

# VAIS (Vessel Arrival Information Sheet) Port of Tauranga – PART B

Port Call particulars - Confirmed					
Vessel Name					
Last Port		Next Port			
Estimated Arrival		Draft FWD		Draft AFT	
Estimated Departure		Draft FWD		Draft AFT	
Side to alongside	Port / Starboard	Shift Ship required		Y/N	
Bow thruster power (kW)		Stern thruster power (kW)			
Bow to bridge dist.		Windage (m2)			
Main engine power (kW)		Astern power (% of Ahead)			
SWL bollard Bow ton		SWL bollards Stern ton			
No. of starts available					

Vessels Equipment – Is the following equipment in Good Working Order								
	Yes	No	N/A		Yes	No	N/A	
Main Engines				Engine Telegraph				
Generators				ECDIS				
Main Steering Gear				Engine RPM indicator				
Anchor Gear				Rudder Angle Indicator				
Bow Thruster				Rate of Turn Indicator				
Stern Thruster				Magnetic Compass				
Gyro Compass (Error – Hi / Lo)				Echo Sounder				
Radar				VHF Radio				
Speed Log				Ship's Whistle				
GPS				AIS				
<b>Comments;</b>								
Does the vessel have any conditions of class? If yes details below.								
Is the engine power limited? For example: Vessel can only use up to half ahead. If yes Details below:								
Has your vessel been detained by Port State Control in the last 12 months? Yes / No – If Yes what were the detentions?								

Vessel Confirmation	
<b>PART B</b> must be sent by email at least <b>24</b> Hours before Arrival, <b>with Pilot Card</b>	
Vessel confirmation that <b>PART B, Page 2</b> has been read, understood and complied with	
ETA to be confirmed by VHF Channel 12 at least 2 hours before arrival	
<b>Number</b>	<b>+64 7 572 8888</b>
<b>Email – CSC</b>	<b>CSC@port-tauranga.co.nz</b>
<b>Email – Duty Pilot</b>	<b>POTDutyPilot@port-tauranga.co.nz</b>

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## Waypoint List to be loaded into radars and ECDIS Prior to pilot boarding

Name	Latitude S	Longitude E	Radius nm	Course
Approach/Holding	37 33.3	176 12.78	na	029/209
Pilot station	37 34.6	176 11.87	na	029/209
A Beacon	37 36.12	176 10.81	na	029/209
No2 reach	37 37.55	176 09.81	0.5'	000/180
Tanea	37 38.21	176 09.81	0.5'	297/117
Roads	37 38.59	176 10.75	0.5'	345/165
Linkspan	37 38.94	176 10.87	0.5'	014/194
Stella	37 39.50	176 10.69	na	014/194

## Parallel Index List for use on radars

COURSE IN COURSE OUT	PI MARK	CABLES L/R OF TRACK
<b>#1 Reach</b>		
209	North Rock	4.1 c (I)
029	North Rock	4.1 C (R)
209	Northwest Rock	2.05 C (L)
029	Northwest Rock	2.05 C (R)
<b>#2 Reach</b>		
180	Northwest Rock	1.4 c (I)
000	Northwest Rock	1.4 C (R)
180	Monument #4	2.4 C (L)
000	Monument #4	2.4 C (R)
<b>Cutter Channel</b>		
117	#6 Beacon	0.08 c (I)
297	#6 Beacon	0.08 C (R)

## Heaving lines

- Heaving lines should be sent from the vessel to the Tugs.
- They should be of 8mm-12mm diameter rope
- Heavy duty lines should not be used
- Heaving lines must not have heavily weighted monkey fists. Heavily weighted monkey fists are dangerous to tug and line crews. If used, vessels are liable for up to a \$10,000 fine.
- Monkey's fists (up to 0.5kg) are acceptable, however should be made from rope only, and should not contain any internal or external weighted material. Alternatives such as soft rubber, or some other soft weighted bag are acceptable, provided they do not exceed 0.5kg

## Pilot ladders

- The Port of Tauranga considers the boarding of vessel to be a high risk operation, and commits to ensuring the highest level of safety for all its staff
- Pilot boarding arrangements must comply with SOLAS Regulations V/23, IMO Resolution A 1045 (27) and NZ Maritime Rules Part 53.
- Pilot ladders must be inspected as fully compliant by a competent officer on board
- Any Pilot Boarding arrangement deemed not to be compliant may have boarding refused by our Pilots, until a safe and compliant means of access is provided by the vessel.

Additional Information for Masters follow link - <https://www.port-tauranga.co.nz/operations/>

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CHECKLIST FOR PILOT LADDER SECURING AND BOARDING ARRANGEMENTS FOR PILOTS				
In Accordance with: (1) Solas Regulation V/23 & IMO Resolution A.1045(27), (2) MNZ Maritime Rule 53, (4) IMO/IMPA Pilot Ladder Poster and (5) ISO 799.				
I, _____ Master of the Vessel _____ will ensure that the following checklist will be complied to for Pilot ladder rigging prior to arriving or departing New Zealand Ports.				
	<b>STRAIGHT LADDER &lt;9m freeboard</b>			
a.	Pilot ladder is secured to the strong point on the deck using rope and not solely held by shackles or a guillotine bar.	YES	NO	
b.	Man ropes are secured to the strong point on the deck and pass through the eye on handhold stanchions. (Not required for inbound vessels)	YES	NO	
c.	Pilot ladder steps are horizontal and chocks under the steps are tightly secured.	YES	NO	
d.	Climb of Pilot ladder is not less than 1.5 metres and not more than 9 metres	YES	NO	
e.	Tripping line not to be attached below lowest spreader. Tripping line if used, must lead forward to avoid fouling with Pilot launch.	YES	NO	
f.	No loops in side ropes below lowest step	YES	NO	
g.	Man ropes must be of natural fibre such as manila rope with dimensions between 28 to 32 mm diameter.	YES	NO	
h.	Are stanchions secured to the deck with pins or other suitable securing device?	YES	NO	
	<b>COMBINATION LADDER</b>			
i.	Pilot ladder is firmly secured to Ship side 1.5 metres above accommodation ladder lower platform in a combination arrangement.	YES	NO	NA
j.	Man ropes are passed behind the side ropes and hung from a height of 1.5 metres above accommodation ladder lower platform in a combination arrangement.	YES	NO	NA
k.	Accommodation ladder is secured to the ship side in a combination arrangement.	YES	NO	NA
l.	Pilot ladder is not secured to the lower platform of the Accommodation ladder in a combination arrangement.	YES	NO	NA
m.	The lower platform of Accommodation ladder is at least 5 metres above sea level in a combination arrangement.	YES	NO	NA
n.	Pilot ladder is secured to the strong point on the deck for the ladders on winch reels.	YES	NO	NA
o.	Pilot ladder rigging supervised by responsible officer and in compliance with above mentioned regulations.	YES	NO	
Note: If any of the above items are ticked "No", Explain the reason for doing so:				
MASTER Signature:				
<b>Note:</b> Fill in the checklist and send prior to Arrival or Departure to <a href="mailto:POTDutypilot@port-tauranga.co.nz">POTDutypilot@port-tauranga.co.nz</a>				

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