

**MORMUGAO PORT TRUST**  
**MARINE DEPARTMENT**

Ref. No.: DC/S(21)/2017/12

Date: 8<sup>th</sup> May, 2017.

HARBOUR NOTICE NO. 12 (TEMP) 2017

**RE: MONSOON SHIPPING (21<sup>st</sup> MAY TO 15<sup>th</sup> SEPT)**

- Harbour Notice No. 10 (TEMP) 2017 under reference No. DC/S-(21)/2017/10 dated 27/04/2017

During the coming monsoon season incoming and outgoing vessels should follow as mentioned below:

1. Ships will be moored at the dolphins with at least six head ropes and six stern ropes of suitable size and strength appropriate for the size of the vessel. These ropes shall be of polypropylene or other synthetic material, which floats on water. Ship's anchors may or may not be used depending on the prevailing weather conditions and size of the vessel. It may be noted that during adverse weather conditions, the vessel may have to be moved from the Mooring Dolphins to any suitable berth, if available, to complete her cargo operations. However, if the berth is not available, the vessel may have to be shifted to outer anchorage till weather conditions improve or till a berth is made available.
2. (i) In view of the cyclonic weather conditions, number of anchorages East of Breakwater will depend on the available space on the day in question.  
(ii) For the same reason, all concerned are hereby requested to adhere to the recommended lengths in their own interest.
3. Allotment of mooring dolphins will be decided after consideration of the following points:
  - i) The date of arrival/commencement of loading/discharging
  - ii) Expected loading/discharging rate and type of cargo
  - iii) Type of loading/discharging gear on board the vessel

It is normally expected that after consideration of these three points, when a vessel is allotted mooring dolphins, she should endeavor to complete her loading/discharging at the earliest. However, if any specific difficulty is experienced in allotting mooring dolphins for a particular vessel, final decision in consultation with all concerned would be taken at the berthing meeting on the day in question.

4. During monsoon season vessels will NOT be brought to the turning basin just for the purpose of "clearing".

Only vessels coming from Yellow Fever area which cannot obtain radio pratique, and vessels having dire emergency may be brought to the turning basin, provided other ship movements are not hampered. Vessels so brought should endeavor to move out in the shortest possible time so as to avoid delay to other shipping movements.

Agents should notify owners to ensure enough water and provisions are provided to the ship at previous port to take care of any expected/unexpected berthing delays at this Port.

5. Night navigation will be carried out normally subject to weather conditions for vessels up to LOA 235m.
6. West of Breakwater loading may be permitted beyond 20<sup>th</sup> May, 2017. However, the barges operating West of Breakwater will be at the risk of the owner and/or the Master of the barges and they will have to obtain prior approval of the Capt. of Ports subject to the following:
  - i) Barges that may be used for loading/discharging West of Breakwater should have been assigned G.I. Load Lines; alternatively barges which are classified with any of the recognized classification society and having load lines marked on the sides, may also be used.
  - ii) All above mentioned barges will take a load which is not in excess of two-thirds of their normal capacity and the cargo should be evenly distributed in two or three heaps depending on the length of the cargo hold. No gap should be left between heaps or between heap and athwart ship bulkhead.
  - iii) Barges going West of Breakwater shall not enter the main marked channel and shall navigate north of the channel only. Failure to follow these instructions will debar the barge from utilizing this facility.
  - iv) Barges proceeding West of Breakwater will be manned by persons holding certificate of competency as per requirement of I.V. Act and no deviation from the Act, will be permitted.
  - v) Masters of barges must take cognizance of prevailing weather conditions and observe prudent safe practices of seamanship.
  - vi) No craft shall ply west of breakwater (a) when a storm warning signal indicating the bad weather is displayed from the Port Signal Station and (b) when signals are displayed on the Signal Station all the crafts operating west of breakwater shall return immediately to the Inner Harbour for safety and shall not return to outer roads until the signal is lowered. For this purpose, storm warning local signal cautionary will be used, i.e. to indicate that the Port is threatened by squally weather. During the day, one cone shape black in colour, (cone downwards) & for the night, all round white and red lights with white light on top and red below will be used.

Cargo operations west of breakwater beyond 20<sup>th</sup> May, may be permitted by the Deputy Conservator, MPT on a day to day basis, after studying meteorological reports and local weather conditions. Deputy Conservator will indicate the final closure of cargo work west of breakwater for the duration of the monsoon period at a later date.

DEPUTY CONSERVATOR

To: **All Shipping Agents / Shippers / Barge Owners/  
Launch Owners / Insurance Companies / All concerned.**

c.c. to: Head Signaller cum RTO : Please advise Signaller-cum-RTO to inform the above message to all the Ships calling at this Port and proper entries should be made in the Shipping Log Book.

c.c. to: Dy. Chairman/Chairman's table

c.c. to: DC/ P&MS Division/FA&CAO/Commander CISF/CE/CME/TM/Secretary/CMO  
All Pilots/HM/CO(SS)/Port Signal Station/Pilot Room/MS/CO(PR)/SE(M)/SO(M)