



# Maritec Tanker Management Pvt Ltd

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## **GENERAL CIRCULAR**

**12/2020**

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

**TO: Fleet**

**Subject: General Guidance to Master's for Calling Ringardas Jetty, Sapele, Nigeria.**

This Circular is being issued as a guidance to Master's calling Ringardas Jetty, Sapele, Nigeria which are as follows:

### **Information about Ringardas Jetty, Sapele:**

- Ringardas Jetty, Sapele is a Private jetty and it falls under the Jurisdiction of private berth of Warri Port which collects all Jetty/Port dues. It also carries out yearly Inspection of Safety of Ringardas jetty.
- Warri Port renews the license for operating this Jetty yearly, without which Ringardas Nigeria Limited can't Operate this Jetty.
- Warri Port which is Nigerian Port Authorities [NPA] provides NPA pilots for berthing of vessel at this jetty.
- Pilot Boards at NPA Koko, where community pilot which boards the vessel at Escravos Pilot station disembarks or in other Words Changes at NPA Koko and berthing NPA Pilots boards vessel.
- NIMASA Lagos/Warri has issued Ringardas Nigeria Terminal, Sapele ISPS Certification. They have a CSO, and Terminal Manager Operations Manager for Sapele and PHC. Capt.Jonathan Nani lives in Sapele township.

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

- Vessel on arrival about 15NM from Escravos Pilot Station to report to Escravos Signal Station on VHF Channel 16 of vessels arrival.
- And then change to VHF Ch 12 Master has to give Vessel SEN and its Date and other Ships Particular.
- Upon clearance form Signal station, Escravos Pilot Station informs vessel of Pilot boarding time and position.
- Vessel can Call Escravos Pilot on VHF Channel 16 or 13.
- Escravos channel transit is during high tide only. Being a tidal area, there is a possibility of other vessels being aground in the Escravos channel. In such a case, at no cost vessel to transit the Escravos channel in spite of insistence from Pilot.
- To transit the Escravos Bar safely, the Pilot has to board at least 2 Hours before High water at Escravos Bar.



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## **From Pilot Station to berth for berthing:**

- Total distance from Pilot Station to Ringardas Jetty, Sapele is approx. 73 NM.
- Nana Creek Shallow Bank channel is also to be transited on High tide.
- As per information from Harbour Master, Escravos bar and channel was dredged in 2018 and new buoys were laid in 2019. As per M Notice issued by Harbour Master, Warri Port, Max Fresh water draft for transiting the Escravos Bar is 6.00 Meters on High Tide.
- For tide calculations, vessels have been provided with Nigerian Tide tables for Escravos bar, PHC, Sapele, Calabar, Focardos and other Nigeria port. Vessels are also supplied with Electronic version of ATT Volume 2.
- The times of high tide to be known for the following areas - Escravos Bar, Rugged Point, Nana Creek, Jones Creek, Deli Creek, Alajiko Creek, Holy Creek, Young Town, Orobi Creek, Crocodile bank, NPA Koko, and Sapele. Hourly tidal calculations to be carried out by the vessel prior transit.
- While transiting the Escravos Bar Cum Channel Vessel has to Navigate in Centre of channel Buoys. Either side of the Buoys, there is shallow depth and vessel has the risk of running aground or smelling the ground. Vessel has to keep Echo Sounder at all Time and Close watch on speed of Vessel.
- Vessel will be subject to strong current and swell in channel. If fitted with Bow Thruster it needs to be kept on to be used in case of any emergency to turn vessel quickly.
- All No Go areas has to be marked on ECDIS and Paper Charts basis information received from the Pilots and past voyages.
- As depth in the channel is not reliable, vessel are to record the observed UKC every 5 mins during the transit and obtain the calculated depth which has to be compared with chartered depth.
- Vessel position to be continuously monitored using Radar / Visual bearings and through Parallel indexing.
- AT Nana creeks vessel will encounter Fishing Streaks and Fishing Nets and Country Boats which Vessel has to Keep Clear.
- Vessel has to Inform Warri Agent Mr. Tom on Mobile Every 2 Hours Vessels ETA to NPA KOKO to allow agent sufficient time to arrange for NPA KOKO Pilot.
- As no night navigation is allowed in the channel, vessel generally anchors at buoy 23 (buoy missing) or north of Oporoja Village (approx 3 to 4 cables). In this anchorage vessel will encounter fishing nets.
- Vessel has to anchor clear of fishing nets to avoid huge claims, assistance of pilots is to be sought prior dropping anchor. Strong currents have been observed at Spring Tide in and around anchorage position. Pilot stays onboard when vessel anchors at Buoy No.23 Escravos River as vessel generally tends to drag anchor on to the many Fishing nets and Stakes.
- After passing Jones Creek Inward on Stbd Side, Vessel will Pass Deli Creek on Port Side and vessel will be entering into narrow channel consisting of twist and bends and turns.



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- At bends Pilot generally reduces speed and gives helm hard over and increases speed to Full Ahead as she starts turning.
- Vessel will experience strong tide and has to navigate with caution and use Sound Signals as per COLREGS when near sharp bends and turn.
- In addition to sharp lookout vessel to get updates from Warri Signal station on inbound / outbound traffic in the channel.
- Vessel will transit Alajiko Creek & Holy Creek while navigating through the narrow channel, which are regions where currents are very strong.
- After passing Holy Creek vessel navigates to Young Town jetty where she has to slow down to turn to stbd.
- Vessel need to monitor the state of tide at this bar near Young town as strong currents will be encountered.
- Once vessel enters Benin Rivers, strong currents will be experienced along with fishing traffic with their fishing nets and logs trail which are being towed Up-Stream or Down-Stream with Tide.
- There will be a change of Pilot at NPA KOKO, where the community Pilot will disembark and NPA Pilot will board the vessel for berthing the vessel.
- The distance from NPA KOKO to Ringardas Jetty Sapele is 18 NM, It takes 2/3 Hours depending On Flood or Ebb Tide. Upon change of Pilot, vessel will continue to Navigate to Rigardas jetty, Sapele. Vessel has to provide ETA -Sapele, to Capt. Jonathan Nani and TM - Rigardas Jetty, Sapele on VHF Channel 68 and also Mr. Tom Agents, so that they have DPR, NPA Cargo Surveyor, Navy Surveyor, SISA Cargo Surveyor, LAB Assistant to take sample and test product before discharge operation commences.
- The state of tide for berthing (Flood / Ebb tide) to be discussed with the NPA Pilot. From NPA Koko to Ringardas Jetty Sapele, vessel will transit through Fagan island, where vessel runs the risk of running aground. Yorubo island, Encose island, Old Salt factory should be marked as NO-GO Areas as there is Shallow bank and Strong Current. From Old Salt Factory upto Rian Oil Jetty, onwards, due to Oil jetties and terminal vessel will have to proceed on reduced speed.
- Once Vessel Passes Rian Oil Terminal vessel has to provide updated ETA Ringardas Jetty, Sapele. Strong currents will be experienced by the vessel, when transiting MUNRO Island on Port Side and navigating to Gas Power Plant at Sapele near Rigardas Jetty.
- Berthing in River Ports will be done by Stemming the Tide, If its Flood Tide vessel has to steam to Sapele Navy Base turning Circle and turn vessel and berth Port side alongside heading outward, but on Ebb Tide vessel will berth Stbd side alongside.
- Ringardas Jetty vibrates when vessel is berthing and un berthing due to fact construction of jetty is weak hence berthing is done at speed of 1.0 to 1.5 knots and parallel approach distance of 15 meters.
- Ringardas Jetty Sapele total Length is Approx 45 Meters and Consist of 3 Dolphins which has Y Fenders and Tyre Fenders.
- Ringardas Jetty has one Speed boat for berthing/Unberthing Vessel. Dolphins has Bollards where Springs Line are placed and head/stern Lines and breast Lines Fwd/Aft is Placed ashore.



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- At forward end of Dolphins jetty facing towards EWA Flour Mill there is an old jetty which is submerged at High water and visible at Low tide. Its off set with Fwd dolphins. Vessels Bow should not come inwards towards Dolphins. This Old jetty is Approx 30 meters inwards of Fwd Dolphin. Facing EWA Flour Mill jetty.
- Vessel has to be kept a safe parallel distance of Approx 30 Meters from NEPA Submerge jetty. NPA Pilot is aware of this submerged jetty.
- Vessel will Berth at very slow speed of about 2 kts and at a parallel distance of 25 mtrs from the Jetty, and slowly bring her alongside using engines and Bow Thruster.
- On reducing speed to One Knot & approaching berth, mooring pattern will be as follows:
  - First line Springs fore and aft to hold the vessel position
  - Followed by Head and Stern lines
  - Last Breast lines to be passed.
  - The final mooring configuration will be 3x2x2 fore and aft.
- Vessel must berth at slow speed due to weak jetty the length of which is 45 mtrs. Depth at Jetty is approx 0.9 Mtrs at Low Water. Ringardas jetty has Y-Fenders but is not in good Shape and they need to carry out maintenance on Ringardas jetty.
- Presently Ringardas Nigeria has planned to build a new jetty for new Bitumen Tanker SDWT 14,000MT Length 150/165 Meters. Survey work of how to build new jetty with existing structure are in place.

## **Unberthing from Ringardas Jetty**

It is not allowed and prohibited to turn around ship which is berthed at Ringardas Jetty Sapele to use spring rope fore and aft for opening vessel at berth and casting Off due to fact Jetty Dolphins are weak and could be damaged and then we don't have any Jetty for discharging bitumen

When NPA Pilot board for sailing of vessel, NPA Pilot needs to take into account state and strength of tide for sailing of vessel, weather she is berthed Port or Stbd side.

If Vessel is berthed Stbd side alongside then vessel has to proceed to Sapele Navy base turn around in the turning basin by dropping anchor and head out to NPA KOKO in ballast condition.

Pilot is normally booked for sailing at 0730hrs LT so that vessel can clear Escravos channel/bar and breakwater on same day unless tide is not favourable and its getting to low water at Escravos channel and bar.

After 1800 Hrs LT every day Nigerian and Escravos Control does not allow sailing of vessel Sailing out of Ringardas Jetty ,Sapele sometime 2 Pilot Boards to save time at NPA KOKO, one is NPA pilot who cast off vessel from Sapele and then Pilot vessel up to NPA Koko where NPA pilot Gets off and Escravos Community Pilot take over and Pilots Vessel until out of Escravos bar/Channel and breakwater.

At all times vessel to monitor Escravos Signal Station and Warri Signal Station for updated traffic information on vessels bound for Escravos bar from Warri and Sapele and their meeting/Crossing point.

## **Remarks:**



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The entire Bridge Team needs to be alert and active at all times, maintaining all round situational awareness.

Master/Pilot information exchange must be carried out well before entering the Escravos Channel, in order to clarify the plans on how to cross the channel, so that Pilot and Bridge Team both are on the same page, and in case of any disagreement or Master feels pilot is incapacitated or not experienced, Master has a time and safe waters to abort the passage.

Master should be ready to take over anytime and immediately, in case of any immediate danger.

Pilots are very adamant and should carry out master pilot information diplomatically well before in safe waters before entering channel and inform the pilot vessel's special characteristics.

As per many local pilots silting is very often experienced in these areas. Positioning of the buoys must also be verified, as they may also shift temporarily at times under the influence of high swell and currents.

Vessel to mark track on ECDIS Chart, each time vessel passes Escravos Buoy Channel as same can be used as reference for next voyage transiting Escravos Buoyed Channel.

Thank You,

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