

**ANNEXURE - V**

**PASSAGE PLAN**

Date: \_\_\_\_\_

Berthing / Un-berthing of MV \_\_\_\_\_ From \_\_\_\_\_ To \_\_\_\_\_

Name of the Pilot: \_\_\_\_\_ Name of the Master: \_\_\_\_\_

Alongside: Port / Starboard

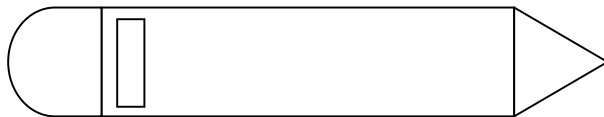
Tide			Wind		Swell	
	Time	Height(m)				
HW			Direction		Direction	
LW			Speed (Knots)		Height (m)	

The following has been discussed between the pilot and the Master of the vessel and has been mutually agreed upon:

Tug Arrangement:

Mooring Arrangement:

Name of the Tug	Position	Bollard Pull (Tons)	Name of Line	No. of Lines	Bollard No.



(Tug position to be marked by pilot)

## INTEGRATED MANAGEMENT SYSTEM FORMATS MANUAL

1. Tides, currents, minimum depths and minimum under keel clearance in the channel and at berth.
2. Master confirms that Navigation Equipments, Main Engine & Machinery, Steering Gear, Mooring Equipments are tested prior arrival to pilot station and are in working condition.
3. Master has notified the pilot of any defects, special conditions or peculiarities such as defective equipments, lines or gear that might impose special hazards in connection with handling mooring and / or loading / unloading of cargo.
4. Pilot will refuse to berth any vessel with unsatisfactory equipments. Full main engine power must be available for maneuvering ahead and astern.
5. Anchors to be in state of readiness for use. Both anchor stoppers must be in place to prevent accidental release of anchors while transiting the channel.
6. The loaded vessels will generally berth starboard side while vessels coming in ballast will turn around at Turning Basin and will berth portside.
7. Tugs will join the vessel between Buoy No. 15 & 16 and will be made fast by tugs lines. Normally three tugs are used i.e. one at break of forecastle, one forward of the break of accommodation and one on standby.
8. At berth bollards are placed at 24 meters apart.
9. The vessel is required to provide mooring arrangement of 3 - 6 - 2 / 3 - 4 - 2 / 3 - 3 - 2 lines forward and aft. No mixed moorings allowed.
10. The Vessel shall pass one spring line each from forward and afterward with the help of heaving line and messenger line. Second spring line can be passed after the Vessel is positioned on the berth. One mooring boat is available for use during mooring operation. However, normally mooring operation is carried out with heaving line only.

**Signature:**\_\_\_\_\_  
**Pilot**\_\_\_\_\_  
**Master**