



Port Navigational Information

**Prepared by
Marine Services Department
December 2013**

INDEX

1	PORT TARANAKI STATUTORY AUTHORITY	4
2	EXERCISE OF PILOTAGE EXEMPTIONS CERTIFICATE (PEC)	4
3	REPORTING AND NAVIGATION INCIDENTS	5
4	WHERE PILOT EXEMPTION CERTIFICATES ARE INVALID	5
5	PILOTAGE AND PORT INFORMATION.....	6
5.1	Pilotage Exemption Certificates (PEC)	6
6	DEFINITIONS.....	6
7	ANCHORING, MOORING, ETC.....	7
7.1	Master's Responsibility.....	7
7.2	Production of Certificate.....	7
7.3	Master to Comply with Harbourmaster's Orders.....	7
7.4	Harbourmaster Empowered to Move Vessels	7
7.5	Cables	7
7.6	Buoys and Buoy Ropes	7
7.7	Mooring Equipment	7
8	VESSEL TO HAVE SUFFICIENT STABILITY	8
9	COMMUNICATIONS.....	8
9.1	NEW PLYMOUTH HARBOUR RADIO	8
9.2	First Contact by VHF Radio.....	8
9.3	Pilotage Exempt Vessels	9
10	PORT CHARGES	9
11	PORT TARANAKI INFORMATION	10
11.1	Pilots.....	10
11.2	Tugs.....	10
11.3	Navigational Lights and Transit Marks.....	12
11.4	Soundings.....	14
11.5	Height of wharf decks above MHWS:	14

11.6	Distances	14
11.7	Useful Navigational Information	14
12	EMERGENCY PROCEDURES	16
12.1	Oil Pollution.....	16
12.2	General Emergency Procedures	16
13	RIG TENDER MOVEMENTS – MASTERS NOTES	17
13.1	Overview	17
13.2	Ordering Procedures – Mooring Staff	17
13.3	Shore Mooring Systems	17
13.4	Communications with mooring staff.....	17
13.5	Wharf Deck	17
13.6	Fenders	18
14	NIGHT BERTHING.....	18
15	MOVEMENT OF GAS CARRIERS	18
16	NEWTON KING TANKER TERMINAL	19

1 PORT TARANAKI STATUTORY AUTHORITY

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 duly appointed deputies.

Pilotage Exemption Certificates are issued to Masters or Mates by Maritime New Zealand once they have met the minimum requirements as set by the authorised training provider for Port Taranaki; the training provider for Port Taranaki is Port Taranaki Limited.

Port Taranaki Limited (Port Taranaki Ltd) is also the operating company for Port Taranaki and owns all the wharves and land within the breakwaters.

Port Taranaki Ltd 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 Marine V.H.F. radio

2 EXERCISE OF PILOTAGE EXEMPTIONS CERTIFICATE (PEC)

Overview

The objective of pilotage is to ensure the safe movement of ships in and out of harbours, or in any water where navigation may be considered hazardous, or where a ship's master may be unfamiliar with the area. As such, pilotage is one of the key risk management tools in more commercial ports and harbours in New Zealand. In addition to local knowledge and expertise, pilots provide effective communication with the port to assist in safe manoeuvring and berthing.

When a ship subject to compulsory pilotage is moving within a pilotage area, the master must either take a pilot on board, or the ship must be navigated by someone who holds an exemption from taking a pilot on board that ship. To obtain and exercise an exemption from pilotage, a person must demonstrate the required level of local knowledge and ship handling proficiency and ensure that such knowledge and proficiency remains current for the pilotage area.

Under the new Part 90, which came into force on 1 April 2011, the term "**pilotage exemption certificate**" (PEC) will be used, and a first mate will be able to exercise a PEC, as will the master.

Situation under Maritime Rules Part 90

The situation under the new Part 90 (which came into effect on 1 April 2011) will allow the first mate to exercise the privileges of a PEC in his or her own right. However, a condition of this is that the master of the ship must also hold a PEC.

To ensure that knowledge and proficiency standards are maintained, a person applying for a PEC must also hold a certificate of competency that would enable them to be the master of that ship. Hence a first mate with a PEC must also hold an appropriate master's certificate.

A definition of first mate is provided in the new Part 90 to avoid ambiguity. It states that this person is the deck officer next in rank to master. The new rules therefore do not permit others, e.g. a second mate, even if they are a PEC holder, to exercise PEC. Hence, within pilotage waters, the PEC can only be exercised by the master or the person with the rank of first mate.

Good bridge record keeping will be essential to ensure that the respective roles and responsibilities relating to pilotage, command and watchkeeping are clearly defined and understood. Only one person on a ship can exercise a PEC at any one

time, and the bridge log should clearly identify who that person is, so that there is no doubt. While that person can also be the master, as a matter of good practice it is not recommended that the person exercising a PEC also fulfils the role of officer of the watch.

For the purpose of maintenance and demonstrating currency, only one person can credit a given vessel movement against their currency requirements. If the conduct of the ship is formally handed over from one PEC holder to another during the vessel's operation within a pilotage area, this should also be recorded. Where a person is conducting the ship under supervision, is being trained, or is undergoing peer review, this should also be clearly noted.

Maritime Rules Part 90 (in force from 1 April 2011)

A "pilotage exemption certificate" (PEC) entitles the holder to navigate specified ships in pilotage waters under certain prescribed conditions.

A "first mate" is defined as someone who is the deck officer next in rank to the master. Both masters and first mates will be able to exercise a PEC under the new rule. However, only one person can exercise a PEC at any one time.

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 WHERE PILOT EXEMPTION CERTIFICATES ARE INVALID

Pilotage Exemption Certificates issued to masters 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 Harbourmaster.

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 can not be described as normal.
- Mooring line failure, fire, damage to fenders or wharf structures etc.

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

If, for some reason, the exempt master can not 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/watch house must call the duty pilot and inform him of the situation.

5 PILOTAGE AND PORT INFORMATION

5.1 Pilotage Exemption Certificates (PEC)

PEC's are issued by Maritime New Zealand (MNZ) under the Maritime Transport Act 1994, Rule 90. The maximum size of vessel that may be pilot exempt in Port Taranaki shall be 100 metres and/or up to a maximum draft of 7.5 metres. 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.

6 DEFINITIONS

The following definitions shall be assumed in the following sections of this document

Harbourmaster

The person appointed by the Taranaki Regional Council and who holds the legislative authority under the Maritime Transport Act, the term includes duly authorised deputies.

Harbour Authority or Harbour Authorities

The Harbourmaster as described above together with duly appointed personnel of Port Taranaki Limited including Pilots, New Plymouth Harbour Radio Operators etc.

New Plymouth Harbour Radio

Commonly referred to as the watch house, operated by trained operators and constitutes the first point of contact for all normal maritime operations within the Port Taranaki harbour Area.

New Plymouth Harbour Area

All navigable waters enclosed by a circle of 2.5 nautical miles centred on the Moturoa Hill.

7 ANCHORING, MOORING, ETC.

Every vessel in or entering the Pilotage District shall only do so with the knowledge of the Harbourmaster or authorised deputy.

Every vessel entering within the Port shall be anchored or berthed at such position or berth as the Harbourmaster shall direct and the vessel shall be moved to another berth within the Port from time to time if so directed by him/her.

7.1 Master's Responsibility

The Master of every vessel shall be responsible for the safety and security of the vessel at all times whilst said vessel is within the Port and/or Pilotage District.

7.2 Production of Certificate

The Master of every vessel shall produce the Certificate of Registry of his/her vessel and any other relevant certificate or document as and when requested by the Harbourmaster or the Marine Services Manager of the Company.

Failure to produce such Certificate and documents may result in the vessel being disallowed from entering into or sailing from the Port or from engaging in normal cargo operations.

7.3 Master to Comply with Harbourmaster's Orders

The Master of every vessel will obey and carry into effect any orders given by the Harbourmaster for the removal of the vessel or relating to safety or good navigation.

7.4 Harbourmaster Empowered to Move Vessels

In the case of non-compliance with these By-Laws, the Harbourmaster is hereby empowered to ensure the observance of such By-Laws and for that purpose may move, moor, unmoor, place or remove any vessel and the Master and crew of such vessel shall give and afford to the Harbourmaster all possible aid and assistance to effect the same. If there is no crew on board the Harbourmaster is empowered to hire and employ such other assistance and plant or equipment and to purchase and put on board such ballast as to him/her seems requisite for the protection of the vessel or the effecting of the before-mentioned objects. All costs associated with such action will be the responsibility of the vessel's owners and agents.

The Harbourmaster shall not in any way be liable for any damage or loss occurring to any vessel during or in consequence of such moving, mooring, unmooring or placing such a vessel.

7.5 Cables

All vessels anchored or moored within the harbour shall have all cables clear and in readiness to slack away when required.

7.6 Buoys and Buoy Ropes

All vessels shall use sufficient buoys and buoy ropes to their anchors to show their position.

7.7 Mooring Equipment

All vessels moored within the harbour shall have such cables, warps, hawsers, fenders or mooring ropes as may be deemed requisite by the Harbourmaster. It is compulsory for vessels to use the special moorings supplied by the Company unless dispensation is granted by the Harbourmaster if satisfied that the safety of the vessel moored will not be adversely affected.

8 VESSEL TO HAVE SUFFICIENT STABILITY

The Master of every vessel shall have on board at all times sufficient quantity of cargo or ballast that may in the opinion of the Harbourmaster be necessary to keep the vessel safe.

9 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.

9.1 NEW PLYMOUTH HARBOUR RADIO

All radio communications should be addressed through 'NEW PLYMOUTH HARBOUR RADIO' who maintains a continuous listening watch on the following Marine VHF channels;

Channel 16	Safety and calling
Channel 12	Port working and emergency
Channel 11	Pilots, tugs and launches
Channel 61	Long range communications (repeater channel) range @50nm

Additional contact can be made by;

Telephone	+ 64 (06) 751 0200
Fax	+ 64 (06) 759 9844
Email	marineservices@porttaranaki.co.nz
Web	www.porttaranaki.co.nz

9.2 First Contact by VHF Radio

The Port Radio or duty pilot will convey the following information:

9.2.1 All Vessels

- (a) The number and approximate location of all vessels at anchor off port. This includes Oil Rigs or any other semi-permanent obstruction anchored or positioned within Harbour limits.
- (b) Any ship movements expected during the arrival of the vessel.
- (c) Berthing instructions comprising berth, side to, time and any special requirements.

9.2.2 If Vessel is to be Boarded on Arrival by a Pilot

- (a) The time the pilot will board the vessel.
- (b) The Pilot Boarding area is approximately 2.5 nautical miles North of the Main Breakwater. No vessel coming to pick up a pilot should approach closer than 3.0 miles from the Breakwater at any time until requested to do so by the pilot.
- (c) The incoming vessel will be informed that the pilot will contact the vessel with further instructions shortly before boarding.
- (d) The incoming vessel will be given such pertinent information as berth, which side to, etc.

9.2.3 Vessels going to Anchor

- (a) The vessel may NOT anchor closer than 1 nautical mile from ANY land.
- (b) NO vessel may anchor EAST of a line bearing 197 degrees true to the Main Breakwater light. Any vessel that anchors close to the leads may be requested to move.
- (c) When the vessel has anchored, the time and position should be transmitted to Harbour Control. 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.

9.3 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 Pilot 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
- 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'.

10 PORT CHARGES

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

11 PORT TARANAKI INFORMATION

For navigational purposes, chart NZ4432 should be referenced. Mariners are warned that older charts may still be available and are in imperial measure using fathoms.

The Port Company regularly sounds the Harbour and up to date depth information is readily available on request to the Marine Services Manager and on Port Taranaki Ltd website.

The Harbour is man-made with average dredged depths of 11.25m chart datum. The bottom is subject to moderate siltation and is periodically dredged to maintain the required depth.

The berths are designed with the predominate SW winds and lie in a ENE'ly direction, that is approximately 058 to 068 degrees (T).

Wind direction and strength information is available at any time from New Plymouth Harbour Radio.

The port is exposed to a long fetch of sea extending deep into the Southern Ocean, as a consequence of which the port is susceptible to long period swell conditions which can cause considerable movement of vessels moored alongside in the Harbour. Large vessels are required to use the Port Company special mooring system to ensure security. Smaller vessels, exempted by the Port Company from this requirement, can be supplied with special moorings on request.

11.1 Pilots

A Pilot Service is available on a 24 hour/day basis. Pilotage Exempt Masters may at any time request the services of a Pilot. In general, a Pilot should be engaged if a tug is required.

There are two Pilot Boats in use, capable of speeds of between 17 and 25knots. Vessels waiting the services of a Pilot should remain at least 3 nautical miles off the Port until further instructions are received from the Pilot.

Pilot Ladders should be placed as close as practicable to midships, 2 meters above the waterline. Man ropes should be rigged, but are usually only required on departure.

11.2 Tugs

There are three tugs in the port, the TUAKANA of 40 tonnes bollard pull, the RUPE of 30 tonnes bollard pull and the KUPE 28 tonnes bollard pull.

11.2.1 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.

11.2.1.1 Tug Instructions

Instruction	Meaning
Pull	Both units pulling in the direction indicated
Push	Both Units pushing in the direction indicated
Line	One unit pulling in the direction indicated
Side	One unit pushing in the direction indicated
End On	Tug positioned on and square to the Ships side.
Angled Push Ahead	Tug rotates from the End On position to push the ship ahead
Angled Push Astern	Tug rotates from the End On position to push the ship astern
(Indirect)Astern	Tug having made fast at the stern, puts the skeg across the wake in the Ships line of travel
(Indirect) Stern to port/Stbd	Tug moves to take the Ships stern to port/stbrd
Stem Push	Tug positions on the stem of the Ship to push the Bow in the direction required

All Orders, other than indirect, will be prefaced with either; easy, dead slow, slow, half, or full.

Indirect Towing will be, as above if line astern or, 'standby for indirect to port/stbd. in position indicated, i.e. 2 points, 4 points, or on the beam etc.

11.2.2 Usage of Tugs

Pilotage Exemption Certificates issued to masters 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 Harbourmaster.

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.
- Mooring line failure, fire, damage to fenders or wharf structures etc.

In any of the above, the Pilotage Exemption Certificate becomes invalid, the Harbourmaster 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/watch house must call the duty pilot and inform him of the situation.

11.3 Navigational Lights and Transit Marks

For exact and accurate characteristics and position details, the current New Zealand Nautical Almanac should be consulted together with the New Zealand Notices to Mariners.

11.3.1 General Description of Lights

Mikotahi Light

FI (2) 5s 10M

Situated on a small hillock at the base of the Main Breakwater. This light is used for offshore navigation.

Main Breakwater Light

F1 G. 2s 10M

Situated on a steel pole at the end of the Main Breakwater.

Lee Breakwater Light

Q. (4) R. 6s 5M

Situated on a steel pole at the end of the Lee Breakwater.

Wave Tower Light

FI. 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.

Main Breakwater Mid-Harbour Light

FI Y 5S 4m 1M

This light is on a white pole and indicates transit marks for the centre of harbour's maximum turning circle.

11.3.2 Buoys

Spar Buoys

There are two red spar buoys on an approximate line joining the end of the Lee Breakwater to the end of Blyde Wharf. They are sited at approximately one third of the distance from the end of the Lee Breakwater and Blyde Wharf respectively.

These buoys have two main functions:

1. Marks the edge of the shallow areas to shoreward.
2. To assist in the judgement of speed and position of large vessels entering the port at night.

Waverider Buoy

FI(5)Y 15s

This yellow buoy is situated approximately 1.8 cables East of the line of the Main Leads on the approaches to the Port.

11.3.3 Transit Marks

All transit lights are quick flash lights. Each individual light is battery powered, charged during daylight hours by solar cells.

Activation of each light is by a light sensitive switch which automatically turns on the light during diminished lighting conditions.

Due to differences in sensitivity of the photo-sensitive cells, each transit light may be activated or switched off at a time a few minutes different from its 'partner'. It

is therefore possible that at dusk or dawn, one transit light may be on and the other transit light may be off.

11.3.3.1 Main Leads

VQ R 5M

Bearing 197° 16' from seaward. The main leads consist of large wooden Pyramid painted orange.

These leads are to be used on the approaches to the port entrance and as a departing line for vessels leaving the port.

The Main Leads are augmented by brighter LED VQR lights which are activated on a requested basis. Vessel's can request these ancillary lights to be activated through New Plymouth Harbour Radio when requesting entry or sailing clearance.

11.3.3.2 Blyde Transit

VQG 3M

Bearing 247° 31' from seaward.

The front transit is a metal pole; the rear transit is situated on a building.

Both transits have orange triangle day signals

These transits may be used as a clearing mark for passing the lee breakwater.

11.3.3.3 Moturoa Transits

VQ 4M

Bearing 242° 47' from seaward.

The front mark is an orange triangle on the pipe bridge. The rear mark is an orange triangle on a light pole.

These marks have the following functions:

1. The line of the transits marks the northern edge of the 'Deep Water Departure Channel'.
2. As a clearing line for the sandbank on the end of the main breakwater.
3. As a turning mark for vessels entering the harbour.

11.3.3.4 Breakwater Transits (Turning Marks)

VQ R 3M

Bearing 285° 06' from seaward

Both marks are metal poles.

These provide a turning mark and reference for large vessels turning off the end of Newton King Wharf.

They are only visible shoreward of the end of the main breakwater.

11.4 Soundings

Soundings are regularly undertaken of the harbour area inside the breakwaters and includes the inner harbour berths

Berth	Chart Datum	Maximum Vessel Draught
BW2	9.5m	9.0m
BW1	7.0m	6.5m
Mot. 1	8.5m	7.5m
Mot. 2	13.5m	12.5m
N.K. 1	13.5m	12.5m
N.K.2	13.5m	12.5m
Blyde 1	11.5m	10.5m
Blyde 2	13.5m	12.5m

11.5 Height of wharf decks above MHWS:

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

11.6 Distances

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

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

11.6.1 Berth Lengths

Length of Blyde Berth	445m
Length of Newton King Wharf	292m
Length of Moturoa Wharf	315m
Moturoa 2 Berth	150m

11.7 Useful Navigational Information

The end face of Newton King Tanker Terminal is marked with a Horizontal white neon light.

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 meters 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 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.

11.7.1 Bearings

The directions quoted below are approximate only.

BLYDE WHARF	068 / 248
NEWTON KING	068 / 248
MOTUROA WHARF	058 / 238
LEE BREAKWATER	120.5 / 300.5
MAIN BREAKWATER	061 / 241

11.7.2 Sugar Load Islands Marine Park

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

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

12 EMERGENCY PROCEDURES

12.1 Oil Pollution

The Laws of New Zealand state that severe penalties may be incurred if oil or other contaminants escape into the harbour

The Port Company must be advised of any spillage of product into the waters of Port Taranaki IMMEDIATELY

IF LOADING -

Open radio contact with shore immediately, to activate an Emergency Shut Down

IF DISCHARGING -

Shut down immediately, then open radio contact with shore

New Plymouth Harbour Radio is on call 24 hours a day to assist with the containment and recovery of any spillage

Any delay will be costly **REPORT AT ONCE**

By Phone (06) 751 0200 (Watch house)

By Radio V.H.F. Channel 12 or 16

12.2 General Emergency Procedures

IN CASE OF FIRE OR OTHER EMERGENCY

DO NOT HESITATE TO RAISE THE ALARM

DO NOT TAKE CHANCES

PORT EMERGENCY AND FIRE ALARMS ARE BY SIREN

(Tested every Wednesday at 11:30 Hrs)

A ship's fire alarm is by sounding blasts on the ship's whistle, each blast not less than 10 seconds duration, supplemented by continuous sounding of the ship's general alarm system.

ACTION SHIP

IF FIRE BREAKS OUT ABOARD YOUR VESSEL;

After raising the alarm you should: -

- Open channel 12 and make contact with port control (on 24 hour watch) and maintain continuous watch until emergency is over.
- Take suitable action to control the fire.
- Prepare to receive assistance from the New Plymouth Fire Brigade.

IF FIRE BREAKS OUT ELSEWHERE IN THE PORT

- Open channel 12 and advise port control, maintain watch until emergency is over.
- Cease all cargo operations and close hatches.
- Place crew on standby.

All shore labour will proceed to designated assembly points.
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REMEMBER – Raise the alarm First

13 RIG TENDER MOVEMENTS – MASTERS NOTES

13.1 Overview

This section contains information, advice and recommendations with regard to mooring operations at Port Taranaki.

13.2 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 30 minutes before commencing berthing/unberthing operations both by day and by night.

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.

Incoming vessels requiring special mooring arrangements should inform New Plymouth Harbour Radio of this when giving first ETA.

13.3 Shore Mooring Systems

Vessel deck crews should be reminded when setting up the senhouse clips fore and aft that the metal splices of the wires should not come into contact with or bent round any bollard, fairlead or other obstruction as this can significantly reduce the inherent strength of the splice and may lead to catastrophic failure of the mooring under load.

13.4 Communications with mooring staff

Mooring staff communicate on VHF channel 11 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:-

- Whether fixed or adjustable shore moorings are being used
- The numbers and types of ship's lines used,
- The particular berth
- Weather and sea conditions
- Day or night operations
- Wharf obstructions (stores, cargo, rubbish etc)

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

13.5 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.

13.6 Fenders

The dock side fenders systems are plastic faced steel panels which are extremely susceptible to damage when in contact with projections from the vessel's sides and vessels causing such damage may be held responsible for charges incurred repairing such damage. Whenever possible, lugs, projecting scuttles etc. and other iron works should be removed prior to coming alongside. If this can not 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.

14 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: -

1. If the mean wind speed exceeds 20knots
2. If navigation aids required for safe berthing are not operational
3. If surge conditions are unsuitable, risking injury to personnel or damage to the vessel or wharf
4. If the vessel is not fitted with an operational radar
5. If the vessel is not fitted with an operational speed measuring device
6. If the visibility is less than 0.5nm

If there any doubt 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.

15 MOVEMENT OF GAS CARRIERS

Night movement of Gas Carriers, 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./Operations manager

In addition to the rules laid down in section 14. NIGHT BERTHING the following rules will apply specifically for gas Carrier movements in darkness: -

1. Whilst a Gas Carrier is moving within Port Limits, apart from tugs assisting and the pilot vessel, all other vessels should keep clear and should not approach closer than a distance of 50 metres from the Gas Carrier.
2. Whilst a Gas Carrier is moving within port Limits there shall be no other vessels anchored or lying stopped in or near the Gas Carrier's intended path nor in the vessel's swinging area off Newton King wharf.
3. During the whole period of the operation the under keel clearance should not be less than 2.5metres

4. The leading lights, buoys and all other navigation aids as shown on Chart NZ 4432-Port Taranaki and corrected to the latest Notices to mariners, are functioning correctly at the time of the operation
5. The main leading lights are visible at a distance of 1 nautical mile to the north of the main breakwater light
6. The mean wind speed should not exceed 20 knots
7. The Gas carriers Navigational equipment, including radar, speed indicator and VHF are functioning properly
8. The Gas carrier's steering gear, main engines and thrusters (if fitted) have been tested and are functioning properly
9. The prescribed number of tugs are in attendance as per Port Taranaki SOPP 5002 and Port Taranaki SOPP 4002
10. If inward bound, the speed of the Gas carrier is only sufficient to ensure steerage way when passing the breakwaters
11. Prior to night berthing, the same Gas carrier must have previously berthed in daylight
12. Surge conditions in the harbour should be checked and the operation should not proceed if there is any risk of injury to personnel or damage to the vessel or jetty

16 NEWTON KING TANKER TERMINAL

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.

Vessel manoeuvring in the proximity of tankers moored at Newton King Tanker terminal of the terminal itself 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.