

GUJARAT PIPAVAV PORT LIMITED

PILOT-MASTER INFORMATION EXCHANGE

BERTHING / UN-BERTHING / SHIFTING

DATE:

VESSEL NAME: _____ LOA: _____ MAX DRAFT: _____

NAME OF THE MASTER: _____ PILOT: _____

MOVEMENT FROM: _____ TO: _____ ALONGSIDE: PORT/STBD

FINAL MOORINGS: *4+2 during fair weather conditions. Additional ropes during monsoon and/or rough weather conditions as per the advice of the pilot.*

SCHEDULED POB TIME: _____

VESSEL'S POSITION AT BERTH: Bridge at (approx.) bollard no. _____

TUG (BOLLARD PULL): OCEAN SUPREME (60T)/ OCEAN ZEST (60T)/ SVITZER WARUNDA (52T)/ TAG MAMTA (50T)

TIDE:

WEATHER:

1. The Master & the pilot after exchanging information relevant for the movement have agreed the basic tactics that will be used for aspects like tracks, turning the vessel (and which way), vessel's speed during various stages, usage of tugs, usage of anchors, mooring or unmooring plan and have considered the prevailing tidal stream, weather, draft, depths, and the berth in question.
2. The Master confirms that essential navigation equipment main & auxiliary engines, thrusters (if any), steering gear and mooring equipment including anchors/windlass are tested prior arrival pilot station/departure from berth and are in working condition. Any exceptions to the status of such equipment or the existence of special features of the vessel (like over-side projections or unusual mooring arrangements etcetera), having a significant effect on the execution of the movement have been notified to the pilot in sufficient time prior to the starting of the movement.
3. The Master of an outbound vessel has satisfied himself on which direction to pass any inbound vessels that may be arriving for her pilot or otherwise underway off the approaches. In general, when an inbound vessel approaches from the southeast of the pilot station, the passing is "Port to Port" (the same as "red to red"); in this case, the outbound vessel, after passing the fairway buoy on her starboard, alters course to starboard to make good a course of 210deg (as marked on the chart) until clear of the inbound vessel, at which point she sets her voyage course. For vessels approaching for pilot from the southwest, a "starboard to starboard" (or "green to green") passing with the outbound vessel may be preferable.
4. The Master confirms to the validity of all mandatory and statutory certificates for the vessel, as well as the validity of the P&I cover certificate, which covers "Wreck Removal."
5. Vessels Transiting Pipavav Channel Must Keep her Speed Below 7 Knots or in case that is not possible in following tide, ship to maintain minimum safe speed.
6. Pilot disembarkation will happen only after the last pair of buoys. In case due to weather conditions this is not possible, same to be carried out at the anchorage.
7. Tugs to be called for movement as per the instructions of Pilot, following recommendations to be considered.
 - One suitable tug to escort an outbound vessel till she is safe in the outer channel i.e., between the last set of buoys.
 - For inbound vessel Tug(s) to be standby near Red Buoy no. 04 or Green Buoy no. 01.

Signature:

Master

Pilot