

PORT INFORMATION – MARINE

APM TERMINALS PIPAVAV
GUJARAT PIPAVAV PORT LTD.
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PORT INFORMATION AND RULES

(For circulation to all concerned – owner/agent/master)

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Please find the following documents at http://www.pipavav.com/docs_tariff.php

1. Port Rules and condition of use
2. Port Dues
3. Vessel Declaration
4. Nautical Area chart, current bathymetry data
5. Berth lay out
6. Vessel Data Sheet
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FOREWORD

Date of Issue – 1st June 2008 (revised 15.04.2014)

This Port Information book has been compiled by the Harbour Master of Pipavav Port to acquaint Owners, Charterers and Masters of the general conditions, facilities and services available at the Port of Pipavav for handling containers, dry bulk cargo and liquid cargoes.

The information contained herein is believed to be correct at the time of publication & is meant to provide a general guideline to the vessels, vessel agents, owners, and, charterers. GPPL assumes no responsibility whatsoever for it and/or for any supplemental publications, additions or corrections regarding it.

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PORT CONTACT NUMBERS

Designation	Contact numbers
Chief Operating Officer	+91 9978983500
Harbour Master	+91 9904232200
Port Operations Centre / Radio Room	+91 9904086633
Assistant Harbour Master	+91 9824284272
Pilot	+91-8347935757/9924534600/9574889992
GM Operations (Container)	+91 9909369696 +91 9723554405
GM Operations (Bulk)	+91 9687696900
PFSSO / Mgr. Fire and Safety	+ 91 9824451867
Head Admin /Security	+ 91 9824120235 +91 9824440423

SECTION 1

GENERAL INFORMATION

The PORT PIPAVAV in latitude 20 54 N 071 30 E (on Indian Hydrographic Charts 2100, BA Chart No. 1486 edition 2006) was inaugurated in 1997 as a joint venture with the State of Gujarat. Having been constructed to serve the rich hinterland of Saurashtra, Gujarat as a cargo handling terminal and a good place of refuge on the West Coast of India bordering the Arabian Sea.

1.1 PORT LIMITS

'From Chanch Island down south along the longitude 071 34 E upto latitude 20 54.2N, then from this point in a southwest direction upto a point 20 53.25 N 071 32.2E, then from this point in a NW'ly direction to a point 20 54.17 N 071 28.58E'..

Gazette notification G/PT/11/94/IPA/1393-100(1)/GM, dated 8.12.1994, read with IV Act 1917 as amended in 2005.

1.2 DESCRIPTION OF THE BERTHS

The present berths facing the island of Shiyal Bet lie in line 050-230 and are numbered 1 to 4 and designed to accommodate container vessels of up to LOA 335 mtrs, draft 14.5 mtrs., bulk carriers of up to LOA 240 mtrs, draft 13.5 mtrs. (At HW). LPG/POL tankers of max. DWT 35,000t are handled at the liquid jetty.

The port also provides marine services to the vessels calling at Ultratech jetty.

Berths are situated 3.5 kilometres from the main gate which is approximately 10 km to National Highway NH8E.

Berth	Jetty Length (M)	Max Draft (M)	LOA (M)	Beam (M)	Displacement (MT)
1-4	1080	14.5/13.5 (on HW 2.0)	Container 335 Others 240	50 35	150000 110000
Liquid Jetty	65 M parallel body, dolphins forward/aft	11.0	190	30	35000 Deadweight
Ultratech	337	10.5 (berthing) 11.0 (sailing at High Water)	200	32.2	60000

BERTHS:

GPPL JETTY

NORTH END	20 55 19.17N	071 30 53.89E
SOUTH END	20 54 58.79N	071 30 24.01E

Jetty level +6.5 M. Cargo gear min outreach from shipside 8.50 Mtr.
 Berth pocket depth -13.5 mtrs at GP1, 2 & 3;
 15.5 mtrs at GP4

LIQUID JETTY

NORTH END	20 55 26.29N	071 31 01.92E
SOUTH END	20 55 20.57N	071 30 55.08 E

** For Liquid Jetty, Min. Length of parallel body 65 M. Berthing / unberthing round the clock subject to tide permitting. No double banking.

ULTRATECH JETTY

NORTH END	20° 54.565'N	071° 30.137'E
SOUTH END	20° 54.433'N	071° 30.037'E

Jetty level +7.0 m. Air draft at CD 14m.

1.3 PILOTAGE

Pilotage is compulsory for all the vessels calling Port of Pipavav.

The licensed pilot will board 1 NM SE / South of the fairway buoy using pilot boat or a port tug.

Vessels proceeding to anchorage should approach Savaibet lighthouse from southerly direction. Tidal streams south of Shiyalbet and Savaibet flow 070 – 250 with a rate 3 to 4 knots.

Inside the Port tidal stream flow along the jetty in a NE - SW direction with a rate up to 3 knots.

Channel depth 14.5 Mtrs. Turning basin depth 13.5 Mtrs.

GPPL jetty basin depth is 13.5 Mtrs at berth 1, 2, 3 and 15.5 Mtrs at Berth 4 & 11.0 mtrs at the Liquid Jetty.

Strong sets will be experienced at entrance to the channel. Mariners are cautioned not to attempt entering the channel without a licensed Pilot on board.

BERTHING CONDITIONS

Vessel movements are planned considering her size, draft, and available tide. For deep

draft vessels, pilot boarding is planned to commence at the top of the tide.

1.4 TUGS

Use of tugs is compulsory. Pilot advises the Master about number of tugs.

The following tugs are employed at the port:

Name	BHP	Propulsion	Drive	Bollard Pull (Tons)
RISHABH	2600	SCHOTTEL	TRACTOR	35
SUDHIR MULJI	3580	AQUA MASTER	STERN AZIMUTH	50
OCEAN SUPREME	4800	SCHOTTELL	Z TYPE RUDDER PROPELLER	60

1.6 MOORING BOATS & PILOT BOAT

Mooring boats are used only if ropes are to be put on dolphins.

Pilot boards using pilot launch normally, but also by the harbour tug during the monsoon.

1.7 PROHIBITED AREA

Anchoring prohibited in area 'N' of Lat 20 52.5N bet Long 071 29.5E and 071 31.00E

Anchor or wait only in designated area advised by port control.

SECTION 2: ARRIVAL INFORMATION FOR MASTERS

2.1 CABLE / TELEX / FACSIMILIE COMMUNICATIONS

Following group e-mail ID's should be used for various documents: Vessel

Declaration: DVSLDECLINPPV@MAERSK.COM

ISPS Declaration: DINPPVPFISOINPPV@MAERSK.COM

Pilot Request : INPPVPORTCONTROL@APMTERMINALS.COM

Free pratique : NA

Port Control : INPPVPORTCONTROL@APMTERMINALS.COM

Harbour Master : INPPVHRBMST@APMTERMINALS.COM

Port Control (fax): 02794 -- 302668

Additionally the Customs House Agent (CHA) shall be copied with all communications with regard to the vessels arrival and Port Requirements.

2.2 STANDARD MESSAGE

The port will transmit the appropriate standard message with due regard to ISPS Code. Reply should be sent by the master / local agent as soon as possible. The standard message is shown in Appendix No.3.

E.T.A.s

Vessels are required to inform GPPL of their E.T.A. at the Pilot Boarding Area, 72 hours, with confirmation for 48 hours, 24 hours and 12 hours prior to their arrival. All times to be in IST / GMT.

2.3 AGENCY SERVICES

Vessel owners/Charterers should use only the agencies that are registered with GPPL as Custom House Agent. (CHA)

A list of ship's Agents is given in Appendix 8.

Agents are responsible to ensure that vessels calling at this port have Indian Hydrographic charts for the port and approaches.

CREW CHANGE

Vessel agent can arrange crew change with prior intimation.

SHORE LEAVE

Shore leave is permitted subject to immigration clearance.

STORES

Supplies can be arranged thru local suppliers with prior notice and customs approval.

BUNKERING FACILITIES

Limited facilities for the supply of bunkers are available with prior arrangement.

FRESH WATER

Fresh water is available by road tankers.

WASTE REMOVAL

Mandatory minimum facilities have been provided on cost recovery basis to receive waste oil, dirty water, and segregated garbage for authorised disposal.

MEDICAL SERVICES

Medical services are available through the CHA at local trust hospital and port medical centre.

2.4 NOTICE OF READINESS

Vessels approved for calling at Indian ports as per current DG Shipping guidelines may give Notice of readiness of arrival or in accordance with *Charterer's instructions*. GPPL / Terminal will acknowledge receipt of NOR via radio or by authorized personnel on boarding the vessel.

2.5 ANCHORAGE AREAS

Vessels should anchor south/south east of Savai Bet Light House. Guidance may be obtained from Port Control.

Masters are advised that strong tidal currents are prevalent in the Gulf of Khambhat approaches and great caution must be exercised when dropping anchor.

2.6 Port DUES AND CHARGES

GPPL has fixed charges for the use of their facilities including pilotage, tug, mooring boat and berth usage.

See Appendix 2.....for Port dues and charges.

2.7 INSURANCE COVER

Prior arrival, all vessels must have cover for oil pollution and wreck removal. Vessel must submit copy of the cover with proof of premium paid.

- 2.8 Vessels of age more than 25 years must obtain prior permission from Gujarat Maritime Board.

2.9 CERTIFICATE OF FITNESS

LPG vessels calling at GPPL must have a valid 'International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk'. POL tankers to comply with prevailing statutory national & int'l regulations, and, be guided by IMO joint ship / shore check list.

GPPL Harbour Master is responsible for ensuring good shipping is accommodated in port of Pipavav and requires confirmation of up to date valid statutory certificates for the vessels including insurance cover for wreck removal, oil pollution, and nil deficiencies in bridge / engine equipment. Pilot on arrival is authorized to check originals and request for a copy of each at the time of passage plan briefing and pilot card formalities. Vessels failing to comply with prescribed international / national / local rules may not be able to sail out of the port.

SECTION 3: INDIAN GOVERNMENT REQUIREMENTS

3.1 GMB NOTICE

In addition to the observance of the Port Information and Rules as printed herein, Masters of vessels coming to, and at, the port of Pipavav should familiarize themselves with Gujarat Maritime Board Bye-laws. Agents are requested to make a copy of these bye laws available to the Masters of the vessels calling the Port.

Local Authorities of the Government take a serious view of any oil and gas liquid spillages and vapour releases. Any such release will be investigated by the appropriate authorities and, apart from the Master, Owners of the vessel could be charged with the cost of cleaning up the spill and/or in dealing with the vapour release emanating from the vessels and the consequences thereof. Master and/or Owner may be liable to prosecution and there could be delays to the vessel due above.

Masters are, therefore, required to ensure that every precaution is taken to prevent spillages and pollution / vapour release.

CUSTOMS AND IMMIGRATION

Customs and Immigration Officers will normally board all vessels on arrival at the berth; the CHA will be responsible for making the required arrangements.

Documents required:

- a) Last Port Clearance – Original.

Three Copies of all the following documents:

- b) Ships Particulars,
- c) Cargo Manifest,
- d) Summary of Ports called in last 10 voyages
- e) Three Copies of below mentioned certificates:
 - 1. Certificate of Ships Registry
 - 2. Cargo Ship safety equipment Certificate
 - 3. International Load Line Certificate,
 - 4. Cargo Ship Safety Radio Certificate,
 - 5. Cargo Ship Safety Construction Certificate,

6. IOPP Certificate,
7. Health Certificate,
8. International Tonnage Certificate ,
9. ISM certificate.
10. Certificate of Fitness (LPG Tanker)

- f) Nil List,
- g) Vaccination List,
- h) Personal Property Declaration List
- i) Crew List
- j) Currency List (Ships and Crew),
- k) Store List,
- l) Load Port Cargo Survey Report,
- m) Protest Letter, if any, pertaining to Cargo.

3.3 HEALTH

The Government Health Authorities will grant free pratique. The CHA will be responsible for making the required arrangements. There is no PHO based at the port.

Documents required:

- a) Maritime Declaration of Health
- b) Health Certificate

If vessel has not touched Yellow Fever area and answers to all questions are NO, pilot may grant Free Pratique.

3.4 CONTRABAND

Dealing in contraband is strictly forbidden and Masters are advised that heavy penalties will be imposed for any dealing in drugs or other illicit goods

Masters should ensure that the crew personal effects declaration is exhaustive so that Customs Authorities do not treat such items as undeclared and therefore contraband.

3.5 LIQUOR

The use and possession of alcohol is forbidden in the State of Gujarat. Masters are advised that all liquor in excess of the normal allowances should be placed in bond prior to arrival. Alcohol should not be taken ashore or offered to shore personnel during the vessel's stay in port.

3.6 SECURITY

No unauthorised crafts are allowed alongside whilst the vessel is within the limits of Port of Pipavav and it is the duty of the vessel to ensure that such craft do not come or remain alongside.

Port & Marine Police crafts are on routine patrolling duties.

Lifeboats must not be lowered except in an emergency.

Pipavav is presently maintaining ISPS International security level 1. PANS declaration must be sent 72 Hrs before arrival.

SECTION 4: NAVIGATION

4.1 CHARTS

Charts serving the area are:

British Admiralty 1486 Gulf of Khambhat and Approaches British

Admiralty 3460 Ports on the West Coast of India

Indian National Hydrographic Department 2100 Port Pipavav and Approaches. Edition 3/2009

Indian National Hydrographic Department 2081 Approaches to Ports from Diu to Pipavav

Admiralty West Coast of India Pilot No. 38

Indian NHO West Coast of India Pilot - INP 1.

4.2 OUTER APPROACHES

Fairway buoy in Lat 20°53.06N Long 071 29.77 should be approached from southerly direction. Sailing vessels should make good a course of 200 T to avoid drifting on anchored vessels.

4.3 NAVIGATION AIDS

Lighted buoys are laid to mark the Channel Centre of the pilotage channel is marked with single Leading lights in transit bearing 010°T.

Our Channel is single vessel passage. Pilotage is approximately 2 nautical miles only. VTMS Khambhat west monitors traffic.

4.4 PILOT BOARDING ARRANGEMENTS

A pilot ladder should be rigged in conjunction with the accommodation ladder if required to within 2.0 meters of the water to enable the pilot to ascend or descend the ladder clear of the pilot launch or tug deck. The whole area should be adequately lit and free of obstruction.

A ship's officer in radio communication with the bridge should be in attendance with at least two crewmen to assist personnel boarding. Weighted heaving lines must not be used.

The approved IMO pilot boarding arrangements are shown in the accompanying diagram (Appendix 9). Automatic pilot hoists are not permitted.

4.5 PILOTAGE PASSAGE PLAN

Harbour Master and all concerned plan shipping movement every day and advice plan to the Master through vessel agent 24 hours prior to arrival to ensure his plan to port approach and berth is suitably adjusted well in time.

Soon after boarding the vessel, the Master and Pilot will discuss the Pilotage and Berthing Plan. Agreement by both parties and the plan signed is essential before the vessel approaches or leaves the berth.

4.6 UNDER KEEL CLEARANCE

Sufficient water exists at the jetty to allow a minimum under keel clearance of 0.5 mtr on a draught of 13.5 mtr at Chart Datum at GP 1, 2 & 3; 14.5 mtrs at GP4; and 11 mtrs at the liquid jetty.

4.7 TIDAL CONDITIONS

Moderate to strong currents are prevalent in the vicinity of the port with velocity reaching up to 3 knots at spring tides.

Masters are cautioned that there is little or no slack water and close attention to moorings must be given at all times and especially at change of tide and all the time during SW monsoon.

A current velocity meter is situated on the south end of berth no1.

4.8 WATER DENSITY

The density of the seawater here is approximately 1024 but may reduce up to 1020 during monsoon.

4.9 WEATHER PARAMETERS (vide Port Rules).

The operating weather parameters for the port will in general depend upon the circumstances prevailing at the time. Harbour Master will take these into account in making any decision to suspend operations.

Guidelines for suspension of operations will be as follows:

Under normal circumstances berthing will be suspended in mean wind speeds in excess of 25 knots, or in significant swell/wave height of 1.2 m.

4.10 Where winds increase beyond a mean speed of 30 knots, serious consideration must be given to leave the berth.

Resumption of cargo operations will take place after the mean wind speed falls under 25 knots for a period of at least 30 minutes.

Storm signal mast located on top of port radio control displays applicable signals to indicate closure of port and/or signs of approaching storm.

SECTION 5: COMMUNICATIONS

5.1 VHF COMMUNICATION

At least three hours prior to arrival vessels should contact the Port of Pipavav (call Pipavav Port Control) on VHF Channel 16 / 71 for advice on berthing instructions. Traffic Control will assign a working channel for use whilst in the GPPL port area. A listening watch should be maintained on both channels.

5.2 WEATHER FORECASTS AND NAVIGATION WARNINGS

Port control monitors weather forecast on various web sites. Any weather warning is intimated to all vessels on VHF Ch. 71.

5.3 COMMUNICATION AT THE BERTHS:

Port Control keeps 24 Hr. watch on VHF Ch. 16/71.

SECTION 6: OPERATIONS

6.1 SHIP / SHORE ACCESS

A shore gangway may be provided at the berth/s on chargeable basis.

6.2 TENDING MOORINGS

Due to SW monsoon winds and strong tidal currents, utmost vigilance must be maintained with due regards to the moorings. Moorings on winches must at all times be secured on the brake drums. On no account, tension mode be employed.

6.3 TURN OF TIDE

There is little or no slack water period and the abrupt change can exert large tensions in the mooring lines. Extreme vigilance must be exercised and crewmen should be stationed at the mooring winches during this time on large container vessels.

6.4 A Furuno X band Radar with AIS is part of port control room equipment.

6.5 TRIM

MINIMUM DRAFT FOR BERTHING/UNBERTHING.

PLEASE NOTE AND INFORM ALL VESSELS, OWNERS, CHARTERERS & ANYONE ELSE CONCERNED THAT VESSELS OF MORE THAN 90 MTR LOA, CALLING AT PIPAVAV SHOULD HAVE MINIMUM DRAFT & MAX. TRIM FOR DIFFERENT LOA's (IN METERS) AS FOLLOWS:

LOA	'F' DRAFT	'A' DRAFT	MAX. TRIM
90< >140	2.00	3.50	2.00
140< >165	2.75	4.75	2.50
165< >190	4.25	6.25	3.00
190< >225	5.00	7.00	3.00
225>	7.00	9.00	3.00

6.6. DECK WATCH

At least one of the ship's officers shall be on deck, at all times and there should be sufficient crew members on deck to ensure the safe operation of the vessel.

SECTION 7: CARGO OPERATIONS

7.1 VESSEL FIXING / ALLOCATION / VETTING

At 1100 hrs on working days, trade meeting is conducted; this is attended by vessel's agents and other stakeholders. During the meeting, vessel fixing / allocation of berths are discussed and same is conveyed to all present.

7.2 CONTAINER OPERATIONS

Container operation is being handled at quay no. 3, length 394 mtrs with 3 Quay Cranes with 13 across out reach. Container yard measures up to 203,000 sq. mtrs. Container yard has 18 Rubber Tyre Gantry Cranes, 250 reefer plugs are available in the yard.

Container berth 4 of length 387 mtrs has 5 Quay Cranes, having reach of 18 across.

7.3 BULK CARGO

Bulk cargo is being handled at quay length 330 mtrs with the help of one BM Titan cranes and one Gottwald crane. A conveyor system is functional for coal which leads directly to Coal Yard. Open stack yard measuring up to 200,00 sq. mtrs is available for coal and warehousing of 40,000 sq. mtrs is also available. Three nos weigh to bridges are functional.

7.4 CARGO PLAN AND RATES

Cargo plans for container vessels are made by port planners and approved by vessel.

Cargo plan for bulk vessels is made by the vessel. Loading & discharging rates for various cargos are as per charter party/as fixed by marketing department of the port with due regard to the best industry practice and IMO recommendation.

7.5 LIQUID CARGO

The Flexible Hose will be connected by shore staff in conjunction with the ship's personnel. Information will be exchanged with filing of IMO ship shore check list before commencing work.

Features of LPG/POL operations:

- 24 x 7 all-weather multipurpose port for handling liquid cargo

- 65 meters of dedicated liquid berth with mooring dolphins to handle vessels upto 190 meters.
- Draft of 11.0 meters at the dedicated liquid berth
- 340 meters of multipurpose berth to handle non-classified liquid cargo
- Draft of 13.5 meters at the multipurpose berth
- Manifold connection to the shore with flexible hose and dedicated pipeline infrastructure
- Tank Farm within the port premises located at a distance of ~ 2 kms. from the berth
- 500,000 KL of installed capacity in phase I developed by private liquid tank terminal operators to handle class A, B, C and non-classified cargo
- Rail infrastructure for quick turnaround and hinterland connectivity

7.6 BALLASTING / DEBALLASTING OPERATIONS

Ballasting / Deballasting operation carried out by vessel conform to Global Ballast Water Programme, Submission of Ballast Water Exchange (Standard) Form is mandatory for every vessel visiting the port. (Appendix 13).

7.7 ACCIDENTAL SPILLAGE CARGO / OIL OR LEAKAGE

Oil Leakage: The action plan as per Oil Spill Contingency Plan.

Hazardous Cargo Spill: Action as per Disaster Management Plan (Vide Appendix 10).

SECTION 8: SAFETY

8.1 RESPONSIBILITY OF THE MASTER

Nothing contained in this book shall be construed as relieving the Master from his responsibility for the safety of his vessel.

8.2 SAFETY PRECAUTIONS

Masters and Officers are expected to be familiar, and to comply with the latest edition of Port information and Rules.

8.3 IMO SHIP/SHORE SAFETY CHECKLIST (Appendix 12).

8.4 REPAIRS AND MAINTENANCE

No repairs or maintenance is to be carried out on the main engines or other essential machinery without prior permission from Harbour Master. No immobilization will be granted during monsoon or in case of vessels short stay. Permission, if any, is granted on day to day basis.

All hot work is prohibited on board the vessel unless approval has been obtained from the port authorities and the requisite work permit issued.

8.5 VESSEL READINESS

The vessel must at all times be ready to move under its own power.

8.6 SUSPENSION OF OPERATIONS

Cargo operations will be halted during any period of severe or abnormal conditions such as thunderstorms, excessive wind or swell which endangers the safety of the vessel and port facilities.

The LPG/POL loading flexible may be disconnected and preparations made for the vessel to unberth should it become necessary.

8.7 Ship/Shore side emergency shutdown & disconnection procedures must always be in the state of readiness.

8.8 LIGHTING

During darkness, adequate lighting shall be arranged to cover the area of the decks and immediate vicinity of the vessel.

8.9 RADIO TRANSMISSIONS

At liquid berth, radio transmission is prohibited. Control room will inform Safety officer of the emergency who will initiate appropriate response.

8.10 FIRE FIGHTING EQUIPMENT

Ship's firefighting appliances, including main and emergency fire pumps, shall be ready for immediate use and pressure shall be maintained on the fire main at all times. Port fire mains are always on to connect to international shore connection. Pressure is maintained by jockey pumps in the port pump room close to reservoir. Fix firefighting system installed at liquid berth and this can be operate from a remote location.

8.11 FIRE ON BOARD

Fire on board will be notified immediately to the radio room by the continuous sounding of the ship's alarm bells accompanied by a series of long blasts on the vessel's whistle.

Radio contact will be made with the Harbour Master/pilot to advise them of the emergency.

The Berth will be notified to initiate emergency procedures as required.

Ship's personnel will fight the fire under the direction of the Master. Tugs will assist as required and the berth firefighting equipment will be activated.

(Port Emergency Response Plan Appendix).

8.12 FIRE ON THE BERTH

Should a fire be detected on the berth by the ship, it must immediately report the incident to the radio room by the quickest possible means (by radio or sounding ship's alarms), shut down all cargo operations and prepare for disconnecting the hose. The vessel must prepare to evacuate the berth.

8.13 EMERGENCY TOWING WIRES as per SOLAS provisions.

8.14 EMERGENCY EVACUATION

By word of mouth from the vessel master and/or the Harbour Master to ensure orderly muster at designated muster stations / assembly points (vide Berth layout Appendix 5).

8.15 PERSONAL PROTECTIVE EQUIPMENT (PPE): All personnel must use prescribed PPE as per regulations.