



SAFETY, HEALTH, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM

PORT OF CALL HISTORY

REPORTING FORMS MANUAL

Form : 1.3.1B
Date : 02/June/2017
Rev : 1.0
App By : BMM**Port Feedback**

Ship Name	IVS PHINDA
Port	WELLINGTON, NEW ZEALAND
Terminal & Berth No.	AOTEA QUAY NO. 1

Port Details

Anchorage approach	Inner Anchorage, NNW from Post Point / Outer Anchorage, N from Point Jerningham (Mud)
Min. depth at anchorage/Channel	MIN. DEPTH ANCHORAGE: 13 - 22m / CHANNEL: 11.0m
Pilot performance/Tugs condition	Good performance / tugs in good condition
Other information	Current:

Berth Details

Berth Type	Concrete Construction Quay
Minimum depth at Berth/approach/UKC concern	MIN. DEPTH AT BERTH: 9.4m, Starboard side alongside, MIN. UKC: 0.9m
Mooring arrangement	4 Head lines & Stern lines with 2 Fwd & Back Spring Lines
Berth Restrictions	No crew allowed while under cargo operation, Complete PPE required while at berth with visible vest
Berth condition/fendering etc	Fully concrete berth with rubber fendering attached on side.
Other information (fendering etc)	BERTH Density: 1.032 - 1.036 g/cm3

Cargo Operation

Manifold connections	Ships Crane with 3 gangs, slings and log picker for loading.
Terminal courtesy/co-operation	Authorities and terminal personnel are cooperated.
Safety standard	Strict implementation of ISPS & PPE requirements.
Other information (booster pumps etc)	No walking is permitted whilst in port.

Additional information

Authorities(Custom/immig./health)	AGENT/ CUSTOMS/ IMMIG./ QUARANTINE ONBOARD
Security (Stowaways/theft threats)	SECURTY LEVEL 1
Spares/Stores/FW supply	Spares, Stores, FW Supply available to be arrange thru agent.
Crew change/Shore leave	Crew Change: YES, Shore leave: YES with shuttle van service to main gate.
General comments	Gangway & Mooring lines should be tended regularly. Adjusted & tight due to tides.
Recommendations	Observe safe working practices whilst handling mooring ropes.

Master's Name / Date	CAPT. P.M. MONTWILL / 17 NOV. 2019
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