2.3.2 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 (1) (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.

### **2.3.3 Outward Bound Vessels and Shifting Berth**

Vessels intending to depart Port Taranaki or move within the port area are required to give 6 hours' notice prior to departure.

## **2.4 Pilotage Exempt Vessels**

Vessels are exempt from Compulsory Pilotage under the following conditions:

- Inward bound vessels which are directed by the Pilot to proceed closer than 3.0 miles to facilitate a safe boarding.

## **2.5 Pilot Vessel**

Pilot boats do not remain permanently on location.

When attending a transiting vessel, pilot vessels display appropriate day or night signals for pilot vessels.

The primary pilot vessel is named '**MIKOTAHI**' and has a yellow superstructure and yellow fenders with 'PILOT' on a white background painted on the superstructure sides.

The pilot vessel master will contact the ship on VHF Ch12 when it leaves the port with confirmation of pilot transfer requirements.

## **2.6 Pilot Boarding Arrangements**

The Master of a vessel having accepted the service of a licensed Port Taranaki Pilot is required to facilitate his boarding and disembarkation and to comply with IMO recommendations on the construction and rigging of pilot ladders and hoists.

### **2.6.1 Transfers of Personnel at Sea**

The pilot ladder will normally be placed as close to amidships as possible, 2 metres above the water line and on the side with the best lee (port side, in conjunction with Harbour Radio

instructions) for vessels arriving at the pilot boarding ground.

### **2.6.2 Pilot Transfer Arrangements Onboard Partially or Fully Loaded Log Carriers**

Chapter V regulation 19 of SOLAS 2001 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 International Timber Deck Code, 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 a metre high and of solid construction.

### **2.7 Pilot/Master Information Exchange**

The Master of a vessel who has accepted the services of a licensed Port Taranaki Pilot is required to declare its draught, length and beam, and to provide the Pilot with other information relating to the ship or its cargo as requested and necessary to enable the pilot to carry out his/her duties.

The Master of a vessel is required to bring to the notice of a licensed Port Taranaki Pilot any defects in, and any matter peculiar to the ship, machinery and/or equipment which might affect its navigation.

Masters of all arriving vessels are required to complete and transmit to Port Taranaki a **Vessel Arrival Information Sheet (VAIS)**

Masters of all vessels are required to partake in an Information Exchange as part of the passage plan with the pilot 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**.

### **2.8 Failure to Take a Port Taranaki Pilot**

A ship that is being navigated within the harbour limits of Port Taranaki and which is subject to compulsory pilotage under these direction's must either be under the pilotage of a licensed Port Taranaki Pilot or under the pilotage of a Pilotage Exemption Certificate holder for the area and for the ship.

If the Master of any ship navigates that ship in any part of the area of jurisdiction under the pilotage of an unlicensed person without first notifying the Taranaki Regional Council Harbour Master that he proposes to do so, he shall be guilty of an offence.

Any person found guilty of an offence shall be liable to prosecution and/or a fine.

### **2.9 Reporting Misconduct of Pilots**

Any incident involving misconduct or unsatisfactory performance of a licensed Port Taranaki Pilot should be reported without delay to the Harbourmaster.

The report is to be made in writing to [harbourmaster@trc.govt.nz](mailto:harbourmaster@trc.govt.nz)

## **2.10 Pilotage Exemption Certificate (PEC) Requirements**

All applicants for a PEC must comply with the requirements outlined in Maritime Rule 90.

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.

## **3 Transit Requirements**

### **3.1 Under Keel Clearance**

The minimum Static Under Keel Clearance (SUKC) while transiting the harbour approaches and entrance shall be not less than 2.5m or 25% of deepest draft. The maximum draft a vessel may transit under this section is 10.0m.

Vessels in excess of 10.0m draft or less than 2.5m UK may only transit using the Dynamic Under Keel Clearance (DUKC) system. The VAIS with required stability figures must be received by Port Taranaki at least 24 hours in advance of the transit. An additional charge is payable for this service.

#### **3.1.1 Movement in Restricted Visibility**

All movements of vessels in restricted visibility is solely at the discretion of the Harbour Master. Any vessel moving in restricted visibility is required to have a properly functioning radar, speed log, echo sounder and VHF radio.

The bridge team should use all means available, including Radar, to ascertain the likely visibility to be expected during the forthcoming transit, with particular emphasis on passing squalls and showers.

If a reduction is anticipated, then the bridge team may consider it prudent to delay the transit until the visibility has improved. Once decided to recommence a transit the bridge team should reconsider the Under-Keel Clearance with regard to the tide changes resulting from the delay.

### **3.2 Arriving Vessels**

Transits should not be conducted if the visibility is less than 5 cables. The transit should be delayed until this minimum condition exists.

### **3.3 Departing Vessels**

Transits should not be conducted if the Breakwater heads are not visible prior to commencing to let go.

### 3.4 Towage

#### 3.4.1 Tug Availability

Port Taranaki has three tugs available:

Name	Propulsion	Bollard Pull
<b>KINAKI</b>	Twin Tractor	60 Tonnes
<b>TUAKANA</b>	Twin Voith	40 Tonnes
<b>RUPE</b>	Twin Tractor	30 Tonnes
<b>KUPE</b>	Twin Voith	28 Tonnes

from time to time other tugs may be made available when operational circumstances dictate.

Unless there are exceptional circumstances, the main engine of the vessel is to be available for all movements (including shifting) of the vessel.

#### 3.4.2 Tug Fire Fighting Capabilities

KINAKI, TUAKANA and RUPE each have the capacity of pumping 22,000 litres of water, or foam-injected water, per minute.

## 4 Communications

The following procedures will be followed by ALL vessels arriving off port irrespective of nationality and frequency of visit. Contact should be made by VHF radio at least 2 hours before arrival at Harbour Limits.

### 4.1 New Plymouth Harbour Radio

All radio communications should be addressed through New Plymouth Harbour Radio.

All services can be obtained through this station.

### 4.2 Radio Frequencies

New Plymouth Harbour Radio maintains a continuous watch on the following VHF channels:

**Channel 12** Calling Channel for Harbour Radio and emergency.

**Channel 61** Long range communications (repeater channel) range @50nm.

**Channel 16** Safety/Distress and calling.

**Channel 11** Working Channel only for pilots, tugs and launches.

New Plymouth Harbour Radio also keeps scheduled watch on 2182 and 4125 khz:

**2182 khz** 0000-0015, 0400-0415, 0800-0815,  
1200-1215, 1600-1615, 2000-2015

**4125 khz** 0015-0030, 0400-0430, 0815-0830,  
1215-1230, 1615-1630, 2015-2030

(ALL TIMES LOCAL)

### 4.3 Other Contact Facilities

**Telephone:** +64 (06) 751 0200

**Duty Pilot Number:** +64 (06) 759 9824

**Email:** [marineservices@porttaranaki.co.nz](mailto:marineservices@porttaranaki.co.nz)

**Website:** [www.porttaranaki.co.nz](http://www.porttaranaki.co.nz)

### 4.4 Communications on Approach to the Pilotage Area

All vessels whether requiring a pilot or who are pilot exempt are required to contact New Plymouth Harbour Radio on Marine Channel VHF for instructions and information before entering the Port Taranaki Pilotage area.

## 5 Anchoring Vessels

### 5.1 Port Taranaki – Guidance to vessels awaiting Port Entry

#### 5.1.1 Purpose

To promote the safety of navigation at Port Taranaki by prescribing criteria for the safe navigation of ships awaiting berthing and pilotage.

This **Harbourmaster's Guidance** is issued to provide advice to all vessels that are awaiting berthing instructions and/or pilot availability at Port Taranaki. It specifically provides advice for those occasions when weather conditions are unfavourable for anchoring.

#### 5.1.2 Harbourmaster's Guidance

All vessels off Port Taranaki are required to maintain a listening watch on VHF Channel 12 (New Plymouth Harbour Radio) & 61 (long range) to hear traffic calls relating to the movement of commercial shipping.

### Background

Port Taranaki hosts the deep-water jetties and wharves operated by Port Taranaki Limited. The harbour operates a Dynamic Under-Keel Clearance (DUKC) system, and also has set weather parameters for pilotage and berthing. The berths may also be occupied and there are thus occasions when berthing and or pilotage is not possible, and vessels are required to wait off shore.

### Harbour Limits – Anchoring Restrictions

No vessel may anchor within New Plymouth Harbour and Pilotage Limit as shown on Chart NZ4432.

All vessels wishing to anchor off Port Taranaki are advised that masters may seek a safe anchorage outside Port Limits and that extreme caution should be used in any onshore wind.

The only exceptions to the above are Masters holding a current Port Taranaki Pilotage Exemption Certificate (PEC) issued by Maritime New Zealand and exercising the privileges of their certificate who may enter the Port Taranaki Harbour Limit to anchor, but must not anchor on or near the line of the main leads

When the vessel has anchored, the time and position should be transmitted to New Plymouth Harbour Radio on VHF Ch 12. If there is any doubt as to the safety or location of the vessel, the Duty Pilot will be informed and may request further information from the vessel.

Further berthing information will be given to the vessel as soon as that information is available.

## **5.2 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.

As a rough guideline forecasts of winds over 25 knots shall prompt the master to consider taking action under this guideline, particularly in on shore winds. When pilotage is not available, Masters shall take the following points into account when deciding if to anchor or stay at anchor:

- Present and forecast weather conditions
- The freeboard and safety of crew who may have to go forward
- Condition of windlass, known holding ability of the ships anchors, and ship's handling characteristics
- 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.

The vessel's agent will provide early advice on berthing opportunities.

The vessel's priority, in adverse weather, is to 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.

## **5.3 Liability**

Nothing in this Pilotage Direction relieves the master (skipper), crew or operator of any vessel of his or her obligation to comply with the requirements of maritime rules, local bylaws and safety management systems that may be applicable.

Port Taranaki Limited shall not, under any circumstances or conditions, be responsible for any loss arising from the negligence of the master (skipper), crew or operator of any vessel.