PORT INFORMATION BOOKLET

(For Information Only)

Registered Office & works:

Gujarat Chemical Port Limited.
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1. A TABLE OF CONTENTS: -

1. B REVISION SHEET

SR. NO	DATE / REVISION	PAGE No.	NATURE OF CHANGE
1	01.01.2017 / 01	--	--
2	22.02.2017 / 02	17,18, 19,20	Procedure for SVT and FMC loading/unloading arm connection/ disconnection added
3	14.07.2018 / 03	4,7,11, 15	Text changed in Anchorage point, depth at jetty, Port, ship generated waste reception facility, mooring arrangement, loading and unloading detail updated
4	29.06.2019 / 04	8,12,13 ,17	Photographs change, PBL requirement, loading /unloading details vendor details for waste reception, appendix to Q88,
5	20.05.2020 / 05	18,48 to 53	Company Name Change from Gujarat Chemical Port terminal company limited (GCPTCL) to Gujarat Chemical Port Limited (GCPL) whenever applicable, New Loading Arm for 3N and 5N details updated, Updated appendix to Q88 of GCPL w.e.f 07.05.2020.
6	01.05.2021/06	33-58	Checklist updated – Pre Arrival, Ship shore safety checklist, Appendix to Q88 updated
7	22.03.2023/ 07	8, 10	Text changed for Pilot boarding time Checklist updated – Appendix to Q88 and customer feedback

2. INTRODUCTION: -

Distinctive Features – Port - Offshore Marine Jetty

Jetty	Single berth jetty with a height of 20 meters above chart datum.
Capacity	Can handle ships from 6000 to 60,000 DWT with LOA between 111-232 Meters, Beam any size. Location of Jetty Latitude: 021 deg.41.5 Min North Longitude: 072 deg. 30.5 Min East Hydrographic Chart Indian Chart No. 2039, 2110, 2082 / B.A. Chart No. 1486, NP-38, West Coast of India.
Anchorage Point	1 ½ Nautical Miles West of Jetty, Depth available at Jetty 16.0 Meter at chart datum, jetty open to sea, having no channel restrictions. Ship with arrival draft 11.8 Meters, in fully loaded condition, can be safely navigated up to the jetty and can remain berthed while unloading the cargo. Tide Variation at Jetty High Water 7.1 M to 10.2 M Low Water -0.7 M to 1.8 M.
Unloading / Loading Arms	Un-loading/ Loading Arm of different sizes and construction material for safe, simultaneous and contaminations –free handling of various hazardous liquid and gaseous cargo. The loading /Unloading Arms are "Quick Connect/Disconnect "to be press fitted/ Clamped in ship's Manifold (Bolting not required) and are equipped with Emergency Release Couplers.
Fenders	Four Pneumatic fenders attached to fender frames on the Dolphin structure of service platform for safe berthing & stay of vessels at the jetty.
Dolphins, Mooring	Mooring and Breasting Dolphins Quick Release Mooring Hooks with Hooks and Capstans are provided on each mooring & Breasting Dolphin, equipped with computerized load monitoring system. All dolphins connected to the service platform by high level walkways to allow personnel access in all sea conditions.
Marine Gangway	Telescopic, hydraulically operated, Marine Gangway which is adjustable to cope with tidal variations is provided for easy and safe access to and fro ship
Pedestal Crane	1.5 T SWL Hydraulically operated pedestal crane for emergency transfer of personnel from ship to shore and lifting of spares/Stores.
Jetty Control Room	Comprise the main Transformer & Load break switch, MV Switchboard, emergency DG Set, Radio Room, Traffic Room, VHF Receiver, VTMS simulator, automatic weather recording stations, etc. * Advanced Fire extinguished System
Navigational Facilities	Service of pilot and powerful tugs of steerable rudder propulsion are provided for berthing/Un-berthing at jetty * Obstruction lights provided on the two outer Mooring Dolphins and breasting Dolphins * Deep natural depth of 14 M at chart datum, plus the advantage of long tidal variation, enabling large vessel to berth alongside * Hydrographic Chart & Publications: Indian Chart: 2039, 2082 / B.A. Chart No: 1486, NP -38, West Cost of India.
VHF Communication	VHF Channels 77 and 16

3. EMERGENCY CONTACTS & COMMUNICATION DETAILS:-

- Jetty Control Room (24*7): Telephone: +91-2641-261017, Manned 24 hours by on duty Radio officer & Loading supervisor. E-mail id: jettycontrolroom.gcptcl@gcptcl.in (This email is common for all Marine officers available & supervised round the clock).

- Port Captain, E-Mail: alokkumar.s.singh@gcptcl.in,
  Telephone: +91-2641-26102 3 (O) , AOH:91-909907240.
- PFSO: E-Mail: pravinkumar.prajapati@gcptcl.in, Telephone: +91-2641-2611005, AOH: 91-9998035917.
- Communication: Jetty control room is the Primary communication center for all normal & emergency through VHF CH – 77 & 16, Call sign: GCPL PORT CONTROL & Land line number: +91-2641-261017, +91-9998042724 (Mobile). During any emergency HOD Marine GCPL shall assume the role of On Scene Commander for giving instructions to all concerns and shall update progress to Head of Operation.

4. STANDARD MESSAGE – INBOUND VESSEL:-

Please advise your best ETA in local time (UTC +5.5hrs) at 72, 48, 24 & 12 hours before arrival at the pilot boarding point. GCPL Terminal may be contacted on the **E-mail: jettycontrolroom.gcptcl@gcptcl.in, VHF Channel: 16 & 77, Call Sign: GCPL Port Control.**

Vessel should report to VTMS Khambhat as per ALRS VOL.6. Pilotage is compulsory. Pilot will board vessel by tug at Pilot Boarding Position as marked on navigational charts and also will be advised by on duty officer by port control. Normally pilot boards at position 1 nm west of the jetty. Kindly provide a good pilot ladder/combination ladder complying with SOLAS-Ch.-V-Reg. 23 on your lee side 3 meters above the water level. Pilot boarding speed should be about as per pilot advices. Please have a strong heaving line ready to hoist Harbor Pilot Equipment bags belonging to the pilot. Tugs will be made fast using tugs rope. Please prepare strong messenger rope to pick up the tug rope. The use of Tugs is mandatory. The pilot will discuss tug arrangement. Agent, customs, port health authorities, surveyors, will board your vessel once the vessel is alongside and all made fast or at anchor as advised by agents.

Kindly complete the following documents and revert by e-mail as soon as possible prior to fixing the vessel. All the above formats will be provided by your agent on request. Non-declaration of correct information & vessels deficiency in GCPL Vessel & Cargo Particulars may result in penalty, refusal of berthing and/or blacklisting of the vessel for the port. Please send the scanned/soft copy of followings by e-mail:

a. Duly filled Q88 & updated Appendix to Q88 of GCPL by the vessel.
b. Gas Form C & appendix to gas Form C (For Ethane vessels)
c. Indemnity letter: to be signed and stamped without remarks. (Format is enclosed in port information book).
d. PANS: Please send the PANS on the following email Ids as well: **indsar@vsnl.net, psdhq1@yahoo.co.in, vtskhambhat@aatash.com, pomagdalla@gmail.com, icgmrcc_mumbai@mtnl.net.in, psc@dgshipping.com,** wncmocmb-navy@inc.in
e. Ballast Water Reporting Form (IMO form to be sent 24 Hours prior arrival).

copies of the following certificates/ documents by e-mail (if not already sent): Ship Registry Certificate, Tonnage Certificate, ISPS Certificate, International Load Line Certificate, Cargo Ship Safety Equipment Certificate, Cargo Ship Radio Certificate, Cargo Ship Safety Construction Certificate, International Oil Pollution Certificate, Ship sanitation control exemption certificate, Safety management certificate, Valid Insurance Cover, Certificate of Entry and highlight clause indicating wreck removal & oil pollution covers, Last Port Clearance and Outward Clearance, Last 2 Port State Inspection Report, Crew List, Bill Of Lading of cargo to be discharged.

Current Security Level – 1 (ONE), (Contact details for PFSO/ Alternate PFSO can be obtained from the Agent/ Port Information Booklet.)

As per Directorate General of Shipping (DGS) Order No. 02 of 2012, “The use of Thuraya, Iridium and other such Satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.” and hence should not be in use and should be declared in the PANS (Pre arrival notification of security).

5. PORT AND TERMINAL INFORMATION: -

While we have taken all reasonable care to ensure that the Port waters, berths, facilities as well as gear and equipment used (including gangway where provided) thereon, are safe and efficient, any vessel using them shall do so, and remain, at the sole risk of the vessel.

1. **SAFETY & POLLUTION PREVENTION**: You are required to take careful note of the contents of SAFETY AND POLLUTION PREVENTION REQUIREMENTS and ensure full compliance. Before commencement of operations, the Ship-Shore Safety Check-list will be completed by Port Representative/Pilot and a responsible ship's officer and will be revalidated at regular intervals.
2. **NON-COMPLIANCE**: Any non-compliance or infringement of the Check-list or of SAFETY AND POLLUTION PREVENTION REQUIREMENTS, by the vessel may result in operations being halted and the vessel ousted from the berth. All time, charges, delays arising from such an event will be to the account of the vessel.
3. **CONTRABAND & LIQUOR**: Dealing in contraband and drugs and illicit goods is strictly forbidden under Indian Law, with heavy penalties and imprisonment for anyone indulging in such activities. You are advised to ensure that your crew is suitably instructed. The use and possession of alcohol is forbidden in Gujarat State. Alcohol should not be taken ashore or offered to Shore personnel during the vessels stay in port. All such contraventions of the Laws could also make the vessel liable to be arrested. So please ensure your fullest attention to these matters.
4. **DEALING WITH THIRD PARTY VENDORS**: Kindly note that request for any service required by your vessel should be routed through your Agent and you are advised to deal only with those third party vendors who are recommended by your agent and authorized by the port.

M/s. Gujarat Chemical Port Ltd. a joint venture of RIL, GSFC, GNFC, GACL, GIIC, GMB and GIDC. The Chemical Jetty is in the Gulf of Khambat near village of Lakhigam in Dahej Harbour. The nearest railway station Dahej about 10 km away and the nearest airport is at Vadodara, 130 km away. The jetty is linked by 2.4 km. Approach trestle carrying pipelines and a motorable road.

GCPL is located in the Gulf of Khambhat, Gujarat (India), known as "The Golden Corridor of Indian Chemical Industries", at Port of Dahej, under the jurisdiction of the Gujarat Maritime Board.

Berthing line up strictly subject to FIFO (First in First out), subject to vessel ready in all respect with Valid NOR tendered & sufficient ullage in the shore tank for her nominated cargo.

The Chemical Terminal Jetty consists of:

a) A service platform, 30m X 19.5m

b) Four Berthing Dolphins, 14m X 10m

c) Six Mooring Dolphins of 9.5m X 9.2m

The jetty is designed to berth tankers between 6,000 DWT to 60,000 DWT. The maximum permissible length of a tanker is 111 – 232 meters. For discharge of cargoes PO/Methanol/ MEG/Acetic acid the minimum required length over all of the vessel is minimum 140 meters. The distance between centers of extreme mooring dolphins is about 311 m. Four "Yokohama" / Hi-Tech make floating fenders, 4.5 m X 9.0 m are secured to the berthing dolphins. There are quick-release hooks and electrically driven capstans are placed on all mooring & berthing dolphins.

Additional MD 1, 2, 3 & 4 is fitted with auto tension shore mooring winches of capacity 60 MT each. There are 8 nos. of Hydraulically Operated loading arms having 6" to 16" diameter and 17 (Seventeen) transfer pipelines to the tank farm. There are total 37 nos. of storage tanks including 4 Horton Spheres and two cryogenic tanks of 30,000 & 50,000 Cu. meters with a total storage capacity of about 4.80 Lac Cu. meters.

Tidal currents are strong – up to 6.0 knots during spring tides – and the tidal range is about 9.5 m. Predominant wind is from SW during March to October and from the NE during November to February. The temperature varies from 30C to 40C Maximum rainfall is 1000 mm during the SW monsoon, June to September.

There are no navigational buoys / beacons to assist the Pilot in navigating the tanker as the water depth in the vicinity is sufficiently deep. Chart Datum depth alongside the jetty is 14 m.

The chemical products to be handled are of Class 'A', Class B and of general type.

1. Anchorage Point: Provided by VTMS on arrival via vhf channel 69 in this sector FOR Dahej PORT LIMIT.
2. Pilot Boarding Ground: 01 to 1.5 NM West of Jetty (Advised by radio officer on arrival on VHF Ch. 77)
3. GCPL Jetty Position: Latitude: 21° 41' 47" N, Longitude: 072° 30' 55" E
4. Berthing side: Preferred Port side alongside.
5. Tugs: Provided by GCPL
6. Pilot for Berthing & Un-berthing: Provided by GCPL
7. Trim (Arrival / Departure) Maximum: 2.25 Meters
8. Parallel Body Length of the vessel alongside is required minimum (Arrival To departure): 55 Meters and requirement of fwd and aft PBL from working manifold for each loading arm is mentioned in appendix to Q88 of GCPL which all calling vessels must comply.
9. Free Board Minimum (Arrival to departure): 3.5 Meters
10. Maximum Permissible Draft: 11.80 Meters
11. Bollard Capacity for making fast Tugs: Min. 50 Tons

Service Available:

Fresh water @ about 20 Cu Meter/hour, Provision supply (as per custom rule), Sign on / off of crews (as per custom rule)

Draft limited by:

Maximum allowed draft of the vessel is 11.8 meters. Minimum UKC 10% of maximum draft.

Berthing is carried out during slack water of high tide & in low tide. Low tide slack water berthing is subject to vessel size (Maximum 170 M during Day and Night) and draft (7.50m + height of tide restricted to 9.0 m as max draft). The vessel would be asked to arrive pilot station at least 1.5 to 2.0 hours before slack water time for berthing. Un-berthing movements shall be carried out during slack water of high tide or low tide. For un-berthing & berthing (Double Movement in High tide only) of vessels, the outgoing vessel should be ready to sail at about two hours before the high tide time. The pilot for un-berthing movement shall board about two hours before high water time on the vessel at jetty. (In case of Double movement i.e. one out and one in). Second Pilot shall board the in-bound vessel at Pilot Boarding ground about 2 Hour 15 minutes before the high water tide (In case of Double movement i.e. one out and one in). The vessel at berth shall cast off only after the pilot is on board on in bound vessel. This is done during day and night.

Turning circle is not applicable as the berth is open to sea. The limiting wave height is Hs = 1.25 m in combination with a wind speed of 28 knots (10 minutes' average wind speed) for berthing operation, however the decision shall be taken by the GCPL shall prevail in this regard. A cargo operation that is loading & unloading is as per standard operating procedures of the Jetty & as per international regulations as specified in ISGOTT and SIGTTO. Safety checks are completed prior commencement of the cargo operations.

Sailing Direction West Coast of India Pilot, NP 38.

Gujarat Maritime Board advise that all vessels entering waters off the Gujarat coastline shall carry Indian charts covering the port approaches and the entire coastline of Gujarat. This is a mandatory requirement and vessels should make necessary arrangements with immediate effect, 18 March 2013.

Latest updates on Circulars/Notice to Mariners/surveys of the port available from: Chief Nautical Officer/Chief Hydrographer/GMB. Tel: +91 (79) 2323 4716. E-Mail: gmbho.nb@gmail.com, cno@gmbports.in

6. GENERAL INFORMATION: -

Contrabands are strictly forbidden and Master is advised that heavy penalties will be imposed for any dealing in drugs or other illicit goods. Masters should ensure that the crew personal effects declaration is exhaustive so that Customs Authorities do not treat such items as undeclared and therefore contraband

The use and possession of alcohol is forbidden in the State of Gujarat. Master is advised that all liquor in excess of the normal allowances should be placed in bond props to arrival. Alcohol should not be taken ashore or offered to shore personnel during the vessel's stay at GCPL.

GCPL provides the arriving vessel with short message advising anchoring coordinates, mooring arrangements, arm connection details and the terminal requirements. The message should request details of the tanker's arrival draft, mooring arrangements, manifold sizes, bow to manifold distance, safe working load of lifting equipment and ability to comply with international safety and pollution prevention standards in force.

The exchange of information should be made as early as possible – preferably 72 hours before arrival. All tankers arriving at Dahej for discharging or loading at GCPL should anchor with 1 ½ mile West of jetty in Latitude 21° 41.1'N & Longitude 072° 29.1', E in water with average depths of 20 meters. Luhara Point Light House (Latitude 21 39.5 'N & Longitude 072 40'E) provides a landfall mark for anchorage.

Masters are advised that due to strong tidal currents prevalent in the Gulf of Khambhat, great caution must be exercised while dropping anchor. It is recommended that the vessel be brought to anchor stemming the tide at slow speed. Continuous & good anchor watch should be maintained.

7. PRE BERTHING PROCEDURES: -

7.1 NOTICE OF READINESS: Notice of readiness to be tendered in accordance with Charterer party. NOR will be formally received by the Terminal representative. Master is cautioned that vessel should be within the port limits before tendering NOR. If due to whatsoever reasons vessel fails to arrive (on scheduled time of pilot boarding by GCPL) at the pilot station for her scheduled berthing, then her NOR tendered shall not stand valid any more. The vessel in that case has to retender her NOR once ready in all respect. If a vessel tenders her NOR on arrival and could not be taken alongside due to insufficient ullage in the shore tank, then her berthing shall be scheduled by the terminal as and when ullage is created. Terminal vessel berthing policy is FIFO, valid NOR & Sufficient ullage in the tank.

7.2 MOORING: During fair weather (16-Sept. to 14-May) vessel to arrive with 20 soft polypropylene mooring ropes. This is to have 4 headlines 3 breast lines and 3 spring lines forward and 4 stern lines 3 breast lines and 3 spring lines aft.
During Monsoon (15-May to 15-Sept.) the mooring pattern is 4 Headlines 4 breast lines and 3 spring lines fwd. and 4 stern lines 4 breast lines and 3 spring lines aft. Time required for first line to all fast be maximum 45 min. for all vessels.
Terminal can provide maximum 06 ropes on chargeable basis to the vessels having ropes less than 20.
No wire ropes or combination of wire rope with soft synthetic tail ropes are permitted.
Terminal shall provide compulsory 4 shore winch ropes one each MD-1, MD-2, MD-3 & MD-4 on chargeable basis as per SOPC subject to availability.

7.3 Pilot Embarkations/Disembarkation:
As required, pilot is provided by GCPL. The pilot boards the vessels at anchorage using a tug approximately 1 ½ Nautical miles West of GCPL. Pilot ladder should be rigged as per IMO Regulations. A ship's officer in radio communication with the bridge should be in attendance with at least two crewmen to assist pilot in boarding the vessel. Automatic pilot hoists if required shall be communicated to the vessel by the port control.

7.4 Berthing/Un-berthing of vessel:
i. Single Movement:
Low Water: Pilot boards the vessel 45 minutes to 15 minutes before the low water time for un-berthing (single movement) the vessel at alongside the jetty. For berthing during low water (single movement) Pilot boards the vessel 1 hour 45 minutes to 1 hour before the low water at the pilot station as instructed on VHF Ch-77. For berthing movement during low water tide the draft of vessel should be 7.5 meters + available height of low water restricted to maximum draft of 9.0 meters, LOA of incoming vessel should be maximum 170 meters for day in non-monsoon and 160 meter in monsoon and Night light 145 meter only. For un-berthing movement during low water the draft of the vessel restricted to maximum 9 meters.

High water: For single movement of berthing or un-berthing, there is no restriction. For un-berthing movements pilot boards, the vessel about 2 hours to 15 minutes before the high water time. For berthing movement pilot boards, the vessel 1 hour 45 minutes to 1 hour before the tide time at the pilot station.

ii. Double Movements (High Water Only): The pilot for un-berthing movement shall board about two hours before high water time on the vessel at jetty. (In case of Double movement i.e. one out and one in). Second Pilot shall board the in-bound vessel at Pilot Boarding ground about 2 Hour 15 minutes before the high water tide (In case of Double movement i.e. one out and one in). The vessel at berth shall cast off only after the pilot is on board on in bound vessel. This is done during day and night. For double movements during high water maximum draft of outgoing vessel shall not exceed 11.8 meters.

7.5 IMPORTANT NOTES:

After the completion of operation, Marine Manager prepares a brief report on the performance of the vessel as well as vessel deficiency. Radio officer records the events during the entire operations in Radio Log Book. Master & Agent of Vessel prepares statement of facts and submit a copy to Marine Manager.

Vessel shall be moved to anchorage as desired by GCPL on the ground of non-performance at the sole discretion of GCPL Port Captain.

At the jetty when vessel moved away from the fenders by 2 feet tugs to be kept stand by and when by 3 feet or more cargo operation to be stopped, loading arm to be disconnected, Pilot to board the vessel to bring the vessel alongside. Cargo will resume only when vessel is firmly alongside the fenders and tugs are clear. Any tug assistance required by the master should formally be intimated on vhf ch 77 to on duty radio officer or in writing to on duty jetty officer. Charges as per SOPC shall be applicable on mobilization of tug(s).

8. OTHER REQUIREMENTS FOR VESSEL AT GCPL:-

8.1 Pollution Prevention:

All vessel must have an approved "shipboard oil pollution emergency plan" as per MARPOL 73/78 in accordance with the requirements of regulation 26 of annex I or "shipboard marine pollution emergency plan" in accordance with the requirements of regulation 236 of annex I & regulation 16 of annex II.

It is the master responsibility to ensure that no oil of any kind is pumped or spills overboard from his vessel.

The utmost vigilance must be exercised to prevent any pollution through oil spills, blast or bilge discharges. All oily valves overboard should be closed & locked and deck scuppers must be plugged tight before a cargo operation commences. A serious consequence may arise as a result of any pollution and GCPL will hold the vessel responsible for any expense involved in cleaning the contaminated area

In the event GCPL has to settle third party claims as a result of damage to property caused by pollution attributable in any way to the vessel, it will have the right to reimbursement by owners or managers of the vessel for all expenses incurred. Vessel should have valid P & I cover including wreck removal.

8.2 Shore leave:

Gujarat Chemical Port Limited Dahej (GCPL) Port Facility Provides one berth at Jetty designated to accommodate Gas & Chemical Tankers. GCPL operates within the Port of Dahej under jurisdiction of Gujarat Maritime Board.

Shore leave to the crew is at Master's discretion after considering operational requirements, weather condition and permissible through GCPL only when ship is at Jetty. Master/Owner of ships calling at GCPL may approach their agents for crew shore leave. Ship's Agent will have to obtain necessary permission/clearance from local immigration/Custom office.

If ship is at the Dahej Anchorage waiting berthing at GCPL Jetty or after sailing out from GCPL Jetty, Ship's agent will have to arrange suitable port crafts for transfer of crew ship-to-shore and back, with transit through the Dahej Port Jetty, with necessary permission/clearance from local immigration/Custom office.

8.3 Crew change:

A limited facility exists for crew change. 24 hours' advance notice is required before vessel's arrival with full details including name, passport nos. etc. Crew changes, which affect the safety of the vessel or terminal, or the efficiency of cargo operations, will not be allowed until the vessel is anchored on completion of cargo. Necessary permissions are to be obtained from customs/GCPL Terminal Manager.

8.4 Bunkering/fresh water facilities:

No facility for bunkering exists. Fresh Water is supplied to the vessel by way of line led to jetty head to the sole discretion of GCPL Marine Manager, on chargeable basis as per SOPC. The formal mail request should be mailed to marine department for the water supply through the agent. Maximum 400 MT may be supplied to the vessel subject to availability ashore. The quality of fresh water should be ascertaining by the receiving vessel. No responsibility or liability shall accrue upon the GCPL in this regard.

8.5 Ship generated waste reception facility:

GCPL has authorized GPCB & GMB approved vendors as per below details for collection and disposal of ship generated waste from ship and disposal as per rules. Vessel shall be furnished with certificate by the vendor for the same. Vessel has to make a formal request to the agent for statutory permissions from GMB, Custom etc.

DG Shipping has developed Swachh Sagar Portal for Advanced Notification; Link for the web site is http://prf.irclass.net/. It is mandatory for each vessel to declare waste quantities on ship (irrespective of whether reception facility is required or not).

Please open Swachh sager portal by click on above link.

After opening the portal, click on the Advance Notification Form, write POC GCPL and fill details as ask and submit.

Registered vendors contact details for reception of wastes:

Sr. No	Name of Vendor	Contact details (Mobile number and Email)	Type of Waste	Rate for waste reception
1	M/s Harish A Pandya	(M) +91 – 9426218125 info@harishpandya.com evergreenmarine@yahoo.co.in	Dry waster (Garbage, paper, plastic, nonhazardous solid waste)	Minimum Charges USD 600 for 3 CBM. Extra per CBM will be 150 USD & Documentation charges will be USD 200
2	M/s Chitrakut Trading and Industries	(M) +91 – 8980216613 info@shippingservices.com	Dry waster (Garbage, paper, plastic, nonhazardous solid waste)	Minimum Charges USD 600 for 3 CBM. Extra per CBM will be 150 USD & Documentation charges will be USD 200
3	M/s Eco Green Recycling	(M) +91 – 9898122644 info@ecogreenrecycling.in	E waste	NA
4	M/s Alicid Organics industries LTD	(M) + 91 – 9879322002 fojdarshipping@gmail.com	Used Oil & Waste oil (Non Hazardous)	Minimum Charges USD 1480 for 20 cbm (USD 74 per cbm or ton)
5	Unity Petroleum	(M) +91 – 94261714274 unitypetro_hamid@yahoo.com	Used Oil & Waste oil (Non Hazardous)	Minimum charges Rs. 30000/-, Unit rate: Rs. 3/- per liter

Further details and SOP is also available on our web site www.gcptcl.net

8.6 Medical services:
Limited emergency medical treatment is available at the medical center of GCPL on chargeable basis.

8.7 Receipt of Ship stores/spares:
Limited emergency may be permitted at the jetty on completion of cargo operations, subjected to the prior approval of the customers/GCPL Marine Manager, on chargeable basis. Crane facility is available at the jetty for stores and spares subject to capacity of crane and applicable charges as per SOPC.

8.8 Support vessels:
Tugs are available if required on chargeable basis upon the formal request of Master of the vessel. Charges as per SOPC shall be applicable. COST OF TUGS SUPPLIED TO VESSEL TO ENSURE SAFETY HAS TO BE BORNE BY VESSEL/AGENT.

8.9 Trim & ballast:
Vessel should all times keep trim to a minimum. Excessive trim can be a cause for concern in strong tidal currents and particularly at the change of tide. Light vessel trim should not exceed 2.20 M by stem and there should sufficient ballast for ship maneuvering. IMO guidelines with respect to the change of ballast shall be followed.

8.10 Deck/bridge Watch:
At least one of the ships officer shall be on the deck or in the cargo control room at all times and there should be sufficient crew members on deck to attend to mooring lines & assist in the safe operation of the vessel. Mooring crew under the charge of GCPL jetty officer should also monitor mooring lines especially at the turn of tide that in turn advice the deck officer on duty as appropriate.

8.11 Mooring tension winches:
Moorings on winches must at all times secured on the brake drums & bollards. On no account shall tension mode be employed.

8.12 Tending Moorings:
Due to high strength of tidal currents, utmost vigilance must be maintained at all times with regard to the moorings. There is little or no slack water period and the abrupt change can exert large tensions in the mooring lines. Extreme vigilance must be exercised & crew men should be stationed at the mooring winches during this time.

8.13 Firefighting equipment:
Ship firefighting appliances, including main & emergency pumps, shall be ready for immediate use and pressure shall be maintained on the fire main at all times. At least two fire hoses, fitted with jet/spray nozzles, shall be connected to the fire main and uncoiled in deck forward and aft the cargo manifold area.
Where monitors are provided, they shall be pointed towards the manifold and be ready for immediate use. Portable fire extinguishers should be placed in the vicinity of the cargo manifold.
Should fire breaks out on the vessel, master or the responsible officer must sound the ships fire alarm and immediately implement ships emergency procedures for dealing with fires.

8.14 Emergency Towing wires:
Emergency toeing wires to be made fast to the vessel's bollards (forward and aft) on the seaward side with the eye run out and maintained at or above the waterline.

8.15 Inert gas operation if applicable):
Tankers if required and if applicable to be filled with an inert gas system as per regulations, will be allowed to berth and load/discharge at GCPL only when the inert gas system is fully operational. In the event of failure of the inert gas system, it is the responsibility of the master to suspend cargo operation and notify GCPL Terminal Manager. Cargo operations shall not commence until the faults are rectified and safe levels of pressure and concentrations of inert gas have been re-established.

8.16 Loading arm emergency shutdown & disconnection:
The loading arms are fitted with (ERC- emergency release coupling) Hydraulic and electrical shutdown systems, which can be activated from the jetty head or automatically when the arm moved beyond the permitted ranges. Alarms are set to warn the operators when approaching the limit.

8.17 Engine availability:
The vessel engine shall be available at all times and the telegraph shall be "short notice" mode while the vessel is un-berthed at GCPL. Engine repairs are not permitted while the vessel is berthed at GCPL, as it may be necessary to vacate the berth at short notice. Propeller should not be turned without the prior permission of GCPL pilot/Marine Manager. When a vessel is unable to use her engines, cargo operations will be stopped.

8.18 Hot work:
Hot work prohibited on board the vessel unless approval has been obtained from the GCPL Terminal Manager and the requisite work permit issued. Hot work is not permitted on the jetty while a vessel is berthed alongside. No maintenance works to be undertaken by the vessel when she is moored alongside the jetty.

8.19 Unauthorized Boats/crafts:
No unauthorized Boats/Craft will be permitted alongside the vessel berthed at GCPL and it is the duty of the ships personnel to clear away any such boats/crafts from the vessel.

8.20 RADER operation:
The use of Rader while vessel is berthed alongside GCPL is not permitted during cargo operations.

8.21 Portable Electrical Equipment:
No portable Electrical equipment is allowed on deck, other than intrinsically safe, and essential to operation.

8.22 Opening on Deck:
All opening on deck from accommodation store, or engine spaces shall be securely closed.

8.23 Ventilators:
All ventilators shall be tuned away from the cargo deck. Any air conditioning unit drawing air from the direction of the cargo deck should be turned to internal circulation only or closed down.

8.24 No smoking:
No Smoking when Vessel is berthed except designated smoke room of the Vessel as per ships/ Master's regulations. At GCPL jetty no smoke room are designated.

8.25 Lighting:
GCPL jetty is well lit. However, during darkness, adequate lighting shall be arranged by the vessel to cover the area of the deck, around the vessel and in particular the manifold area so that the need for any adjustment can be seen in sufficient time and any leakage or spillage detected immediately.

8.26 Mobile telephones, Pagers & other Electronic items:
The use of the above equipment is forbidden except in safe areas of the vessel accommodation.
Walkie–Talkies in use shall be approved type & intrinsically safe.

8.27 Accommodation for GCPL Pilot:
The vessel should provide suitable accommodation & meals for GCPL Pilot, who may stay onboard vessel throughout.

8.28 Environmental Guidelines:
Follow GCPL EMS Procedures for generation, storage and disposal of waste from ship / spills.
Follow guidelines of Oil Spill Contingency Plan for combating oil spills on berth.

8.29 Mode of transportation to/from ship/jetty:
Jetty is fitted with marine gangway as a primary means of access. For circumstances where shore gangway becomes unusable ships portable gangway 10-12 meters shall be used using ship's crane. Shore crane with marine basket winching or boarding from seaward side using marine craft shall be used only as emergency means. Charges as per SOPC shall be applicable on vessel's account. Terminal may provide tug subject to fair weather for boarding through the pilot ladder on seaward side of the vessel, the charges for tugs on actual used hours shall be on the vessel's account.

9. SUSPENSION OF CARGO OPERATION:-

Cargo operations will be suspended during any period of severe of abnormal conditions such as thunderstorm, excessive wind or swell, which endangers the safety of the vessel and GCPL facilities. Loading arm may be disconnected and preparations are made for the vessel to un-berth should it become necessary. A guideline for suspension of operations is given as below.

Environmental Criteria for Suspending Operations and leave berth:

Taking into account the conditions prevailing at the time of operation, GCPL Port Captain takes a decision for suspension of operations However; guidelines for suspension operations are as follows:

1. Berthing operation is suspended when significant mean wind speed is more than 30 knots in an interval of 10 minutes, and significant wave height is 1.50 M or more.
2. When vessel moored alongside, cargo should be stopped when wind speed significant mean wind speed is more than 30 knots in an interval of 10 minutes and swell height of 1.50M or more.
3. When the vessel is alongside, loading arm(s) shall be disconnected when the mean wind speed is more than 30-35 knots and swell height of 1.75 M or more.
4. Vessel shall cast off when significant mean wind speed is more than 35-40 knots in an interval of 10 minutes is and swell height is more than 2.00 M
5. Cargo will resume once the mean wind speed falls under 30 knots for a period of at least 30 minutes.

GCPL

10. MOORING ARRANGEMENTS:-

Below sequence will be followed for mooring.

1. Spring Lines (3 Nos.): One or more Line at a time to be passed by Heaving/Messenger Line.
2. Breast Lines (3 Nos.): One or more Line at a time to be passed by Heaving/Messenger Line.
3. Head/Stern Lines (4 Nos.): One or more Line at a time to be passed by Heaving/Messenger Line.
4. There are quick-release hooks and electrically driven capstans on all mooring & berthing dolphins, Which are as follows:

Sr. No.	Location	No. of QRH	SWL per Hook (MT)
1	Breasting Dolphin: 1	3	75
2	Breasting Dolphin: 2	2	75
3	Breasting Dolphin: 3	2	75
4	Breasting Dolphin: 4	3	75
5	Mooring Dolphin: 1	3	100
6	Mooring Dolphin: 2	3	100
7	Mooring Dolphin: 3	3	100
8	Mooring Dolphin: 4	3	100
9	Mooring Dolphin: 5	4	100
10	Mooring Dolphin: 6	4	100

5. During fair weather (16-Sept. to 14-May) vessel to arrive with 20 soft polypropylene mooring ropes. This is to have 4 headlines 3 breast lines and 3 spring lines forward and 4 stern lines 3 breast lines and 3 spring lines aft.
6. During Monsoon (15 May to 15 Sept.) the mooring pattern is 4Head lines 4 breast lines and 3 spring lines fwd. and 4 stern lines 3 breast lines and 3 spring lines aft. Time required for first line to all fast be maximum 45 min. for all vessels.
7. Terminal can provide maximum 06 ropes on chargeable basis to the vessels having ropes less than 20.
8. No wire ropes and/or combination of wire & synthetic ropes are permitted.
9. Jetty Design (From South to North): MD –5, MD - 1, MD - 2, BD - 1, BD - 2, Service Platform, BD - 3, BD - 4, MD - 3, MD – 4 & MD – 6.
10. Auto TENSION Mooring Winches with soft HMPE ropes are situated at MD-1, MD-2, and MD-3 & MD-4, one each. Auto tension winches fitted on mooring dolphins are of 60 MT capacity each.
11. Mooring configuration and sequence shall be discussed by the pilot to the master of the vessel.
12. Availability of mooring ropes ashore: Max. 6 nos. of ropes are available on chargeable basis as per SOPC (Schedule of Port Charges).
13. Four compulsory shore winch ropes shall be provided by the terminal one each of MD-1, MD-2, and MD-3 & MD-4 on chargeable basis as per SOPC subject to availability.

11. LOADING- UNLOADING ARMS DETAILS:-

1. Loading/Unloading arms will be connected to the manifolds of tankers for cargo operations. The vessel has to present matching manifold/Reducer for connection to the shore.
2. Tankers will be required to blow the pipelines up to the shore manifolds with Air/Nitrogen depending upon the product handled as required.

Loading and Unloading details & operating procedures:

Sr. No.	Product	Cargo Type	Loading Arm No.	Loading Arm Manifold Size (Inch)/ Type (RF ANSI Lbs.)	Dock line Size (Inch)	Maximum Rate require/ Given MT/Hr per loading arm	Manifold Maximum Pressure (KG/Sq. Cm)	Cargo Temperature (Deg. Celsius)
1	Ethane	Unloading	1A & 1B	2x16//150 #	24	2 x 1500 = 3000	7	-89 to -91
2	Propane	Unloading	5N	12//150 #	18 / 20	900	7	-42
3	Butane	Unloading	3N	12//150 #	18 / 20	1000	7	-4
4	Naphtha (RIL)	Unloading	7	10//150 #	30	850	7	NA
5	Naphtha (OPAL)	Unloading	4 & 7	12//150 # & 10 // 150	30	2100 (By two LA)	7	NA
6	Pygas	Loading	7	10//150 #	10	650	7	NA
7	Butadiene	Unloading	3N	12//150 #	10	250	7	-4
8	HSD (IOCL)	Loading	4 & 7	12//150 # & 10//150#	30	1550 (By two LA)	7	NA
9	Naphtha (IOCL)	Loading	4 & 7	12//150 # & 10//150#	30	1350 (By two LA)	7	NA
10	Methanol	Unloading	8	10//150 #	10	500	7	NA
11	Caustic Soda (CSL)	Loading/Unloading	7	10//150 #	10	400	7	NA
12	Acetic Acid	Unloading	2	6//150 #	8	380	7	NA
13	PX (Para Xylene)	Unloading	4	12//150 #	20	1400	7	NA
14	Propylene Oxide (PO)	Unloading	2	6//150 #	8	250	7	NA
15	MEG	Unloading	8	10//150 #	16	900	7	NA
16	OX	Unloading	7	10/ 150 #	16	500	7	NA

12. PROCEDURE FOR CONNECTION OF LOADING/UNLOADING ARM

12.1 PROCEDURE FOR SVT LOADING/UNLOADING ARM CONNECTION:-

Sr. No.	Activity
1	Fill up ship/shore checklist before arm connection.
2	Ensure ships manifold is aligned with arm connecting flange
3	Ensure no pressure in arm & ensure pressure gauge indicates “0” kgs/cm2 .if there is any pressure in arm it is to be de- pressurized.
4	Check hydraulic oil level is in specified range.(more than 80% in level glass)
5	Put power switch to “ON” position on hydraulic control panel. If alarm comes, accept it by pressing “acknowledge” button.
6	Check L1 ,L2,L3& L4 voltage (Voltage should be more than 415 V)
7	Check PSV valves are open
8	Unlock the side swing system will mechanical interlocking device by operating the handle.
9	Select hydraulic pump [no 1 or 2 (ensure that push button is in release position).
10	Check hydraulic pressure in power pack unit between 160 to 260 kg /cm2.
11	Select” panel” or “pendent” on control panel. If pendent operation is selected, carry the portable pendent near the location having clear vision of ships manifold & start pendent by activating right side button.
12	Choose loading arm for service with selector switch “Arm Selection”.
13	Push “Control Switch” by which free wheel. Light will go off & arm is ready for operation.
14	Take clearance from ship for connection to ships manifold flange with arm.
15	Operate the arm & take it to ship’s manifold flange. Open coupler slowly by manually or hydraulically operated QCDC push button.
16	Ensure the coupler gasket is installed correctly.
17	Connect the arm by manually or hydraulically operated QCDC. Close push button.
18	Ensure the following after arm connection • Safety rid is removed. • Turn rotary switch at manual. • Release safety device “MRSD” hosing to position 2 for putting in freewheel position • Open BV valve. • Position the support jacklegs at the ship’s deck.
19	Carry our leak test by pressuring N2 up to 3 kg/cm2 & check flange with soap solution for any leakage. Once leak test is completed, de- pressurizes the arm.

12.2 PROCEDURE FOR FMC LOADING ARM CONNECTION: -

1. LCP- Select Arm operation in “Radio Mode”
2. Radio Remote Control - Switch “ON” the power- LED goes “ON” on remote unit and at LCP-control Light – “Radio ON”.
3. Radio remote Control - Start Hydraulic pump- LED goes “ON”.
4. Radio Remote Control - Select the arm to be connected- LED “ARM selection” goes “ON” blinking.
5. Unlock the outboard arm (Open the hydraulic valve located on selector valve cabinet)
6. Unlock the inboard arm – Release inboard arm mechanical locking device.
7. LCP-Check control lights “Strom lock” is “OFF” and “ARM is in operation is “ON”.
8. Radio remote control –Operate the arm – style 80 near the deck of the vessel. (In normal Mode).
9. Prior to open QCDC, check that no pressure has built up into product line.
10. Radio remote control- Open QCDC (Joystick + FMC push button)
11. Radio remote control – temporary lock the arm – “ARM selection” LED goes from blinking to steady “ON”.
12. Remove the Blind Flange and inspect the seal condition, replace if necessary.
13. Check the vessel manifold is clean and flange are in good surface conditions
14. Radio remote control – Unlock the arm (LED “ARM selection” is blinking now) and operate the arm slowly without jerking to engage flange (Low Speed).
15. When the both flanges are aligned and parallel, close the hydraulic coupler (Keep maintains closing coupler “ON” few seconds, in order to be sure that QCDC are fully closed).
16. Lower the legs of the jack on the vessel deck or dip tray so as to support the loading arm.

Note: During cool down make gap between vessel deck and Jack. After cool down tight it to the vessel deck

17. Radio remote control – put the loading arm into free wheel mode- selector switch in “0” position- “ARM selection” LED goes “OFF”.
18. Radio remote control – Switch off hydraulic pump
19. Check the N2 drying outlet flow are present. (N2 outlet flow indicator located at the last swivel joint).
20. After connection of both loading arm as per above procedure, pressurized the product line and test the sealing of the manifold connection (N2 Pressure testing at 2 bar max.)
21. The temporary turnbuckles device of the connected arms must be removed.
22. Install PERC Axis
23. Open PERC valve at SVA unit and remove key
24. Put the key to LCP on the corresponding arm and switch on
25. The lamps “ARM Ready for Unloading” on the local control panel must be on.
26. The local control panel should be ON. The “PLC Running” on the local panel must be on.
27. Turn off the remote control unit and put it in its cabinet.

Note:

1) Pressure at inlet flange of the arm (outlet of the N2 regulation control panel)
   - Min: 0.1 Bar
   - Maximum 0.2 Bar
2) Nitrogen flow rate in parked position
   - Min: 0.1 m3/hr
   - Max: 0.2 m3/hr
3) Two hours before to use the arm, increase the N2 flow rate (at ambient temperature and atmospheric pressure)
   - Min: 0.4 m3/hr
   - Max: 1.0 M3/hr

When the arm is disconnected and as soon as the ice on the arm is thawed, the flow rate can be reduced to the perked position value

13. PROCEDURE FOR DISCONNECTION OF LOADING/UNLOADING ARM

13.1 PROCEDURE FOR SVT LOADING/UNLOADING ARM DISCONNECTION: -

Sr. No.	Activity
1	Ensure from surveyor/ship about disconnection of loading arm.
2	Ensure loading arm by Air / N2 pressure or by blowing hot gas (in case of Propane/ Propylene/ Butadiene/Butane/Ethane)
3	Isolate the MOV or gate valve connected with loading arm.
4	Drain arm by operating ¾ inch valve in slop tank or KO drums.
5	Start loading arm panel as well as pendent.
6	Ensure "MRSD" in position – 1 (remove from free wheel position).
7	Lift the supporting jacklegs as per requirements.
8	Slowly open clamp by operating QCDC open push button or by manually operation.
9	Slowly remove loading arm from ship's deck & put in to stored position.
10	Lock side swing movement by operating mechanical interlocking device.
11	Switch off the main hydraulic panel & pendent.
12	Isolate all valves inside hydraulic unit.

Note

1. Risk assessment of ongoing activity should be available at work place.
2. SHIFT IN-CHARGE is the person present on duty during vessel operations. He works in coordination and consultation with Terminal control room and Chief Manager (Marine).
3. Secure back all fire hoses & nozzles, and tools at the designated places.

13.2 PROCEDURE FOR FMC LOADING ARM DISCONNECTION: -

1. As soon as the pumping from vessel is over, start the draining sequence of arm by flushing the product using the 1" nitrogen draining line at Apex.
   - Product contained into the outboard arm and style 80 is pushed to the vessel.
   - Product located in the inboard arm and the base riser is pushed towards the jetty drain drum.
2. When the draining of the arm is completed, stop the nitrogen injection at apex.
3. As soon as the arms are empty and the ice has thawed, take the remote control unit of the control panel and bring it to ship deck and make switch ON.
4. Start the hydraulic power unit (HPU) and check the pressure.
5. Disconnect the draining line of the arm.
6. Retract the mechanical jack.
7. Remove the PERC axis.
8. Close the PERC locking valve, remove the key from the selector switch on the local control panel and insert it on the corresponding selector valve assembly.
9. Ensure "ARM ready for unloading" turn off on the local control panel.
10. Select the first arm to be disconnected. The "ARM selected "light up on the local control panel.
11. Open the hydraulic coupler.
12. Disengage the style 80 from vessel manifold.
13. Partially retract the arm to avoid any interference with the vessel and lock the arm.
14. Clean the matting faces of the flanges and put back the blind flange.
15. Use a combination of movements to put the arm back to parked position and to avoid any possible interference with the vessel's deck or the structure.
16. As soon as the arm is in parked position, lock the outward (close the hydraulic valve located on selector valve cabinet) and inboard arm movements (mechanical locking device).
17. Position the "ARM selection" switch to "0" or to the other connected arm, the lamp "Arm selected" turns off.
18. Disconnect the other connected arm if applicable.
19. As soon as the all the arms are in parked position, position the "Arm selection "switch to "0".
20. Stop the hydraulic pump.
21. Switched off the remote control unit.
22. Stop the hydraulic power unit.

Note: Two person standby along with Loading arm operator to watch out moving parts of the Loading arm.

14. PROCEDURE FOR UNLOADING OF CARGO: -

Sr. No.	Activity
1	Fill –up ship/shore safety checklist before arm connection.
2	Check PSV valves are open & lined up.
3	Check slop line valve is isolated & blinded.
4	Connecting loading arm as per arm connection procedure.
5	Ship & shore to agree on cargo unloading rate.
6	Take cargo quantity, temperature & pressure from ship.
7	Ensure Ship-Shore line-up for Unloading.
8	Ask ship to start unloading as per terminal's instruction for rates & manifold pressure. **Note** Initial pressure is 2.0 kg/cm2. Gradually increase the pressure up to 7.0 kg/cm2 as per Terminal Control Room instruction.
9	Note hourly cargo temperature, pressure, ship discharge rate, cargo discharged & ROB. Also note shore tank servo level and pressure at jetty service platform.
10	Ask ship to give 30 minutes' notice before completion of unloading.
11	After completion of unloading, close isolation valves at jetty.
12.	Allow the outboard Arm to drain in loading ship tank for 15 minutes.
13.	Ask ship to give nitrogen pressure & make arm liquid free. Carry out pressurization/depressurization of arm till it becomes liquid free (Hot gas blowing for in case of Propane/ Propylene/ Butadiene/Butane /Ethane).
14.	Close isolation valves at Jetty.
15.	Disconnect the arm as per procedure for arm disconnection.

Note

1. Risk assessment of ongoing activity should be available at work place.
2. SHIFT IN-CHARGE is the person present on duty during vessel operations. He works in coordination and consultation with Terminal control room and Chief Manager (Marine).
3. Secure back all fire hoses & nozzles, and tools at the designated places.

15. PROCEDURE FOR LOADING CARGO: -

Sr. No.	Activity
1	Fill –up ship/shore safety checklist before arm connection.
2	Check PSV valves are open & lined up.
3	Check slop line valve is isolated & blinded.
4	Connecting loading arm as per arm connection procedure.
5	Ship & shore to agree on cargo loading rate.
6	Take cargo quantity, temperature & Density from shore.
7	Ensure Ship-Shore line-up for Loading.
8	Ask ship to start loading at initial rate i.e. Initial pressure is 2.0 kg/cm2. Gradually increase the pressure up to 7.0 kg/cm2 as per Control Room instruction.
9	Note hourly cargo temperature, pressure, ship discharge rate, cargo discharged & ROB. Also note shore tank servo level and pressure at jetty service platform.
10	Ask shore to give 30 minutes' notice before completion of loading.
11	After completion of loading, close isolation valves at jetty.
12.	Allow the outboard Arm to drain in loading ship tank for 15 minutes.
13.	Ask ship to give nitrogen pressure & make arm liquid free. Carry out pressurization/depressurization of arm till it becomes liquid free.
14.	Close isolation valves at Jetty.
15.	Disconnect the arm as per procedure for arm disconnection.

16. NAVIGATION AND OCEANOGRAPHIC INFORMATION:-

16.1 Pilotage: Within port limits is compulsory. No movements are to be undertaken without a licensed pilot on board and without express instructions from the Port Control Office (VHF Ch.: 77).

16.2 Charts and sailing directions: Vessels visiting the Port must have on board a sufficient range of current Hydrographic Charts relevant to the Area. These charts must be kept up to date with regards to Notices to Mariners and other Notices issued for the area.

Chart: Indian Naval Hydrographic chart – 2082, Dahej Harbour & Admiralty Chart: 51, 1486

16.3 Route recommended: From the entrance of gulf of Khambhat the vessel traffic is monitored by VTMS. Mandatory reporting procedure should be adhered to by all vessels. Vessels are closely monitored by VTMS when in gulf of khambhat. Routes are recommended to vessels as per their maximum draft. Anchorage position for Dahej will be provided by VTMS. For smooth entry and any navigational guidance in the Gulf of Khambhat, vessels should contact VTMPS Khambhat on VHF Channels 10 or 69 once within communication range.

16.4 INFORMATION REGARDING GULF OF KHAMBAT VTMS:

VTMS Khambhat Master Control Station, Near Marine Police Station, Hazira, Surat, Gujarat, India
Location: Lat 21°08.345' N Lon 072°44.085' E, Tel: +91-261-6586788, +91-99099 03748,
Email: vtskhambhat@aatash.com, Website: http://www.aatash.com

16.5 Mandatory Reporting: All Vessels in the VTS area or intending to enter VTS area.

Service Provided: Information Service: [INS]
Navigational assistance Service: [NAS]
Traffic Organization: [TOS]
Note: For detailed Reporting Procedure, please refer to Admiralty List of Radio Signals (ALRS) Vol-5.

16.6 Meteorological data:

Highest Astronomical Tide (HAT):- 10.800 m
Highest High Water Spring (HHWS):- +10.200 m
Mean High Water Spring (MHWS):- 8.800 m
Mean High Water Neap (MHWN):- 7.10 m
Mean Sea Level (MSL):- +5.100 m
Mean Low Water Spring (MLWS):- +0.900 m
Mean Low Water Neap (MLWN):- +1.800 m
Lowest Low Water Spring (LLWS):- +0.700 m
Lowest Astronomical Tide (LAT):- -1.000 m

16.7 Designated Anchorage:

The area immediately in the vicinity of the berth extending seawards is to be an exclusion zone for all vessels except those LNG tankers calling at the Petronet LNG Terminal, under the control of a pilot. Other vessels are prohibited from entering this area. This area is delineated as follows:

South extremity: Lat. 21° 39' 00" N, Long. 072° 30' 00" E to shoreline,
North extremity: Lat. 21° 41' 36" N, Long. 072° 30' 00" E to shoreline.

Anchorages: Designated anchorage bound by the following co-ordinates:

Lat. 21° 43.3' N, Long. 072° 25.0' E
Lat. 21° 43.3' N, Long. 072° 28.5' E
Lat. 21° 35.0' N, Long. 072° 28.5' E
Lat. 21° 35.0' N, Long. 072° 25.0' E

17. EMERGENCY:-

1. On receiving any emergency alarms, Ships are requested to stop cargo operation immediately & await till further instruction from the port.
2. Every vessel must have on board, at all times, sufficient number of responsible officers and crew to deal with emergency situations.
3. All of the vessel's Safety, Fire -Fighting as well as Pollution Prevention and Control Equipment, appliances and devices must be in a state of efficient readiness at all times and be readily available and accessible.
4. Safe access to the vessel must be made available at all times.
5. As a secondary means of evacuating the vessel in emergency, kindly keep the seaside life boat in readiness for launching.
6. Tankers are required to rig fire wires on the sea side.

Emergency Communications:

At GCPL the primary method of communication will be via the VHF – Channel 77 / Telephone: +91-2641-261017. Also communicate to boarding officer and jetty officer through VHF and or Verbal communication.

Emergency Actions:

The following summarizes action to be taken in the event of an emergency at GCPL.

ACTION BY SHIP:

1. Emergency on the ship: Raise the alarm
2. Cease all cargo/ballast operations and close all valves if discharging. If loading only close valve after terminal's advice if it is safe to do so, after stopping their pumps.
3. Inform Terminal Representative on Ch. 77
4. In case of fire, fight fire and prevent from spreading.
5. Stand by to disconnect loading/un-loading arm(s).
6. Keep engines standby and ready for immediate maneuver.

ACTION BY BERTH:

1. Raise the alarm
2. Contact ship
3. Cease all cargo operations and close all valves
4. Stand by to disconnect loading/un-loading arms
5. If necessary, stand by to assist fire fighting
6. Inform all ships & terminals in the vicinity
7. Implement Terminal emergency plan (Emergency on another ship/ Emergency ashore)

In case water for firefighting is required from shore: International shore coupling is available on the jetty. The same will be provided at the closest hydrant to the vessel on request on the jetty by the stand by fire personnel or request to port control over the VHF. During any emergency HOD Marine GCPL shall assume the role of On Scene Commander for giving instructions to all concerns and shall update progress to Head of Operation.

18. SAFETY PROCEDURES & ENVIROMENT PROTECTION:-

1. Please ensure that all moorings are tendered to and remain taut at all times. The vessel's side must rest fully alongside all fenders within the parallel body length. Non-compliance may result in stoppage of cargo operations and all time lost and incidental expenses being to vessels account.
2. No repairs or maintenance is to be carried out on the main engine or other machinery which may be required should it be necessary to vacate the berth at short notice.
3. Hot work is not permitted at berth.
4. Smoking is strictly prohibited in the berth area and on board ships alongside gcpl except in those spaces on board that are specifically designated by the Master and Terminal Representative.
5. Tank cleaning, gas freeing or purging operations are not permitted on board any ships while alongside.
6. COMPLIANCE WITH REGULATIONS / SAFETY GUIDELINES: All Vessels/Masters/Owners are urged to comply with all the relevant International and Indian Rules and Regulations with respect to Safety of Navigation, Pollution Prevention and any other applicable rules and requirements. Masters are required to present various records like Oil Record Book, Cargo/Ballast Records etc. for inspection by Pilots/Port Officials.
7. An efficient deck watch under a responsible officer must be maintained at all times when at berths.
8. Personal Protective Equipment (PPE) : The following minimum dress code shall be adhered to by ship's personnel while on duty alongside gcpl:
    A. Boiler suit or trousers and long-sleeved shirt.
    B. Suitable shoes, preferably safety shoes or boots with steel toe caps.
    C. Life jacket or buoyancy aid when working in such risk identified areas.
    D. Helmets

Addition Safety Procedures for Tankers:

1. All working areas, decks and access points as well as liquid cargo manifold and gangway must be properly illuminated during the hours of darkness.
2. Radio transmissions, under-water activity or small craft alongside the vessel are strictly prohibited.
3. Tankers are required to keep the tanks in inert condition and during cargo operations.
4. All tanker operations are complying with standard operations as laid down in ISGOTT & SIGTTO.
5. Under no circumstances are members of the ship's crew allowed to carry matches, lighters, inflammable liquid or any other similar sources of ignition while within gcpl area.
6. Only approved intrinsically safe or EX rated electrical equipment may be used on gcpl or within the hazardous zone of the ship.
7. Portable electrical equipment, including computers, mobile phones, pagers and cameras, if not certified intrinsically safe, must be switched off and may only be used within:
    a. Permanent buildings as designated by the Terminal Manager.
    b. Areas on the ship designated by the Master.
8. Closed Operations: The loading, discharging and/or ballasting of ship's cargo tanks must be conducted under closed conditions. The use of manual gauging/sampling of cargo tanks via sighting, ullage ports or similar openings is not permitted.

9. Inert Gas: Tanks should be inerted during the operations. In the event that a ship's inert gas system is not functioning, or not functioning as required, cargo operations must cease immediately and may not resume until the system is repaired or written permission is given from the ship's owners and the terminal.
10. Cargo tank high level alarms every vessel involved in cargo operations alongside the terminal should have operational cargo tank high level alarms fitted that are independent from the main gauging system. Alarms should be tested prior to operation and be operational both during loading and discharging operations.
11. Enclosed space entry: No entry into any enclosed space as per ISGOTT definition is allowed on the ship when alongside the terminal.
12. The main engines and other essential machinery of all ships alongside must be maintained in a state of readiness.
13. Life Boats shall not be lowered without permission from Port. On receiving confirmation from the port life boat may be lowered, unhooked in water but not permitted to maneuver in the water.

14. In the event of any oil pollution; please forward details on following email ids as per standard IMO forms.

indsar@vsnl.net , opsdhq1@yahoo.co.in, vtskhambhat@aatash.com , pomagdalla@gmail.com , dahejportoffice@gmail.com, icgmrcc_mumbai@mtnl.net.in , psc@dgshipping.com , wncmocmb-navy@inc.in, jettycontrolroom@gcptcl.in, alokkumar.s.singh@gcptcl.in

It is an offence to discharge or allow escape, will fully, or accidentally, any oil, oily mixture, oily/dirty ballast or contaminated bilge water or noxious sewage from any vessel within Hazira Port limits. International and Indian Laws stipulate heavy penalties including arrest, on the offending vessel and crew carried out without permission of the Port.

Emission of dense smoke is prohibited from vessels within Port limits. Violations of stipulations under current Indian laws will incur heavy penalties.

It is an offence to throw or dump galley refuse, garbage, and rubbish, hold sweepings etc. into the water or on the berths. Offending vessel is liable to large fines. No chipping or painting to be carried out alongside berth.

19. ADDITIONAL INFORMATION:-

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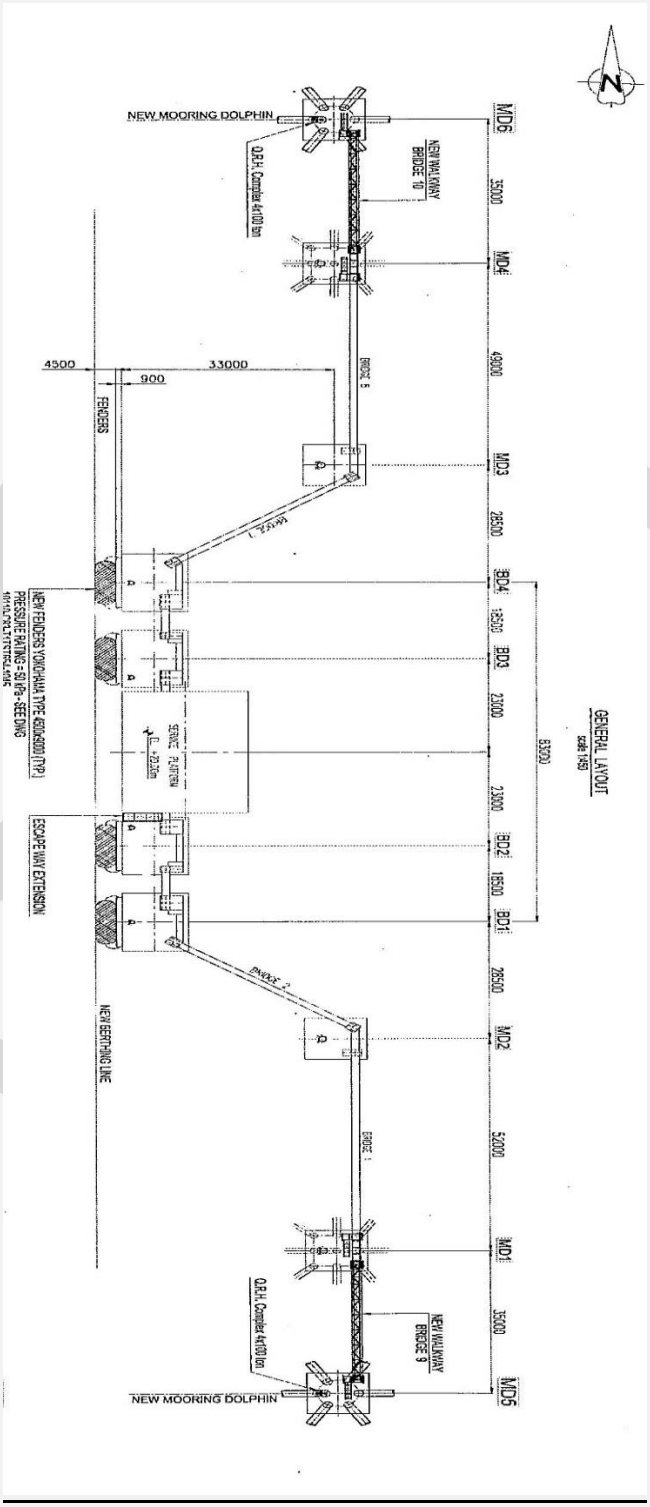
20 Appendix

20.1 Jetty General arrangement plan:



20.2 INDEMNITY LETTER:

Completion of Ship/shore safety checklist & data sheet is a pre requisite for operations at GCPL

SR No……

Date:

The Master
MT/LPG/C:
IMO No.
…….
Dear Sir,

Sub:-INDEMNITY LETTER &CONDITIONS OF USE OF GCPL JETTY.

In accordance with Indian Port Act and applicable Rules made there under from time to time use of facilities and service provided by GCPL are subject to following conditions:

1. GCPL nor its servants agent, supplier or contractor will be responsible for any loss damages or delay howsoever caused, arising in consequence of any service & or assistance /advice/instruction given in respect of vessel, whether by way of pilotage, berthing facilities, the provision of navigational aids or otherwise. The Master of the vessel shall remain solely responsible on behalf of Owner / Charterer for the safe navigation of his vessel and vessel's safety when lying alongside this berth.
2. While GCPL endeavors that the berth premises facilities gear /equipment tugs/craft made available or deployed for vessel's operations are safe & at all times suitable for intended use, no guarantee of such safety or suitability is given by GCPL and it shall not be responsible for any loss, damage or delay of any kind that may be sustained by or occur to the vessel or her Owner/Charterer or her cargo or any part thereof, whether such cargo is being handled at the time of loss or not whosoever or howsoever caused.
3. If, in this connection or by reason of the use by the vessel of the berth, premises, facilities, gear / equipment tugs / craft, mooring hawser belonging to GCPL or its servants, agents, suppliers, contractors in part or in full causes or deemed to have caused damage or delay to the vessel whatsoever irrespective of negligence of the vessel crew, Owner / Charterer, in any such case/s, the vessel and the Owner / Charterer shall indemnify GCPL against any or all such damage/delay and against all / any claims, expenses arising there from. Furthermore, the vessel shall indemnify GCPL from any loss, damage, delay whatsoever arising from similar incident howsoever caused by third party or to a third party by the vessel her crew or her Owner / Charterer or their agents and servants.

4. Notwithstanding anything contained above, the vessel is responsible for it's wreck, grounding or otherwise becomes in opinion of GCPL an obstruction in part or not or danger to the port or the approaches there to and the Owner / Charterer fails to remove such obstruction within stipulated time given by GCPL, it shall be empowered to take requisite steps it may deem necessary to remove said obstruction or danger and expenses arising there from shall be recoverable from the vessel, Owner / Charterer / Agent at the time of the accident / incident causing such obstruction or danger.

5. The Master or his authorized deputy shall be responsible for managing ship operations as per applicable Rules and recommendations with respect to prevention of pollution and in particular marine pollution due to bilges, ballast water, ship waste, garbage, etc. and in case of pollution due to vessel, will take all steps to make the areas clean, safe and operable to resume the marine operation for berthing / un-berthing of vessels and will also be responsible to the respective jetty / port and make good of all losses on account of pollution.

6. The Master or his deputy shall at all times be ready to remove the vessel when reasonably ordered to do so by GCPL in the interest of safety or efficient use of Port/Jetty.

7. These conditions shall be construed according to the prevailing laws of India and Jurisdiction of High Court in Ahmedabad, Gujarat.

Thanking you,

Received and Accepted

Yours faithfully,

Master……

For, Gujarat Chemical Port Limited

Capt. Alok Kumar

General Manager (Marine)

20.3 CHECK LISTS:

20.3.1 PRE ARRIVAL CHECKLIST:

(To be sent to vessel for confirmation/ compliance before vessel's arrival)

The Master Date _____

M. T. _____ CALL SIGN. _____ IMO No: _____ Port of Registry Flag : _____

Please be informed that your vessel has been confirmed to unload / load _____ MT of _____ at GCPL. The safe and efficient transfer of cargo at GCPL requires interchange of information between the vessel and GCPL before the vessel arrives. This checklist is designed to ensure that all relevant information is exchanged in a timely manner.

INFORMATION REQUIRED TO BE PROVIDED BY VESSEL

You are requested to confirm on the following:

Sr. No.	Items	Details
1	ETA at anchorage 72 hours before arrival with confirmation at 48, 24, and 12 hours	
2	Vessel's Arrival / Departure draft Forward and Aft (trim not to exceed 2.25 M by stern)	
3	Arrival displacement / Arrival Deadweight	
4	Details of cargo to be Unloaded / Loaded	
5	Vessel's manifold Position and size, Type & rating	
6	Cargo Loading / Unloading details Vessel's **maximum discharge pressure** at manifold Vessel's **maximum flow rate** at manifold	
7	All statutory certificates concerning vessel are valid / in order for the intended trading	**Yes / No**
8	All personnel's certificate are valid as per the vessel's "Safe Manning Certificate"	**Yes / No**
9	Are all charts (especially Gulf of Khambhat & Approaches) / Nautical publication undated?	**Yes / No**
10	Damaged or defective equipment which may affect maneuverability	
11	Quantity and nature of slops & dirty ballast and of any contamination by chemical additives	
12	If an alternative fuel system is used e.g. Liquefied Natural Gas (LNG), confirm that control systems are operational.	**Yes / No**
13	Last calibration certificate of gas detection system and gas meters, including the IG system.	
14	Contracted Oil Spill Response Organisation (OSRO).	

IMPORTANT INFORMATION PROVIDED BY GCPL

Please note the following:

Sr. No	Item	Details		
1	Communication channel with GCPL	VHF Channel 77 & 16		
2	Recommended anchorage	As per provided by VTS (Khambhat).		
3	Pilotage	**Pilot is provided by GCPL**		
4	Pilot embarking / disembarking	**By Pilot ladder from the lee side**		
5	Tugs assistance for vessel's berthing / Unberthing	**Tugs are provided by GCPL**		
6	Mooring configuration	**F: 4-3-3 A: 4-3-3 (Normal weather condition)** Ropes shall be of same material Ropes shall be provided by GCPL if requested well in advance on chargeable basis, but not more than 06 ropes. From First line to All Fast maximum time limit is 45 mins.		
7	Access to the vessel	Marine Gangway/ Basket is available		
8	Security Level / Validity of ISSC.	**GCPL: One**		**Vessel :**_____
9	Tidal data**(Refer Tide Table)**	**Date**	**Time**	**Height**
For GCPL **Authorized signatory**		**For Vessel** **Master / Chief Officer**		

20.3.2 BERTHING ADVICE:

The Master

_____

Dear Sir,

We welcome you to this port and the following is for your perusal and necessary action, the cargo from your vessel shall be received into shore tank / loaded in to the ship from shore tanks by connecting _____" Loading Arm to vessel's designated manifold. In order to carry out smooth discharge / loading operations, please ensure the following:

1. Please advise us the cargo Plan & discharge plan with sequence of tanks for unloading / loading of _____. Please ensure that, the vessel discharges or loading only the manifested quantity for GCPL Port and the stoppage shall be done from the shipside.

2. Upon completion of verification of necessary documents, Ullaging / Sampling and Custom formalities the port control shall advice you suitably to commence unloading / loading. The unloading may be commenced at the maximum pressure of _____Kegs. / Sq. Cm. initially.
3. After the product is received into shore tank, the port control will request you to steadily increase the pressure and then according to his direction the pressure should be increased to a maximum pressure of **7.0 Kgs**. Sq. Cm.
4. The Loading Master & chief officer and surveyors attending on board and shore shall monitor the hourly unloading / loading rate and compare the shore receipt / dispatch vis-à-vis the quantity pumped /receipt by the vessel. Also the pumping log sheet is to be signed by the port Manager/ Loading Master and yourself/Chief Officer every hour.
5. Please ensure that ship's moorings are attended to and maintained at all times. Please ensure that the vessel maintains position at berth and is alongside the fenders at all times.
6. Listening watch for port control **Ch** 16 / **77**.
7. Upon completion of unloading/loading and necessary clearance from the surveyors, you need to arrange for Blowing through the Loading / unloading Arm connected to Ship's manifold. The Loading/unloading Arm shall be disconnected after completion of blowing in to Ship tank.
8. The Loading Master/ Port Manager shall verify all necessary documents as per regulations.

Please feel free to contact us at any time for further clarifications.

Wishing you a pleasant stay.

Yours faithfully,

For & on behalf of

Gujarat Chemical Port Ltd.

GCPL **Master / Ch. Off. MT** _____

20.3.3 EMERGENCY SHUT DOWN PROCEDURE:

The procedure for Emergency shutdown will be initiated by Master of the Vessel/ GCPL jetty Officer/ Radio Officer/Terminal Manager/ Pilot in the following cases:-

1.0 **Emergency Conditions:** Cargo leakages, Fire on board/ on shore, mooring parting, loading Arm failure, Act of God (Earthquake, Sudden deterioration of weather conditions etc., Neighboring terminal's threats, Security Threats, Tank farm emergencies and/or Emergency as informed by Terminal, Any other situation as deemed necessary.

2.0 Mode of Communication:

- VHF CH-77 / Back Up CH-16
- Radio officer/ Jetty Officer/Vessel/Terminal control room shall pass the message to Vessel/Jetty control Room/Terminal Control room.

3.0 **Following Sequence to be followed in case of emergency shutdown**

3.10 In Case of Cryogenics Cargo

SHORE		SHIP	
Action	Responsibility	Action	Responsibility
Operate ESD link given by ship on jetty platform for cargo stop	Loading arm operator/Jetty Officer	Cease all the cargo /ballast operations and close all v/v's	Master
Ensure cargo work is stopped and close the final valve of loading arm.	Jetty Supervisor/ Jetty officer.	Inform on VHF CH-77 to Port Control.	Master
Inform on VHF CH-77 to ship and terminal control room by telephone.	Radio Officer	Implement the ship Emergency Plan	Master
Standby to disconnect loading arm.	Loading arm operator / Jetty Officer	Standby to disconnect loading arms.	Master
Call Pilot(s) & tugs to standby to cast off/assist the vessel.	Radio Officer / Jetty Officer	Ready to cast off the vessel.	Master

3.20 In Case of Non Cryogenics Cargo

SHORE		SHIP	
Action	Responsibility	Action	Responsibility
Inform on VHF CH-77 to ship to stop of cargo.	Radio Officer/ Jetty Officer	Cease all the cargo /ballast operations and close all v/v's	Master
Ensure cargo work is stopped and close the final valve of loading arm.	Jetty Supervisor/ Jetty officer	Inform on VHF CH-77 to Port Control and implement the SHIP emergency Plan.	Master
Standby to disconnect loading arm.	Loading arm operator/Jetty Officer	Standby to disconnect loading arms.	Master
Call Pilot(s) & tugs to standby to cast off/assist the vessel.	Radio Officer/ Jetty Officer	Ready to cast off the vessel.	Master

4.0 Information to be passed to all e.g. terminal control room/Fire & Safety Department/Port Captain/HOO/ED/ Jetty Officer/ Radio Officer/Vessel/Pilot/Tugs etc.

5.0 Raise the alarm as per GCPL Emergency Plan and declare emergency based on severity of the incident.

GCPL		Master /Chief Officer	
Name		**Name**	
Sign		**Sign**	
Date & Time		**Date & Time**	

20.3.4 Ship Shore Safety Checklist

Ship/Shore Safety Checklist (As Per ISGOTT 6th Edition)

Date and time:

Port and Berth: DAHEJ

Tanker:

Terminal: GUJARAT CHEMICAL PORT LIMITED

Products to be transferred:

A) Pre Arrival

Part 1A. Tanker : Checks pre arrival			
Item	**Check**	**Status**	**Remarks**
1	Pre arrival information is exchanged (6.5,21.2)	☐ Yes	
2	International shore fire connection is available (5.5,19.4.3.1)	☐ Yes	
3	Transfer hoses are of suitable construction (18.2)	☐ Yes	
4	Terminal information booklet reviewed (15.2.2)	☐ Yes	
5	Pre-berthing information is exchanged (21.3,22.3)	☐ Yes	
6	Pressure / vacuum valves and/or high velocity vents are operation (11.1.8)	☐ Yes	
7	Fixed and portable oxygen analyzers are operational (2.4)	☐ Yes	

Part 1B. Tanker : Checks pre arrival if using an inert gas system			
Item	**Check**	**Status**	**Remarks**
8	Inert gas system pressure and oxygen records are operational (11.1.5.2 , 11.1.11)	☐ Yes	
9	Inert gas system and associated equipment are operational (11.1.5.2 , 11.1.11)	☐ Yes	
10	Cargo tank atmospheres oxygen content is less than 8% (11.1.3)	☐ Yes	
11	Cargo tank atmosphere are at positive pressure (11.1.3)	☐ Yes	

Part 2 Terminal : Checks pre arrival			
Item	**Check**	**Status**	**Remarks**
12	Pre arrival information is exchanged (6.5,21.2)	☐ Yes	
13	International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5)	☐ Yes	
14	Transfer equipment is of suitable construction (18.1, 18.2)	☐ Yes	
15	Terminal information booklet transmitted to tanker(15.2.2)	☐ Yes	
16	Pre-berthing information is exchanged (21.3,22.3)	☐ Yes	

B) After Mooring

Part 3 Tanker: Checks after mooring			
Item	**Check**	**Status**	**Remarks**
17	Fendering is effective (22.4.1)	☐ Yes	
18	Mooring arrangement is effective (22.2, 22.4.3)	☐ Yes	
19	Access to and from the tanker is safe (16.4)	☐ Yes	
20	Scuppers and save-alls are plugged (23.7.4 , 23.7.5)	☐ Yes	
21	Cargo system sea conditions and overboard discharges are secured (23.7.3)	☐ Yes	
22	Very high frequency and ultra-high frequency transceivers are set to low power mode (4.11.6 , 4.13.2.2)	☐ Yes	
23	External openings in superstructures are controlled (23.1)	☐ Yes	
24	Pump room ventilations is effective (10.12.2)	☐ Yes	
25	Medium frequency / high frequency radio antennae are isolated (4.11.4, 4.13.2.1)	☐ Yes	
26	Accommodation spaces are at positive pressure (23.2)	☐ Yes	
27	Fire control plans are readily available (9.11.2.5)	☐ Yes	

Part 4 Terminal: Checks after mooring			
Item	**Check**	**Status**	**Remarks**
28	Fendering is effective (22.4.1)	☐ Yes	
29	Tanker is moored according to the terminal mooring plan (22.2 , 22.4.3)	☐ Yes	
30	Access to and from the terminal is safe (16.4)	☐ Yes	
31	Spill containment and sumps are secure (18.4.2,18.4.3 , 23.7.4 , 23.7.5)	☐ Yes	

C) Pre Transfer Conference

Part 5A. Tanker and terminal : pre transfer conference				
Item	**Check**	**Tanker Status**	**Terminal Status**	**Remarks**
32	Tanker is ready to move at agreed notice period (9.11,21.7.1.1 ,22.5.4)	☐ Yes	☐ Yes	
33	Effective tanker and terminal communications are established (22.1.1 , 22.1.2)	☐ Yes	☐ Yes	
34	Transfer equipment is in safe condition (isolated, drained and de-pressurized) (18.4.1)	☐ Yes	☐ Yes	
35	Operation supervision and watch keeping is adequate (7.9, 23.11)	☐ Yes	☐ Yes	
36	There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11)	☐ Yes	☐ Yes	
37	Smoking restrictions and designated smoking areas are established (4.10, 23.10)	☐ Yes	☐ Yes	
38	Naked light restrictions are established (4.10.1)	☐ Yes	☐ Yes	
39	Control of electrical and electronics devices is agreed (4.11 , 4.12)	☐ Yes	☐ Yes	
40	Means of emergency escape from both tanker and terminal are established (20.5)	☐ Yes	☐ Yes	
41	Firefighting equipment is ready for use(5, 19.4,23.8)	☐ Yes	☐ Yes	
42	Oil spill cleanup material is available (20.4)	☐ Yes	☐ Yes	

43	Manifold are properly connected (23.6.1)	☐ Yes	☐ Yes	
44	Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5)	☐ Yes	☐ Yes	
45	Procedure for cargo, bunkers and ballast handling operation are agreed (21.4, 21.5, 21.6)	☐ Yes	☐ Yes	
46	Cargo transfer management controls are agreed (12.1)	☐ Yes	☐ Yes	
47	Cargo tank cleaning requirements, including crude oil washing , are agreed (12.3, 12.5, 24.4.1)	☐ Yes	☐ Yes	See also parts 7B/7C **NOT APPLICABLE**
48	Cargo tank gas freeing arrangements agreed (12.4)	☐ Yes	☐ Yes	See also parts 7C **NOT APPLICABLE**
49	Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4)	☐ Yes	☐ Yes	See also parts 7C
50	Routine for regular checks on cargo transferred are agreed (23.7.2)	☐ Yes	☐ Yes	**EVERY HOURS**
51	Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2)	☐ Yes	☐ Yes	
52	Safety data sheets are available (1.4.4, 20.1 ,21.4)	☐ Yes	☐ Yes	
53	Hazardous properties of the products to be transferred are discussed (1.2, 1.4)	☐ Yes	☐ Yes	
54	Electrical insulation of the tanker / terminal interface is effective (12.9.5, 17.4 , 18.2.14)	☐ Yes	☐ Yes	

Part 5A. Tanker and terminal : pre transfer conference (cont.)

Item	Check	Tanker Status	Terminal Status	Remarks
55	Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5 ,23.3.3)	☐ Yes	☐ Yes	
56	Vapor return line operational parameters are agreed (11.5, 18.3, 23.7.7)	☐ Yes	☐ Yes	**NOT APPLICABLE**
57	Measures to avoid back –filing are agreed (12.1.13.7)	☐ Yes	☐ Yes	
58	Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6)	☐ Yes	☐ Yes	

59	Portable very high frequency and ultra-high frequency radios are intrinsically safe (4.12.4, 21.1.1)	☐ Yes	☐ Yes	
60	Procedure for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8)	☐ Yes	☐ Yes	**ONLY FOR L.A. BLOW**

Additional for Chemical Tankers

Part 5B. Tanker and terminal: Bulk liquid chemicals. Checks pre transfer				
Item	**Check**	**Tanker Status**	**Terminal Status**	**Remarks**
61	Inhibition certificate received(if required) from manufacture	☐ Yes	☐ Yes	
62	Appropriate personal protective equipment identified and available (4.8.1)	☐ Yes	☐ Yes	
63	Countermeasures against personal contact with cargo are agreed (1.4)	☐ Yes	☐ Yes	
64	The cargo handling rate and relation with valve closure time and automatic shutdown system is agreed (16.8, 21.4, 21.5, 21.6)	☐ Yes	☐ Yes	
65	Cargo system gauge operation and alarms set points are confirmed.(12.1.6.6.1)	☐ Yes	☐ Yes	
66	Adequate portable vapor detection instruments are in use (2.4)	☐ Yes	☐ Yes	
67	Information on fire-fighting media and procedures is exchanged (5, 19)	☐ Yes	☐ Yes	
68	Transfer hoses confirmed suitable for product products being handled(18.2)	☐ Yes	☐ Yes	**NOT APPLICABLE**
69	Confirm cargo handling is only by a permanent installed pipeline system	☐ Yes	☐ Yes	
70	Procedures are in placed to receive nitrogen from the terminal for inerting or purging (12.1.14.8)	☐ Yes	☐ Yes	**ONLY FOR L.A. BLOW**

Additional For Gas Tankers

Part 5C. Tanker and terminal: liquefied gas. Checks pre transfer (cont.)				
Item	**Check**	**Tanker Status**	**Terminal Status**	**Remarks**
71	Inhibition certificate received(if required) from manufacture	☐ Yes	☐ Yes	
72	Water spray system is operational (5.3.1, 19.4.3)	☐ Yes	☐ Yes	
73	Appropriate personal protective equipment is identified and available (4.8.1)	☐ Yes	☐ Yes	
74	Remote control valves are operational.	☐ Yes	☐ Yes	
75	Cargo pumps and compressors are operational	☐ Yes	☐ Yes	
76	Maximum working pressures are agreed between tanker and terminal (21.4, 21.5, 21.6)	☐ Yes	☐ Yes	
77	Re-liquefaction or boil off control equipment is operational	☐ Yes	☐ Yes	
78	Gas detection equipment is appropriately set for the cargo (2.4)	☐ Yes	☐ Yes	
79	Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)	☐ Yes	☐ Yes	
80	Emergency shutdown systems are tested and operational (18.5)	☐ Yes	☐ Yes	
81	Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)	☐ Yes	☐ Yes	
82	Maximum/minimum temperatures/ pressures of the cargo to be transferred are agreed (21.4, 21.5, 21.6)	☐ Yes	☐ Yes	
83	Cargo tank relief valves settings are confirmed (12.11, 21.2 , 21.4)	☐ Yes	☐ Yes	

Part 6 Tanker and terminal : Agreements pre transfer				
Part 5 Item	**Agreement**	**Details**	**Tanker Initials**	**Terminal Initials**
32	Tanker manoeuvring readiness	Notice period (maximum) for full readiness to manoeuvre: Period of disablement (if permitted):		
33	Security protocols	Security level: Local requirements:		
33	Effective tanker/terminal communications	Primary system: **V.H.F Ch: 77** Backup system**: V.H.F. Ch. 16**		
35	Operational supervision and watch keeping	Tanker: Terminal :		

Part 6 Tanker and terminal : Agreements pre transfer (Cont.)				
Part 5 Item	**Agreement**	**Details**	**Tanker Initials**	**Terminal Initials**
37 38	Dedicated smoking areas and naked lights restrictions	Tanker: Terminal : **No Smoking Allowed**		
45	Maximum wind, current and sea/swell criteria or other environmental factors	Stop cargo transfer: **Wind speed 30 knots and swell 1.50 m** Disconnect: **Wind speed exceed 30 knots and swell 1.75 m** Unberth: **Wind speed exceed 35 knots and swell 2.0 m**		
45 46	Limits for cargo, bunkers and ballast handling	Maximum transfer rates: Topping-off rates: Maximum manifold pressure: Cargo temperature: Other limitations:		
45 46	Pressure surge control	Minimum number of cargo tanks open: Tank switching protocols: Minimum number of cargo tanks open: Tank switching protocols: Full load rate: Topping-off rate: Closing time of automatic valves:		
46	Cargo transfer management	Action notice periods: **30 MIN/15 MIN/5 MIN**		

	procedures	Transfer stop protocols:		
50	Routine for regular checks on cargo transferred are agreed	Routine transferred quantity checks: **Every Hours**		
51	Emergency signals	Tanker: Terminal: **Stop 3 times on VHF Ch#77.**		
55	Tank venting system	Procedure :		
55	Closed operations	Requirements:		
56	Vapor return line	Operational parameters: **N.A.** Maximum flow rate:	**N.A.**	**N.A.**
60	Nitrogen supply from terminal	Procedures to receive: **Only for L.A. Blow** Maximum pressure: Flow rate:		
83	For gas tanker only: cargo tank relief valve settings	Tank 1: Tank 2: Tank 3: Tank 4: Tank 5: Tank 6: Tank 7: Tank 8:		
XX	Exceptions and additions	Special issues that both parties should be aware of:		

Part 7A. General Tanker : Checks pre-transfer			
Item	**Check**	**Status**	**Remarks**
84	Portable drip trays are correctly positioned and empty (23.7.5)	☐ Yes	
85	Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4)	☐ Yes	
86	Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3)	☐ Yes	
87	Cargo tank high level alarms are operational (12.1.6.6.1)	☐ Yes	
88	All cargo, ballast and bunker tanks openings are secured (23.3)	☐ Yes	

Part 7B. Tanker: checks pre-transfer if crude oil washing is planned			
Item	**Check**	**Status**	**Remarks**
89	The completed pre-arrival crude oil washing checklist, as contained in the approved crude oil washing manual, is copied to terminal (12.5.2, 21.2.3)	☐ Yes	**NOT APPLICABLE**
90	Crude oil washing checklists for use before, during and after crude oil washing are in place ready to complete, as contained in the approved crude oil washing manual (12.5.2, 21.6)	☐ Yes	**NOT APPLICABLE**

D) After Pre – Transfer Conference

For tankers that will perform tank cleaning alongside and/or gas freeing alongside

Part 7C. Tanker : checks prior to tank cleaning and/or gas freeing			
Item	**Check**	**Status**	**Remarks**
91	Permission for tank cleaning operations is confirmed (21.2.3, 21.4, 25.4.3)	☐ Yes	
92	Permission for gas freeing operations is confirmed (12.4.3)	☐ Yes	
93	Tank cleaning procedures are agreed (12.3.2,21.4, 21.6)	☐ Yes	
94	If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5)	☐ Yes	
95	Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4)	☐ Yes	

Declaration

We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:

	Tanker	Terminal
Part 1A. Tanker: checks pre-arrival		
Part 1B. Tanker: checks pre-arrival if using an inert gas system		
Part 2. Terminal: checks pre-arrival		
Part 3. Tanker: checks after mooring		
Part 4. Terminal: checks after mooring		
Part 5A. Tanker and terminal: pre-transfer conference		
Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer		
Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer		
Part 6. Tanker and terminal: agreements pre-transfer		
Part 7A. General tanker: checks pre-transfer		
Part 7B. Tanker: checks pre-transfer if crude oil washing is planned		
Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing		

In accordance with the guidance in chapter 25 of ISGOTT, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.

We have also agreed to carry out the repetitive checks noted in parts 8 and 9 of the ISGOTT SSSCL, which should occur at intervals of not more than ____ hours for the tanker and not more than ____ hours for the terminal. If, to our knowledge, the status of any item changes, we will immediately inform the other party.

Tanker	Terminal
Name	**Name**
Rank	**Rank**
Signature	**Signature**
Date	**Date**
Time	**Time**

E) During Transfer

Repetitive checks

Part 8. Tanker: repetitive checks during and after transfer								
Item Ref	Check	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Remarks
Interval time:…….. Hrs								
8	Inert gas system pressure and oxygen recording operational							
9	Inert gas system and all associated equipment are operational							
11	Cargo tank atmospheres are at positive pressure							
17	Fandering is effective							
18	Mooring arrangement is effective							
19	Access to and from the tanker is safe							
20	Scuppers and save-alls are plugged							
23	External openings in superstructures are controlled							
24	Pump room ventilation is effective							
32	Tanker is ready to move at agreed notice period							
33	Communications are effective							
35	Supervision and Watch keeping is adequate							
36	Sufficient personnel are available to deal with an emergency							

37	Smoking restrictions and designated smoking areas are complied with							
38	Naked light restrictions are complied with							

Part 8. Tanker: repetitive checks during and after transfer (Cont.)

Item Ref	Check	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Remarks
39	Control of electrical devices and equipment in hazardous zones is complied with							
40 41 42 51	Emergency response preparedness is satisfactory							
54	Electrical insulation of the tanker/terminal interface is effective							
55	Tank venting system and closed operation procedures are as agreed							
85	Individual cargo tank inert gas valves settings are as agreed							
86	Inert gas delivery maintained at not more than 5% oxygen							
87	Cargo tank high level alarms are operational							
Initials								

Part 9. Terminal: repetitive checks during and after transfer								
Item Ref	Check	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Remarks
Interval time:…**04..** Hrs								
28	Fendering is effective							
29	Mooring arrangement is effective							
30	Access to and from the terminal is safe							
31	Spill containment and sumps are secure							
33	Communications are effective							
35	Supervision and Watch keeping is adequate							
36	Sufficient personnel are available to deal with an emergency							
37	Smoking restrictions and designated smoking areas are complied with							
38	Naked light restrictions are complied with							
39	Control of electrical devices and equipment in hazardous zones is complied with							
40 41 51	Emergency response preparedness is satisfactory							
54	Electrical insulation of the tanker/terminal interface is effective							
55	Tank venting system and closed operation procedures are as agreed							
Initials								

Note: For ethane vessels standard ship shore safety check list as per SIGTTO shall be used

20.3.5 CARGO TRANSFER PLAN:

The Master **Date** _____

_____

The program for loading/ discharging for your good vessel is as under:

Sr. No.	Product	Quantity (B/L) MT	Cargo Operation	Loading Arm No / Size
1			☐ Loading ☐ Unloading	
2			☐ Loading ☐ Unloading	
3			☐ Loading ☐ Unloading	

Please '√' as appropriate

Sr. No.	Details	Remarks
1.	Pressure and Rate to be maintained at manifold	

	Shore						Ship					
	Min			Max			Min			Max		
Product	1	2	3	1	2	3	1	2	3	1	2	3
Rate (MT/Hrs)												
Pressure (BAR)												

Please '√' as appropriate

2.	No inter tank transfer to be carried out without permission	
3.	Hourly discharge/Loading figures as per ship's ullage to be provided	
4.	Please confirm that vessel would maintain 30% DWT throughout her stay at GCPL	
5.	Please provide a pressure gauge on each cargo manifold (in use)	
6.	Please arrange to strip empty tanks simultaneously during discharge	
7.	Please keep the vessel with minimum required trim after discharge (not more than 2.25 M by stern)	

Please indicate your acceptance/ remark for the above in the right hand space of this "Cargo Transfer Plan" and return.

GCPL		Master / Chief Officer	
Name		Name	
Signature		Signature	
Date		Date	
Time		Time	

20.3.6 DECLARATION OF SECURITY:

Form of a Declaration of Security
Between a ship and a port facility

DECLARATION OF SECURITY

Name of Ship:	
Port of registry:	
IMO Number:	
Name of port facility:	

The Declaration of Security is valid from _____ until _____ for the following activities:

……
(List the activities with relevant details)

Under the following security levels

Security level(s) for the ship:	
Security level(s) for the port facility:	

The port facility and ship agree to the following security measures and responsibilities to ensure compliance with the requirements of part A of the International Code for the Security of Ships and of Port Facilities.

	The affixing of the initials of the SSO or PFSO under these columns indicates that the activity will be done, in accordance with the relevant approved plan, by	
Activity:	**The port facility:**	**The ship:**
Ensuring the performance of all security duties.		
Monitoring restricted areas to ensure that only authorized personnel have access.		
Controlling access to the Port facility.		
Controlling access to the Ship.		
Monitoring of the port facility, including berthing areas and areas surrounding the ship.		
Handling of cargo.		
Delivery of ship's stores.		
Handling unaccompanied baggage.		
Controlling the embarkation of persons and their effects.		
Ensuring that security communication is readily available between the ship and the port facility		

The signatories of this agreement certify that security measures and arrangements for both the port facility part A of the Code that will be implemented in accordance with the provisions already stipulated in their approved plan or the specific arrangements agreed to and set out in the attached annex.

Dated at _____ on the _____

Signed for and on behalf of	
the port facility	**The ship:**
(Signature of Port Facility Security Officer)	**(Signature of master or Ship Security Officer)**

Name and title of person who signed	
Name:	**Name:**
Title: :	**Title:**

Contact details: (to be completed as appropriate) (indicate the telephone numbers or the Radio Channels or frequencies to be used)	
for the port facility:	for the ship:
Port facility Port facility security officer	Master:- Ship Security Officer: Company Company Security Officer:

20.3.7: Q88, (INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88, Gas Form C)

20.3.8: APPENDIX TO Q88/ Appendix to Gas Form C, (GCPL QUESTIONARE) TO BE SENT PRIOR TO EVERY PROPOSED VOYAGE.

Appendix to Questionnaire 88 - Gujarat Chemical Port Limited
(Formerly known as Gujarat Chemical Port Terminal Company Limited - GCPTCL)
(This appendix forms part of the vessel acceptance criteria) (w.e.f. 08/01/2021)

*Delete as appropriate

NAME of Vessel: **DATE:**

1.	***General***	**Remarks**
1.1	Confirm Product/Chemical/Gas tankers in ballast will comply with Marpol draft and trim requirement as per Annex 1 (chapter 4, regulation18) during pilotage Other loaded/partly loaded/in ballast tankers not to exceed 2.5 meters by Stern at all time during arrival, stay at berth and departure.	Yes/No
1.2	Does Vessel have high – high level alarm fitted independent of the tank gauging system and is it operational?	Yes/No
1.3	Is inert gas system fitted?	Yes/No
1.4	Is inert gas system operational and tanks will be in inerted condition on arrival at GCPL? Please specify the reasons for tanks not inerted.	Yes/No Reason:
1.5	Can Product/Chemical/Gas tanker provide Portable ladder of length 14m for free board greater than 9.0m or 12m for free board less than 9.0m at jetty berths?	Yes/No
1.6	Was any vessel deficiency note (VDN) raised at previous calls to this or any other Terminal?	Yes/No
1.6.1	Is the deficiency rectified and VDN closed?	Yes/No
1.7	Confirm this questionnaire being completed by Vessel	Yes/No
1.8	Does the vessel have updated navigational charts for Dahej and approaches	Yes/No
	Remarks: **Vessel will not be allowed to Purge/inert / gas free tanks at berth.**	
2.	***Jetty Tankers***	
2A	**General**	**Remarks**
2A.1	Is vessel maintaining minimum free board 3.5 meter at all time?	Yes/No Arr. Freeboard: Dep. Freeboard:

2A.2	**Air draft** of the manifold / presentation flange for loading arm connection should be in the range of as per below table details. Please mention vessel's Minimum and maximum **Air draft** of the manifold. Please give manifold air draft in arrival & departure condition.	Manifold Air Draft (minimum): _____ m. Manifold Air Draft (maximum): _____ m. Manifold Air Draft (arrival): _____ m. Manifold Air Draft (Departure): _____ m.

Sr. No	LA No.	Product	Air draft of the manifold / presentation flange for loading arm connection (Meters)		Comply
			Minimum	Maximum	
1	1 A	Ethane	14.35	18.00	Yes/No
2	1 B	Ethane	14.35	18.00	Yes/No
3	5N	Propane	5.03	18.40	Yes/No
4	3N	Butane / Butadiene	5.03	18.40	Yes/No
5	7	Naphtha (RIL / OPAL/ IOCL) / CSL / Pygas / HSD / Orth xylene	5.00	13.80	Yes/No
6	4	Naphtha (Opal / IOCL) / Para xylene / HSD	5.00	13.80	Yes/No
7	8	MEG / Methanol / Glycerin	5.00	13.80	Yes/No
8	2	Acetic Acid / Propylene Oxide	5.00	13.80	Yes/No

2A.3	What will be **Deadweight arrival/departure** at Dahej? **Note:** DWT of the vessel should be between 6000 – 60000 MT.	Arrival: Departure:
2A.4	What is **arrival/departure draft** Fwd. and Aft of the vessel? Note: The maximum permissible Draft for vessel is 11.8 meters. UKC of 10% of maximum draft to be maintained at all times.	Arrival Draft Fwd/Aft:_____M Departure Draft Fwd/Aft:_____M
2A.5	Give LOA of the vessel. (LOA should be in Range: 111-232 Meters) **Note: LOA to be minimum 140 meters for the cargo of PO/Acetic acid/ Methanol/ MEG/Glycerin.**	LOA:_____M
2A.6	Give maneuvering speed of the vessel at Dahej water.	_____Knots

2A.7	Is Date delivered of vessel is more than 25 years? If yes, then require clearance from local authorities.	Yes/No
2A.8	Please confirm compliance of DG Shipping Order No. 06 of 2023 dated 24.02.2023 on Age Norms and other Qualitative Parameters w.r.t. vessels.	Yes/No
2A.9	Please confirm compliance of GOI Gazette notification for vessel entry MS rules for ports- 2012.	Yes/No
2B	**Mooring**	**Remarks**
2B.1	Confirm she will maintain parallel body length as per below table for fwd and aft wrt working manifold during berthing, her stay and before departure. **Note:** Please mention the Parallel body length forward and aft of the manifold connection while at berth for arrival and departure conditions subject to Port side alongside.	Yes/No PBL from working manifold Arrival Fwd/Aft: _____M Departure Fwd/Aft : _____M Loaded Fwd/Aft : _____M Ballast Fwd/Aft : _____M

Sr. No	LA No.	Product	Minimum PBL from working manifold to be connected to Loading arm Requirement (Meters)		Comply
			Fwd.	Aft.	Yes / No
1	1 A	Ethane	14	41	Yes / No
2	1 B	Ethane	17.5	37.5	Yes / No
3	5N	Propane	21.35	33.65	Yes / No
4	3N	Butane / Butadiene	23.8	31.2	Yes / No
5	7	Naphtha (RIL / OPAL/ IOCL) / CSL / Pygas / HSD / Orth xylene	27.65	27.35	Yes / No
6	4	Naphtha (Opal / IOCL) / Para xylene / HSD	31.15	23.85	Yes / No
7	8	MEG / Methanol / Glycerin	35	20	Yes / No
8	2	Acetic Acid / Propylene Oxide	38.5	16.5	Yes / No

2B.2	Does the vessel have bollard fitted at the break of forecastle and at the break of accommodation for tugs to be made fast for push/pull operation? Min. SWL of Bollards should be 50 Tons. **Give SWL of these Bollards.**	Yes/No SWL:_____Tons

2B.3	Can vessel provide the following Mooring configurations? **1. LOA: 111-215M:** 4 x 3 x 3 (All Synthetic) Fore and Aft **2. LOA: 215-232M:** 3 x (2+2) x 3 (All Synthetic) Fore and Aft. Confirm the vessel has total 20 nos. of Synthetic Ropes (10 forward and 10 aft) on board on arrival to Dahej Port. Nos. of pure soft synthetic ropes on winches/drums: Vessel of more than 170 M LOA should have minimum 6 ropes on winches on forward and aft each. Vessel of less than 170 M LOA should have minimum 4 ropes on winches on forward and aft each. **Note: Wire ropes are not allowed. All ropes should be synthetic type in good condition. No mixed mooring is allowed.**	Yes/No Yes/No Yes/No Fwd: _____ Aft: _____ Yes/No Yes/No

2C. Cargo arrangements

Important Note:

1. **The vessel guarantees receiving/discharge Terminal's initial loading rate / Topping off rate and maximum loading/unloading rate as stated below applicable to the intended cargo at GCPL Jetty. In the event of any non-compliance by the vessel as compared to the declaration made at the time of acceptance, the Terminal reserves the right to reject such vessel without any liability to the Terminal)**
2. **Terminal berths vessels only port side alongside due to safety reasons.**

2C.1. Loading Rate

	Grade	LA Size	Initial / topping off rate MT/Hr	Maximum rate provided by port MT/Hr @Max 7 Bar	Minimum Average loading rate (from commencement until completion of the cargo) MT/Hr.	Minimum Temperature requirement	Acceptable	**Remarks**
a	Caustic Soda Lye	10 inch x 150#	100	400	300	N/A	Yes/No	
b	Naphtha	1) 12 inch x 150# 2) 10 inch x 150#	500	1350	1200	N/A	Yes/No	Vessel has to provide two nos of manifolds with 3.50 meters center to center distance

c	HSD	1) 12 inch x 150# 2) 10 inch x 150#	500	1550	1500	N/A	Yes/ No	Vessel has to provide two no's of manifolds with 3.50 meters center to center distance
d	Pygas	10 inch x 150#	100	650	450	N/A	Yes/ No	(Loading by two shore pumps)
2C.2	**Unloading Rate**							
	Grade	LA Size	Initial / topping off rate MT/Hr	Maximum rate required by port MT/Hr @Max 7 Bar	Min. Avrg. Unloading rate (from start to finish MT/Hr	Minimum Temperature requirement	Acceptable	**Remarks**
a	Styrene	10 inch x 150#	100	650	500	N/A	Yes/No	
b	Naphtha (RIL)	10 inch x 150#	200	850	600	N/A	Yes/No	(With 30" dock line)
c.1	Propane	12 inch x 150#	100	900	700	Propane: (- 42) ◦C	Yes/No	Vessel has to provide two no's of manifolds with 2.0 ~ 6.0 m center to center distance, Port side alongside, Fwd manifold Propane & Aft manifold Butane. **Note:** terminals berths vessel to only port side alongside at berth. **Vessel to confirm – Yes/ No**
c.2	Butane	12 inch x 150#	100	1000	700	Butane: (-4) ◦C	Yes/No	
d	Methanol	10 inch x 150#	100	500	350	N/A	Yes/No	
e	Acetic Acid	6 inch x 150#	100	380	250	N/A	Yes/No	
f	Propylene Oxide	6 inch x 150#	100	250	180	N/A	Yes/No	Controlling by shore tank pressure
g	Butadiene	12 inch x 150#	100	250	180	Butadiene (-4) ◦C	Yes/No	
h	Para xylene	12 inch x 150#	200	1400	1050	N/A	Yes/No	

i	MEG	10 inch x 150#	200	900	650	NA	Yes/No	
j	Ethane	2 X 16 inch x 150#	2 x 200	2 x 1500	2325	(-89) to (-91) ◦C	Yes/No	Minimum average unloading rate 2325 MT/Hr and subject to double movement.
k	Naphtha (OPAL)	1) 12 inch x 150# 2) 10 inch x 150#	200	2100	1750	N/A	Yes/No	Vessel has to provide 2 Nos. of manifolds with 3.50 meters center to center distance
l	Orth xylene	10 inch x 150#	100	500	250	N/A	Yes/No	
m	Glycerin	10 inch x 150#	100	400	300	N/A	Yes/No	

2D Manifold Arrangement

2D.1	**For Simultaneous Discharging of two products, the distance between center to center vessel manifolds should be as per given below:**	Compliance
	• **Para xylene and Naphtha/Orth xylene**: For simultaneous discharging the distance between center to center manifolds (Considering vessel port side alongside) Naphtha (Forward) & Para xylene (Aft) should be 3.50 meters. Distance between manifolds provided for simultaneous discharging by vessel. 1. Distance between Para xylene and Orth xylene manifold 2. Distance between Para xylene and Naphtha manifold	Yes/No _____ m _____ m
	• **Para xylene and MEG**: For simultaneous discharging the distance between center to center manifolds (Considering vessel port side alongside) PX (Forward) & MEG (Aft) should be 3.85 Meters. Distance between manifolds provided for simultaneous discharging by vessel.	Yes/No _____ m
	• **Naphtha/Orth xylene and MEG**: For simultaneous discharge ensuring the distance between center to center manifolds (Considering vessel port side alongside) Naphtha (Forward) & MEG (Aft) should be 7.35 Meters. Distance between manifolds provided for simultaneous discharging by vessel.	Yes/No _____ m
	• **Propane and Butane**: For simultaneous discharge ensuring the distance between center to center manifolds (Considering vessel port side alongside) Propane (Forward) & Butane (Aft) should be 2.0 ~ 6.0 Meters. Distance between manifolds provided for simultaneous discharging by vessel.	Yes/No _____ m
	• **Ethane**: For simultaneous discharge ensuring the distance between center to center manifolds (Considering vessel port side alongside) should be 3.50 Meters. Distance between manifolds provided for simultaneous discharging by vessel.	Yes/No _____ m
	Note: Please provide the manifold layout with marking of nominated manifolds for L.A. connections & PBL from there nominated manifold in Loaded / Ballast condition.	

2D.1.1	**Manifold Arrangement for Two loading arm connection for single grade cargo** • **Unload Naphtha - OPAL**: For simultaneous discharging the distance between center to center manifolds (Considering vessel port side alongside) should be 3.50 meters. Distance between manifolds provided for simultaneous discharging by vessel. • **Load Naphtha / HSD - IOCL**: For simultaneous loading the distance between center to center manifolds (Considering vessel port side alongside) should be 3.50 meters. Distance between manifolds provided for simultaneous loading by vessel.	Yes/No _____ m Yes/No _____ m

2D.2	**For Product/Chemical/Gas**	
2D.2.1	Manifold should be as per ASTM grade and match with our respective LA.	Yes/No
2D.2.2	Distance between Bow to Working Manifold should be Min. 60 Meters Give the distance between bow to working manifold:	Yes/No _____M
2D.2.3	Min. Height of Manifold above the Deck Level 1.5 meter	Yes/No
2D.3	**For Gas Carrier**	
2D.3.1	Can the vessel pump hot vapor to clear loading arm of liquid?	Yes/No
2D.3.2	**Propane / Butane simultaneous discharge**	
	Simultaneous discharging of Propane & Butane cargos, vessel to provide manifolds Propane in fwd & Butane in aft subject to Port side alongside, manifold separation between 2 ~ 6 meters. Vessel to confirm	Yes/No
2D.4	**For Chemical Tankers:**	
2D.4.1	Will the vessel use its own cargo hoses or reducer/expenders during loading/ unloading (Manifold jumper hoses)	Yes/No
	If yes, Are they pressure tested annually to design working pressure	Yes/No
2E	**Condition of spare manifolds, unused lines, drain valves etc**	
2E.1	Vessel's all unused cargo and bunker connection, spare manifolds, unused lines, drain valves etc. are properly secured, end blinded, fully bolted and leak proof and isolation valve if any should be closed and accordingly tagged. (Same to be verified by ship and jetty officer as a part of ship shore safety checklist & signed, witnessed by both)	Yes/No

Notes/Remarks:

1. **Vessel coming for Acetic Acid, Propylene Oxide, MEG and Methanol cargo, it is advisable to keep manifold as possible as in after side for direct connection of our Loading arm to vessel`s manifold. Vessel which fails to match manifold with our Loading Arm position will not be accepted as flexible hose connection is not permitted.**

2. **Terminal berths vessels only port side alongside due to safety reasons.**

3. **Regular vessels on time charter require to submit duly filled appendix to Q88 every 3 months and also in case of any changes in arrival and departure conditions w.r.t. earlier submitted appendix to Q88, whichever is earlier and applicable. – Yes/No/Not Applicable**

Appendix to Q88 Filled by (Ship Personnel only, Master of vessel or person designated by him):

Name:

Rank:

Date:

Sign & Stamp:

Note: Any wrong declarations may lead to rejection, penalties & blacklisting etc. the vessel for the port.

20.3.9 CUSTOMER FEEDBACK FORM

Many thanks for sparing a few minutes to fill-up this Questionnaire.

GCPL – Marine operations

We request you to fill the following form for rating our quality services, your comments will help will help us to improve our services.

Name of Vessel: Date:

Parameter	Your Rating (Please tick as appropriate)										Reason for less than 06 Marks
Communication / Information											
Vessel's acceptance / rejection	1	2	3	4	5	6	7	8	9	10	
Vessel's arrival / departure	1	2	3	4	5	6	7	8	9	10	
Pilotage											
Maneuverings	1	2	3	4	5	6	7	8	9	10	
Communication for vessel Mooring & un-mooring operation	1	2	3	4	5	6	7	8	9	10	
Response											
Response of Officers	1	2	3	4	5	6	7	8	9	10	
Response of Operators/jetty crews	1	2	3	4	5	6	7	8	9	10	
Response to query	1	2	3	4	5	6	7	8	9	10	
Operations											
Loading / Discharge operation	1	2	3	4	5	6	7	8	9	10	
Communications / coordination	1	2	3	4	5	6	7	8	9	10	
Quality - Compliance with Service level parameters	1	2	3	4	5	6	7	8	9	10	
Quantity - Compliance with Service level parameters	1	2	3	4	5	6	7	8	9	10	
Operational Procedures Adopted	1	2	3	4	5	6	7	8	9	10	
HSE Procedures Adopted	1	2	3	4	5	6	7	8	9	10	
Documentations											
Checklists	1	2	3	4	5	6	7	8	9	10	
Records	1	2	3	4	5	6	7	8	9	10	
Overall performance											
Communication / Coordination	1	2	3	4	5	6	7	8	9	10	
Execution of contract as scheduled	1	2	3	4	5	6	7	8	9	10	
Support vessel	1	2	3	4	5	6	7	8	9	10	

Matrix for Rating				
Poor	Average	Good	Very Good	Excellent
1-2	3-5	6	7-8	9-10

Any suggestions / comments for improvement

Signature of Customer

Date: