



Maritec Tanker Management Pvt Ltd

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GENERAL CIRCULAR

12/2021

Date: 25th Oct 2021

Kindly note that this Circular will replace General Circular 10/2021 dated 29th May 2021

Subject: General Guidance to Masters on Navigation from Escravos to Sapele Berth

Preparation:

1. Post Bosun or any other responsible ship's personnel at Anchor station for emergency anchoring during the entire passage.
2. Increase Bridge watch to the Pilotage level.
3. Duty Officer shall monitor that Pilot's Helm Orders are being followed.
4. Check with Escravos and Warri signal station for any Cross-traffic en-route to Sapele.
5. Check with Engine room that Filters are Cleaned, and Higher Sea Suction has been selected.
6. Calculate the times of high tide 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 shall be carried out by the vessel before transit.
7. At least two Diesel Generators shall be in use throughout the passage.
8. Both steering motors shall be kept on during the passage.
9. Reference shall be made to comments and observations in the previous 'Post Passage Plan -Review'.
10. Include the maximum speeds during the pilotage, berthing, unberthing and around critical areas in the passage plan - points to note.
11. Set the alarm warnings in ECDIS to sound before approaching critical areas.

Signals:

1. When crossing narrow and sharp bends, the vessel gives shall give five long blasts on the whistle to attract the attention of the vessel coming in from the opposite direction.

Escravos Channel:

- Vessel shall
 - transit only at high tide.
 - not commence transit if visibility is poor – **fog**.
 - ensure that draft does not exceed 5.80m in fresh water.
 - be kept at the center of the channel (to avoid grounding).
 - monitor position continuously using visual / radar bearings / ranges and parallel indexing.
 - record UKC for reference in future transits.



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- Vessel should use the last track **as reference**, when transiting Escravos Buoyed Channel.
- Master/Pilot information exchange must be carried out well before entering the Escravos Channel.

CAUTION

- Charted depths are not reliable.
- Strong currents are prevalent. Keep caution.
- Do not proceed into the channel if any vessel is aground in the channel.

At Buoy 23, Escravos:

- During anchorage at buoy 23:
 - Vessel shall keep well clear of Fishing nets - to avoid huge claims from villagers.
 - Vessel shall consider keeping Pilot on board if anchored for the night.

CAUTION

- Strong currents are prevalent – sufficient anchor chain to be paid out to prevent dragging of anchor.

Escravos to Sapele berth:

- Vessel shall
 - transit **Nana Creek** shallow bank channel at **high tide**.
 - Keep clear of fishing streaks, fishing nets and country boats at Nana creek.
- **Nana Creek to Young Town** – vessel to navigate with extreme caution while transiting this narrow channel consisting of **many twists and bends**.

CAUTION

- Strong tide current is experienced throughout this narrow channel.

Young Town:

- Monitor the **state of tide at Young Town**, which has a **sharp turn of about 90 degrees**, as strong currents will be encountered. **Vessels have gone aground before at this location.**
- Use the two beacons in line, at Windham Point, on the northern shore of Benin River opposite Young Town when making the turn.
- **Bridge team shall be on high alert** and navigate with extreme caution when making this turn at Young Town.

CAUTION

- Strong currents are encountered. Turn to be executed with extreme caution.



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- **Benin River**
 - Strong currents are experienced.
 - Keep clear of fishing traffic with fishing nets and logs trail.
- **NPA KOKO:** Change of Pilot:
 - community Pilot will disembark and NPA Pilot will board the vessel for berthing.
 - The state of tide for berthing (Flood / Ebb tide) to be discussed with the NPA Pilot.
- **From Old Salt Factory up to Rian Oil Jetty,** vessel shall proceed on reduced speed due to Oil jetties and terminals in the vicinity.
- **MUNRO Island to Gas Power Plant at Sapele near Ringardas Jetty** Strong currents will be experienced by the vessel.

Berthing

- **Speed shall not to be greater than 0.1 knot while berthing at Ringardas Jetty – sign is posted on the jetty.**
- **Vessel shall berth by stemming the tide.** During Flood Tide, vessel shall steam to Sapele Navy Base turning Circle/Basin, to turn vessel around and berth Port side alongside heading downriver. On Ebb Tide vessel shall berth starboard side alongside.
- If the NPA pilot upon boarding at KOKO confirms that vessel will be **assisted by tugs in berthing**, then **the vessel may berth starboard alongside, regardless of the flood or ebb tide**. A standard Risk Assessment should be prepared and kept in the ship's files. This should be referred to when berthing with assistance of tugs, with any changes as required for that day.

Unberthing from Ringardas Jetty

CAUTION

- 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. It is off set with Forward dolphins. Vessels Bow should not come inwards towards the Dolphins. This Old jetty is approximately 30 meters inwards of Forward Dolphin, Facing EWA Flour Mill jetty. NPA Pilots are aware of this submerged jetty.

UnBerthing

- If Vessel is berthed starboard side alongside then vessel shall proceed to Sapele Navy base to turn around in the turning basin and then head out to NPA KOKO.



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Remarks:

- The entire Bridge Team shall be always alert and active, maintaining all round situational awareness. **Beware of Complacency.**
- All available tools of navigation shall be utilized by the bridge team for always keeping the vessel in safe waters.
- During the ballast transit the max draft should not exceed 5.0 mtrs.
- Past voyage records must be referred to in the subsequent passages to check for safe water depths and position of buoys.
- Vessel's position must be verified using visual bearings and radar ranges. Parallel Indexing must be used continuously to keep track of vessel's set and drift.
- Prepare a chart with actual UKC. It must include the time, UKC, vessel's speed, charted depth, height of tide. This chart shall cover the full passage from pilot boarding ground to alongside berth. Keep this chart attached to the passage plan of the next voyage for reference.
- Master should be ready to take over anytime and immediately, in case of any imminent threat to the vessel safety.
- As per many local pilots silting is very often experienced in these areas. Positions of the buoys must also be verified, as they may also shift temporarily at times under the influence of high swell and currents.

Signals:

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