



# Maritec Tanker Management Pvt Ltd

5<sup>th</sup> Floor, G Wing, Unit No 501, Lotus Corporate Park,  
185/ A, Graham Firth Compound, Goregaon (East), Mumbai – 400063. India.  
Phone- +91-22-6863 1800; Email: [qhse@maritectankers.com](mailto:qhse@maritectankers.com)

## **GENERAL CIRCULAR**

**11/2020**

**Date: 09<sup>th</sup> Sep 2020**

**TO: Fleet**

**Subject: General Guidance to Master's for Berthing/Unberthing and Discharging at Port Harcourt PTOL Berth 1.**

This Circular is intended to provide general guidance to vessels Calling Port Harcourt PTOL Berth 1 for discharging operations, which are as follows:

### **Approach to Pilot Station:**

- Pilotage is compulsory for all vessels except vessels below 500 GT.
- All vessels arriving/departing Bonny/Port Harcourt Pilotage District must call Bonny Port Control on VHF Channels 12, 14 and 16.
- Pilotage Services are provided on request from the appointed Agent to the Harbour

Master. Pilotage Services are 24hrs from Fairway Buoy to Bonny LNG Terminal, and daytime Pilotage Services from Bonny to Onne and Bonny to Rivers Ports (Port Harcourt) on these contacts:

- VHF Channels 12, 14 and 16 (Bonny Port Control).
- E-mail: [bonnyportpilotagedistrict@nigerianports.org](mailto:bonnyportpilotagedistrict@nigerianports.org)
- Website: [www.nigerianports.org](http://www.nigerianports.org)
- Vessel must obtain green signal from Bonny Signal Station on VHF Ch: 16/14/12 once close to Bonny FWB.
- Vessel has to proceed from Bonny Fairway to Bonny Town without any river pilot onboard. Harbour pilot generally boards at Bonny Town between buoy no. 36 & 38.
- Total distance from Bonny Fairway Buoy to Bonny Town Pilot Station is 17 nm.
- Anchorages are available at Bonny Town.

### **From Pilot Station to Berth for Berthing :**

- Pilot is normally booked 2 hrs after low water at Bonny on rising tide.
- Total distance from Bonny Town Pilot Station to Port Harcourt PTOL Berth is 27 nm.
- For Berthing of Vessel at PHC PTOL Berth 1 which is Nominated as tanker Berth, PHC Agents normally books 2 Tug Boats.
- Master must check with Pilot aboard 45 Min / 30 Min/ 15 Min before Arrival at PTOL Berth No 1 if 2 Tug Boats has arrived.
- Master Must Inform Lagos Head Agent, PHC Operations or Terminal Manager PHC, if Pilot informs Master No Tug Boats have arrived at PTOL Berth ONE for Berthing of Vessel.



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- Master Should Not Proceed to PTOL Berth 1 and Wait for 2 Tugs by Checking for Emergency Anchorage. Vessel Can't Anchor In Approach Channel, It May Anchor Just outside channel Pilot is Aware Master Discuss once Pilot Boards for Contingency Anchorage
- Vessel must abort berthing at PTOL berth 1 :
  - a) If Stern is overhanging by more than 35 Meters of Ships Length.
  - b) If Bow is overhanging more than 45 Meters depending.
  - c) If Clearance from the vessel at PTOL is less than 15 meters.
- Above is just a guidance however it is up to the discretion of master as he has to use his professional judgement on the spot taking into account condition of tide and it safe for the vessel to discharge the Cargo without any Problem.
- Once Master and Pilot is confident in Berthing vessel based on clearance of Vessel from vessel at PTOL Berth 2 berthing should be initiated.
- Vessel Normally Berth at High Water heading Bow Out Port Side Alongside which is safer as there is shallow water at forward End of PTOL Berth 1 as per actual sounding taken by vessel at high water and low water.
- Vessel to keep Echo Sounder running as Per SMS 4.24.4 and when vessel is approximately 150 Meters from Jetty vessels to start turning gradually towards berth stemming the tide in order to berth the vessel Port Side Alongside.
- In order to avoid vessel running aground at Low Water it is very important that vessel berths at PHC PTOL Berth One 2 hour before High Water on rising tide when vessel will be afloat.
- Master should ensure that Soundings are taken by the officer/crew at High Water and low water after the vessel berths when the crew are free. Sounding along full Length of Vessel PORT and STBD MIDSHIP Side, FWD P/S and AFT P/S to check depth where vessel is around at low water and what is minimum depth at low water and maximum depth at high water which is important to know. when vessel was Aground along full Length of Vessel Port and STBD MIDSHIP Side, FWD P/S and AFT P/S.
- As Per Harbour Master PHC Port have declared draft as 6.70 Meters but Still Berthing Ships with draft of 7.50Meters which is safe as vessel is still afloat when berthed, but Charge Over Draft Compensation Money.

## **Cargo Operations:**

- Vessel has to make discharge plan and send to Office Prior arrival at discharge port for office review. SF and BM calculation to be done for seagoing condition at all times.
- Once the vessel is berthed safely, Cargo Surveyor and Chief/Officer must Start Ullaging asap. Chief Officer must give one-hour Notice to Engine Room for COP on berthing and log the timings.
- Chief officer can do calculations later and first Prepare the vessel for discharging operations. Attending cargo Surveyor and TM, DPR and Port Surveyor can do their calculation and Chief officer can do later and check Cargo calculated by Other Parties.
- During Opening meeting with loading Master once vessel has berthed Chief/Officer needs to exchange all documents including OCIMF Ship/Shore Check List, Cargo Documents for Ship and Terminal, Emergency Stoppage Procedure for Ship and Shore.



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- Vessel must Maintain Pressure at manifold as Requested by Terminal and Log down for any reduction in pressure as requested by terminal. ISPS documents to be exchanged and Signed.
- Agent to ensure that customs board the vessel asap. FYI Master Must Not Connect Cargo Hoses Unless Customs Gives Letter to do so Or Vessel w be fined
- Two Set of cargo hoses must be connected one on red and one on green positively. Even though terminal connects 2 Shore Line to 2 Ships Manifold, but shore has only One Common Line of 8 Inch to Various Lines shore Tanks.
- In order to prevent vessel being aground at low water vessel to discharge in such a way so as to bring the vessel bodily up.
- Vessel should use only COP 3 and COP 4 for Bulk Discharge (**applicable to specific vessel only eg. Biskra**). COP 1 and 2 must be use for Stripping Cargo tanks when they are at Stripping Level if these 2 cargo Pumps are not used then vessel will sustain damage on expansion Bellow.
- Vessel Must keep Close eye on Pressure at Manifold at all times due to Fact there may be Pressure Surge when Terminal is Changing over Shore tanks.
- Chief Officer, Duty Officer & Duty Seaman must Keep a close eye on Moorings, cargo Hoses. Ensure at all times that hull of Vessel not being damaged and Getting Stuck in between and damaged by Jetty Protuding Fenders on Jetty One.
- Rounds in Pump-room must be taken every 15 minutes without fail check COP pressure on Pump Suction and discharge Side and expansion Bellow for Leakage and any Abnormal Sound on COP, Cargo Pipeline ETC.
- One Seamen must always be at manifold and his Eyes must be Focussed on Manifold Pressure in case of any Pressure Surge when Shore Personnel changing over from One shore tank to another. Pls ensure at any Given Time cargo manifold must not be Left Unmanned.
- During Opening meeting with loading master once vessel has berthed Chief/Officer needs to exchange all documents including OCIMF Ship/Shore Check List, Cargo Documents for Ship and Terminal, Emergency Stoppage Procedure for Ship and Shore.
- Vessel must Maintain Pressure at manifold as Requested by Terminal and Log down for any reduction in pressure as requested by terminal. ISPS documents to be exchanged and Signed.
- Master to ensure that there will not be any compromise on vessels arrival ullage report which must be calculated with VEF applied. This figure will be the final figure of quantity of cargo discharged by vessel, even though shore out turn quantity will be more or less.
- All Discharge Port Documents Including NOR, LOP and LOP for Qutturn Quantity, LOP Cargo being OFF Spec, LOP for cargo Temp and Pressure or any Other LOPs which must be acknowledged by Terminal Manager and Attending cargo Surveyors.
- AT PHC Port vessel has to always discharge at least 15 MT more Cargo than B/L Quantity for PHC in Vac due to fact in case less cargo is discharged then its very Difficult for Ringardas Nigeria Ltd to get back duty which been Paid as per B/L Prior Berthing of the vessel. If Extra cargo is discharged, then Duty can be Paid for additional cargo discharged.
- Please note it has been agreed with RINGARDAS NIGERIA LTD ABUJA AND RAME DUBAI RUBIS ASPHALT MIDDLE EAST DMCC DUBAI that quantity discharge will be as per vessel arrival quantity at PHC with VEF applied Minus also after discharge ROB quantity with VEF applied Will be Quantity Discharged at PHC with VEF Applied.



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## Unberthing from Port Harcourt PTOL Berth 1

- Pilot is normally booked 2 hrs before the low water at Port Harcourt.
- Unberthing is generally assisted by two tugs.
- After casting off from PHC PTOL Berth 1 and before arrival at Bonny town vessel has to take permission from Bonny Signal station to cross Bonny channel. In case any inbound LNG/LPG inbound traffic is there then Bonny Signal will not allow to pass the bonny channel. In that case vessel has to drop anchor at Bonny town at a safe place and wait for bonny signal permission to proceed outbound.
- In case of any delay vessel to transit the bonny channel during daylight hours and wait at Bonny town anchorage till such time.

## Remarks:

- All vessels proceeding to Bonny/Port Harcourt Pilotage District should maintain a proper look out at all times as per Rule 5.
- Primary position fixing and monitoring technique = visual and parallel indexing
- The rise and fall of the tide is in accordance with the prediction, but the period of ebb and flood varies considerably throughout the year due to local geographical and climatic conditions.
- Tidal Information, Bonny Bar:
- Mean: H.W.S.=2.347 mtrs, H.W.N.= 1.890 mtrs L.W.S.= 0.488 mtrs, L.W.N. =0.975 mtrs
- Tidal Information, Bonny Town:
- Mean: H.W.S.=2.317 mtrs, H.W.N.= 1.920 mtrs L.W.S.= 0.427 mtrs, L.W.N. =0.945 mtrs
- Above is only guideline which Master/Officers are free to amend and add additional instruction for safe berthing and discharging operations of vessel as master is person on spot and knows ground situation on spot for example state of tide commencement of discharge time etc.

**Kindly discuss the same during the next Bridge Team Management meeting on board and ensure compliance.**

**Thank You,**

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**Maritec Tanker Management Pvt Ltd**