

FOR-0033 Vessel Arrival Information Sheet (VAIS)



Mooring officers and bridge team are required on the bridge for pilot/master exchange.

- This VAIS, Crew list and Mooring Arrangement Diagram to be forwarded by email to marineservices@porttaranaki.co.nz at least 24 hours before arrival. Ship to provide **2 hours confirmation of ETA on VHF Channels 12 or 61.**
- New Plymouth Harbour Radio contact VHF 12 & 61 (long range); 24hrs Phone: (+64) 6 759 9740

VESSEL:		IMO No.	
Name of Master:		Agent:	
Last Port (<i>Before Port Taranaki</i>):		Next Port (<i>After Port Taranaki</i>):	

VESSEL PARTICULARS					
ARRIVAL DATE / TIME:		LOA:		LBP:	
Draft FWD:		Draft AFT:		BEAM:	
DEPARTURE DATE / TIME:		VESSEL DEPTH:		GRT:	
Draft FWD:		Draft AFT:		LOWEST FREEBOARD DURING VISIT:	
COMMENTS:				BOW THRUSTER POWER:	
Mooring Arrangement Diagram emailed to marineservices@porttaranaki.co.nz					

Navigational and Operational deficiencies:					
Distance Bridge to Stern			SWL Bollards	FWD:	AFT:
Mooring Lines	Polypropylene (✓)		HMPE (✓)	Wires (✓)	

TO BE COMPLETED BY ALL VESSELS WITH DRAFT GREATER THAN 9.0M			
	Arrival Port Taranaki	Departure Port Taranaki	
DISPLACEMENT			Ms G K KMs = KG + GMs
GMf (Corrected for Free Surface)			
GMs (Static - No Free Surface Corrections)			
KG			
KMs			

CARGO INFORMATION					
Cargo:		Are any logs stowed on deck?		Yes	No
Cargo Importer (Owner) details:					
TANKERS Only to Complete			CORRECT INFORMATION IS MANDATORY		
Vessel gas free? (✓)	Yes	No	Load/Discharge Manifold No.:		
Tanks inerted? (✓)	Yes	No	Distance - Bow to Load/Discharge Manifold:		
Manifold diagram emailed to marineservices@porttaranaki.co.nz					

BULK CARRIERS Only to Complete					
Quarantine Cargo	Yes	No	DG Class and Weight:		
Dangerous Goods (✓)	Yes	No	Fumigant specification:		
Pontoons to be landed on Wharf?	Yes	No			
Cargo fumigated? (✓)	Yes	No	Date applied:		
Removal procedures for fumigant in place and spaces gas-free on arrival? (<i>details</i>)					

IN PORT SERVICES			
Services Required (<i>Garbage removal, Gangway, Freshwater etc</i>)		Main Engine Immobilization:	

Dear Captain,

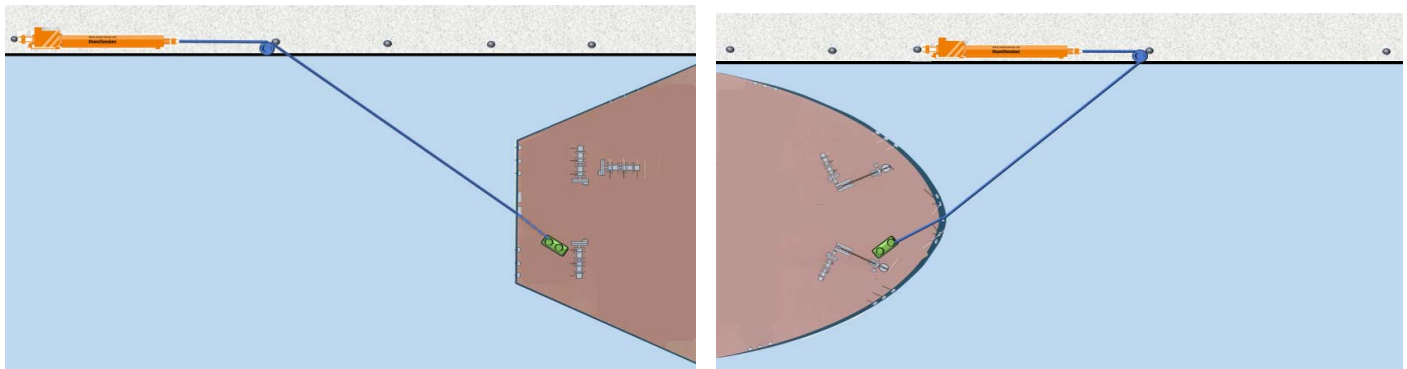
To improve the operational efficiency and safety of your vessel, Port Taranaki provides a service to add **Shore Tension Lines 1x Forward and 1x Aft** to supplement your vessel's own moorings. This system (<https://shoretension.com/>) automatically adjusts and applies tension that greatly reduces vessel movement alongside.

An assessment will be made for each vessel on whether Shore Tension is required in addition to ship's lines.

Port Taranaki's Mooring Services must prepare the wharf prior to berthing and it is **very important** that the information on the VAIS (**Distance - Bow to Load/Discharge Manifold**) is correct.

General Mooring Procedures – Pilots, at boarding, routinely go Forward and Aft to the mooring deck accompanied by Deck Officers to inspect and explain the mooring requirements at this port before proceeding to the Bridge. In general, these are:

1. Centre Leads and Bitts (Fore & Aft) must be kept clear for Shore Tension Lines provided by Port Taranaki.
2. 2 x Spring Lines – sent one at a time by Heaving Line.
3. 4 x Head Lines and 4 x Stern Lines
4. Additional Lines at Master's and/or Pilot's discretion.
5. Lower accommodation ladder for 2 x Linesmen to board if necessary (Pilot will advise).
6. Once Shore Tension is secured – **DO NOT ADJUST THESE LINES.**
7. Always monitor and manage ship's lines during the ships stay in port.
8. Stay clear of Shore Tension units on wharf.



Please report any broken ship's lines immediately to Harbour Radio on VHF 12.

Kindest regards,

Ashley M^cDonald

Head of Operations