

# GUJARAT PIPAVAV PORT LIMITED

## PILOT-MASTER INFORMATION EXCHANGE

BERTHING / UN-BERTHING / SHIFTING

DATE:

VESSEL NAME: \_\_\_\_\_ LOA: \_\_\_\_\_ MAX DRAFT: \_\_\_\_\_

NAME OF THE MASTER: \_\_\_\_\_ PILOT: \_\_\_\_\_

MOVEMENT FROM: \_\_\_\_\_ TO: \_\_\_\_\_ ALONGSIDE: PORT/STBD

FINAL MOORINGS: *4+2 during fair weather conditions. Additional ropes during monsoon and/or rough weather conditions as per the advice of the pilot.*

SCHEDULED POB TIME: \_\_\_\_\_

VESSEL'S POSITION AT BERTH: Bridge at (approx.) bollard no. \_\_\_\_\_

TUG (BOLLARD PULL): OCEAN SUPREME (60T)/ OCEAN ZEST (60T)/ SVITZER WARUNDA (52T)/ TAG MAMTA (50T)

TIDE:

WEATHER:

1. The Master & the pilot after exchanging information relevant for the movement have agreed the basic tactics that will be used for aspects like tracks, turning the vessel (and which way), vessel's speed during various stages, usage of tugs, usage of anchors, mooring or unmooring plan and have taken into account the prevailing tidal stream, weather, draft depths and the berth in question.
2. The Master confirms that essential navigation equipment main & auxiliary engines, thrusters (if any), steering gear and mooring equipment including anchors/windlass are tested prior arrival pilot station/departure from berth and are in working condition. Any exceptions to the status of such equipment or the existence of special features of the vessel (like over-side projections or unusual mooring arrangements etcetera), having a significant effect on the execution of the movement have been notified to the pilot in sufficient time prior to the starting of the movement.
3. The Master of an outbound vessel has satisfied himself on which way to pass an inbound vessel, if any that may be at the time approaching for her pilot or otherwise underway off the approaches. Generally, for an inbound vessel approaching from Southeast of the pilot station the passing is "Port to Port"(same as "red to red"), in such case the outbound vessel, after passing the fairway buoy on her starboard, alters course to starboard to make good a course of 210deg (as marked on the chart) until clear of the inbound vessel after which she sets her voyage course for vessels approaching for pilot from the southwest, a "starboard to starboard (or "green to green") passing with the outbound vessel may be the better option.
4. The Master confirms that all the vessel's required & statutory certificates are valid and that the vessel has a valid P & I cover certificate that includes cover for "Wreck Removal"
5. Vessels Transiting Pipavav Channel Must Keep her Speed Below 7 Knots OR in case that is not possible in following tide, ship to maintain minimum safe speed.
6. Pilot disembarkation will happen only after the last pair of buoys. In case due to weather conditions this is not possible, same to be carried out at the anchorage.
7. Tug(s) to escort the outbound vessel till last pair of buoys.
8. Tug(s) to remain standby near first pair of buoys for an inbound vessel.

Signature:

Master

Pilot