

PORT PIPAVAV
PILOT/MASTER INFORMATION EXCHANGE

BERTHING/UN-BERTHING/ANCHORING

DATE: _____

VESSEL NAME: _____

LOA _____ MAX. DRAFT: _____

NAME OF PILOT: _____

MASTER NAME: _____

MOVEMENT FROM _____ TO _____

ALONG SODE: PORT / STBD

FIRST LINE FORD: _____ AFT _____

FINAL MOORINGS _____

LINES ASHORE BY HEAVING LINE, ONE LINE AT A TIME, **NO WIRES.**

TUG ARRANGE MENT

TUG USED

B.PULL (T)

(TUG POSITION TO BE MARKED BY PILOT)

RISHABH	35
SUDHIR MULJI	50
OCEAN SUPREME	60



TIDE :

WEATHER :

PASSAGE PLAN:

1. From Pilot Station vessel will make good a course of 010 (T).
2. When passing buoy No. 5 vessel will alter course and then make good 033 (T).
3. when passing buoy No.7 pilot will adjust course to head for the respective berth if berthing port side OR adjust to take a port turn if berthing stbd. side to.
4. For UCL berth pilot will adjust course after passing buoy No. 5.
5. While berthing all vessels berth stemming the tide i.e during ebb vessels berth port side to and during flood vessels berth stbd. side to.
6. When sailing port side to vessels, during ebb tide vessel will take a stbd turn and during flood tide vessel will take a port turn and then proceed out.
7. When sailing vessels which are stbd side to, vessels are pulled out and sail.
8. Due to weather conditions, subject to Masters acceptance, Outbound Pilot may disembark at buoy No.7 & will follow the vessel till she is clear of buoy No.3. Pilot will be available on VHF Ch. 71.
9. Anchors are kept ready at all times.
10. Tugs join the vessel between Buoy No. 4 & 5.
11. At berths 1,2,3 bollards are spaced at 18.5 mtrs. At berth 4 & LPG the spacing is 15 mtrs.
12. Generally 20 to 25 mtrs. space is maintained between two vessels at berth.
13. Master confirms all vessel certificates are valid and vessel possesses 'DOC' & 'SMC'.
14. Master confirms that vessel has **valid P & I cover, with wreck removal cover.**
15. Following discussed using pilot passage plan and agreed by the Master for safe passage:-
 - a) Tides, Current, Depths in the channel and along side berth.
 - b) Master confirms that Navigation equipment, Main Engine & Machinery, Steering gear, Mooring equipment are tested prior arrival pilot station and are in working condition.
 - c) Master must notify the pilot any defects, special conditions or peculiarities in connection with maneuvering, mooring or cargo handling.
16. **Vessels sailing after passing last buoy, should make good course of 210 degrees for 3 Nm. Master should ensure that they don't drift on to vessels anchored east word of the channel.**

SIGNATURE:

PILOT

MASTER

CHECKED BY

NOTE :

1. This pilot Information card shall be made by Control Room at 0600, 1400 & 2200, as appropriate for the next shift
2. Stamped copy shall be delivered to Mooring Supervisor for reconfirmation of movement readiness.
3. Mooring Supervisor shall hand over this to the duty pilot before boarding the vessel.