

SAFE MEMO – PIPAVAV PORT – INDIA

31st May 2019

Dry Cargo Berths:

Depths in berth pockets: GP1 - GP3: 14.5 mtrs, GP4: 15.5 mtrs & Liquid jetty : 13.0 mtrs.

Max. Permissible Vessel Size: Containers: GP4 - LOA 367m Beam 50m Draft 14.5m Disp 150000 mts

GP3 - LOA 315m Beam 50m Draft 13.5m Disp 100000 mts

Bulk- LOA: 240m, Beam: 40m, Draft: 14.0m, Disp: 100000 mts

Bollard Capacity : 100/200 tons.

Navigation restrictions: Vessels berth day or night but subject to a tidal window of POB occurring 1.5hrs before the next High Water or up to 30mins after Low Water. In addition to the tidal window stated above, during the ebb tide, it is possible to berth / un-berth a vessel at any stage of tide but she will be berthed port side alongside / un-berthed if she was port side alongside. A vessel that is starboard side alongside will generally not be un-berthed during the ebb. However, container vessels less than 230 metres LOA with sound operational history can be considered for movements anytime during the day/night. **It is mandatory to have an operational 'Laser Range Finder' for all such vessels with LOA 330 metres or more.**

RoRo vessels berthing will ONLY be executed in a wind speed of 23 knots or less.

Notwithstanding above, in all the cases, factors like ship's draft, type, size and condition / history of vessel and her operational efficiency, strength of the tide (neap or spring) will affect the time at which a movement will commence.

Special restriction for vessels arriving / sailing with max draft for the port: Such a vessel that is to berth will wait in waters with depths 20mtr or more that exist about 7 nautical miles SSW of the pilot station. On receiving instructions from Port Control, such a vessel will start approaching 1 hr before the HW so as to reach the pilot boarding position 20 52N 071 29.5E at the top of HW and proceed in to berth port side alongside. A vessel that is to sail at max draft will cast off 45 minutes before the HW and pass the 16 mtrs depths seaward off the channel approaches within the 1st hour after the HW.

Monsoon: The monsoon season for the purpose of this memo is considered to be the period from 1st June till 15th September every year. During this period, the max permissible draft will be reduced to 13.5 mtrs for all the container/bulk vessels calling Port Pipavav.

Navigation off the channel entrance: Entering vessels shall not pass the fairway buoy without the pilot on board – unless expressly permitted to do so by the pilot or Port Control.

Liquid Jetty:

Max depth alongside : 13.0 mtrs in the berth pocket

Bollard Capacity : 200 tons

APM Terminals Pipavav
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Classification: Public



Hook Capacity : 50/75/100 tons

Max Permissible LOA : 190 meters

Min Permissible LOA : 35 meters

Max Permissible Beam : 33.0 meters

Max Permissible DWT : 50000 Mts

Max. Permissible Draft : 12.0 meters during normal weather & 11.0 metres during monsoon.

Max SCM (stern to center of manifold) : 90 meters (vessels exceeding this MUST liaise with the shippers/receivers in advance for arranging additional flexibles).

Ropes: Vessels must have soft ropes for headlines and stern lines. Wire ropes for forward and aft springs can be used subject to the same having soft trail lines of 11 meters at least.

Navigation restrictions: Vessels berth day or night. Vessels more than 120 meters in length are berthed starboard side alongside only & such movements take place only during the flood tide.

Tugs: All liquid vessels over 20 years will need to use the services of a 3rd tug on chargeable basis for a duration of 6 hours only for the purpose of berthing & unberthing.

General

Max Vessel Age : 20 years for tankers & chemical tankers, 25 years for general cargo ships, 30 years for gas tankers. Permission for vessels not complying with the above age restrictions will be subject to charterer's/owner's getting necessary permission from various regulatory bodies & their past record at GPPL. GMB permission is required for all such ships that are more than 25 years old. All overage vessels to advise minimum & maximum manoeuvring speed along with Q88/other docs for vetting purpose.

Navigation charts & Sailing Directions: As per the local regulations in force, vessels are advised to carry Indian chart 2100 or it's admiralty equivalent. Vessels should arrange this chart in advance through their agents. Indian Sailing Direction INP 1 & BA Sailing Direction NP 38 gives information on Port Pipavav.

Depths in channel: Minimum depth within the dredged channel limits is 13.5 mtrs (including the turning circle). Seaward from off the cement berth till the dredged limits at the channel entrance, the minimum depth is 14.5 mtrs. All depths stated are with reference to chart datum, that is, tide height 'zero'. Depths are liable to change without prior notice, mariners to exercise caution.

Av. Tidal variation -0.30 to 4.30 m (+/-). Refer Indian tide tables.

Vessels entering or leaving port must have full power on main engine & deck machineries, both anchors with full length of chain must be available for use at all times. **Port has strong tidal flows & streams run across the channel in the entrance. Masters are strongly advised to switch over auto program operation of main engine to manual mode & vessel must be prompt in delivering engine power in time & as per the pilot card. Masters are cautioned against failure to comply with this.**

This safe memo supersedes all earlier safe memo's.

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