



**PORT INFORMATION
and
OPERATING CRITERIA
for
SHIPPING OPERATIONS
at
NORTHPORT**

Document Revision History

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1.0 Port Operating Company

Northport Limited, Ralph Trimmer Drive, Marsden Point

Chief Executive:	Jon Moore
Address:	PO Box 44, Ruakaka, 0151
Phone:	(09) 432 5010
Fax:	(09) 432 8749

1.1 Communications

Communication on all marine matters should be directed to the Marine Operations in the first instance via shipping@northport.co.nz.

1.2 Port Operating Criteria

With the view of protecting Northport's commercial interest and to provide operating criteria for port users, Northport has prepared this document to provide general information and clear guidelines for shipping operations.

The berths concerned are:

- MP No. 1. 0-190m (West)
- MP No. 2. 190-380m (Centre)
- MP No. 3. 380-585m (East)
- Marsden Point Jetty

For users of the refinery jetties, reference should be made to the Channel Infrastructure Port and Terminal Handbook.

1.3 Terms and Conditions

The provision of services by Northport will be as per the terms and conditions set out in the written schedule available from Northport's offices at Marsden Point, or from web site www.northport.co.nz.

Any user transacting such business or entering onto Northport's premises are deemed to have agreed to and be bound by these terms.

2.0 HARBOUR AUTHORITY

The Harbourmaster	
Northland Regional Council	
Postal Address:	Private Bag 9021, Whangarei, New Zealand
Phone:	(09) 438 4639
Fax:	(09) 438 0012

The Harbourmaster is responsible for the safety of navigation within all waters under the jurisdiction of the Northland Regional Council (NRC). The Harbourmaster is appointed by the Northland Regional Council pursuant to the Local Government Act 2002 and is afforded powers under part 39A: Navigation, of that Act. The Harbourmaster's responsibilities are detailed in the New Zealand Port and Harbour Marine Safety Code and are implemented through the NRC's current Navigation Safety Bylaw's and its amendments or by directions made by the Harbourmaster. The Harbourmaster may be contacted via the NRC's Hotline phone 0800 504 639.

If Harbourmaster's authority has been exercised and requires specific action to be taken, that action cannot be discontinued without his prior approval.

3.0 WHANGAREI HARBOUR

There are three port facilities within the confines of Whangarei Harbour. These are located at Marsden Point and Portland. Marsden Point has two oil jetties operated by Channel Infrastructure and the three bulk terminal berths up stream are owned and operated by Northport.

Portland has one jetty which serves the Golden Bay Cement Company cement works. Currently one specialised bulk cement ship and bulk cement barge use this facility on a regular basis.

4.0 LOCATION

Northport is situated in the province of Northland approximately 142km north of Auckland, New Zealand's largest city.

Marsden Point 35° 50.0'S, 174° 30'E – Chart NZ 5214, NZ 5215, NZ5219

TIME ZONE: GMT + 12 hours (NZST)
Daylight saving is applicable during summer months.

5.0 APPROACH TO MARSDEN POINT

When approaching from the North, all vessels greater than 45m in length / 500 gross tonnes must avoid the mandatory restricted area marked on chart NZ521 and pass at least 5 nautical miles to the east of the Poor Knights Islands.

6.0 NORTHPORT

The location of this port makes it the northern most multi-purpose port in New Zealand and the closest port to many New Zealand's international markets.

Northport is a three-berth port facility at Marsden Point together with considerable backup land. Although primarily for the export of forest products and containers, the terminal is a flexible facility catering for large multi-purpose vessels.

Northport is a deep-water port served by a good road connection. Northland as a province has much to offer international markets particularly in forestry, processed timber products, agricultural, horticultural products, and cement, which are all exported through the port.

A wide variety of cargoes can be handled. These include coal, fertiliser, gypsum, bagged cement, kiwifruit, logs, meat, dairy, molasses, palm kernel, veneer, triboard, sawn timber, LVL and woodchip.

7.0 PILOTAGE

All vessels 500 GT or over require pilotage. Pilotage Exemptions are arranged through the Harbourmaster, Northland Regional Council and must meet the conditions set out in the Navigation Safety Bylaws.

Pilotage and tug services to Northport cargo berths are arranged through Northport Limited. For Channel Infrastructure jetty berths, they are ordered through the ship's agent after consultation with the refinery's marine operations.

The pilot boarding ground is approximately 2 miles southeast of the Fairway buoy and marked on charts NZ 5219, NZ5214 and NZ521 in position 35° 54.9'S, 174°, 34.6'E. The pilotage from the boarding ground to Marsden Point is 7 nautical miles.

7.1 Pilot Boat

The pilot boat 'Berkley' can be contacted on VHF Channels 16 and 11. It is a twin-engine vessel with an aluminium hull. Pilot boarding speed is 6-8 knots and the pilot boards on the lee side of the ship.



7.2 Pilot Ladder

A regulation pilot ladder as prescribed in the Merchant Shipping (Pilot Ladder and Hoists) Regulations 1999 must be used for embarking and disembarking pilots. The ladder must be set 2 meters above the waterline and where the deck is 9m above the water; a ladder/accommodation gangway must be used and secured to the ship's side.

All Pilot transfers must be undertaken with ships pilot ladders complying with international and New Zealand Maritime requirements:

- SOLAS Chapter V, Regulation 23- Pilot Transfer Arrangements
- IMO Resolution A.1045(27)- Pilot Transfer Arrangements
- NZ Maritime Rule 53- Pilot Transfer Arrangements.

Any vessel found to be presenting a non-compliant pilot ladder will be required to remedy the ladder immediately or the movement will be cancelled with all costs to the vessel account. All non-compliance will be reported to Maritime New Zealand.

7.3 Pilot Exempt Vessels (Masters)

While a pilot exempt vessel may transit the harbour in accordance with exemption certificate, Northport has further requirements when berthing at the facility; these will be ship specific and can be sort on request.

MV Aotearoa Chief berthing requirements are as follows:

- All pre-arrival requirements are met,
- The Master is to hold a valid Pilot Exemption Certificate for the Whangarei Harbour,
- The Tug 'Kemp' must be used when berthing as a minimum,
- A minimum of a Northport four-person line party is to be used on arrival and departure,
- All VHF Communications procedures are followed pre-arrival and departure.

Other small craft <70m LOA

- All pre-arrival requirements are met,
- The Master is to hold a valid Pilot Exemption Certificate for the Whangarei Harbour,
- All VHF Communications procedures are followed pre-arrival and departure.
- A minimum two-person line party is to be used on arrival and departure,
- **Mandatory requirements for a small tug**
 - Wind speeds greater than 15knots sustained from any direction.
 - Wind speeds gusting greater than 25kts from any direction.
 - If berthed or berthing between two vessels where the gap is less than 150m.
 - At the master discretion.
 - If Northport deem a tug is necessary.

7.4 Vessels Less Than 500gt

For all vessels arriving at Northport that are less than 500 gross tonnes, a pilot is not required. Northport requires the following additional requirements to be met for berthing:

- All pre-arrival requirements are met,
- Tug requirements will be assessed on a case-by-case scenario, dependant on a vessel size, condition, master's experience, and weather conditions.
- Every vessel will require the appropriate Northport line party (numbers are dependent on length, less than 15m 1 man, 15-45m 2 men, 45m on application). Linesmen are included in berthage rates.
- All VHF Communications procedures are followed.

8.0 PILOTS AND TUGS – ORDERING AND NOTIFICATIONS

All communications regarding shipping operations must be conducted through Whangarei Harbour Radio which is manned 24 hours. Pilotage is available on a 24hr / 7 day per week basis for normal operations subject to other harbour movements and notice being given as follows through Whangarei Harbour Radio.

VHF Channel 16 and 11
Phone – 09 – 4325018
Fax - 09 – 4328698

8.1 Notification of Vessel's Arrival

Ships agents (and vessel where applicable) must notify Northport of a vessel's impending arrival via shipping@northport.co.nz as follows (**these are minimums**):

- 14 days in advance - Pre-arrival notification issued by email to NPL.
- 7 days in advance - Vessel Arrival Information (VAI) emailed to NPL.
- 7-1 days in advance - Continual updates of ETA and ETD issued.
- 48 hours in advance - Dangerous goods documentation issued.
- 24 hours in advance - Arrival vessel Movement Information (VMI) & pilot card issued.
Export/Import cargo custom documentation should be issued.
- 6 hours in advance - VMI of departure emailed to NPL.
- 4 hours in advance - Final opportunity to amend ETA without penalties.
- 4 hours in advance - Ship makes first contact with Harbour Radio (WHR) VHF 11.
- 1 hour in advance - Ship communicates 1hr from Fairway buoy to WHR VHF 11.

Late receipt of a vessel's VAI will result in an "effective ETA" being listed as 7 days after receipt of VAI. VAI's confirm berth allocation and subsequently pre-lotting storage for the ship's cargo at the berth. This is especially the so for log ships, where storage is at a premium.

Exporters exchanging pre-advised ships inside 7 days is at Northport's discretion. This would only be permitted if the vessels LOA did not increase and affect other vessels already in the berthing lineup and ETA of the exchanged vessel would be fixed as the last advised ETA of the previous vessel.

8.2 Ordering Tugs and Pilots

General Requirements

- ETA's are required to meet minimum notice periods.
- Planned departure drafts or displacements exceeding 11.5m or 45,000MT may require starboardside berthing only.
- Final confirmation of pilot times must be made no later than 4 hours before arrival or departure.
- At time of berthing agents must give an Estimated Time of Departure (ETD)
- ETD's should be updated regularly throughout the vessel's stay.
- Updated Estimated Time of Arrivals (ETA) and departures (ETD) must be given by 1600 hrs each day.

- Amendments to or cancellations of a movement will be accepted up to 4 hours before pilot time with no penalty.
- The ship's agent is the only person who can schedule or make changes to a pilot time, other than Northport as the facility owner.

Additional Clauses

Minimum Changes to POB

- Departure changes to POB time, shall be subject to a minimum change of 1 hour (apart from the exceptions detailed below).

Fatigue Risk Mitigation

- No order shall be accepted changing a shipping movement time forward if communicated between 2000 and 0559 the following morning.
- North Tugz has a robust Fatigue Management Plan which includes a minimum 10 hour stand period each day. Accurate timings must be promptly communicated to allow North Tugz and Northport to plan movements and avoid delays.

Operational Considerations

- North Tugz may need to amend a scheduled shipping movement to an alternative time due to contractual obligations, fatigue management or environment factors. Ultimately North Tugz and Northport will work with its customers to provide a timely operation within these guidelines.

8.3 Pilot Boarding Times at Northport Cargo Berths

Arrivals (m)	Draft	Displacement	Tide condition	POB	Berthing Direction
0-200	0-11.5	Any (if >49,000 go to draft >11.5)	Any	Anytime	PST or SST
0-200	11.6-12.7/14.2 (if draft > 12.0m go to length 200-250)	Any	Ebb tide	0.5hrs before HW to 1hr before LW	PST only
200-249	0-11.5	Any (if >49,000 go to draft >11.5)	Ebb tide or last of flood tide for SST	0.5hrs before HW to 1hr before LW or 2hrs before HW for SST	PST or SST with restrictions
200-249	11.6-12.7/14.2	Any	Slack HW (if draft <12.0m slack LW)	1hr before HW to HW or 1.5hrs before LW	PST only
250-295	0-12.0	Any	Slack water	1hr before HW to HW or 1.5hrs before LW	PST only
Departures (m)	Draft	Displacement	Tide condition	POB	
0-200	0-11.5	Any (if >49,000 go to draft >11.5)	Any	Anytime	
0-200	11.6-12.7/14.2 (if draft > 12.0m go to length 220-250)	Any	HW if PST or 3hrs before HW to HW if SST	0.5hrs before HW or if SST 3hrs before HW to HW	
200-249	0-11.5	Any (if >49,000 go to draft >11.5)	Slack water if PST or anytime if SST	1hr before LW/HW or anytime SST	
200-249	11.6-12.7/14.2	Any	Slack HW	1hr before HW or if SST 3hrs before HW to HW	
250-295	0-12.0	Any	Slack HW	1hr before HW to HW	

8.4 Weather Criteria

The figures given are for guidance purposes only. Depending on wind gust strength and direction, the pilot or Northport may make a judgement call on a ship-by-ship basis to increase or decrease the weather criteria.

- Indicative maximum wind strength for normal ship handling at Marsden Point Cargo Wharves: Maximum 30 knots mean wind speed from all directions.
- For high sided vessel such as container ships, woodchip ships and cruise;
 - 0-220m LOA 20kts sustained and gusting 25kts
 - 221-295m LOA 15kts sustained and gusting 20kts
 - 249m+ LOA overhanging Subject to risk assessment

Swell Criteria

Wave Ht H _{MAX}	Time Period				Av. Wave (Hs) Ht	Time Period			
	3s	6s	9s	12s		3s	6s	9s	12s
2.0	✓	✓	✓	✓	0.5	✓	✓	✓	✓
2.5	✓	✓	✓	✓	1.0	✓	✓	✓	✓
3.0	✓	✓	✓	✓	1.5	✓	✓	✓	✓
3.5	✓	✓	✓	✓	2.0	✓	✓	✓	✓
4.0	✗	✗	✓	✓	2.5	✓	✓	✓	✓
4.5	✗	✗	✗	✓	3.0	✗	✗	✗	✓
5.0	✗	✗	✗	✗	3.5	✗	✗	✗	✗

8.5 Maximum Drafts at Northport

See section 8.3 Pilot Boarding Times and Section 21.0 Detail of Wharves for chart datum depths.

- Minimum bottom clearance alongside a berth is to be no less than 0.3m on any given state of the tide.
- Port approval is required for any vessel with a planned arrival or departure draft of 10.8m or greater.
- Arrival and departure draft greater than 11.8m will be subject to a tidal calculation and may also be subject to DUKC requirements.

8.5 Tugs

North Tugz is the contracted supplier of tugs and craft to assist in shipping operations.

	Bream Bay	Takahiwai	Marsden Bay	Kemp	Hobson	Berkley
Type	Ulstein ASD Tug	Ulstein ASD Tug	Twin Screw Small Tug	Twin Screw Small Tug	Lines/ Workboat	Pilot Vessel
Manning	2 crew	2 crew	2	2 crew	2 crew	2 crew
Bollard Pull	68t	50t	27t	14t	3t	N/A
Date of Build	2007	2000	2015	1992	1976/1963	2015
Gross Tonnage	250	N/A	92	50	27	N/A
Length	24.47m	22.45m	17.00m	16.54m	13.75	18.5m
Total Eng. Power	4180 kW	3300 kW	1,492kW	744 kW	230 kW	N/A
Fire Fighting	Yes	Yes	N/A	N/A	N/A	N/A
No. of Passengers	12	7	7	6	5	6 (includes Pilot)

Note: All craft operate out of Marsden Point.

9.0 VHF COMMUNICATIONS – WHANGAREI HARBOUR RADIO

“Whangarei Harbour Radio” is the official call up name for the Whangarei commercial radio station - Call Sign ZMH 56. A listening watch is kept 24 hours/day on VHF Channels 16/11.

Emergency contact with Northport Ltd, regarding ship safety or emergency services must be made through Whangarei Harbour radio VHF Channel 11.

A ship's listening watch must always be kept on VHF channels 16 and 11 when at anchor or manoeuvring in the harbour.

9.1 Vessel Reporting Positions

All commercial vessels 100GT or greater must notify Whangarei Harbour Radio, 30 minutes prior to passing the Fairway Buoy inwards prior to leaving the berth, provide the following information:

- Ship's Name
- Last Port
- Next Port
- Draft

Radio reporting points have been established adjacent to the following aids to navigation:

<u>Reporting Point</u>	<u>Latitude and longitude</u>	<u>Position Direction</u>
Fairway Buoy	35° 53'.25S, 174° 33'.15E.	320.6° / 140.6°
Snake Bank Beacon	35° 49'.73S, 174° 29'. 10E.	107° / 287°
Wellington Rock Beacon	35° 46'.59S, 174° 22'.42E.	081.5° / 261.5°

9.2 Vessel Arriving or Departing Northport Berths

All vessels arriving at Northport must call in once alongside the berth and all-fast. All ships departing Northport must notify Whangarei Harbour Radio 30 minutes before leaving the berth and once all lines have been let go.

10.0 GENERAL PROCEDURES FOR ARRIVAL

Vessels call Whangarei Harbour Radio on VHF Channel 16 or 11 and will be advised to standby for a pilot 2nm SE of the Fairway Buoy or to anchor at Anchoring Zones A or B (at the Masters discretion) Vessels must remain a minimum of 1.25nm from the Fairway Buoy at all times.

The pilot boards by pilot boat at the pilot boarding ground. The vessel proceeds in under pilot instructions. The pilot is in radio contact with Northport staff through Whangarei Harbour Radio on VHF Channel 11. The tugs will meet vessels at either No 4 or No 9 buoys depending on their size. Vessels will invariably berth into the tidal stream.

10.1 Customs, MPI Biosecurity and Marinas

All first port overseas yachts must report to Whangarei Harbour radio. Yachts inbound from overseas are directed to the Customs and MPI Biosecurity clearance berths at Marsden Cove Marina – The Entrance Channel position is approx. 35° 49.85'S 174° 28.45'E.

The Customs and MPI Departments should be advised of the yacht's arrival time at the berth by phone, Customs: Phone 0292 509305, MPI Whangarei – phone 430 7848. This phone service can be provided by Whangarei Harbour Radio. Yachts requiring berths in the Town Basin or Kissing Point Marina can contact the Marina Office on VHF Channel 64 or telephone (09) - 438 2033.

All cargo requires a CIDO (Customs Import Delivery Order) or a CEDO (Customs Export Delivery Order). This cargo documentation is required before a ship sails (export cargo only) and before the cargo can leave the port (import cargo only).

10.2 Commercial Vessels, Fishing Boats, and Other Craft

All commercial vessels arriving/departing Northport, Channel Infrastructure, Portland, and Whangarei Harbour must call Whangarei Harbour Radio prior to entry into the harbour and prior to leaving the berth for sea.

10.3 Maritime Distress Calls

Distress calls are managed by Northland Maritime Radio which is a government radio service. Mayday calls will take precedence over shipping operations, via international distress VHF channel 16.

The local search and rescue centre are the Whangarei Police.

Whangarei Police: 09 4304500
Maritime NZ – Emergency Number: 0508 472269
NZ Rescue Co-ordination Centre: 04 9148380
All distress calls whilst alongside should be made to Northport's Port Services Centre – VHF Ch11 or 09 4325018.

11.0 FIRST PORT OF ARRIVAL DOCUMENTATION

The following documents are required before entry into Northport as 1st port:

Pre-arrival Forms - to be completed and forwarded to ship's agent no less than 48 hours before arrival:

- New Zealand Advance Notice of Arrival Form (ANA)
- Ballast Water Declaration Form – Part 1 and 2
- Crew List (NZ Customs XLS format)
- Voyage Memo showing arrival and departure dates at all ports visited in the last two years (or since vessel last came to NZ if less than two years ago)

Customs Papers to be presented for inspection on arrival:

- Inward Report (including stores list)
- Crew List
- Individual Crew Declarations (Manifest)
- Nil List

Biosecurity Papers

- Masters Declaration form
- Ballast Water Declaration Part 1 (original)
- Ballast Water Declaration Part 2 (if applicable)

Health Papers

- Maritime Declaration of Health - (Between 24 – 12 hours before arrival, request 'Free Pratique' by e-mail to shipping@nhl.co.nz)

Customs and MPI officials generally board ships on arrival.

12.0 ANCHORING INSTRUCTIONS

(Refer to Chart NZ 5214 and NZ 5219)

FAIRWAY BUOY POSITION:

35° 53.24'S., 174° 33.15'E or
2.76 nm bearing 224° from Bream Head

**This buoy operates an AtonAIS unit
and is visible to all vessels carrying a
class AIS unit**

Characteristic

Long flash every 10 seconds.

Description

Buoy with red & white vertical stripes

FOUL GROUND:

Vessels should not anchor within a circle one nm radius centred on position 35° 54.6'S., 174° 33.3'E as the area is foul with a rocky bottom.

The below anchorages are for use by any large vessel calling Marsden Point, provided the anchorage is free of use, the Master can choose an anchorage suitable for their vessel and forecasted weather.

Anchorage Alpha:

A1 35° 52'.615S, 174° 34'.830E

A2 35° 52'.615S, 174° 35'.620E

Anchorage Bravo:

B1 35° 56'.020S, 174° 33'.020E

B2 35° 56'.550S, 174° 33'.340E

B3 35° 57'.130S, 174° 33'.650E

B4 35° 57'.660S, 174° 33'.950E

B5 35° 57'.400S, 174° 34'.830E

MPI Approved Quarantine Anchorages

Q1 35° 56'.290S, 174° 34'.300E

Q2 35° 56'.900S, 174° 34'.570E

13.0 WEATHER

The prevailing wind is south westerly. Occasional strong north easterlies occur near the end of the summer. Fog effecting shipping operations is limited to 2 – 3 days per annum. Marsden Point is subject to large tropical lows and cyclones through the warmer months.

14.0 DESCRIPTION OF APPROACH CHANNELS

The approach to Marsden Point has a shallowest depth of 14.6m at chart datum between the Fairway Buoy and No 1 buoy. The least width of 190m is between No 3 and No. 6 buoys. Tidal streams are strongest in the area of No. 7 buoy where rates of over 3 knots may be experienced.

For vessels proceeding to Northport berthing from 0-390m, the controlling depth is 13m at chart datum and for berthing from 390-570m it is 14.5m. The swinging basin has a maximum width of 400m. For vessels proceeding to Northport Marsden Point Jetty berth, the controlling depth is 7.1m at chart datum.

From One Tree Point up to Whangarei the channel is shallower and narrower with a charted channel minimum depth at chart datum of 7.0m. The minimum width for most of its length is 90m.

The minimum charted depth to Portland is 4.7m at chart datum.

15.0 NAVIGATIONAL AIDS

The port is well lit with buoys, beacons, and leading lights. Vessels may enter by day or by night. There is no shore-based control of vessels. Any issues associated with navigation aids on the harbour should be reported to Whangarei Harbour Radio – VHF Channel 11 – Ph. 09 4325018.

16.0 WAVE RIDER BUOY'S

There are two wave rider buoys situated on the starboard side of the channel midway between the Fairway buoy and No.1 buoy. Both buoys are lite with yellow flashing lights as described on chart NZ5214. Vessels must not attempt to enter/leave the channel between the Fairway Buoy and No. 1 buoy.

17.0 TIDAL DATA

	MHWS	MHWN	MLWN	MLWS	MAX RANGE
Marsden Point	2.70	2.20	0.90	0.50	2.20

Levels given are above chart datum (Lowest Astronomical Tide) and given in meters.

17.1 Description of Tide Regime – Whangarei Harbour

The range in tide increases the further up the harbour a vessel progresses.

High water at Whangarei is 21 minutes after high water at Marsden Point and low water Whangarei is 14 minutes after low water Marsden Point, i.e. the tide is always lagging Marsden Point at Whangarei.

18.0 DOCKWATER DENSITY

Marsden Point is salt water. Vessels should verify the density with an appropriate hydrometer.

19.0 DETAILS OF WHARVES

Northport is designed as a multi berth facility to accommodate a combination of vessel lengths. The total berth face is 570 linear metres PLUS an allowance for a 5m overhang at the western end and 15m overhang at the eastern end (61m (from 570m mark) overhang for pre-simulated container vessels).

	No 1 Berth	No2 Berth	No 3 berth	MP Jetty
Length	570m			134m
Min Depth at Chart Datum (CD(LAT))	12.8m** -5m to 190m	13.0m 190m to 390m	14.5m 390m to 635m	7.80m
Height of Deck above CD	5.0m			
Max Length of Vessel	295m (This is based on the current channel configuration and is the limiting length rather than the length of the berths)			130m
Deadweight	65000t		85000t	-
Displacement	85000t		105000t	-
Designed LOA	300m		265m	110m
Max Beam**	35m		38m	20m
Max Draft*	12.70m	12.70m	14.2m	7.50m
Max berthing angle	3°			
Max berthing velocity	0.12m/second		0.10m/second	0.07/second

***Draft is a static calculation – any vessel requiring a draft of 11.8m or greater a dynamic calculation will be applied.**

****TEMPORARY ADJUSTMENT TO CD AND DRAFTS DUE TO DEBRIS IN BERTH POCKET.**

20.0 CARGO HANDLING

Within the port boundaries there is approximately 40ha of open paved hardstand available for cargo storage and pre-assembly. Outside the port boundary Northport has access to a further 180ha of industrial zoned land available for port related development.

- Northport has two Konecranes Mobile Harbour Cranes available for cargo handling excluding bulk logs),
- Forklifts, loaders, and hoppers are readily available,
- There are 204 reefer point readily available on site,
- There is hardstand area adjacent to all wharves for the pre-assembly of cargoes,
- A 5,000m² Dry Goods Store is available for transit storage of cargo,
- Outside the port boundary there are storage sheds for bulk and dry goods cargoes.

21.0 HEALTH AND SAFETY WITHIN THE PORT

www.northport.co.nz/healthandsafety

Reference should be made to the following:

- Northport's Health and Safety Manual
- Northport's Emergency Procedures Manual
- Code of Practice for Health and Safety in Port Operations

21.1 Crew Safety

Ship's Masters must ensure crew are always working to the vessels Safe Operating procedures when alongside. In particular, Masters must ensure crew working at height have the appropriate PPE and recovery plan in place. Northport will cease cargo operations if any unsafe practices are witnessed.

21.2 Crew Access - Pedestrians

Ship's crew must not walk in areas of cargo operations. When crew are required to access the wharf for drafts, provisions etc they must advise the stevedore first.

21.3 Crew Transportation

Transportation between the ship's gangway and the main port entrance gate is via the Mission to Seafarers during scheduled times (see Ships Agent) or by a taxi organised by the ship's agent.

21.4 Port Evacuation

In the case of an emergency Northport may order a general evacuation of the port. The General Alarm (continuous rise and falling siren) will sound around the site. Ships are required to stop work and report to the nearest assembly area and await further instructions.

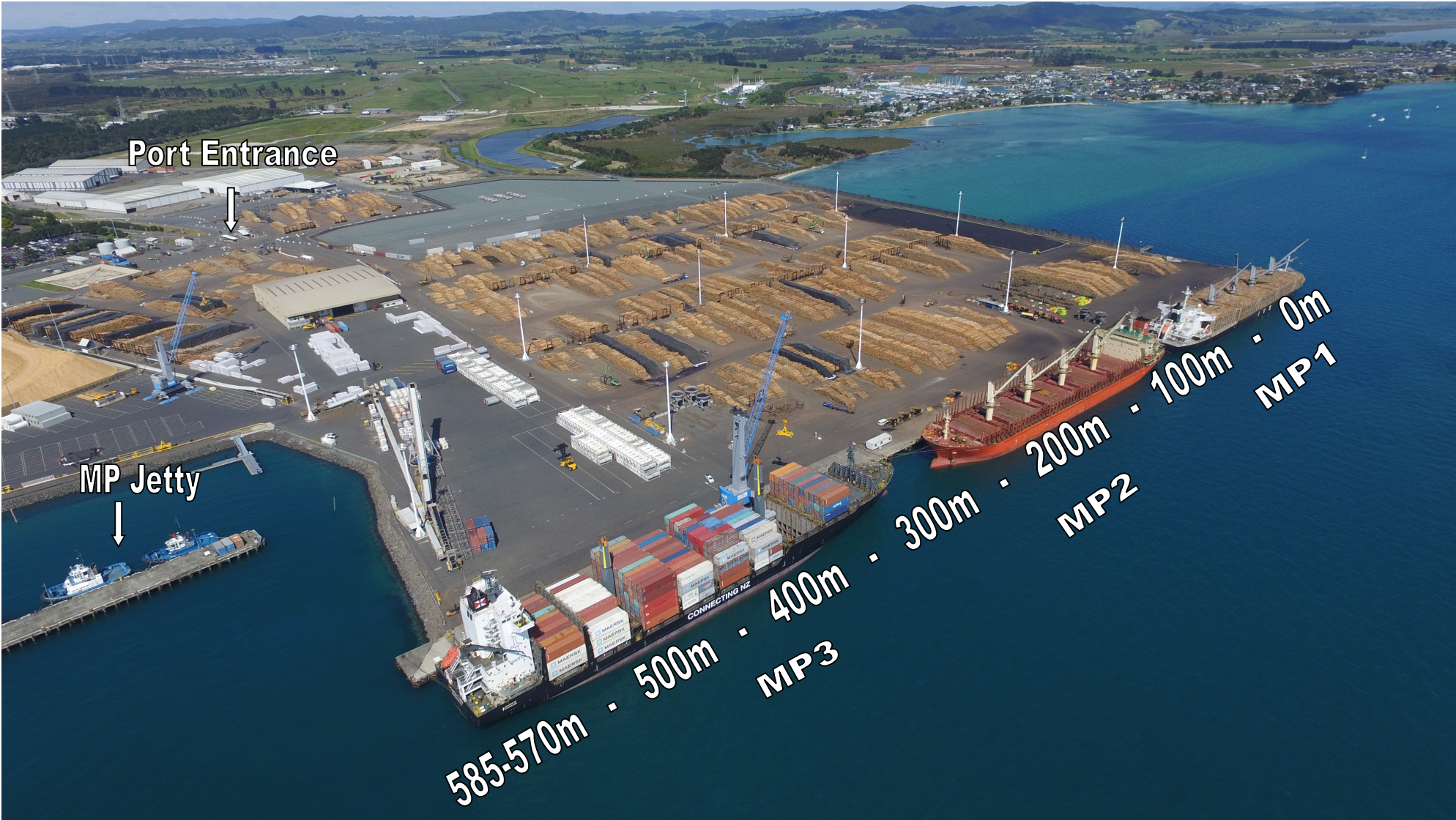
Northport's alarms are tested every Wednesday at 1305hrs. **Take no action.**

A rising alarm from the refinery (Channel Infrastructure) indicates an incident not necessarily an emergency within the refinery. **Take no action.** Ships will be instructed if any further action may be required. A second rising alarm indicates that the situation is over. Note: The alarm is tested every Wednesday at 1300 hours.

21.5 Assembly Points

In the event that ships need to be evacuated, crew must assemble at the nearest wharf side assemble point at the Stevedore's berth office. If necessary, ship's crew may be redirected to the off-site assembly point located at the main entrance gate.

22.0 PORT LAYOUT – NORTHPORT



23.0 SPECIFIC OPERATING CRITERIA and RESTRICTIONS

In considering all aspects of ship manoeuvres and operating criteria to or from Northport berths all operations will be undertaken in the safest manner and in accordance with best practices and good seamanship.

23.1 Berthing Allocation

Northport operates a 585 linear meter facility which can operate as a three-ship facility when ship lengths are 180m or less. When ships of greater length visit the port, there are restrictions placed on the facilities ability to accommodate shipping due to the available berth space. The following outlines a series of rules and restrictions to ensure berth allocation is undertaken considering all parties and factors.

Some berthing scenarios can be complex and difficult to resolve, in every case Northport Ltd has the final say in all berthing situations.

- Northport is now a more diverse Multi-Cargo Facility and will operate its berth priority by cargo:

<u>Berth</u>	<u>Priority</u>	<u>Options</u>
MP1	Logs and Bulk Cargo	All Other Cargo
MP2	Logs and Bulk Cargo	All Other Cargo
MP3	B/Bulk, Woodchip, Containers & Cruise	All Other Cargo

- Northport operates on a first vessel to the charted Pilot Station receives the first available Pilot, but a ship second to the pilot station can secure the berth ahead of the first vessel providing:
 - It has berth priority for the berth as above
 - The first vessel does not have all cargo waiting
 - The first vessel does not have sufficient labour waiting*
 - The first vessel is restricted by meteorological conditions (tide, wind etc) **
 - The first vessel cannot berth due to its length over all being too great for the berth space***

* = A minimum of 3 gangs are required to hold out a vessel with 4 gangs available

** = all vessels have a six-hour period of grace, where the meteorological conditions may change in favour of the first vessel

*** = a vessel can pay to shift another vessel already berthed at Northport, if berth space permits – Must be undertaken in a timely fashion

- Exceptions
 - A **Scheduled** break bulk or container vessel can book its place in the 'queue' based on its actual ETA at the Pilot Station and can then head to another port call but must be back in time to make that Pilot boarding time, but this must be clearly communicated to Northport in writing.
 - A container **Liner** service will have a pre-booked and guaranteed berth up to 8hrs.
- Berth Usage for a Non-Priority vessel or Cargo
 - A vessel can take a non-priority berth should the berth be free, but the berth must be vacated prior to the arrival of a Liner Service or within 12hrs of a vessel with priority.

23.2 Under Keel Clearance

The port works on a minimum 10% Static Under Keel Clearance for manoeuvring purposes when performing manual calculations.

23.3 Dynamic Under Keel Clearance (DUKC)

Northport operates a dynamic underkeel clearance system for vessels using Marsden Point berths. The DUKC system is used to accurately predict a particular vessels under keel clearance based on the vessel's dimensions and stability information, the prevailing environmental conditions which include tides, sea levels and swell data, predicted vessel speeds and a detailed profile of the Whangarei Harbour approach channel. The DUKC system ensures that minimum levels of net under

keel clearance for vessel manoeuvrability and bottom clearance for safe navigation in restricted waters are always met or above this level.

1. Every vessel that is piloted thru the Whangarei Harbour entrance is required to complete a Manual DUKC Form. This is undertaken by the pilot prior to boarding the vessel (See appendix 1).
2. Every vessel is required to complete the DUKC particulars in the VIM Form for arrival and departures.
3. Once a vessel fails the Manual DUKC form or has a SUKC of 3.0m or less, then it is mandatory for the DUKC computer program calculation to be implemented to determine if the transit is viable or not.

The DUKC manual and computed calculations completed by the Pilot for transits on the Whangarei Harbour is a service included in the Marine Charges.

This is a procedure implemented by the Whangarei Harbour Safety Committee chaired by the Harbourmaster.

23.4 Tug Usage

For arrivals and departures, the general requirement is for two tugs.

Where the draft exceeds 10m, a tug escort will be used from and to the vicinity of No 7 buoy. The level of escort provided may be varied on any specific occasion according to the prevailing conditions. For all vessels, the tug will meet the ship at No. 9 buoy and on departure may be dismissed in the vicinity of No 18 buoy.

23.5 Berthing Direction

Vessel berthing is dependent on the direction of the tidal stream. Ships are berthed bow into the tidal stream. Subject to Pilot's discretion ships may be berthed with the flood tide; the pilot boarding time is to be no later than 1 hour before low water slack water.

23.6 Other Berthing & Piloting Restrictions

- Positioning of ships at berth. Northport operates with a minimum 15m spacing between ships for berthing, however exceptions may occur in special circumstances, subject to Northport and North Tugz Managers risk review and discretion.
- Where a vessel must be berthed between two already berthed vessels, the minimum space required will be the ship's length plus 50m subject to weather conditions prevailing at the time.
- Vessels with a planned departure draft of greater than 11.5m or a displacement greater than 45,000MT will be required to berth starboardside to the berth.
- The pilot or Northport may delay any vessel subject, but not limited to, high winds, exceptional swell, deep draft, or excessive tidal flow or to aid in operational efficiencies at the port.

23.7 Overhanging Vessels Alongside

- Standard berthing arrangements can have a vessel berthed with a -5m overhang at the western end of the port and +15m overhang (to 585m) to the eastern end of the port. Vessels will be restricted to be bow out to the overhang.
 - Overhangs exceeding these limits are possible after successful simulation and risk assessments are completed.
- All overhangs must ensure all factors are considered, including weather, cargo location, crane reach and safety of wharf operations.
- There are two operations that have completed risk assessments beyond standard overhang marks of -5 & 585m:
 - All overhangs exceeding the standard overhang marks require a Mooring Line Plan to be signed by the NRC Harbourmasters Office.
 - 200m LOA S Class general cargo ship is permitted to berth starboardside out to 590m mark.
 - Container vessels 200m+ LOA are permitted a maximum overhang of 61m to the east (to 631m).
 - Vessel must have a minimum of 2 mooring lines onboard of 200m length.
 - Eastern breast lines are run back to the Tug Jetty, a distance of 150m.
 - If forecasted sustained winds of 20kts or greater and additional 2x breast lines may be required.

- A standby tug maybe required at the vessels cost if winds of westerly backing south easterly are forecast to be 35kts sustained or greater.

23.8 Mooring Arrangements

- The optimum mooring arrangement for all vessels is 4 head/stern lines and 2 springs fore and aft.
- **Minimum Separation** between ships for berthing should be not less than 15m.
- Mooring lines at the east and western end of the berths should be squared off.
- **Marsden Point Tug Jetty** – Mooring arrangements are to be discussed with Northport prior to the vessel's arrival.
- **Storm Bollards** - the pilot will make the master aware of the storm bollards which are to be used in the event of strong winds. Northport will advise of expected strong winds and the vessel must comply with any requirement to run out additional lines. Should the master require assistance, contact Whangarei Harbour Radio VHF Ch 11.
- **Immobilisation** – When a ship is undergoing an engine immobilisation or is undermanned for any reason, a minimum of two extra breast lines (one forward and one aft) must be run to the recessed storm bollards and turned up on the ship's bitts (Not winch drums).
- Line configuration and maximum lines per bollard as per below.

Vessel Type	Line Configuration	Lines per bollard
Log ships	4 plus 2	Maximum 4
Woodchip Carriers <205m	4 plus 2	Maximum 3
Container Ships < 235 m	4 plus 2	Maximum 2
High Sided Ships	6 plus 2	Maximum 2

High Sided Ships - If forecasted sustained wind greater than 25kts, 2x additional breast lines will be required.

The following ships are considered high sided: Car Carriers/ Cruise Ships > 180m/ Woodchip Carriers > 205m/ Container ships >235m.

23.9 Shifting Ships (Line Shifts)

The shifting of ships along Northport berths is not to be conducted without permission from Northport, who reserves the right to refuse any shift. Agents must have the ship's master complete a Shift Ship Form (See Appendix 8.) and any shift must be conducted according to the following criteria:

- Application form to be completed before shift commences and delivered to the Port Services Centre, where it will be processed and returned with a confirmation or decline,
- No vessel can refuse to be shifted, if requested by Northport Ltd and the shift can be undertaken safely,
- All the below criteria must be meet for each type of shift required, for it to be approved:

Non-assisted Shift Ship

- Maximum distance to be no more than 20m,
- To be conducted at slack water only,
- Wind strength to be no more than 10 knots,
- Ships master, Northport or North Tugz representative and a 4 person lines party,
- Whangarei Harbour Radio to be notified before and after the shift is carried out.

Assisted Shift Ship

- Shifts greater than 20m,
- Wind strength during shift greater than 10 knots, but less than 30 knots,
- Normal berthing criteria to be used which include Pilot, Tugs and 4 Lines party.
- Whangarei Harbour Radio to be notified before and after the shift is carried out.

23.10 Project Cargo and Ships Pontoons

All heavy/project cargo, including ships pontoons planned to be landed ashore, must be pre-advised to the port. The port will undertake an engineering review the wharf loadings and will impose any restrictions. Charges for this review are as per Northport principle tariffs.

23.11 Changes to Criteria and Restrictions

Northport Ltd as the owner and operator of the Northport facility, reserves the right to change or alter the operating criteria and restrictions at any time.

24.0 PORT SERVICES

The port has available a full range of ship services.

24.1 Port Security

Northport complies with the provisions of the Maritime Security Act 2004 and the International Ship and Port Facility Security Code (ISPS Code). ISPS Compliance number is NZWRE 24637 – 1109.

Northport is a secure facility with authorised access through manned gates and operates at Level 1 security unless otherwise stated. If security levels change, notifications will come through to all port users from the Gate House.

The Port Facility Security Officer can be contacted through the Port Services Centre – 09 4325018 or VHF channel 11.

24.2 Tugs and Lines Boats

There is adequate tug power available within the port. **Towage is performed under UK Standard Towage Conditions (1986)**. Type and tug power used is dependent on the size of the vessel, tide, and weather conditions on the day. For details of tugs and other craft available (refer to [Section 8.4](#)).

Pilotage and Towage to the cargo wharves is arranged through Northport Limited.

24.3 Hydrographic

Northport undertakes regular hydrographic updates for berths and channels. Northport will make available the necessary updated hydrographic information, wharf, and aids to navigation maintenance, through LINZ Notices to Mariners and Whangarei Harbour Radio.

24.4 Oil Pollution Response

Maritime NZ has a supply of oil spill response equipment at Marsden Point, this is maintained and managed by the Northland Regional Council's Harbourmasters Office.

Channel Infrastructure on behalf of Maritime NZ operates a small oil spill recovery vessel based at the Refinery.

24.5 Compass Adjuster

This service is available via a local compass adjuster, please see your local ships agent for details.

24.6 Garbage Collection

On arrival vessels are supplied with 2 garbage bins as prescribed by the Ministry of Primary Industries (MPI) regulations. Additional bins can be provided by arrangement with Port Services. Additional charges will be incurred by any vessel berthed or anchored outside the port quarantine area where the delivery of, or a change in cans is required. Northport and Channel Infrastructure operate separate quarantine garbage facilities.

Every vessel shall be charged for two garbage bins through the marine services charges. Any additional bins shall be charged as per Northport's Principle Tariffs (available on Northport's website).

24.7 Ship Simulator

Northport owns and operates a full ship simulator, including tug operation, full bridge simulator and VTS. The simulator is built to international standard, and Northport has trained operators and tutors available. The system is available for hire, for more information please enquire.

24.8 Bunkers

Bunkers can be taken at Northport via road tanker (light fuels) or bunker barge (heavy bunker fuels).

All bunkering Restrictions:

- Approval from Northport is required before any bunkering operation can commence.
- Bunker operators require a current Northland Regional Council Approved Tier 1 Oil Spill Plan.
- Bunkering must be undertaken during daylight hours only. Bunkering at night requires written approval by the Harbourmaster.
- No transfers of dangerous goods are permitted whilst bunkering.
- Cargo operations may be restricted, adjacent to the bunker vessel or vehicle (namely log loading).
- No hot work is permitted alongside or on-board the vessel during bunkering.
- Shipping movements are restricted at and passing the Northport terminal.
- Maximum wind conditions of more than 25kn from any direction.

Contact Details:

BP Marine: www.bp.com/en_nz/new-zealand/home/products-and-services/bp-marine

Email: BPMarineANZ@bp.com

Phone: 0800 800 027

Information Required

- ETA & ETD
- Quantities of 380cst HBFO &/or MGO
- Vessel Name

Awanuia – Technical Details

- Double hulled configuration for safety
- Bow and stern thrusters for additional manoeuvrability
- Capacities: 2,900MT of 380cst heavy fuel oil and 650MT of marine gas oil
- Length 79.9m, Breadth 15m, Moulded Depth 8.0m
- Nominal pump rates of 400t per hour per pump for 380cst, and up to 750mt per hour capability
- Simultaneous MGO & HBFO delivery
- Daylight hour bunkers only
- New Zealand Flagged

24.9 Mission to Seafarers

There is a Mission to Seafarers at Marsden Point situated outside the port boundary. Tel: 09 4327583.

Please speak to your local Ships Agent or Port Services for the latest opening hours.

24.10 Railway

Currently Marsden Point has no rail connection to the national rail system.

24.11 Weighbridge

Marsden Point has two automated users pay weighbridges. Both Weighbridges are run independently, and user should contact Weighing Measuring Solutions on enquiries@weighsolutions.nz.

24.12 Fresh Potable Water and Power

Fresh water is available at all berths. This can be arranged by Ship's Agent or Contact Whangarei Harbour Radio – Tel 09 4325018 or VHF Ch. 11.

Northport does not have shore power available for ships, some capacity is available for small craft.

24.13 Hours of Work and Holidays

The port operates on a 24 hour / 7 day per week basis with cargo operations normally commencing on the vessel's arrival.

Public Holidays: New Year's Day, 2nd January, Anniversary Day, Waitangi Day, Matariki, Good Friday, Easter Monday, Anzac Day, Monarchs Birthday, Labour Day, Christmas Day, Boxing Day.

Ships may arrive or depart, and cargo operations take place on Public Holidays, but a surcharge may be imposed.

24.14 Shops and Banks

There are shops and a Westpac Bank at Ruakaka which is approximately 4.5 kms from the port. There is no bus service, but taxis are available see your local Ship's Agent.

25.0 EMERGENCIES AND ENVIRONMENTAL CONTROLS

The Harbourmaster is responsible for Harbour Safety Management of all waters under the jurisdiction of the Northland Regional Council and can be contacted via the NRC Environmental Hotline phone: 0800 504-639.

Pilots will give to each master of a ship arriving in the port a copy of Northport's "Instruction to master's and Emergency Information" and Northland Regional Council's current "Navigation Safety Bylaws".

In emergencies contact must be made with Whangarei Harbour Radio VHF Ch 11 or phone 09 4325018 to obtain assistance. Tugs and Pilots are available on a 24hr/7 day per week basis.

25.1 Fire

In the event of a fire on a ship other than at the Refinery Jetties

- **Call WHANGAREI HARBOUR RADIO VHF CH. 11**
- Sound 1 or more blasts of 10 second duration on the ship's whistle

25.2 Oil Pollution

Oil is not permitted to be discharged into the harbour. Any oil spill must be reported immediately to Whangarei Harbour Radio – VHF Channel 11 and every effort must be made to minimise or reduce the effects of a spill. Notify Northland Regional Council's Environmental Hotline – 0800 504 639.

25.3 Medical or Police Emergency

- Call: 111 and ask for service required
- **Call WHANGAREI HARBOUR RADIO VHF CH 11 or 09 4325018**

25.4 Excessive Exhaust Emissions

While operating at Northport's facility all vessels must keep exhaust emissions to a minimum. Excessive exhaust emissions may result in cargo operations being stopped by Northport Ltd until the excessive emissions cease.

25.5 Sewage

The Resource Management (Marine Pollution) Amendment Regulations 2014 and the Regional Coastal Plan for Northland make it illegal for a vessel to discharge untreated sewage into Northland harbours. There is a "No Discharge Overboard" policy whilst inside Whangarei Harbour.

25.6 Noise Pollution

All noise is to be kept to a minimum during the vessels stay in port. Port operates hard-loading rules for logs loading on deck, speak to your Stevedore for more information.

Testing of ships whistle and alarms are not permitted without prior approval from Northport's Port Services Centre.

25.7 Fumigation

Fumigation of logs, forestry products and containers are undertaken on Northport's facility. All fumigation, restricted areas and health & safety around fumigation is undertaken and managed by Genera Limited.

For all information regarding fumigation procedures at Northport please contact Genera Limited on 0800 100399 or www.genera.co.nz.

25.8 Immobilisation of Ship's Engine

Whilst alongside Northport's berths the ship's engine should be kept in a state of readiness unless authorisation from Northport is received.

- Ship's agents must complete the NRC Application for Immobilisation of Ship's Engine at Berth form, to apply for immobilisation. Available from the ship's agent or Northport's website.
- At the Harbourmaster's or Northport's direction, the ship's agent shall make arrangements with North Tugz to provide a standby tug at the Agent's cost.
- The ship must notify Whangarei Harbour Radio at the commencement and completion of immobilisation via VHF channel 11.

25.9 Testing of Ship's Engine's

Permission must be obtained from Port Services Centre/Whangarei Harbour Radio to carry out any engine testing and must be advised immediately prior to and on completion of testing.

26.0 Forms

Certain ships operations require forms to be completed and submitted before permission can be given by Northport and or the Harbourmaster.

All forms are available for download as PDF files from Northport's web site – www.northport.co.nz.

27.0 FUTURE DEVELOPMENT

Northport is continuing to develop the port facility at Marsden Point with a 4th berth of 270m having been consented, and to be constructed as port trade demands.

28.0 DIRECTORY

Physical Address:	Ralph Trimmer Drive Marsden Point Ruakaka
Postal Address:	Northport Ltd PO Box 44 Ruakaka, 0151, New Zealand
Phone:	64 9 432 5010
E-Mail:	administrator@northport.co.nz

PORT OPERATIONS:

Port Services Centre	64 9 432 5018
E-mail	portservices@northport.co.nz