

21

ARRIVING AT A PORT

Arrival of Ships to a Port - Port regulations Guide to Ports Entry

General information on arrival of a ship at almost any port in the world is obtainable from the publications *Guide to Port Entry* (www.portguideinfo.uk/gtpe; see example of the Mina AlAhmadi port below), *Lloyds Ports of the World*, etc. More specific information can be obtained from the ship's agent in the port, Notices to Mariners, coast radio stations, pilot stations, port authority websites, etc.

Port of London Authority – Procedures on arrival (extract)

REPORTING - Vessels over 40m LOA or over 50 gt and tugs engaged in towing, must report to the relevant VTS Centre when passing Waypoints as indicated on approved charts. They must also inform London VTS before the vessel navigates the Thames and obtain clearance from the relevant VTS Centre so to do.

PILOTAGE - The requirements for compulsory pilotage in the Port of London are contained in the PLA's Pilotage Directions. The services of a pilot can be obtained through your Agent, or by calling the following pilot stations on VHF Channel 9, NE Spit Pilots (Ramsgate), Sunk Pilots (Harwich), Sheerness Pilots (Warp) and London Pilots.

NAVIGATION WITHIN PORT LIMITS - Masters must advise London VTS which approach channel they intend to use. Vessels with a draught of 6.0 metres or less should use the Barrow Deep or Princes Channel, waiting when necessary for sufficient height of tide to transit these channels. Any vessel uncertain of its position should call the relevant VTS Centre immediately. Large scale charts of the river may be obtained through local Agents.

"SPECIFIED VESSELS" - Are defined in General Directions and covers vessels carrying quantities of explosives, or flammable or toxic substances in bulk or non gas-free following discharge of such cargoes. These vessels are required to display a red flag by day and an all round red light by night. All vessels should maintain a half-mile separation from specified vessels. Permission is required from the Harbour Master before reducing that separation or overtaking a specified vessel.

RESTRICTED VISIBILITY (less than 0.5 nautical mile) - All vessels over 40m LOA must have an operational radar to navigate in restricted visibility. Additionally, all unpowered vessels or vessels without a valid

Pilotage Exemption Certificate holder in charge, having a draught in excess of 4.0 metres, are not permitted to navigate in Restricted Visibility. Vessels so prohibited, must proceed to nearest safe anchorage and wait until visibility improves to more than 0.5 nautical mile, or the arrival of a PLA pilot, if so requested.

DANGEROUS NAVIGATION - Masters are advised that navigating without due care and attention, or navigating in a manner liable to injure or endanger persons, other vessels or structures such as berths or jetties (this includes damage caused by wash or draw off due to excessive speed), is an offence liable to prosecution. The Harbourmaster will vigorously investigate any such infringements.

INCIDENTS - Vessels must advise the Harbourmaster immediately (through the relevant VTS Centre) if involved in any of the following incidents: Collision, sinking, fire, grounding, pollution, damage to vessel or structure, foul or lost anchor.

ANCHORING - Except in an emergency, vessels must only anchor in designated anchorages as shown on approved charts. An effective bridge watch should be maintained whilst at anchor.

DEFECTS - Vessels with structural, mechanical or equipment defects affecting their ability to navigate safely, must inform the Harbourmaster of the defect. Such vessels shall not move without having obtained the consent of the Harbourmaster.

EMERGENCY PROCEDURES - When a Port Emergency or Major Incident is in progress, the Master of every vessel must for the duration of the incident:

- Minimise transmissions on VHF.
- Proceed with caution when near the incident and follow directions as given by London VTS or the on-scene co-ordinating vessel.
- Give assistance as required.

Arriving at a port 2

Extract from Guide to Port Entry - Mina Al Ahmadi, Kuwait

(<http://www.portinfo.co.uk/press-area/category/guide-to-port-entry>)

Navigational Aids:

Ahmadi Light Buoy: Position Lat. 28_ 56.2' N, Long. 048_ 53.0' E) is the first navigation mark to be encountered when approaching petroleum ports of Kuwait from the east. This buoy is a middle ground pillar buoy with a topmark, light LFl.10s., Racon (M).

Mudayrah Reef Beacon: This is a red colour pillar beacon built on the Mudayrah reef (Lat. 28_ 56.3' N, Long. 048_ 46.3' E) and is fitted with a light
Fl.R.5s.11m.11M.

Jazirat Kubbar: A low, flat, partly rocky island about 500 m. wide with sandy beach all around. The lighthouse (Lat. 29_ 01.5' N, Long. 048_ 34.5' E) is in the form of a skeletal tower with black and white bands and fitted with a light
Fl(2).10s.28m.18M, Racon (K). A 110 m high skeletal communication tower with red and white bands also exists adjacent to the lighthouse structure.
A beacon (M35) stands over a reef about 1500 m. to the northwest of the lighthouse. It is painted in the same colours as the north cardinal mark and is fitted with a quick flashing light.

PILOTAGE:

Compulsory. All berthing, unberthing and manoeuvring of vessels within the port limits, restricted area and prohibited anchorage must be done under the supervision of a KOC pilot. Vessels should arrive with sufficient clean ballast for safe manoeuvring under prevailing weather conditions. Maximum stern trim for berthing operations not to exceed 3.0 m. Pilots will not proceed with berthing operations before adjusting the trim either by loading transfer within the vessel. Under certain conditions, the pilot, after consulting with the Harbour Master, may require additional ballast to be run in before berthing/unberthing. It is the duty of the Master to inform the pilot of any special conditions, difficulties, or peculiarities whatsoever pertaining to vessel which might impose hazards in connection with the handling, berthing, unberthing, loading or discharging of the vessel.

Pilot Boarding Areas:

Berth Lat. Long.

(N) (E)

North Pier 29_ 09.2' 048_ 11.7'

29_ 07.2' 048_ 11.7'

South Pier 29_ 04.5' 048_ 12.5'

New Oil Pier 29_ 04.5' 048_ 12.5'

SBMs 29_ 06.7' 048_ 22.2'

Caution: Vessels are cautioned to keep well clear of the port area and on no account to pass within a distance of 2 n.m. of all terminals without a pilot on board.

ANCHORAGES: The suggested anchorages in the Port of Mina Al Ahmadi, Shuaiba Petroleum Products Pier (SPPP) and Mina Abdulla Sea Island (MAB-SI) have been laid out to facilitate shipping in general. These anchorage areas are outside the port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages 17–32 m., the seabed consists of sand and soft coral with mud patches and affords good holding ground. Incoming vessels are assigned berths by the Harbour Master in accordance with time of arrival (date range, lay days and acceptance date as advised by Kuwait Petroleum Company (KPC) for crude, products and LPG), type of cargo required, size of vessel and loaded draft.

Whenever the vessel has to be berthed, 2 hours' notice shall be given for the vessel to pick up the anchor and reach the pilot boarding point. This notice will be given by VHF and vessels should ensure an efficient watch is maintained to receive this notice.

All anchored vessels shall maintain full readiness for berthing and in case of inability to follow this procedure; the vessel must inform the Harbour Master by VHF, followed by written advice through the Agent.

OPL Waiting Area Anchorage: The Off Port Limit (OPL) waiting area anchorage in position Lat. 28_ 59' N, Long. 048_ 29' E lies approx. 5 n.m. south of Jazirat Kubbar (Lat. 29_ 04' N, Long. 048_ 29' E) with depths of about 25 m. Vessel will generally be asked to drop anchor at this anchorage, if arriving before the range date (laycan) and not yet nominated for loading or awaiting any other instructions.

Inner Anchorages: The designated inner anchorages for the petroleum ports

PRATIQUE: Vessels are requested to radio the following information to "Health Minahmadi Port":

- a) name of vessel
- b) last port of call
- c) health condition of crew
- d) validity of Cholera Certificates
- e) request for free pratique.

Free pratique will be considered at the discretion of the Quarantine Officer, and vessels must hoist flag "Q" unless they are informed by the Agent or Harbour Control that free pratique has been granted.

Also see "Country General - Pratique" before first Kuwait port.

PRE-ARRIVAL INFORMATION: 72 hours before arrival, vessels to provide the Harbour Master with the following information through the agent:

- a) vessel's name/ETA
- b) flag/port of registry/year of build
- c) IMO No./LR No.
- d) name of Master
- e) name of owners
- f) name of charterers
- g) name of P & I Club and local representative in Kuwait
- h) last port of call (where Customs Clearance received)/final discharge port
- i) LOA/beam/light freeboard
- j) S.d.w.t./summer draft
- k) g.t./n.t. as per International Tonnage Certificate
- l) arrival draft fore and aft (each MAA terminal if more than one)
- m) sailing draft fore and aft (each MAA terminal if more than one)
- n) arrival displacement (each MAA terminal if more than one)
- o) sailing displacement (each MAA terminal if more than one)
- p) loaded displacement (at each MAA terminal if more than one)
- q) date of last call to Kuwait
- r) height of manifold above sea level at light condition
- s) quantity of ballast to be discharged at Kuwait
- t) maximum loading rate
- u) if non SBT, deballasting time/loading rate while deballasting; confirm oil discharge monitoring equipment is fully functional
- v) bunker type/quantity required/loading rate
- w) advise if vessel will follow EDP or non-EDP; if EDP adopted, Letter of Authorization to be handed over to the agent on arrival. Should you require any specific clauses to be inserted in B/L, please ask your owners to liaise directly with suppliers. The following documents to be faxed or emailed to the agent:
 - a) Crew List (prepare Crew List with full name without initials)
 - b) Ports of Call List (last 10 ports)
 - c) International Tonnage Certificate
 - d) Registry Certificate
 - e) International Ship Security Certificate
 - f) Ship Safety Radio Certificate
 - g) International Loadline Certificate
 - h) Ship Safety Equipment Certificate.Updated ETA to be submitted 48, 24, 12, 6 and 2 hours before arrival.

TUGS: 5,5,600 h.p. with 70 tons BP tugs available. Two tugs are normally on duty at all times. Hire charges for the services of pilots, tugs and mooring boats are covered by comprehensive port charges. Under normal operating conditions no tugs or other craft will come alongside the vessel before the pilot boards. Ship's personnel must not signal for tugs or other boats to come alongside.

Tugs will make fast during all berthing operations, two lines will be given to the vessel. A messenger line is recommended for handling these lines from the tug to the vessel's deck. Tugs may also be used for evacuation in emergencies.

One tailing tug is used throughout the vessel's stay at the SBM, and charged separately.

<p>of Kuwait have been laid out to facilitate shipping in general. These anchorage areas are just outside of the respective port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages range from 17 to 32 m. and sea bed is of sand and soft coral with clay patches and affords good holding ground. Comprises SPM Anchorage, North & South Pier Anchorage, Mina Abdullah and SPPP Anchorage and MAA Special Anchorage.</p> <p>SBM Anchorage: Lies in position Lat. 29_05' N, Long. 048_24' E to the east of MAA SBMs and is about 4 n.m. long and 1.8 n.m. wide to serve vessels calling at the SBM terminals.</p>	
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Before Arrival in Port

Before arrival of a ship in the port of call the Master should notify his agent and the port control of the ship's ETA, giving particulars of the ship and her cargo. Depending on the distance of the ship from the port, the notice of arrival can be sent by satellite communication (telex or fax), e-mail and by VHF, when the ship is within the reach of VHF radiotelephony. The method of reporting the arrival of the ship at a port (from her port of departure all the way during the voyage to the port of call) is laid down by port regulations for each specific port and is given in various formats (POSREP, MAREP, STRAITREP, channel reports, etc.).

Here is an example of the VHF exchange between the Master of the container ship «Moonlight» and the Newport Port Control:

Opening

MASTER - Newport Port Control, Newport Port Control. This is the vessel «Moonlight». How do you read me? Over.

NEWPORT PORT CONTROL (NPC): «Moonlight». This is Newport Port Control. I read you excellent (loud and clear). Switch to channel one - two. Over.

MASTER - Switching to Channell - 2. Over.

... after a while ...

MASTER - Newport Port Control. This is «Moonlight» - AGW5, on channel 1-2. I am spelling my name for you: «MOONLIGHT», Mike - Oscar - Oscar -November - Lima - India - Golf- Hotel - Tango. Call sign: Alfa - Golf- Whiskey - Five. Over.

Message(s)

NEWPORT PORT CONTROL - «Moonlight». Understood. What is your ETA Fairway Buoy?

MASTER - Newport Port Control. This is «Moonlight». My ETA Fairway Buoy is: tomorrow, April the seventh, 08.30 hours local time. My maximum draught is 9.8 metres and my draught forward is 8.7 metres.

NEWPORT PORT CONTROL - «Moonlight». What is your last port of call and your next port of call, please? Over.

MASTER - My last port of call is Bombay, India. My next port of call is

Hamburg. Over.

NEWPORT PORT CONTROL - What is your cargo? Over.

MASTER - I am a fully cellular container vessel. I have general cargo in containers on board. Total number of containers is 1,432. My deadweight tonnage is 27,865 tons.

NEWPORT PORT CONTROL - Have you got any dangerous cargo on board?

MASTER: I have 785 tons of dangerous cargo, IMO Class 4.2, in containers on deck,

NEWPORT PORT CONTROL - Understood. Call me again when you are three miles off the Fairway buoy. Stand by on channel 1 - 2 for further instructions regarding berthing instructions.

Closing

MASTER - Understood. I shall call you again when three miles off the Fairway Buoy. Standing by on channel 1 - 2. Over and out.

Taking a Pilot Aboard

MASTER - Newport Port Control. This is «Moonlight». How do you read me? Over.

NEWPORT PORT CONTROL - «Moonlight». This is Newport Port Control. Reading you loud and clear. What is your position? Over.

MOONLIGHT - I am now in position: bearing 286 degrees, three miles from the Fairway Buoy. Are there any berthing instructions for me? Over,

NEWPORT PORT CONTROL - «Moonlight». This is Newport Port Control. Sorry, no berthing prospects for the moment. You should reduce your speed and proceed to the anchorage east of the Fairway Buoy. Rig the pilot ladder on the port side. Stand by on channel 1 - 2 for further instructions. Over.

MOONLIGHT - Understood. Standing by on channel 1 - 2.

After waiting for two hours at anchor the Master of «Moonlight» has received the information on the berthing instructions and is heaving up her anchor, waiting for the pilot.

WATCH OFFICER - There is a pilot launch coming. Master

MASTER - Lower the pilot ladder over the port side. Make a lee for the pilot boat. With the pilot on board the MV «Moonlight» proceeds to her berth.

PILOT - What is your heading now?
MASTER - 3-1-2, Sir
PILOT - Very well, keep that course.
MASTER - Course 3 - 1 - 2, Sir.
PILOT - There has been a collision over there. Keep clear of that place. Wait for that big tanker to pass clear ahead of you
MASTER - Very well.
PILOT - The tide is failing and there is a shoal just ahead of your berth. So you have to be careful while mooring.
MASTER - Shall we keep the present course?
PILOT - I advise you to alter course to 75° when abeam of that buoy.
MASTER - Where shall we take the boarding officers?
PILOT - In the inner road.

The sea pilot has been replaced by the docking pilot and the ship is now being moored alongside the quay of the container terminal.

Customs and Immigration Officers' Examination

CUSTOMS OFFICER - I am the customs officer and here is the immigration officer. How do you do, Master?

- MASTER - *How do you do?*

CUSTOMS OFFICER - To facilitate and speed up the inspection I would ask you to produce the following documents: clearance from the last port of call, 3 copies of the Crew List, 6 copies of the Passenger List in transit and disembarking in this port, 2 copies of your Cargo Manifest and the Stores and Provision List.

- MASTER - *You will have them in a minute.*

IMMIGRATION OFFICER - May I have 6 copies of the Crew List, Passenger List in transit and disembarking here, all the seamen's books and the passports of the passengers?

- MASTER - *Certainly, officer.*

CUSTOMS OFFICER - Here is a blank form. Will you please fill it in?

- MASTER - *I'll do it right away.*

CUSTOMS OFFICER - I shall seal the spirits and cigarettes. When you want to unseal the store-room for your daily requirements, ask the agent to call in a Customs officer.

- MASTER - *I don't think we shall need to unseal it.*

CUSTOMS OFFICER - By the way, do you know that each crew member is allowed not more than two packets of cigarettes when going ashore? MASTER - *Yes, I know that.*

IMMIGRATION OFFICER - I shall issue Passes for the crew and passengers. Please arrange to collect them after they have been used before the ship's departure.

- MASTER - *Yes, Sir, certainly.*

Health Officer's Examination

Note that this is a traditional version, when free pratique was granted on board. Today this is arranged by the ship's agent much before the ship's arrival at the port, usually by e-mail.

- HEALTH OFFICER - As you know, my duty is to prevent the introduction of infectious diseases, insects or pests into the country.
MASTER - Yes. At your service. Sir.
- HEALTH OFFICER - Have you had any sick cases on board during the voyage? Is anyone sick now?
MASTER - No, we haven't. Everyone is well.
- HEALTH OFFICER - Will you show me the Port Sanitary Statements from the previous ports and your fumigation certificate, one copy of the Crew List, a Passenger List and also the Cargo Manifest.
MASTER - You will find all these documents in this file.
- HEALTH OFFICER - Thank you, doctor. May I have your Vaccination Certificates?
MASTER - Here you are. As you see, some passengers were vaccinated on board the ship.
- HEALTH OFFICER - Fill in this blank, please.
MASTER - That's right, isn't?
- HEALTH OFFICER - YES, that's O.K. Haul down the yellow flag. Here is your free pratique, which permits you to proceed to your berth.
MASTER - Thank you. Good-bye.

IMO STANDARD MARINE COMMUNICATION PHRASES
related to ship's arrival at a port

III/6.1.1- *Acquiring and providing routine traffic data*

What is your name, call sign/identification?

- My name ..., call sign/identification

What is your flag state?

- My flag state

What is your position?

- My position

What is your present course and speed?

- My present course ... degrees, speed ... knots.

From what direction are you approaching?

- I am approaching from

What is your destination?

- My destination

What was your last port of call?

- My last port of call....

What is your ETA in position ... ?

My ETA ... hours local time.

What is your draft forward/aft?

- My draft forward/aft... metres.

What is your maximum draft ?

- My maximum draft... metres.

What is your air draft?

- My air draft... metres.

What is your full manoeuvring speed?

- My full manoeuvring speed ... knots.

What is your cargo?

- My cargo

Do you carry any dangerous goods?

- Yes, I carry following dangerous goods:... kilograms/tonnes IMO Class... .

- No, I do not carry any dangerous goods.

Do you have any deficiencies/restrictions?

- No, I have no deficiencies/restrictions.

- Yes, I have following deficiencies/restrictions:... .

*MV... hampered by draft.
Maximum permitted draft... metres.
Do you have any list?*

- Yes, I have list to port/starboard of... degrees.
- No, I have no list.

*Are you trimmed by the head/stern?
- Yes, I am trimmed by the head/stern by ... metres.
- No, I am not trimmed by the head/stern.*

*Are you on even keel?
- Yes, I am on even keel.
-No, I am trimmed by the head/stern.*

III/4 - PILOTAGE

4.1 - Pilot request

*Must I take pilot?
- Yes, you must take pilot - pilotage compulsory.
- No, you need not take pilot.*

*Do you require pilot?
- Yes, I require pilot.
- No, I do not require pilot - I am holder of Pilotage Exemption.*

*What is your ETA at... (name) Pilot Station in local time?
- My ETA at... (name) Pilot Station ... hours local time.*

*What is your present position?
- My position....*

*What is your distance from... (name) Pilot Station?
- My distance from ... (name) Pilot Station ... kilometres/nautical miles.*

*Is pilot boat on station ?
- Yes, pilot boat on station.
- No, pilot boat not on station.
- Pilot boat on station at... hours local time.*

*In what position can I take pilot?
- Take pilot in/near position ... at... hours local time.*

*When will pilot embark?
- Pilot will embark at... hours local time.*

*Pilot coming to you.
Pilot boat approaching your vessel.
Keep pilot boat on port / starboard side.
Stop in present position and wait for pilot.
Change to VHF channel ... for pilot transfer.
Pilotage at... (name) Pilot Station suspended until... (date and local time).
Pilotage at... (name) Pilot Station resumed.
Pilot cannot embark at... (name) Pilot Station due to....
Do you accept shorebased navigational assistance from pilot?
Yes, I accept shorebased navigational assistance from pilot.*

*I stay in position ... until....
You may navigate by yourself (or wait for pilot at... buoy).
Follow pilot boat inward where pilot will embark.*

4.2 - Embarking/disembarking pilot

*Stand by pilot ladder.
Rig pilot ladder on port I starboard side ... metres above water.
Pilot ladder on port / starboard side.
Pilot ladder unsafe.
What is wrong with pilot ladder?
Pilot ladder has broken / loose steps.
Pilot ladder has loose steps.
Pilot ladder has broken spreaders.
Pilot ladder has spreaders too short.
Pilot ladder too far aft / forward.
Move pilot ladder... metres aft/forward.
Rig accommodation ladder in combination with pilot ladder.
Rig pilot ladder alongside hoist.
Put lights on at pilot ladder.
Man ropes required/ not required.
Have heaving line ready at pilot ladder.
Make lee on your port / starboard side.
Steer... degrees to make lee.
Keep sea on your port / starboard quarter.
Make boarding speed of... knots.
Stop engine until pilot boat is clear.
Embarkation not possible.
Boarding arrangements do not comply with SOLAS - Regulations.*

A. Comprehension & vocabulary

A.1 Give a short account of the duties of:

- a pilot • a customs officer • an immigration officer**
- a health or medical officer**

A.2 Supply the missing words (see also the reading text):

- pilot • pilot ladder • ETA • berthing • lee • anchor**
- inner port • anti-pollution measures • Custom • Coastguard**
- immigration • berth**

Procedure on arriving in a US port

Before arriving in any US port the Captain will notify his agents of his
1. _____ in the port. Later, when contact has been established with the
2. _____ and Port Authorities, preparations for entry and
3. _____ are made. This includes the rigging of the 4. _____
as well as derricks or cranes or other cargo gear. On approaching the pilot station
the ship must make a 5. _____ for the pilot boat or cutter (US). Under
pilotage the vessel will manoeuvre through the 6. _____ to the

7. _____ allocated to her. If the berth is not available, the vessel may be required to lie at 8. _____ for some time. After berthing the ship must go through the 9. _____ formalities and will be inspected by 10. _____ officers and 11. _____ officers (in the US). On arrival in a US port under the "Coastguard Declaration of Inspection" all 12. _____ are checked before discharging.

A.3 Finish the sentences in the communication between a ship and the port traffic service (VTS):

FLYING DOLPHIN - Fishaven Port Control. This is 1. _____. How do you 2. _____ ?

- **FISHAVEN PORT CONTROL** - «Flying Dolphin», I read you 3. _____ 2. Change to 4. _____ 12.

FLYING DOLPHIN - Fishaven Port Control. This is 5. _____. I am changing to 6. _____. My radar is not working. Is shore-based 7. _____ ?

- **FISHAVEN PORT CONTROL** - Shore-based radar assistance is available. Do you require a pilot?

FLYING DOLPHIN - I 8. _____. Where can I take a pilot? What are my berthing instructions? Over.

- **FISHAVEN PORT CONTROL** - You can 9. _____. No information 10. _____. What is your present position, course and speed? Over. **FLYING DOLPHIN** - My present 11. _____. Over.

A.4 Answer the following questions:

1. What information must the Chief Officer give the agent in his radiogram?
2. What must be checked before arriving in the port?
3. How does the Pilot board the ship?
4. What does the Master want to know from the port authority or the harbour master?
5. Explain the role and assistance given by the Pilot when arriving in the port.
6. Who are the boarding officers?
7. Which documents are required by the Customs Officer?
8. What is the duty of the Immigration Officer?
9. What does the Customs Officer seal and unseal?
10. What is the duty of the Health Officer?
11. Which documents are kept in the Health Officers file?
12. What is *free pratique*?

A.5 Fill in the missing parts in the dialogue:

- *Setting* - Approaching the Gibraltar Strait
- *Speakers* - MV «Sea Dog», Lloyd's Signal Station (LSS) - call sign N3LY
- *Topic(s)* - Checking on passage through the strait - exchange with the LSS

SEA DOG - *Lloyds Signal Station. Lloyd's Signal Station. Motor vessel «Sea Dog». «Sea Dog» on one - six. Come in, please.*

interruption by other traffic

SEA DOG - *Lloyd's Signal Station. Lloyd's Signal Station. «Sea Dog», Lloyd. «Sea Dog».*

- **LLOYD'S SIGNAL STATION** - One - four, Sir. One - four.

SEA DOG - *OK. One - four.*

- **LLOYD'S SIGNAL STATION** - Vessel calling Lloyd. Channel one four.

SEA DOG - *Lloyd's Signal Station. _____.*

- **LLOYD'S SIGNAL STATION** - Roger, Sir. Good afternoon. Could you spell me your vessel's name, please?

SEA DOG - _____.

- **LLOYD'S SIGNAL STATION** - And your last port of call, please. Sir.

SEA DOG - *Last port of call was Cartagena. Cartagena. Spain.*

- **LLOYD'S SIGNAL STATION** - _____.

SEA DOG - *Departure from Cartagena was eight in the morning. Over.*

- **LLOYD'S SIGNAL STATION** - Thank you. Sir. And your international call sign, please.

SEA DOG - _____.

- **LLOYD'S SIGNAL STATION** - And your flag, please. Sir.

SEA DOG - *Flag, Cyprus, Flag, Cyprus.*

- **LLOYD'S SIGNAL STATION** - _____.

SEA DOG - *Next port of call will be Hull. Hull. April 14 daybreak. Over.*

- **LLOYD'S SIGNAL STATION** - Thank you. Sir. And your travelling state. Are you stopping in Gibraltar at all. Sir?

SEA DOG - *Er... we are going straight through. Over.*

- **LLOYD'S SIGNAL STATION** - Aren't you a container vessel? Is that correct?

SEA DOG - *Yes, container vessel.*

- **LLOYD'S SIGNAL STATION** - Roger, Sir. Thank you very much indeed for your co-operation. Pleasant journey to Hull. Lloyd's Service on channel 1 - 6. Good watch. Good bye. Sir.

SEA DOG - *OK, Thank you very much.*

B. Grammar

B.1 Fill in the gaps with the following verbs

• be • indicate • be • locate • be • wait • alter • be • obtain
• be • clear • keep • facilitate

FLYING DOLPHIN - *Fishaven. This 1. _____ «Flying Dolphin». Over.*

- **FISHAVEN PORT CONTROL** - «Flying Dolphin» this 2. _____
Fishaven Port Control. 3. _____ your position to 4. _____
identification.

FLYING DOLPHIN - *F.P.C. this is «Flying Dolphin». I 5. _____ under
way. My position 6. _____ 350° 6 miles from White Lock. My position*

has been 7. _____ by satellite. Over.

- **FISHAVEN PORT CONTROL** - «Flying Dolphin», I have 8. _____ you on my radar. You 9. _____ for a large vessel to 10. _____ Red Lock before entering fairway. You must 11. _____ your present speed. Advise you 12. _____ course to 190. What 13. _____ your draught forward and aft?

B.2 Request I. Re-arrange the sentences following the examples below:

- a. Fill it in!
- b. Fill it in, please
- c. Please, fill it in.
- d. Will you fill it in, please?
- e. Will you please fill it in?
- f. Would/Will you be so kind as to fill it in?

1. Show me the Dock Pass.
2. Fill in the blank spaces.
3. Make up a radiogram for the agent.
4. Hand over the Crew List.
5. Take the pilot to Peak Point.
6. Alter course to 115 degrees.
7. Wait for the container vessel to clear your stem.
8. Change to channel 12.

B.3 Requests II. Re-arrange the sentences following the examples below:

- a. Show me your Vaccination Certificate.
- b. May I have your Vaccination Certificate, please?
- c. Do you mind showing me your Vaccination Certificate?
- d. Let me have a look at your Vaccination Certificate.

1. Show me your Dock Pass.
2. Hand me your Cargo Manifest.
3. Give me six copies of the Outward Clearance.
4. Notify your latest ETA in our port.

B.4 Find the verbs corresponding to the following nouns:

<i>NOUN</i>	<i>VERB</i>
1. arrival	
2. calculation	
3. requirement	
4. collision	
5. mooring	
6. clearance	
7. departure	
8. introduction	
9. statement	
10. certificate	
11. vaccination	

D. Writing skills

D.1 The dialogues a. b. c. are not in the correct chronological order. Rearrange them as appropriate and write a description of the duties of the Master or Officer of the watch when arriving in a port,

Arriving in the Roads of the Port of Hamburg

A - Motor tanker «Muter»

B - Elbe Pilot

a)

A - Elbe Pilot, Elbe Pilot. «Murter», «Murter». Good evening. Over.
B - «Murter», Elbe Pilot. What is your position. Sir?
A - Er, Sir, I'm three miles from Elbe light vessel.
B - Three miles from Elbe Pilot light vessel. Yes, Captain. Pilot ladder port side, one foot above water. For your information, my position is close to Buoy No. 1. A - Roger, Sir.
B - Keep your vessel first straight ahead and then turn a little to port to make a good lee for the pilot boat.
A - Roger, Sir. I shall keep straight ahead and then turn a little to port. I have you on my screen. You are the big vessel 6 miles ahead of me. Is that correct?
B - Yes, that's correct. And, another question, Sir. Could you take one passenger pilot up to Brunsbuettel? Is it possible?
A - Roger, Sir, positive. I confirm: one passenger pilot.
B - Thank you very much, indeed. Captain. Stand by on Channel 0 - 8.
A - Roger, stand by on Channel 0 - 8.

b)

A - Deutsche Bucht. «Murter». CCY8.
B - «Murter». Deutsche Bucht. Good afternoon.
A - Good afternoon. Sir. I'm just passing Delta Bravo 1 -3. Over.
B - Yes. Your maximum draught.
A - My maximum draught is 5.5 metres. Last port of call Felixtowe. Destination Hamburg. Over.
B - Yeah. and ETA Light Vessel Elbe?
A - ETA Light Elbe 19.30. Over.
B - O.K. Thank you. Please call me again when you are abeam of D - B 1 - 7.
A - Roger, Sir. I will give you a call back when abeam of D - B 1 - 7.
B - Thank you. Good voyage.

c)

A - Elbe Pilot, Elbe Pilot. «Murter», «Murter». Good evening. Over.
B - «Murter». This is Elbe Pilot. Good evening. Over.
A - Good evening. Sir. Now I'm 14 miles from Elbe Light Vessel. This means that in about one hour and fifteen minutes I will be at the Pilot Station. Over.
B - Yes, 19.45 at the Pilot Station. Your gross tonnage and maximum draught, please.
A - Roger, Sir: Gross tonnage is 78,322, and maximum draught is 9.6 metres.
B - Please repeat your gross tonnage.
A - Gross tonnage is 7-8-3-2-2, seventy-eight thousand three hundred and

twenty-two, I repeat 7-8-3-2-2. Over. B - Yes, thank you. And your port of destination, «Murter»? A -Port of destination is Hamburg, Hamburg. Over.
B - Yes, Hamburg. Thank you very much. Captain, and please call me back when 3 miles west of Elbe 1 light vessel.
A -Roger, Sir. I'll call you back 3 miles before Elbe 1 light vessel. Thank you. B - Thank you. Captain.

Further reading

FREMANTLE, W.A.: 32.03 S. 115.44 E.

Pilotage

Pilotage is compulsory in the Port of Fremantle, except for ships not exceeding 150 G.T., and for coastal and inter-state ships, the Masters of which hold operative Pilot Exemption Certificates. There are 2 pilot boarding grounds: the outer boarding ground which is situated 3.5 nautical miles N.E. of Bathurst Point, Rottnes Is., 11 and the compulsory pilot boarding ground in Gage Roads to the Westward of Hall Bank Buoy, which is approximately 2 miles from the entrance to the Inner Harbour.

NOTE

Pilotage is compulsory from the Outer Boarding Ground for ships drawing 11.0 m. or more.

It if; necessary for all vessels to give 24 hours notice by radio telegraphy of the expected time of arrival at Fairway Buoy, followed by a second notice, confirming or amending the previous notice, 2 hours ahead to the expected arrival time in that locality.

Ships requiring a Pilot at the non-compulsory ground must include this requirement in their 24 hours Notice of Arrival.

Two pilot vessels available, one has royal blue hull, white superstructure and the other, a fast pilot launch, is painted international orange. Pilots may be contacted by VHF Channel 12,

Usually pilot ladder is required on the port side for vessels inward and starboard side for vessels outward, even when the wind is in the East, unless Easterly wind is very strong as there is nearly always a west to N.W. swell. If in doubt call Port Signal Station on VHF Channel 12.

Pilot does not board vessels at anchor.

Pilot ladder is to be 4ft. - 5 ft. above sea level with manropes slightly shorter. Boat-rope not required. The ladder should be clean and conform with Regulation 17 of SOLAS. The vessel should be making 3 - 4 knots.

SOLAS Regulations are strictly adhered to i.e. single length of ladder, non-slip surface (Aluminum NOT acceptable), 12 in. spacing between steps, no more than 2 replacement steps, all ropes on ladder and manropes to be manila and not covered (nylon and polypropylene not acceptable). Regulation 17(a) part (VII) and (VIII) very important, a responsible officer to standby and not a sailor.

Pilots preference is ladder.

ARRIVAL AT A PORT

Transcript of a recorded text (names are fictitious)

Setting - off port of New York, Atlantic Ocean

Speakers - Master (Italy) - ST. Ambroze Pilot (US)

Topic(s) - Arrival notice 1

M - Ambroze Pilot, This is Venice Express. Over.

P - Oh. Good morning. Sir. Can I have your ETA Ambroze?

M - My ETA is approximately 09.00. Over.

P - OK. Roger, Sir. Can I have your deep draft, please?

M - Our deep draft is 09.80 meters, 0-9-8-0 meters.

P - OK, Sir. Starboard side ladder, and are you approaching Ambroze from the south or from east?

M - From the east, from the east. Over.

P - Yes, Sir, please call pilot boat again passing November Bravo Buoy. Pilot on arrival, and pilot ladder on starboard side.

M - OK. Thank you. Pilot on arrival and pilot ladder on starboard side.

P - Yes, Sir. Come back, standing by on 16.

M - OK, come back. 1-6.

SINGAPORE STRAITREP AREA PROCEDURES 001

15-01-00 SIN 1

STRAITREP

Mandatory Ship Reporting System in the Straits of Malacca and Singapore Operational area of STRAITREP and Geographical Position for Submitting Reports

The International Maritime Organisation (IMO) adopted the MANDATORY ship reporting system STRAITREP in 1998.

This system applies to the STRAITS OF MALACCA and SINGAPORE

Ships of the following categories are required to participate in the system:

1. vessels of 300 GT and above;
2. vessels of 50 metres or more in length;
3. vessels engaged in towing or pushing with a combined GT of 300 and above, or with a combined length of 50 metres or more;
4. vessels of any tonnage carrying hazardous cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
5. all passenger vessels that are fitted with VHF, regardless of length or GT; and
6. any category of vessels less than 50 metres in length or less than 300 GT which are fitted with VHF and in an emergency uses the appropriate traffic lane or separation zone in order to avoid immediate danger.

Essential information report required from a participating ship:

IMO SRS items:

ALPHA, CHARLIE, DELTA, ECHO, FOXTROT, PAPA, QUEBEC, ROMEO.

Note: ALL positions are referred to the WGS 84 datum.

1. The operational area of the STRAITREP covers the Straits of Malacca and Singapore between longitudes 100° 39'.9 E and 104° 22'.9 E as shown in SIN 2 and SIN 3.

The area is divided into nine sectors, each has an assigned VHF channel as shown below:

Sector 1 VHF Ch 66 (Klang VTS)

Sector 2 VHF Ch 88 (Klang VTS)

Sector 3 VHF Ch 84 (Klang VTS)

Sector 4 VHF Ch 61 (Klang VTS)

Sector 5 VHF Ch 88 (Klang VTS)

Sector 6 VHF Ch 88 (Johor VTS)

Sector 7 VHF Ch 73 (Singapore VTS West)

Sector 8 VHF Ch 14 (Singapore VTS Central)

Sector 9 VHF Ch 10 (Singapore VTS East)

2. Ships entering the operational area shall report when crossing the limits mentioned in paragraph 1 or when crossing a line joining Tg. Piai (01° 15'.50N 103° 30'.65E) and Pulau Karimun Kechil (01° 09'.20N 103° 24'.25E) or when leaving port or anchorages in the area or before joining the traffic lane of the TSS.

3. Ships entering the operational area shall report when approaching from the South via Selat Riau, abeam of Karang Galang Lt. (01° 09'.58N 104° 11'.37E) or via Selat Durian, report when Pulau Jangkat Beacon (00° 57'.89N 103° 42'.62E) is abeam and when approaching from the East Johor Strait, abeam of Eastern Buoy (01° 17'.87N 104° 05'.89E).

4. A ship approaching from any direction other than those specified above shall on reaching sector 7, sector 8, or sector 9 as appropriate report by giving the vessel's position in terms

of bearing and distance from one of the following reference points:

(i) Pulau Iyu Kechil Lt. (01° 11'.48N 103° 21'.13E)

(ii) Sultan Shoal Lt. (01° 14'.38N 103° 38'.88E)

(iii) Raffles Lt. (01° 09'.60N 103° 44'.45E)

(iv) Sakijang Lt. Bn. (01° 13'.30N 103° 51'.27E)

(v) Bedok Lt. (01° 18'.54N 103° 55'.96E)

(vi) Tg. Stapa Lt. (01° 20'.57N 104° 08'.14E)

(vii) Horsburgh Lt. (01° 19'.81N 104° 24'.34E)

As an alternative, the position can also be given in latitude and longitude.

PORT OF ZEEBRUGGE - BELGIUM

The port lies on the Belgian North Sea coast, 22.5 km West of the Scheldt estuary and 10 km West of the Belgian-Dutch border, west of the port.

Arrival procedure

At least one hour before arrival at the "Zand"-buoy, "Zeebrugge Port Control" should be asked for entrance.

The port lies on the Belgian North Sea coast, 22.5 km West of the Scheldt estuary and 10 km West of the Belgian-Dutch border, west of the port.

Access channels

While entering the port of Zeebrugge from the sea, ships pass via:

- **a deep draught channel,**
called "**Het Scheur**" and "**Ribzand**"
- **a coastal channel,**
called "**Wielingen**"
- **the access channel** to the port of Zeebrugge,
called "**Pas van het Zand**", approx. 2,000 m long and 600 m wide;
depth -15.50 m MLLWS over a width of 300 m;
general direction NW - SE.
- **large breakwaters**
The distance between the breakwaters is 720 m.
Depth there is -15.50 m MLLWS.

All channels are beaconed and radar controlled.

Density of the water:

- seawater : 1.025.
- inside the inner port : silt.

Radio frequencies







- Coastal station Oostende radio
 - works continuously on VHF channels 16 and 27 and on MW 2182 kHz, 2484 kHz and 3178 kHz
 - tel. (059) 70 65 65
 - fax (059) 70 13 39
 - address : Belgacom, Oostende radio, Perronstraat 6, B-8400 Oostende, Belgium.
- Pilotage A1-buoy
works on VHF channel 65 and 69.
- VTS

works on VHF channels 69, 19 and 4.

- Port pilotage Zeebrugge works on VHF channel 9.
- Zeebrugge Port Control works on VHF channel 71.
- Zeebrugge lock works on VHF channel 68.

Port lights and Signals

LIGHT SIGNALS AT THE LARGE BREAKW

Nr.	Seaside (E&W)	Landside (W)	Significance
1.			Serious emergency. All vessels stop or divert according to instructions
2.			Entering prohibited. Leaving prohibited.
3.			Entering prohibited. One way traffic outward allowed.
4.			One way traffic inward allowed. Leaving prohibited.
5.			Vessels may proceed. Two way traffic.
6.			Entering allowed only with specific permission to do so. Leaving prohibited
7.			Entering prohibited. Leaving allowed only with specific permission to do so

Remarks :

The harbour signals are located at position 51° 21' .8 N 03° 11' .2 O

Configuration nr. 1 has an occulting character : 5 seconds on, 2 seconds off. All other configurations are fixed.

The lighthouses on the breakwaters east and west are synchronised : 5 seconds on, 2 seconds off.

The light signals on the old Leopold II-mole will remain in operation but are subordinate to the light signals on the lighthouse.

FOG SIGNALS AT THE BREAKWATERS

At seaward end of Western breakwater : nautophone, 30 seconds periods : 3s sound, 5s silence, 3s sound, 5s silence

At seaward end of Eastern breakwater : fogbell : 3 strokes every 25 seconds

Prearival info

- **Health regulations**

The master must sign the Maritime Declaration of Health issued by pilot.

- **Required documents upon arrival**

(Remark : number of copies for each document will soon be added to this list).

- Declaration of Health
- List of Dangerous Goods
- Crew List
- Passenger List
- Stowaway List
- Cargo Manifest
- Freight List (prepared by agents)
- Customs Provision List (prepared by agents)
- General Declaration (Benelux 20, prepared by agents)
- Personal effects list
- Certificate of Registry
- International Tonnage Certificate (Oslo 69), or National Tonnage Certificate (if ITC not available)
- Civil Liability Certificate (if more than 2,000 T oil in bulk)
- International Oil Pollution Prevention Certificate
- Oil Record Book
- Passenger Ship Safety Certificate
- Cargo Ship Safety Equipment Certificate
- Cargo Ship Safety Construction Certificate
- Cargo Ship Radio Construction Certificate of Exemption
- Load Line Certificate of Exemption
- International Certificate of Fitness for carriage of dangerous chemicals in bulk
- International Certificate of Fitness for carriage of liquified gases in bulk.

Note : all passports or seaman's discharge books must be kept available.

- **Customs**

At Zeebrugge, Customs can be contacted at the Custom's Head Office by telefax nr (050) 54 59 35 or by phone nr (050) 54 59 36.

- **Maritime Police and immigration**

- **Upon arrival**

- The master is required to hand in properly completed, dated and signed IMO-form crew list at the latest - to the office of the Maritime and River Police, Veerbootstraat 1, 8380 Zeebrugge, Belgium, themselves or through their agent.
- The master is required to report immediately to the Maritime Commissioner any stowaways found on board. Stowaways disembark without permission of the above mentioned authority.
- Yachtmen and passengers shall be in possession of a valid passport (or ID-card), and eventuality a valid Schengen visa.
- In case a yacht arrives from a port of a non-Schengen country, the skipper has to hand in, prior to visiting Schengen harbours. This form is available in the yacht club or through the ship's agent (Scheepvaartpolitie (SPN), Veerbootstraat 1, 8380 Zeebrugge, Belgium, telephone (050) 55 55 55).
- Yachtmen and passengers, non-EU citizens, have to present themselves with passport, even if they are inbound, only when the last port of call was a non-Schengen country.

- **During the ship's stay in port**

- Crew members of seagoing vessels are allowed to go ashore during the time their ship is berthed. Those who are not in possession of a valid travel document is limited to the municipality where the ship is berthed. They have to be in possession of a document proving one's identity.
- <http://www.zeebruggeport.be/content.asp?p=63> In case crew members travel beyond the Schengen area, a valid Benelux or Schengen visa. If the last port of call was in a non-Schengen country, they have to have a visa stamped inbound. Before sailing, they have to apply to the same office to have their documents checked.
- In case a crew member intends to sign off or sign on, he has to apply to the Maritime Commissioner's Office. He eventually can obtain a transit visa at this office (19.80 €).

- **Upon departure**

- The master is to give notice in due time - two hours before the actual sailing time at the latest - to the Maritime Police, crew members and passengers are no longer allowed to go ashore.
- The skippers of yachts bound for a non-Schengen country shall hand in a new Schengen form for the next port of call.
- Non-EU passengers and yachtmen shall apply to the Maritime Commissioner's Office to have their documents checked for a non-Schengen country.

VTS

A Vessel Traffic Service centre is located on the west entrance of the harbour (51°21.6' N - 3°11' E). Main task is to monitor and coordinate vessel traffic in the harbour.

Sea Pilotage

Pilotage is compulsory for all vessels.

- **Pilotage at the approach of the port (sea pilots)**

- Upon arrival**

Wandelaar Pilot is stationed 2 miles West of the "SW Akkaert"-buoys.

Pilot will board small vessels on Zeebrugge roads (less than 2.20 m draught and emergency).

At least 6 hours prior to arrival at the pilot station, and if changes of two hours or more, vessels should inform the Pilotage Office.

- "Pilot VTS Wandelaar" via Oostende radio (OST) or
- "Radar Zeebrugge" tel: +32-(0)50-55 08 01, fax: +32-(0)50-54 74 00, telex and satcom S1417.

The following information will be required:

- Ship's name
- Call sign
- Nationality
- Destination
- ETA Pilot Station in UTC
- Draught
- Cargo
- Agent
- L.O.A.
- Max. beam
- Information regarding damage or malfunction of instruments or engine.

First reporting one half hour before entering VTS-SM zone ("A North"- and "A South"-buoys) to: "Traffic centre" with destination of vessel.

Upon departure

Confirmation of ETS and destination via agent should be passed to the Zeebrugge Pilot Station at least two hours before departure.

L.O.A. (shore-based pilotage)

In some cases shore-based pilotage is provided when pilotage is suspended due to weather conditions.

Port Pilotage

Pilotage in the inner port is optional.

Pilotage in the inner port (port pilots)

- **Upon arrival**

If a pilot is required from Zeebrugge lock to Zeebrugge Inner Port, vessels should request this via VHF-channel 71 and inform him about the draught.

Upon departure

Through the agent a similar pilot should be asked at the Lockmaster's Office at Zeebrugge ***Towage***

6 tugs permanently available (bollard pull 45 to 65 tons).

Extra tugs available on request, applications to Port Control Zeebrugge on VHF channel 71 at least six hours in advance.

- one hour prior to sailing.

Other Services

- Hydraulic Works

The Zeebrugge port authority is regularly calling for tenders with regard to works in the port. The regulation with regard to works in the port is published in the port regulations.

A call for tenders is made every year for all kind of maintenance works. The procedure of limited tender is usually applied for works in the port.

Extension and new development works are called for, whenever needed. This happens in dialogue or otherwise with the port authority.

several Flemish ports.

For more information on the works in Zeebrugge, the following sources can be consulted:

- 'Bulletin der Aanbestedingen' (Belgian law gazette)
- The specialist journals (like 'De Bouwkroniek' a.o.)
- The technical department of M.B.Z.

Next to this, several private companies and public bodies in the port guarantee specialized service to the ships calling

- **Bunkering**: permanent supply of fuel and lubricating oil to vessels, both with barges and by pipeline.
- **Water supply**: supply of drinking water to vessels, with tap water or by tankers.
- **Port reception facilities**: solutions for waste from shipping and port-related industries. Cleaning of tanks, holds and cargo spaces.
- **Boatmen**: safe mooring of vessels
- **Marine equipment and shipchandlers**
- **Ship repair, container repair**
- **Dredging, diving**
- **Tallying, inspection and survey**: stating and preventing of damage during transport.
- **Lashing, securing and packing**: seaworthy stowage of cargo

Arrival procedure

At least one hour before arrival at the "Zand"-buoy, "Zeebrugge Port Control" should be asked for entrance

The port lies on the Belgian North Sea coast, 22.5 km West of the Scheldt estuary and 10 km West of the Belgian-Dutch border, west of the port.

P. Vandamme lock

The Pierre Vandamme lock (finished in 1985) connects the tidal outer port with the non-tidal inner port. Its dimensions (length of 180 m, width of 24 m, draft of 10 m, volume of 527,000 m³) allow to receive the biggest car carriers or several vessels at the same time. The lock has two locks and the port authority guarantee the permanent lock operation and the shipping coordination from the Zeebrugge inner port.

VARIOUS CHECKS BEFORE ARRIVAL AT A PORT

<ul style="list-style-type: none"> ✱ Publications and administration prepared and in order ✱ Master – Chief Mate – Chief Engineer ... briefing ✱ Master Order – Chief Mate Order – Chief Engineer and 2nd Eng. Order exposed ✱ Port, Anchorage and-or Terminal Rules – Contingency Ship Shore ✱ Ship's Operator's instructions received and confirmed ✱ DPA and off hours known ✱ Self assessment done (Separate ppt for Self assessment) ✱ Agent informed and details exchanged ✱ Cargo documentation prepared ✱ Check lists – Operational – Critical - Working ✱ Passage Planning developed in advance for Pilot passage planning and River- Port details including Abort line, Contingency points, Margins of Safety etc (Separate presentation of BRM - PP) ✱ Arrival documentation as per Company, BA publications and GPE ✱ Check for additional updates ✱ Master – Pilot Exchange ✱ Arrival Notice ✱ BWM, ORBSludge, Sewage ✱ Last Circular and Fleet letters ✱ Bridge staff is familiar both with spelling and shipping letters <p>GENUA</p> <ul style="list-style-type: none"> ✱ Ship store declaration ✱ Crew effects declaration ✱ Cargo declaration ✱ Crew list ✱ General declaration ✱ Passenger lists ✱ Schedule of health declaration ✱ Money declaration ✱ Vaccination list ✱ Dangerous Goods Declaration ✱ Notification in advance – Schengen-Non Schengen Signing on – Signing off <p>DOCUMENTATION TO CHECK</p> <ul style="list-style-type: none"> - Ship Inspections - Certificates Service Dates Due - Manuals/Publications/Logbooks etc - Crew Management - Planned Maintenance System - Training & Emergency Drills Record - Accident/Incident Reporting - Drug and Alcohol - Register of Lifting Appliances/Mooring 	<p>REQUIREMENTS BY AUTHORITIES</p> <ul style="list-style-type: none"> - National Flag - Port State - MARPOL - U.S.C.G. (TVEL..etc) - Charterers <p>CERTIFICATES Check Certificates - Issued - Expires - Ann Due</p> <ul style="list-style-type: none"> - 01 International Load line - 02 Safety Construction - 03 Safety Equipment - 04 Safety Radio - 05 International Oil Pollution - 051 Int. Sewage Pollution (<i>New vessels</i>) - 06 NLS Certificate - 07 Int. Tonnage Cert. - 08 Safe Manning - 09 Shipboard Management SMC DOC - 12 U.S. Financial Responsibility (<i>California Cert now required also</i>) - 12.1 California CFR (<i>if applicable</i>) - 12.2 Alaska CFR (<i>if applicable</i>) <p>Are our publications in order? Flag Regulations (<i>Depends on Flag</i>) USCG regs (CFR 33, 35 ...) on board Panama Canal Maritime Regs LSA Code</p> <ul style="list-style-type: none"> - FSS Code (2001) - Fire Training Manual - Consolidated MARPOL (2002) - IMDG Code and supplement - Medical Guide (<i>Ship Captains/WHO</i>) - Bridge Procedures guide (1998 - Prevention of Collision Regulations (2002) - STCW 95 (1997) + amendment 1 & 2 - Guide to Helicopter Operations <p>Bridge Team Management Code of Safe Working Practice (2002)</p> <p>ENGINE ROOM</p> <ul style="list-style-type: none"> - Engine Control Room - Oil Transfer Procedures (<i>Bunkering</i>) - Switchboards - Emergency Alarm Switches / Alarms - Steering Flat - Emergency Fire Pump - Workshop and ER Stores - Incinerator
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<p>Equipment Documentation</p> <ul style="list-style-type: none"> - Other - Security <p>BRIDGE IN ORDER – CHECK !</p> <ul style="list-style-type: none"> - Radars - Echo Sounder - Speed Indicating Device Instrumentation - Standard and Gyro Compasses - Charts, Publications etc. - Passage Planning - Master's Standing Orders - Steering Gear - Manoeuvring characteristics - Sextants - Chronometers - Muster Lists - Pyrotechnics - Man Overboard Lifebuoys - Lifejackets - Fire Detection System - Signalling Equipment - Deck Log - Garbage Disposal - Contingency Planning - Fire Control Plan - Other <p>CHECK RADIO EQUIPMENT (GMDSS)</p> <ul style="list-style-type: none"> - Main Aerials - Emergency Transmission Instructions - Communications Systems Fitted - Walky Talkies - Radio Log - Radio Notices - Emergency Radio Batteries - Aerials Condition - EPIRBs - SARTs <p>SEE IF LIFE SAVING APPLIANCES ARE IN ORDER</p> <ul style="list-style-type: none"> - Lifeboats - Lifeboat Air Bottles (<i>If fitted</i>) - Lifeboat Fire Protection (<i>if fitted</i>) - Life-rafts - Rescue Boat - Davits - Lifebuoys - Lifejackets - Immersion Suits - Thermal Protective Aids - Emergency Escape Breathing Devices <p>FIRE FIGHTING & EMERGENCY EQUIPMENT</p> <ul style="list-style-type: none"> - Emergency Equipment Stations - Chemical Outfits (<i>Inc. BA Sets</i>) - Fixed Gas Flooding Systems - Fixed DP System - Fixed Foam Systems - Fixed Water Spray System - Other Fixed Fire Extinguishing Systems - Breathing Apparatus Compressor 	<ul style="list-style-type: none"> - Sewage Unit - Purifier Room - IG Plant (<i>If fitted</i>) - Deck Spray System (<i>If fitted</i>) - Emergency Bilge Suction - Main Fire Pumps - Sounding Caps - Oily Water Separator - Bilges & Tank Tops - Engine Room - General - Emergency Exits/Fire Doors - E.R. Fire fighting Equipment - Safety Clothing - Emergency Generator - Emergency Lighting - MSDS <p>GMDSS Handbook Yes/No International Code of Signals (<i>IMO 1987</i>) (<i>Inc amendments to 2000</i>) IMO Routing (<i>7th</i>) Mariners Handbook Annual Summary Notices to Mariners OCIMF Mooring Equipment Guidelines(<i>1997</i>) (<i>And/Or Effective Mooring Guide</i>) Inert Gas System (<i>1990</i>) Crude Oil Washing (<i>2000</i>) Clean Seas Guide (<i>4th Edition 1994</i>) Ship to Ship Transfer Guide (<i>1997</i>) Recommendations for Oil Tanker Manifolds ISGOTT (<i>4th Edition 1996</i>) Prevention of Spillage Through Cargo Pump-room Sea Valves (<i>2nd Edition 1991</i>)</p> <p>LOGBOOKS Official Log, or equivalent, up to date Oil Record Books in order and up to date Cargo Record Book (<i>MARPOL Annex II</i>) DG/Hazmat File with Data Sheets US DOT Hazmat Reg. No. available BWM</p> <p>Operations Manuals updated Approved Loading & Damage Stability Data Approved Procedures and Arrangements Manual Approved COW Manual IG Operations Manual Nitrogen Gas Operations Manual Cargo Information Manual VRP and USCG approval letter available Annual Review carried out Approved MARPOL plan available</p> <p>OFFICERS AND CREW - CERTIFICATION Certificate of Familiarization in Oil</p>
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<ul style="list-style-type: none"> - Other Breathing Equipment - Fire Hoses/Boxes - Fire Line and Hydrants - Foam Hose Stations - Foam Monitors - Foam Line and Hydrants - International Shore Connection - Fire Control Plans - Fire Flaps and Dampers - Spare Charges for all Extinguishers - Other <p>SEE WITH MATE AND HIS OFFICERS IF ALL IN ORDER ON DECK</p> <ul style="list-style-type: none"> - Anchoring Equipment - Mooring Equipment - External Watertight Doors - Main Deck Openings W/T Integrity - Pilot Ladders - Gangways & Accommodation Ladders - Condition of Deck - Flame Screens - Sounding Pipes and Vents - Paint Lockers & Flammable Liquid Lockers - Safety Clothing - Stores Cranes Etc - Oxy/Acetylene Bottles - Pump Rooms, Voids, Duct Keels or Tunnel Spaces - (As appl.).... <p>CARGO – DECK</p> <ul style="list-style-type: none"> - Cargo Spaces Venting System - Deck and Cargo Deck Lighting - Cargo Handling Equipment - Closed Operating Conditions - Inert Gas System (<i>If Fitted</i>) - Vapour Emission Control System - Cargo Tank Holds/Hatches - Drains and Scuppers - Cargo Valves and Pipelines - Drip Tray/Manifolds - Oil Spill Clean-up Materials - Other - Pump-rooms - Automatic Draft Gauges - Ballast Handling - Void and Ballast Spaces - Cargo Pump Controls Alarms/Trips - Cargo Transfer Procedures - Cargo Stability/Stress Finder - Cargo Planning/Records - Checklists - High Level Alarms - Crude Oil Washing - Ullage / Temp Gauge System - Gas Detection Equipment - Inert Gas System (<i>CCR</i>) - Sounding Routines - Cargo Instrumentation 	<p>Tankers</p> <p>Certificate of Advanced Course in Oil Tankers</p> <p>Certificate of General Radio Operator</p> <p>Certificate on Survival Proficiency</p> <p>Certificate of Special Survival Proficiency</p> <p>Medical Care</p> <p>Basic fire fighting</p> <p>Advanced firefighting</p> <p>Advanced Gas tankers operations</p> <p>Certificate</p> <p>Security ISPS</p>
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Extract from the Guide to Port Entry

(<http://www.portinfo.co.uk/press-area/category/guide-to-port-entry>)

Mina Al Ahmadi KUWAIT

See guidelines for compiling and submitting information (page x) 2033

Navigational Aids: Ahmadi Light Buoy: Position Lat. 28_ 56.2' N, Long. 048_ 53.0' E) is the first navigation mark to be encountered when approaching petroleum ports of Kuwait from the east. This buoy is a middle ground pillar buoy with a topmark, light LFI.10s., Racon (M).

Mudayrah Reef Beacon: This is a red colour pillar beacon built on the Mudayrah reef (Lat. 28_ 56.3' N, Long. 048_ 46.3' E) and is fitted with a light FI.R.5s.11m.11M.

Umm Al-Aysh Beacon: (Ex Taylor Rock). This is a black colour pillar beacon standing over the Umm Al-Aysh reef (Lat. 29_ 01.5' N, Long. 048_ 34.5' E) and is fitted with a light Q(6).10s.11m.7M.

Jazirat Kubbar: A low, flat, partly rocky island about 500 m. wide with sandy beach all around. The lighthouse (Lat. 29_ 01.5' N, Long. 048_ 34.5' E) is in the form of a skeletal tower with black and white bands and fitted with a light FI(2).10s.28m.18M, Racon (K). A 110 m high skeletal communication tower with red and white bands also exists adjacent to the lighthouse structure. A beacon (M35) stands over a reef about 1500 m. to the northwest of the lighthouse. It is painted in the same colours as the north cardinal mark and is fitted with a quick flashing light.

Jazirat Umm Al-Maradim: This is the first landmark seen, in position Lat. 28_ 41.0' N, Long. 048_ 39.0' E, when approaching from the southeast. It is a low, sandy island, with partly rocky top, and a length of about 1500 m. A red and white skeletal tower lighthouse carries a light FI(2).15s.23m.10M. Another skeletal communication tower, also with red and white bands stands much taller than the lighthouse.

A beacon (S31) stands over a reef about 2.5 n.m. to the NNW of the lighthouse. It is painted in the same colours as the north cardinal mark and is fitted with a quick flashing light.

Azirat Qaru: A very low and sandy, it is the smallest of the nine Kuwaiti islands with a length of about 200 m. in position Lat. 28_ 49' N, Long. 048_ 47' E. A red and white skeletal lighthouse is fitted with a light FI.10s.14m.5M. Another communication tower, also with red and white bands stands much taller than the lighthouse.

A beacon (S33) stands over a reef about 1.3 n.m. to the NNW of the lighthouse. It is painted in the same colours as the north cardinal mark and is fitted with a quick flashing light.

Beacon NNE of Ras Al-Zour: An east cardinal mark beacons situated in position Lat. 28_ 48.7' N, Long. 048_ 26.0' E lies about 4.6 n.m. NNE of Ras Al-Zour (Lat. 28_ 45' N, Long. 048_ 24' E), marking NE edge of 10 m. contour. The beacon is fitted with a light Q(3).10s.5M.

Beacon M40: NE of Ras Al-Qulay'ah situated in position Lat. 28_ 56.0' N, Long. 048_ 21.8' E lies about 5.0 n.m. northeast of Ras Al-Qulay'ah (Lat. 28_ 53' N, Long. 048_ 17' E), close to the NE edge of the 10m. contour and about 2.5 n.m. southwest of southern end of South TSS. The beacon is fitted with a light Q(3).10s.

Qit'at Urayfjan: A beacon lies over Qit'at Urayfjan reef in position Lat. 29_ 00.0' N, Long. 048_ 15.8' E, about 2 n.m. SSE of northern end of South TSS. It is painted in the colours of east cardinal mark and fitted with a light Q(3).10s.

PILOTAGE: Compulsory. All berthing, unberthing and manoeuvring of vessels within the port limits, restricted area and prohibited anchorage must be done under the supervision of a KOC pilot.

Vessels should arrive with sufficient clean ballast for safe manoeuvring under prevailing weather conditions.

Maximum stern trim for berthing operations not to exceed 3.0 m. Pilots will not proceed with berthing operations before adjusting the trim either by loading additional ballast or transfer within the vessel. Under certain conditions, the pilot, after consulting with the Harbour Master, may require additional ballast to be run in before berthing/unberthing.

It is the duty of the Master to inform the pilot of any special conditions, difficulties, or peculiarities whatsoever pertaining to vessel which might impose hazards in connection with the handling, berthing, unberthing, loading or discharging of the vessel.

Pilot Boarding Areas:

Berth Lat. Long.

(N) (E)

North Pier 29_ 09.2' 048_ 11.7'

29_ 07.2' 048_ 11.7'

South Pier 29_ 04.5' 048_ 12.5'

New Oil Pier 29_ 04.5' 048_ 12.5'

SBMs 29_ 06.7' 048_ 22.2'

Caution: Vessels are cautioned to keep well clear of the port area and on no account to pass within a distance of 2 n.m. of all terminals without a pilot on board.

ANCHORAGES: The suggested anchorages in the Port of Mina Al Ahmadi, Shuaiba Petroleum Products Pier (SPPP) and Mina Abdulla Sea Island (MAB-SI) have been laid out to facilitate shipping in general. These anchorage areas are outside the port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages 17–32 m., the seabed consists of sand and soft coral

with mud patches and affords good holding ground.

Incoming vessels are assigned berths by the Harbour Master in accordance with time of arrival (date range, lay days and acceptance date as advised by Kuwait Petroleum Company (KPC) for crude, products and LPG), type of cargo required, size of vessel and loaded draft.

Whenever the vessel has to be berthed, 2 hours' notice shall be given for the vessel to pick up the anchor and reach the pilot boarding point. This notice will be given by VHF and vessels should ensure an efficient watch is maintained to receive this notice.

All anchored vessels shall maintain full readiness for berthing and in case of inability to follow this procedure; the vessel must inform the Harbour Master by VHF, followed by written advice through the Agent.

OPL Waiting Area Anchorage: The Off Port Limit (OPL) waiting area anchorage in position Lat. 28_ 59' N, Long. 048_ 29' E lies approx. 5 n.m. south of Jazirat Kubbar (Lat. 29_ 04' N, Long. 048_ 29' E) with depths of about 25 m. Vessel will generally be asked to drop anchor at this anchorage, if arriving before the range date (laycan) and not yet nominated for loading or awaiting any other instructions.

Inner Anchorages: The designated inner anchorages for the petroleum ports of Kuwait have been laid out to facilitate shipping in general. These anchorage areas are just outside of the respective port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages range from 17 to 32 m. and sea bed is of sand and soft coral with clay patches and affords good holding ground. Comprises SPM Anchorage, North & South Pier Anchorage, Mina Abdullah and SPPP Anchorage and MAA Special Anchorage.

SBM Anchorage: Lies in position Lat. 29_ 05' N, Long. 048_ 24' E to the east of MAA SBMs and is about 4 n.m. long and 1.8 n.m. wide to serve vessels calling at the SBM terminals.

North & South Pier Anchorage: Lies in position Lat. 29_ 04' N, Long. 048_ 17' E about 6 n.m. to the east of MAA New Oil Pier and is about 3.5 n.m. long and 1.4 n.m. wide to serve vessels calling at the North, South and New Oil Piers.

Mina Abdullah and SPPP Anchorage: Lies in position Lat. 29_ 02' N, Long. 048_ 16' E about 2.7 n.m. to the east of Mina Abdullah Sea Island and is about 1.9 n.m. long and 1.0 n.m. wide to serve vessels calling at the Mina Abdullah Sea Island, SPPP and Equate (Shuaiba) terminals.

MAA Special Anchorage: Lies in position Lat. 29 04' N, Long. 048_ 20' E and is about 1.8 n.m. long and 1.3 n.m wide to serve vessels engaged in bunkering, STS, tank-cleaning, LPG cooling and other special operations as directed by Port Control.

MAA Restricted Area/Prohibited Anchorage: Only vessels visiting Mina Al Ahmadi (MAA) oil terminals may navigate within this area undercompulsory pilotage. All other vessels shall use the appropriate TSS. Anchoring and trawling within this area is also prohibited.

Submarine cables and pipelines exist within this area, which are all buried. The area is bound by the following coordinates:

Lat. 29_ 08.50' N, Long. 048_ 07.95' E (on shore)

Lat. 29_ 10.05' N, Long. 048_ 11.20' E

Lat. 29_ 10.05' N, Long. 048_ 18.60' E

Lat. 29_ 08.70' N, Long. 048_ 22.20' E

Lat. 29_ 05.05' N, Long. 048_ 22.20' E

Lat. 29_ 05.05' N, Long. 048_ 12.00' E

Lat. 29_ 03.20' N, Long. 048_ 10.95' E

Lat. 29_ 03.32' N, Long. 048_ 09.16' E (on shore).

PRATIQUE: Vessels are requested to radio the following information to "Health Minahmadi Port":

- a) name of vessel
- b) last port of call
- c) health condition of crew
- d) validity of Cholera Certificates
- e) request for free pratique.

Free pratique will be considered at the discretion of the Quarantine Officer, and vessels must hoist flag "Q" unless they are informed by the Agent or Harbour Control that free pratique has been granted.

Also see "Country General - Pratique" before first Kuwait port.

PRE-ARRIVAL INFORMATION: 72 hours before arrival, vessels to provide the Harbour Master with the following information through the agent:

- a) vessel's name/ETA
- b) flag/port of registry/year of build
- c) IMO No./LR No.
- d) name of Master
- e) name of owners
- f) name of charterers
- g) name of P & I Club and local representative in Kuwait
- h) last port of call (where Customs Clearance received)/final discharge port
- i) LOA/beam/light freeboard
- j) S.d.w.t./summer draft
- k) g.t./n.t. as per International Tonnage Certificate
- l) arrival draft fore and aft (each MAA terminal if more than one)
- m) sailing draft fore and aft (each MAA terminal if more than one)
- n) arrival displacement (each MAA terminal if more than one)
- o) sailing displacement (each MAA terminal if more than one)
- p) loaded displacement (at each MAA terminal if more than one)
- q) date of last call to Kuwait
- r) height of manifold above sea level at light condition
- s) quantity of ballast to be discharged at Kuwait
- t) maximum loading rate
- u) if non SBT, deballasting time/loading rate while deballasting; confirm oil discharge monitoring equipment is fully functional
- v) bunker type/quantity required/loading rate

w) advise if vessel will follow EDP or non-EDP; if EDP adopted, Letter of Authorization to be handed over to the agent on arrival.
Should you require any specific clauses to be inserted in B/L, please ask your owners to liaise directly with suppliers.

The following documents to be faxed or emailed to the agent:

- a) Crew List (prepare Crew List with full name without initials)
- b) Ports of Call List (last 10 ports)
- c) International Tonnage Certificate
- d) Registry Certificate
- e) International Ship Security Certificate
- f) Ship Safety Radio Certificate
- g) International Loadline Certificate
- h) Ship Safety Equipment Certificate.

Updated ETA to be submitted 48, 24, 12, 6 and 2 hours before arrival.

ISPS: The following information is required to be sent to the Harbour Master and PFSO 72 hours before arrival:

- a) Copy of ISSC
- b) List of last ten ports of call (including country and ISPS certified)
- c) present security level of vessel
- d) current ISPS measures in place.

VHF: Masters are to confirm on first VHF contact that Master and crew have full unhindered control of vessel.

Port control system is in operation and continuous watch is maintained on international Channel 16.

Channel Facility

- 16 Port Control – Harbour Master
- 69 Harbour Master, Pilots, tugs, North Pier, South Pier, New Oil Pier and SPPP supervisors
- 14 Craft and operations channel
- 17 SBM operators
- 71 MAB-SI operations
- 68 Operations

Vessels bound for Mina Al Ahmadi should make contact, as soon as they are within range, calling "Mina Al-Ahmadi Port Control" on Channel 69.

Note: As VHF Channel 16 is reserved for calling, safety and emergency, stations should refrain from using this channel unnecessarily.

KUWAIT Mina Al Ahmadi

2034 Readers are encouraged to send updates and additions (page x)

TUGS: 5_5,600 h.p. with 70 tons BP tugs available. Two tugs are normally on duty at all times. Hire charges for the services of pilots, tugs and mooring boats are covered by comprehensive port charges. Under normal operating conditions no tugs or other craft will come alongside the vessel before the pilot boards. Ship's personnel must not signal for tugs or other boats to come alongside. Tugs will make fast during all berthing operations, two lines will be given to the vessel. A messenger line is recommended for handling these lines from the tug to the vessel's deck. Tugs may also be used for evacuation in emergencies. One tailing tug is used throughout the vessel's stay at the SBM, and charged separately.

BERTHS:

**Berth Length Depth₁ Displ. LOA Cargo
No. (m.) (m.) (tonnes) (m.)**

New Oil Pier:

- 1 320 16.50 90,000 265 LPG (C3/C4), black and white products, methanol
- 2 320 16.80 90,000 265 LPG (C3/C4), black and white products, methanol
- 3 410 18.00 250,000 350 Crude, products, reformat
- 4 410 18.00 250,000 350 Crude, products, reformat, eocene
- 5 340 18.00 140,000 260 Black and white products
- 6 340 17.60 140,000 260 Black and white products
- 7 28 9.80 Gas oil
- 8 100 10.50 6,650 80 Fuel oil, gas oil

South Pier:

- 9 415 14.50 140,000 315 LNG Re-Gas
- 10 419 14.90 140,000 315 LNG import

North Pier:

- 11 410 17.98 315,000 340 Crude, products
- 12 395 17.98 315,000 340 Crude, products
- 15 312 17.37 120,000 250 Black and white products
- 16 290 17.37 100,000 235 Black and white products

Single Buoy Moorings:

- 20 28.65z 500,000 Crude and HFO bunkers
- 21 28.65z 500,000 Crude and HFO bunkers
- 22 30.50z 550,000 SPM Isolated
- 23 26.50z 500,000 Crude and HFO bunkers
- 24 26.50z 500,000 Crude and HFO bunkers
- 1 CD

2 Depths shown are at the SBM location. Lesser depths exist in the vicinity.
Pilots and Masters are to navigate with caution.

Berth Max. Loaded Draft Max. Berth Draft Min. d.w.t. Max. d.w.t.

No. (m.) (m.) (tonnes) (tonnes)

New Oil Pier:

- 1 14.00 10.06 10,000 60,000
- 2 14.50 13.72 10,000 60,000
- 3 16.31 15.22 20,000 350,000₁
- 4 16.31 15.22 20,000 350,000₁
- 5 16.00 10.06 20,000 120,000
- 6 16.00 10.06 20,000 120,000
- 7 7.30 6.00

8 8.00 6.40 3,000 5,000

South Pier:

9 13.20 12.50 77,280 101,100

10 13.50 12.50 77,280 101,100

North Pier:

11 16.92 15.22 25,000 350,000¹

12 16.92 15.22 25,000 350,000¹

15 16.31 10.06 25,000 100,000

16 16.31 10.06 25,000 80,000

Single Buoy Moorings:

20 25.00 18.00 100,000 450,000

21 25.00 18.00 100,000 450,000

22 27.00 18.00 100,000 500,000

23 23.00 18.00 65,000 456,000

24 24.00 18.00 65,000 456,000

¹ Vessels loading at these berths are restricted by berth maximum displacement.

Large vessels may not be able to load to their maximum S.d.w.t.

Also see "Tanker Facilities".

MOORING: Vessels must be ready at all times to put out extra moorings as requested by pier personnel or dictated by weather changes.

Mina Al-Ahmadi is subject to sudden fierce squalls; winds of 70 knots have been recorded, therefore vessel's mooring lines must be checked frequently to prevent excessive movement of vessel at berth.

Experience has shown that wholly synthetic moorings have too much elasticity and allow vessel to range or drift away from the berth during periods of adverse weather. Whilst these moorings are acceptable as head/stern ropes, it is felt that the ideal breast moorings should be of wire or a wire rope combination with the end being sent ashore fitted with a synthetic pennant or tail. This type of mooring provides the necessary elasticity while still being able to hold the vessel in position.

All vessels moored with automatic tension winches must set the manual brakes on these winches.

The general mooring pattern used at all terminals is 3 – 3 – 2 fore and aft, or to the entire satisfaction of the pilot, with the following variation:

a) 4–3–2 fore and aft for VLCCs and LNG re-gas vessels

b) 2–2–0 fore and aft for bunker barges.

In addition to the number of mooring lines requirements above, the material requirements are as follows:

1. Vessels up to 75,000 S.d.w.t. must be fitted with a minimum of 6 steel mooring wires (or HMPE ropes) at each end forward and aft. Methanol vessels below 30,000 S.d.w.t. are exempted provided that:

a) vessels are equipped with at least 7 mooring ropes of any material at each end forward and aft

b) vessels are not carrying on board/handling benzene, paraxylene or styrene cargoes or other white petroleum products of flash point below 73_F/23_C.

2. Vessels exceeding 75,000 S.d.w.t. must be fitted with a minimum of 8 steel mooring wires (or HMPE ropes) at each end forward and aft.

3. LPG and LNG vessels of any size must be fitted with a minimum of 8 steel mooring wires (or HMPE ropes) at each end forward and aft.

Vessels not meeting the above requirements will be acceptable subject to the engagement of a standby tug for vessel's account.

The High Modulus Poly-ethylene (HMPE) ropes with the following generic names are acceptable: Aptech, Aramid, Dyneema, Haracron, Kevlar, Liquid Crystal Polymer (LCP), Spectra, Technora, Twaron, UHMWPE and Vectran.

Vessels must be ready at all times to put out extra moorings as requested by the pilot/Loading Master or as dictated by weather changes.

Mixed moorings are not permitted to be used when leading to the same strong point ashore.

TANKER FACILITIES:

New Oil Pier:

Max. displacement: 250,000 tonnes (crude and products)

Min. displacement: 10,000 tonnes

Max. berthing draft: 15.22 m.

13.72 m.

Max. sailing draft: 16.31 m. (tanker)

14.50 m. (LPG)

Max. LOA: 350 m.

Max. beam: No restrictions

Restrictions: Height of manifold 29.0 m.

Ballast facilities: None

An L-shaped structure extending 1 n.m. from the shore in position Lat. 29_ 04' N, Long. 048_ 10' E. Five berths are situated on the outer face extending on the SSE side. The outer berths are dredged to depth 18.0 m. Lightbuoy No. 3 is 0.25 n.m. NNW of north end of the pier and marks the northern extent of the dredged area. Lighters berth at the NNW end of the outer arm and on the larger of the two SSE extensions.

Restrictions:

1. Berthing operations at Berth No. 6 are not carried out for vessels above 60,000 S.d.w.t. during night-time and flood conditions if another vessel is already alongside at Berth No. 5.

2. If an Eocene vessel is alongside Berth No. 4, no vessel is permitted to be berthed or stay alongside at Berths No. 3 and 5.

3. Berthing operations for VLCCs & VLPCs at Berths No. 3 and 4 shall be carried out during favourable tide conditions only, i.e., during flood tide at Berth No. 3 and during ebb tide at Berth No. 4.

4. There are no restrictions on any other berths at the New Oil Pier as well as on unberthing operations.

North Pier:

Max. displacement: 315,000 tonnes (part load)

Min. displacement: 35,000 tonnes

Max. berthing draft: 15.22 m. (10.0 m. inside berths)

Max. draft: 16.92 m.

Max. LOA: 340 m.

Max. beam: No restriction

Restrictions: Height of manifold 26.0 m. (max.)

Ballast facilities: None.

The pier is situated 3.5 n.m. north of the South Pier and is connected to the shore by an approach trestle which runs seaward from Lat. 29_07.1' N, Long. 048_08.2' E in a direction of 071_(T) for a distance of 1,449 m. The head is formed by the New Oil Pier which runs northward in a direction of 341_(T) for a distance of 702 m. The pier is a steel piled structure with a wooden deck, 6.1 m. above zero tide. The pier has four oil-loading berths. An independent berthing dolphin and associated mooring dolphin have been installed as improved facilities at the south and north ends of the pier, together with an independent protective dolphin to improve docking facilities at the NW end of the pier. Vessels to provide safe access between ship and terminal.

SBM No. 20 and 21:

Buoy No. 20: Lat. 29_08' 35.5" N, Long. 048_19' 26.2" E

Buoy No. 21: Lat. 29_07' 32.9" N, Long. 045_29' 55.1" E

Max. displacement: 500,000 tonnes

Min. displacement: 120,000 tonnes

Max. berthing draft: 18.0 m.

Maximum draft: 25.0 m.

Minimum vessel size: 450,000 d.w.t.

Loading crude only and HFO as bunker.

SPM No. 22: (Out of Commission – March 2002).

Max. displacement: 550,000 tonnes

Min. displacement: 120,000 tonnes

Max. berthing draft: 18.0 m.

Max. draft: 27.0 m.

Max. LOA: No restriction

Max. beam: No restriction

Ballast facilities: None

Departure: Vessel to utilise Deep Water Departure Channel on leaving, due to deep sailing draft.

The SPM tower, located in position Lat. 29_06.90' N, Long. 048_19.30' E, approx. 1.5 n.m. east of the damaged loading terminal. Hose strings have been removed to store.

SBM No. 23 and 24:

Buoy No. 23: Lat. 29_07' 31.7" N, Long. 048_15' 45.9" E

Buoy No. 24: Lat. 29_08' 25.2" N, Long. 048_17' 29.8" E

Max. displacement: 500,000 tonnes

Max. berthing draft: 18.0 m.

Max. draft:

No. 23: 23.0 m.

No. 24: 24.0 m.

Minimum vessel size: 65,000 d.w.t.

Loading crude only and HFO as bunker.

Ship-to-Ship Transfer: The STS operation is referred to as No. 29 in berth numbering system and carried out for crude oil as well as product tankers at the MAA special anchorage. Pilotage and towage are compulsory and are provided by MAA Port Authority; while all other arrangements (fenders, hoses, fire tug, etc.) are provided by KPC through KOTC Agency Branch (Minatank).

The relevant Checklists from the OCIMF Ship-to-Ship Transfer Guide are applicable for STS operations and are signed by the Masters of the two vessels involved.

Mina Al Ahmadi KUWAIT

See guidelines for compiling and submitting information (page x) 2035

All cargo transfer operations are carried out under tanker Masters/Operators responsibilities, who shall keep the Port Control informed of any stoppages/delays/emergencies, etc.

STS berthing operations are carried out during daylight hours only, however unberthing is carried out without any restrictions. There are no tidal restrictions.

Depth of water approx. 24 m., max. berthing draft 15.2 m., max. loaded draft 21.5 m. 5,000–150,000 S.d.w.t., displacement of daughter vessel 150,000 tonnes, unlimited for mother vessel.

Cargo hoses designed for flow rate of 21 m./s.

LPG/LNG FACILITIES:

South Pier:

Max. displacement: 140,000 tonnes

Min. displacement: 35,000 tonnes

Max. berthing draft: 12.5 m.

Max. draft: 13.5 m.

Max. LOA: 315 m.

Max. beam: No restriction

Restrictions: Height of manifold 29.0 m. (max.)

Ballast facilities: None

The pier is connected to the shore by an approach trestle, which leaves the shore in position Lat. 29_04' N, Long. 048_09' E, and runs seaward in a 071_(T) direction for a distance of 1,280 m. The T-head is formed by the former oil pier running northwards in a 341_(T) direction for 855 m. and the south arm running in a 174_(T) direction for 328 m. The pier is a steel piled structure with a wooden deck, 7.3 m. above zero tide with two LNG berths. Fendering system independent of main structure installed to berths towards sea. Vessel to provide safe access between ship and terminal.

Also see "Berths" and "Tanker Facilities".

HOSES: Hose/loading arm specification and cargo rates as follows:

Berth Manifold Height Cargo Loading Rate

No. Min. Max.

New Oil Pier:

1 8.0 28.0 LPG, black/white products,
methanol

1

2 8.0 28.0 LPG, black/white products,
methanol

1

3 4.0 29.0 Crude, products, reformat 1

4 4.0 29.0 Eocene, crude, products,
reformat

1

5 6.0 28.0 Black/white products 1

6 6.0 28.0 Black/white products 1

South Pier:

9 (liquid) 9.0 29.0 LNG Re-gas 500₂

9 (gas) 18.0 28.0 LNG Re-gas 500₂

10 (liquid) 9.0 29.0 LNG import 5,000₃

North Pier:

11 4.3 26.0 Crude, products 4

12 4.3 26.0 Crude, products 4

15 2.4 19.8 Black/white products 4

16 2.4 19.8 Black/white products 4

SBMs:

20 Crude, bunker 5

21 Crude, bunkers 5

23 Crude, bunkers 5

24 Crude, bunkers 5

1 LPG/2,000 tonnes/hr; methanol 220 tonnes/hr; MG 1,200-1,450 tonnes/hr;

eocene crude 2,000 tonnes/hr; PCNA (petrochemical naphtha)

2,600 tonnes/hr; gas oil 2,600 tonnes/hr; LFO 2,600 tonnes/hr; HFO

2,600 tonnes/hr; LSFO 2,600 tonnes/hr; ATK (aviation turbine kerosene)

1,500 tonnes/hr; kerosene 1,350 tonnes/hr.

2 million standard cu.ft. per day

3 Cu.m./hr.

4 PCNA (petrochemical naphtha) 2,600 tonnes/hr; GO 2,600 tonnes/hr; ATK

(aviation turbine kerosene) 1,500 tonnes/hr; LFO 1,500 tonnes/hr (bunker

arms); HFO 1,500 tonnes/hr (bunker arms); crude 9,000 tonnes/hr (using

2 lines).

5 Crude 14,500 tonnes/hr (3 hoses), 11,500 tonnes/hr (2 hoses); bunkers

350 tonnes/hr (starting cold), 1,000 tonnes/hr (max.).

SBM: 16 in. double carcass floating hose stings for crude oil cargo inner cargo;

inner cargo hose 314 m., outer cargo hose 326 m.; 1_12 in. bunker hose (335 m.);

max. pressure 7.5 Bar, flow rate 21 m./sec.; 35 tonne breakaway coupling.

All vessels visiting the SBMs should be equipped with cargo hose handling cranes

of minimum SWL 15 tonnes, or as per OCIMF recommendations, whichever is

higher.

North Pier: Berths No. 11 and 12 loading arms: 3_16 in. cargo arms, 2_12 in.

bunker arms, 1_16 in. chiksan for PC NA (Berth No. 12).

Berths No. 15 and 16 chiksan units: 4_12 in. cargo flanges, 2_8 in. bunker

flanges, standard 150 ASA.

Reducers: All vessels using the port of Mina Al Ahmadi should be equipped with

reducing spools to fit these loading connections. These fittings should be in place,

before berthing to help expedite the vessel's turnaround.

POLLUTION: The State of Kuwait has stringent laws in force concerning the

pollution of the sea by oil.

A person responsible for any pollution as described in Articles 1 and 2 shall be

punished by a fine of not less than KWD1,500 and not more than KWD40,000. In

the event of committing a similar crime within a period of one year from the date

of conviction such a person shall be fined not less than KWD3,000 and not more

than KWD40,000, and in the event of committing yet another crime within a year

from the date of this last conviction, such a person shall be punished by a fine of

not less than KWD6,000 but not exceeding KWD40,000.

The person responsible for pollution may suspend detention order against the

ship on payment, as a cash guarantee, of KWD40,000 to the official entrusted with

the execution of such order.

WASTE DISPOSAL: Arranged through Agent.

SLOPS DISPOSAL: A 10 in. slop line is available on all berths on North

Pier and New Oil Pier. Charges are based on the number of hours of port stay.

Reception of slops is necessarily slow and a vessel may be considerably delayed

in having to pump slops ashore. Vessels are therefore expected to arrive with clean

ballast and Masters are asked to certify that all tanks and lines have been

thoroughly washed unless load-on-top techniques are being operated.

MEDICAL: Patients will normally be treated at State Quarantine Clinic, where

doctors are on duty from 0800–1200 and 1500–2000 daily. In emergencies doctors

are available any time. Patients requiring hospital treatment will be transported by

Agents to either KOC hospital in Ahmadi or to State hospital in Kuwait. Dental

treatment can be arranged by Agents.

FRESH WATER: Not available alongside the berths at Mina Al Ahmadi.

Vessels should contact Minatank for fresh water supply at anchor.

FUEL: Heavy, light and marine gas oil fuel can be supplied at all New Oil Pier

and North Pier berths. No bunkers are available at South Pier and only HFO is

available at the SBMs. There are no bunkering facilities on the Bitumen Pier.

Bunkers can also be supplied at anchor via KPC bunker barges, contact Agent.

Lubricating Oils: Arrangements should be made through the Agent. Harbour

Master may allow Agent's supply boat to come alongside before loading and during

deballasting.

CHANDLERY: Arranged through Agent.

STORING: Vessels stored by barge at anchorage, and by truck when alongside.

Trucks can only proceed to the head of the jetty, carts to be used to the berth. Forklift trucks cannot be used on the jetty to handle stores. Chandler deals with Customs regulations. Labour force provided by chandler.

SERVICES: Certificates: Facilities are available for renewal or extension provided proper notice is given. At least 48 hours should be allowed excluding Thursdays, Fridays or other local holidays.

Supplies: Supply of chemicals, paints, spare parts and provisions are available through Agent.

Laundry: Laundry service is available with notice.

DRYDOCKS: See "Shuwaikh".

REPAIRS: Repairs available through Heavy Engineering Industries and Ship Building Co.

To avoid delay all vessels are advised to contact Agent giving full details of requirements in advance.

Radar/Radio and Electronic Equipment: Maintenance service of this equipment is available through KOTC whose engineers/technicians are available for service on request.

Divers: Divers' services are available, including underwater hull cleaning, through KOTC.

SURVEYORS: Oil Inspection: An independent oil inspection service is maintained at Mina Al Ahmadi.

Classification Societies: Lloyd's Register of Shipping and DNV have resident surveyors in Kuwait and maintain offices with Kuwait Maritime & Mercantile Co, who attend marine and non-marine work. Other societies have non-exclusive surveyors and their services can be obtained through KOTC.

POLICE/AMBULANCE/FIRE: Contact through Port Control or Agent.

EMERGENCY RESPONSE CENTRE: Harbour Master's office first point of contact for an emergency.

KOC Terminal Marine Advanced Control Centre T: _965 2326 2767

KOC Head Quarter Centre T: _965 2398 4949, 2539 1449.

Inmarsat: 873 7612 80269.

KNPC Terminal:

Advanced Control Centre T: _965 2320 4111, 2326 1726, 2326 1888.

Emergency Communication Control Centre (ECCC) T: _965 2320 4111, 2326 1726.

SECURITY/GANGWAY: As per ISPS Code.

Gangway: North Pier and South Pier, the vessel is to provide safe access between ship and terminal. Shore gangway is available at New Oil Pier.

PIRACY: As per ISPS Code.

STOWAWAYS: As per ISPS Code.

REGULATIONS: Local Laws: The laws of Kuwait are in force at the port of Mina Al Ahmadi. Masters and crew members are advised for their own protection to abide by them. Comprehensive regulations governing the use of the port are promulgated in Law No. 21 of 1961. Masters of visiting vessels should acquaint themselves with this law.

Flag: National flag of Kuwait is to be flown on the foremast during the vessel's stay in port.

WEATHER/TIDES: The port is subject to sudden severe squalls up to 70 knots.

Tidal Range: Mean spring range 2.2 m. Mean neap range 0.7 m.

DELAYS: Only due to weather.

CONSULS: Most friendly nations maintain embassies or consulates in Kuwait City.

TELEPHONES: Available through Agent. Mobile telephone coverage provided, GSM 900/1800 and 3G 1900/2100 (2014).

NEAREST AIRPORT: Kuwait International Airport, 28 km.

CONNECTIONS: Modern road network linking shore facilities to Kuwait City, 38 km. to the NNW. Large selection of international air services available from Kuwait International Airport (KWI).

BANKS: National banks with ATM facilities available.

CUSTOMS: See "Country General - Customs" before first Kuwait port.

SHORE LEAVE: A minimum 3 working days notice along with the entire Crew List should be sent to the agent. All shore leave (day time only) is contingent upon compliance with quarantine regulations. The crew must have two passport size photos with light blue background and should be accompanied by Agent to Immigration office.

REPATRIATION: Arranged through Agent.

IDENTIFICATION CARDS: Arranged through Agent.

SEAMAN'S CLUBS: None.

KUWAIT Mina Al Ahmadi

2036 Readers are encouraged to send updates and additions (page x)

AGENCY: For all tankers loading/discharging or sundry errands on a sole agency basis. Address: Kuwait Oil Tanker SAK (Agency Branch), POBox Fahaheel No. 7055, 64001 Kuwait. T: _965 2391 1811, 2391 1758. F: _965 2392 1135, 2392 2014. Tlx: 44201, 44202. A/B Minatank Kwt. Cables: "Minatank Kuwait". KOTC Agency is also connected with direct short range telephone VHF system and continuous watch is maintained on VHF Channel 16. VHF Channels 16, 20, 21 and 74 are Agency working channels.

AUTHORITY: Kuwait Oil Company, Marine Operations Group, PO Box 9758, 61008 Ahmadi, Kuwait. T: _965 2386 5960. F: _965 2398 0436. E: portauthority@kockw.com W: www.kockw.com
Contact: Mohie El Din Zakaria, Acting Port Captain. T: _965 2386 5014. F: _965 2398 9176. E: mzakaria@kockw.com

AGENT: S5 Agency World, Al Rashed Complex, 9th Floor, Fahad Al Salam Street, Safat PO Box 20241, 13063 Kuwait, Kuwait. T: _965 (229) 12800. F: _965 (2240) 3222. E: kuwait@s-5.org W: www.s-5.org

SHIPMASTER'S REPORT: November 1994

Vessel: LPG carrier.

Berth: LPG berth.

Cargo: Butane, propane.

Documents:

- 1 Bonded Stores List
- 1 Copies of all Safety Certificates
- 1 Copy of Certificate of Registry
- 1 Crew Declaration
- 2 Crew Lists
- 1 Last Port Clearance
- 1 Maritime Declaration of Health
- 1 Vaccination List.

Note: Six men had to go ashore for cholera vaccination which is still required in Kuwait, vaccination certificates checked.

Radio: Pre-arrival message received from Agent:

Quote:

For Master only.

Maximum stern trim for berthing operations not to exceed 3.0 m.

Please acknowledge and advise the following (please use metric units):

- 1) ETA
- 2) Last port of call
- 3) Deballasting time, type and quantity to be discharged at Kuwait
Is oil discharge monitoring equipment operational?
- 4) Loading capacity while deballasting
- 5) Maximum loading rate
- 6) Bunker type and quantity required
- 7) Arrival draft in metres (forward and aft)
- 8) Sailing draft in metres (forward and aft)
- 9) Maximum loaded draft in metres
- 10) LOA
- 11) Beam
- 12) Light freeboard
- 13) Arrival displacement in metric tonnes
- 14) Sailing displacement in metric tonnes
- 15) Fully laden displacement in metric tonnes
- 16) Summer deadweight in metric tonnes (as per Tonnage Certificate)
- 17) Year built
- 18) G.t. and n.t. as per Tonnage Certificate
- 19) Flag
- 20) Date of last call to Kuwait
- 21) Ship's call sign
- 22) Your P&I Club and their local representative
- 23) All your requirements
- 24) Please advise unique Bill of Lading Identifier No., if required to insert in the original Bill of Lading documents
- 25) Please contact your Agents "Minatank" 6, 4 and 2 hours before your arrival at anchorage by VHF Channel 16, 20 or 21
- 26) For crew coming ashore, please advise 48 hours in advance, full name without initials, passport details, CDC No. groupwise, each group not to exceed 12 persons
- 27) For security reasons, using cameras/video cameras is strictly prohibited by Port authorities when your vessel is at anchorage/berth. Also while crew coming ashore, no crew should be in possession of pornographic magazines, alcoholic items, or any other obscene material, including weapon items, cameras/video cameras. Anybody breaking the law will be prosecuted
- 28) Please contact Mina Control, 2 or 3 hours prior arrival by VHF Channel 69 for berthing/anchoring instructions
- 29) In order to inform shippers/owners/charterers correct position of vessel, you are kindly requested to inform us the following details by telex everyday noon while you are loading:
 - a) Exact time of commencement of loading
 - b) Estimated time of completion of loading
 - c) Cargo quantity received on board
 - d) Grade of cargo
 - e) Balance cargo to be loaded.

Note: Failure in advising above details may cause unnecessary delays.

Please contact us on:

VHF Channel 16: Calling

VHF Channel 20/21: Operating

Tlx: (496) 44201/44202

Fax: _965 2392 1135, 2392 2014

Satcom: (583) 494190010

Or our Head Office: Tlx: (496) 22013, 44766, 44755, 30850.

F: _965 244 5693, 244 5907

30) We have pleasure to inform you that we have mobile telephone available on rental basis to communicate with all over the world

The rent is KWD 15/day plus 20% of original invoice of "Ministry of Communications". Please advise if you require

31) Please fax or telex your Crew List before your arrival.

Quarantine: No inspection at anchor. Signal must be displayed, "Q" flag by day and "red above white" light during darkness.

Galley and storerooms inspected before pratique granted.

Customs officers, cargo surveyor and shore gang will not board until pratique is granted.

VHF: Call "Mina Al-Ahmadi Port Control" 5 hours before arrival on VHF Channel 16, working channels are 69 and 73.

Navigation: Approaches are through a swept route which is 50 n.m. long and has a minimum width of 1.5 n.m. Outbound vessels use a separate swept route 50 n.m. long with minimum 1 n.m. width. Both are well buoyed and have sufficient fixed navigational marks with Racons to make the approach relatively simple. All Racons operational and buoys in charted position. Minimum charted depth inbound 18.9 m. and outbound 20.2 m.

Anchorage: Anchorage for LPG vessels 2 n.m. east of South Pier in 20.0 m. Bottom is soft clay and good holding ground. Pilot not required for anchoring.

Berthing: Invariably starboard side alongside.

Pilot boards from pilot boat (accommodation ladder/pilot ladder combination required) in position 1.5 n.m. NE of north point of South Pier.

Tugs "Hazim" and "Bayan" used. Tugs make fast immediately on pilot boarding, forward tug at break of fo'c'sle port side, aft tug at front of accommodation block (port side). Two tugs' lines used, tugs push only. Messengers should be used for tugs' lines as ropes are substantial.

Pilot stops ship 3 cables off, and lying parallel to berth. Tugs push vessel onto berth, ship's engines used to maintain position relative to loading arms. TugMasters competent and quick to respond to instructions.

Moorings: All wires should be fitted with nylon pennants. Moorings sent by heaving line/messenger.

Ship sends heaving lines as soon as possible, shore bend on messengers which are heaved on board. Shore pick-up messengers using good capstans.

Final positioning is undertaken using 2 springs fore and aft, springs are first lines ashore and made fast before further moorings are run. Final moorings are 3-2-2 fore and aft. Breast and spring moorings should be wire. Head and stern moorings may be polyprop, nylon (spooler) and/or wire.

Moorings operation takes approx. 1 hour.

Berth: Lies 172–352_(T), and is well fendered with wooden fenders attached to shock absorbing pistons. All fenders in good condition.

Breast moorings are secured to quick-release hooks which are all operational.

There is ample shore labour.

Springs and head/stern lines on bollards.

Gangway: There is no shore gangway, but if accommodation ladder is lowered, the shore place a "brow" gangway of aluminium construction from shore onto bottom platform of the accommodation ladder.

Loading Arms: Configuration from south (forward to aft starboard side alongside): Propane vapour – propane liquid – butane liquid – butane vapour. All connections are 16 in. 150 ASA bolted flanges. Shore gang connect up. Due to shore configuration, ship must fit conversion bends.

Loading: Jetty operator is given ship's portable VHF radio (walkie-talkie).

Load butane and propane concurrently.

Propane specific gravity 0.5072 at 60_F.

Butane specific gravity 0.5774 at 60_F.

Propane loading temperature was _39_C, which caused excessive vapour generation and attendant difficulties for ship.

Butane loading temperature was _4.5_C.

We received no information from shore regarding quantity loaded, etc.

Understand from talking to SGS Surveyor that shore tanks require some maintenance with respect to gauging equipment and temperature probes.

Bills of Lading produced on arrival by Agent's Boarding Clerk. Bills of Lading indicate only 3 originals signed by Master, but in fact they are all originals. Seek guidance Charterers instructions.

EDP is mandatory at this port.

Agent and Loading Master do not board before sailing, so no signatures possible on 19 L or Letter of Protest.

On completion of loading, loading arms are drained to shore, so no requirement for ship to "hot gas" to shore, or for shore to push nitrogen into ship's system.

Disconnection takes about 3 hours.

Sailing: On completion of disconnection, call Agent "Minatank" on VHF Channel 20, and they will order Pilot and tugs; takes about 20 minutes before Pilot boards.

In fair weather, tugs are not required for unmooring.

Pilot takes ship off berth and disembarks immediately.

At time of writing, 36 hours after sailing, Bill of Lading details have not been received.

SHIPMASTER'S REPORT: January 1998

Vessel: LPG carrier.

Berth: Berth No. 10.

Cargo: Propane and butane.

Charts: BA Charts No. 1223 and No. 3773.

Documents:

1 Crew Effects Declaration

6 Crew Lists

1 Health Declaration, transcribed onto Official Kuwait form

1 Ports of Call List

1 Principal Statutory Certificates

1 Ship's Canteen/Bond Declaration

1 Ship's Stores Declaration.

Customs: Kuwait is dry. All alcohol must be under seal. Beware, advised searches do occur.

Agent, Customs and Quarantine normally board soon after berthing.

Note: Chicksans are not to be connected until pratique has been granted.

Early departure procedure available. Agent requires letter of authority.

Arrival: The official arrival position for the oil piers is crossing into Mina Port

limits, as detailed on BA Chart No. 1223, or anchoring in the official anchorages.

Approaches: The Mina Clearance Channels and areas are well documented on BA Chart No. 3773.

Racons on Ahmadi Light Float and Jazirat Kubbar Island show up well. South Pier should not be confused with the Shuaiba Oil Pier, both visual and on radar.

Vessels using the Northern Mine Clearance Channel should be aware of the shoaling depths in the vicinity of Abu Jezza Area to 12.5 m. and the presence of the SBM Berths No. 20 and 21.

Mina Saud KUWAIT

See guidelines for compiling and submitting information (page x) 2037

Pilots: Official boarding position for South Pier depends on which side alongside when berthing. If starboard side to, Pilot boards 1.5 n.m. NE of the north end of South Pier. If port side to, Pilot boards 1.5 n.m. SE of the south end of South Pier. Pilots operate 24 hours. Pilots board from a fast blue hulled cutter. Pilot station situated in the boat harbour just south of the base of South Pier.

Mina Pilots operate North and South Piers, the SPM's Products Pier off Shuaiba Breakwater and Mina Abdulla Sea Island.

Shuaiba Pilots are a different Pilot Authority. There is a Kuwaiti Government plan to merge the two Pilot authorities.

Anchorage: For South Pier, the required anchorage is as detailed on BA Chart No. 1223.

Gas tankers cooling down are directed by Mina Port Radar to a position right in the NE corner of the anchorage. It is exposed but holding seems good. Sea bed is mud and clay.

VHF: Mina Port can be contacted at about 30 n.m. on VHF Channel 69, 24 hours a day.

Pilots work on VHF Channels 67/68.

Minatank, the KOTC agency, works on VHF Channel 74, 24 hours a day.

Tugs: Five twin screw tugs of 5,000 h.p. are stationed in the Boat harbour at the base of South Pier. Generally only three tugs are operational at any one time. Normally two tugs' lines are used when berthing. Tugs will operate in swell conditions and are well handled.

Berthing: Nine berths on South Pier. Normally only the four seaward (east) berths used. Inside berths do not have chiksan arms. Berth No. 10 is reserved exclusively for gas tankers (the only gas tanker berth).

Vessels can berth either side depending on weather conditions and line configuration. Normally the Oil Berths No. 1, 3 and 4 port side to and Gas Berth No. 10 starboard side to. North Pier is reserved for VLCCs.

Weather conditions, especially in winter, can cause long berthing delays. Swell generated by a southerly wind causes a lot of movement alongside. Whilst it might not seem severe at the anchorages, it causes difficulties for the tugs and undue movement for the chiksan arms.

In poor weather, berthing depends on Duty Harbour Master's and Tug Master's decision.

Mooring: Fendering very good, consisting of nine flat faced piston fenders per berth.

Normally 3-2-2 each end tie-up.

Capstans and mooring hooks on pier.

Large efficient mooring gang, no line boat and anchors used.

Vessel berthed with aid of tugs. Departing Berth No. 10 South Pier, if starboard side alongside in good weather, tugs not used.

We used breast lines aft to pull bow off.

Gangway: Ships amidships accommodation gangway used. We used shore bridle from jetty to gangway platform to bridge outreach of fender.

Cargo: Refrigerated propane and butane loaded at Berth No. 10. 16 in. couplings can be reduced to 12 in. and 8 in. Instant stop with recirculation. Quick increase of rate when commencing.

Shore gang connect and disconnect. Beware of Ramadan, as long delays can occur. Loading Master ashore in hut has ship's walkie-talkie.

Supply rates down to below 10 tonnes/hr. can be supplied as line is recirculated, although accurate amounts cannot be given (trial and error). Large errors between ship's figures especially at low rates due to recirculation.

Compulsory for vapour return line to be connected. Ship's tanks sampled as whether vapour return is flared or returned to shore tank. No riser venting, including inert gas. Maximum supply rate about 1,000 tonnes/hr., but erratic. Propane warm at -40°C. Under EDP procedure, Bills of Lading figures take ages to be sent to vessel.

Gas tankers can only cool down alongside by special arrangement, then only one tank, before proceeding to anchorage to cool the remaining tanks.

Chiksan Layout No. 10 (LPG) South Pier:

No. 1 Bunkers: 12 in.

No. 2 Butane vapour: 16 in.

No. 3 Butane liquid: 16 in.

No. 4 Propane vapour: 16 in.

No. 5 Propane liquid: 16 in.

No. 6 Bunkers: 12 in.

South: Able to connect with 1.0 m. clearance flange face to manifold support.

Require minimum 2.0 m. between propane liquid and vapour return chiksans.

Fresh Water: No fresh water available on pier. Fresh water can be obtained from Shuaiba by barge at anchorage, but at high cost.

Bunkers: Fuel oil can be supplied ex-pier through 12 in. chiksans or at anchorage by barge.

Telephones: Portable GSM telephones can be used.

General: Only light packages can be brought down to vessel alongside piers.

Spares or stores have to be supplied by launch at anchorage.

No shore leave (January 1998). Crew relief and repatriation possible, but 4 days' notice required for visas.

MINA SAUD (Mina Al Zour)

Position: 28_ 46' N 048_ 28' E

Plans: 3 (see plan section)

UN/Locode: KWMIS

OVERVIEW: Terminal connected to field and production centre at Wafra, 31 n.m. NW, by 20, 16 and 10 in. oil pipelines, and 8 in. gas line (not in use). Within a distance of 4 n.m. offshore, the company has one CBM berth and one SBM berth. The primary Single Point Mooring (SPM) is located at the end of the marine pipeline, in position Lat. 28_ 45' 38.0" N, Long. 048_ 27' 54.5" E. The buoy is a yellow floating structure with floating cargo hose, night-time navigation light Mo(U).15s and in restricted visibility a fog signal Mo(U).30s.

LOCATION: Mina Al-Zour located just south of Ras Al-Zour, approx. 23 n.m. 244_(T) from Madaira Lightvessel, approx. 13 n.m. north of border with Saudi Arabia.

CHARTS: BA Charts No. 1223, 1229 and 1235.

US NGA Charts No. 3685 and 6293.

Nautical Publications: BA Persian Gulf Pilot, NP 63.

DOCUMENTS: Master must ensure that the following documents are valid:

International Load Line Certificate

Ship Safety Equipment Certificate

Ship Safety Radio Certificate

Quarantine and Pratique: Quarantine Office of the Kuwait Government is maintained at the port and a doctor or a Quarantine Officer boards the vessel accompanied by the Agent.

The Master is requested to submit one each of the following documents for the Quarantine Officer:

1 Crew List

1 Maritime Declaration of Health

1 Ship Sanitation Control (Exemption) Certificate

1 Vaccination List

If free pratique is granted through the Agent, the above copies will be required for despatch through the Agent on arrival.

Customs: The Master is requested to submit the following documents for the Customs Officer:

1 Bonded Stores List

1 Crew List

1 Crew Effects Declaration

1 International Tonnage Certificate

Last Port Clearance

1 Registry Certificate

1 Stores List

Customs Officer will seal the bonded stores and might ask the Master to sign a declaration that no intoxicating liquor or drugs will be landed.

The Master must make sure that any of the following articles, if on board, are collected and kept in the bonded stores before arrival: Alcoholic beverages, including beer, wine and liquor; pornographic literature; photographs, pictures and films; explosives; firearms or implements of war of any kind; gambling devices.

Note: Permission of Kuwait Customs must be obtained before connection or disconnection of hoses.

Documentation and EDP: Normally used at the terminal, with the Master authorising the Agent to sign the required cargo documents. Promptly providing the ship's tank ullages on completion of loading will greatly assist terminal staff in generating the required documentation, and so not delay the vessel's departure. If the Master disagrees to follow EDP, or there are special instructions from charterers to place Bills of Lading on board (in case of STS operations involved), the ship/shore figures are compared by radio/telephone. The documents are then completed, copied, and sorted with minimum delay. The Master's copies are despatched to the ship, which may take 2–3 hours after the tanker has communicated ullages and cargo figures.

Agency: There are no Agents resident at Mina Al-Zour (Mina Saud). All agency work is at present carried out by established Agents from Kuwait or Fahaheel.

Distance is approx. 90 km. to Kuwait and 55 km. to Fahaheel.

Ship's entry and clearance formalities are carried out by Kuwait Customs and Quarantine.

It is important to remind owners and Master that all goods, either landed or embarked, must be cleared by the Agent through the local Kuwait Government Customs.

ISPS COMPLIANCE: Terminal is compliant.

PFSO: Amer Al-Swajy (Manager, Industrial Fire and Security, PFSO) 24-hours.

T: _965 6679 6161. E: eaem@chevron.com

Salem Ali Al Marri (Fire and Security Supervisor, Asst. PFSO) 24-hours.

T: _965 6624 7774. F: _965 2395 0509. E: marrisa@chevron.com

Pre-Arrival Questionnaire: Vessel to submit the following at least 4–5 days before arrival Mina Saud directly to PFSO and Asst. PFSO, with a copy to

E: wadhav@chevron.com

E: dhafenj@chevron.com

E: cardoka@chevron.com

a) vessel's operating security level

b) ETA Mina Saud

c) last 10 ports of call

d) copy of vessel's ISPS compliance certificate

e) whether vessel would like to exchange Declaration of Security. (Please note that it is not a port facility requirement to exchange DOS if port and vessel are operating at Level 1.)

MAX. SIZE: SPM: Tankers: 400,000 d.w.t., LOA 370 m., arrival draft not to

exceed 13.0 m., sailing draft not to exceed 17.6 m.

DENSITY: 1025.

RESTRICTIONS: Circumstances permitting, mooring and unmooring are carried out day or night, as required.

There is an anchorage exclusion zone radius 500 m. centred on the SPM. Vessel must retain at least 30% of deadweight as ballast and/or cargo and ensure that propeller is submerged with suitable trim, but not exceeding 1% of LOA at any time. Normal loading operations are carried out in wind speeds not exceeding 35 knots (at the discretion of the Mooring Master on board the tanker). Two tugs are available at all times to assist in case of an emergency/breakout, one of which is always secured on the stern of the tanker throughout the loading operations.

Operating Parameters: Berthing: Ships are normally berthed at the CBM on the ebb tide at wind speeds not exceeding 25 knots in daylight and 15 knots at night, to allow proper positioning of anchors. Ships are normally berthed at the SPM when wind speeds not exceeding 25 knots in daylight and 15 knots at night.

Loading: Normal loading conditions are carried out at wind speeds not exceeding 35 knots (at the discretion of the Mooring Master on board the tanker) with 8–10 shackles of chain deployed on each anchor when at the CBM berth.

Working Hours: Restricted summer outdoor work hours. As per the Kuwait Labour Law and Saudi Arabian Chevron Policy, it is prohibited to work outdoors under direct sun between 1100 and 1600 hrs. from 1 June to 31 August or as notified. Masters are advised that no berthing, unberthing, connection or disconnection of hoses will take place during the above times and dates. Also see "Delays".

ARRIVAL: NOR: Normally signed as "for receipt only" by one of the Mooring Masters at the time of boarding. Time of "Acceptance" of the Notice will be determined according to the terms and conditions of the relevant charter party.

Port of Santa Panagia, Italy

Approaches

There are 2 entrances: the main one is situated between the central and northern breakwaters, with leading lights on a heading of 273°51'. Entrance is about 260 m. wide, with a depth over 36 m. in the middle, and may be used day and night.

NOTE

Vessels entering should be lined up on the leading lights/marks 1 mile before entrance and ships departing 0.5 miles before exit. In case of controversy Harbour Master will ask for documentation of above positions.

Santa Panagia is an open road and berthing to ISAB Terminal is allowed in daytime only. A current may cross the entrance after prolonged periods of windy weather. The leading lights/marks are sometimes obscured by smoke from the industrial plants in the Southern part of the harbour. Naval vessels and outbound traffic have the right of way when passing through the harbour entrance.

Santa Panagia

- a. Masters are cautioned when approaching Santa Panagia by night as there are no navigational aids in this area. Only 2 lighthouses (Murro di Porco Lighthouse to the South and Cape S. Croce Lighthouse to the North) can be used to fix the position of the vessel. In the landfall however, their bearings are opposite and therefore useless. Radar must be in good operating condition.
- b. Tunny nets are laid down in the area and marks can be temporarily missing and small Fishing boats engaged in net fishing may be encountered up to 8 miles from the coast; these boats carry no special marks or lights to indicate that they are using nets.
- c. Naval ships quite often exercise off the East coast of Sicily, particularly in an area including Augusta to the North and extending well South of Syracuse. Two submarine exercise areas are close to this part of the coast.
- d. A current may cross the entrance of the bay as well as the terminal area after prolonged periods of windy weather.