

**VESSEL:** .....

**PILOT:** .....

**DATE:** .....

**BRIDGE TEAM TO CONSTANTLY MONITOR VESSEL'S POSITION AND RUDDER INDICATOR AND IMMEDIATELY ADVISE THE PILOT OF ANY CONCERNS. THE PRESENCE OF THE PILOT IN NO WAY RELIEVES THE BRIDGE TEAM OF ITS RESPONSIBILITIES FOR THE SAFE NAVIGATION OF THE VESSEL.**

TIDES	Date	Times	Heights

**ARRIVAL / DEPARTURE CHECKLIST**

	Anchors cleared	
	Crew at stations	
	Any defects noted (see comments)	
	First / Last Lines	
	Berthing / Unberthing plan agreed	
	SWL of ships bitts for tug bollard pull	
Comments:		

**OMC International (DUKC S-111) Dynamic Under Keel Clearance** report presented or **Dynamic Under Keel Clearance** manual calculation (NT-PIL-008-1) discussed and understood.

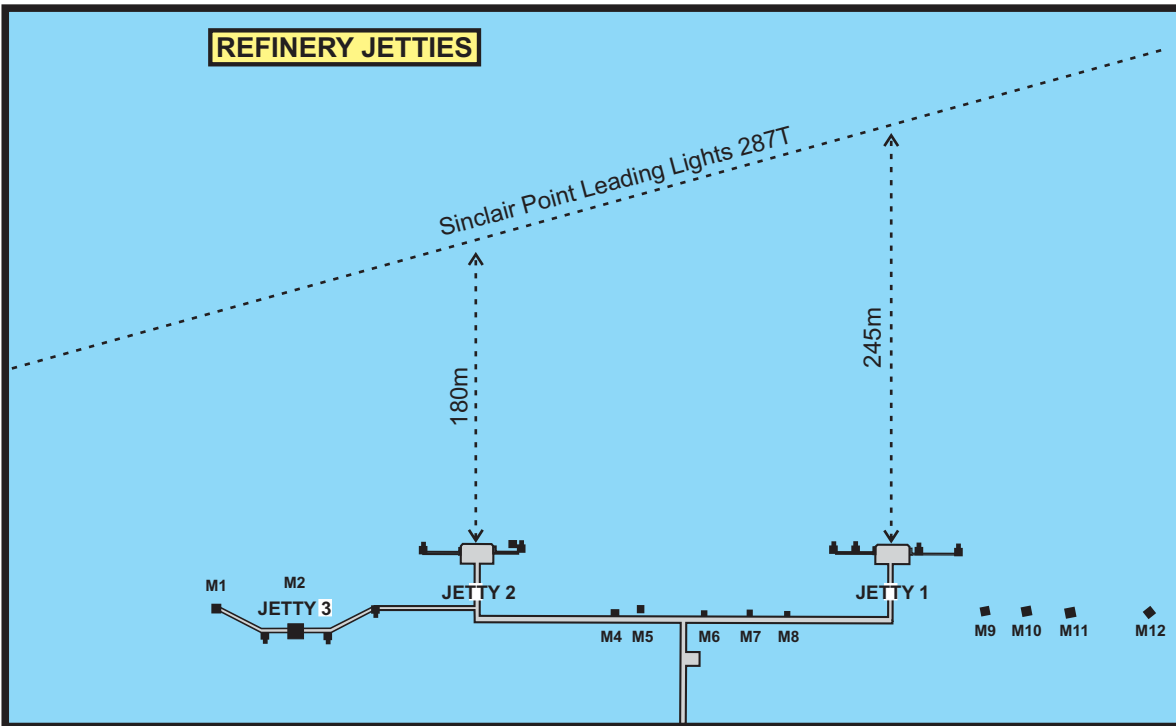
**Passage Plan** discussed and understood

**Master's Name:** .....

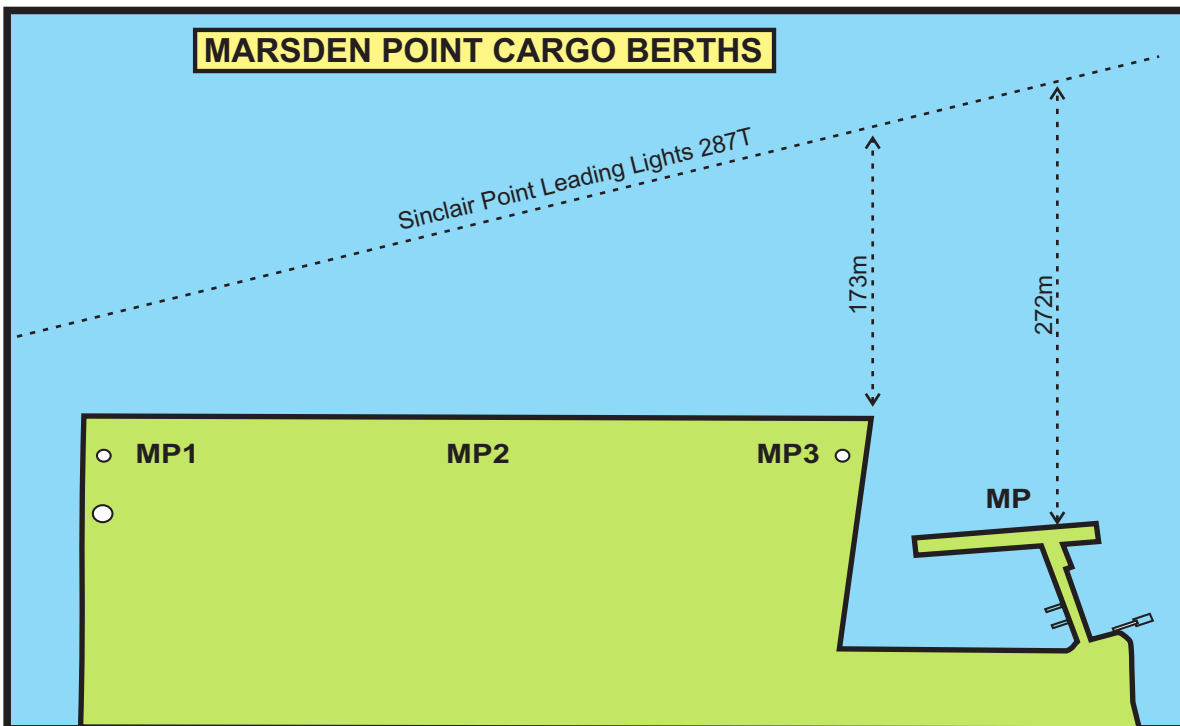
**Master's Signature** .....

**IF ANY DOUBT EXISTS ABOUT THE SAFETY OF THE SHIP, THE BERTHING OR UNBERTHING WILL NOT TAKE PLACE.**

### REFINERY JETTIES



### MARSDEN POINT CARGO BERTHS



### GENERAL INSTRUCTIONS AND GUIDELINES FOR PASSAGE

- Master and pilot to discuss placement of tugs line in relation to SWL of bits and tug bollard pull.
- All areas outside the marked channel are to be considered NO GO areas.
- The point of no return should be considered to be approximately ½ to 1 nm from the fairway buoy depending on the vessel's turning circle. From this point onward the vessel is committed to the channel with limited anchorage positions available. In the event of an emergency the vessel may anchor in the channel if it is safe to do so.
- Whangarei Harbour Radio monitors VHF channel 16 and 11 on a 24hr. basis and may be used for vessel traffic monitoring or emergency assistance.
- A full range of engine manoeuvring speeds must be available throughout the passage.
- Course alteration positions are as shown on the chart but may vary depending on vessel characteristics and weather and tide conditions.
- Pilot ladder to be rigged as per NZ Pilot Ladder regulations 1m above the water with manropes if required by the pilot.
- Where deck cargoes are carried, safe access to the pilot ladder must be provided as per NZ requirements.
- The Bridge Team must monitor the vessel's position and helm indicator at all times and confer with the pilot if any doubt exists.
- The Master and Bridge team should monitor the pilot's actions and feel free to question him/her at any time if in doubt or requiring clarification at any point.

#### North Tugz Tugs and Craft

Bream Bay	70t max bollard pull	█
Takahiwai	50t max bollard pull	█
Marsden Bay	28t max bollard pull	█
Kemp	14t max bollard pull	█
Hobson	3t bollard pull	█
Jack Guy	Pilot Vessel	█

#### ENSURE CREW STAND CLEAR OF TUG LINES AT ALL TIMES



Attending towage is under the standard terms and conditions as provided by Northport Limited or Refining NZ as applicable. The plans are for the purposes of Master/Pilot exchange during passage planning

**REFER TO CHART NZ 5214 FOR NAVIGATION**