



# Maritec Tanker Management Pvt Ltd

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This Circular is being issued as a guidance to Master's calling Sapele, Nigeria.

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 atleast 2 Hours before High water at Escravos Bar. Total distance from Pilot Station to Ringardas Jetty, Sapele is approx 73 NM. Nana Creek Shallow Bank channel is also to be transitted 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 6.00Meters 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 know 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.



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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 strong currents have been observed at Spring Tide in and around anchorage position. Pilot stays onboard when vessel anchors at Buoy 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. At bends Pilot generally reduces speed and gives helm hard over and



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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. 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. The state of tide for berthing (Flood / Ebb tide) to be discussed with the NPA Pilot.

From NPA Koko to Rigardas 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 Rain Oil Jetty, onwards, due to Oil jetties and terminal vessel will have to proceed on reduced speed. Once Vessel Passes Rain Oil Terminal vessel has to provide update ETA Rigardas 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.



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Berthing in River Ports will be done by Steaming 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.

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 enines 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 confirguation 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. Rigardas jetty has YFenders but is not in Good Shape and they need to carry out maintenance on Ringardas jetty

If vessel is berthed Port Side along side, then upon casting of vessel has to navy base and turn around in the turning basin and head out to NPA KOKO in Ballast condition.

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.