



Date :

F- 148(17)

To,
The Master
MT.
MUNDRA PORT

Dear Captain,

We welcome you and your crew to Mundra Port.

- A. For your information we enclose the following documents.
- SPM Terminal information Booklet.
 - Tide Table for current month.
- B. You are requested to duly sign and return the following documents.
- Inward Pilotage certificate
 - Indemnity Letter
 - Ship shore information exchange
 - Arrival report form with vessel particulars
 - Feed back form

1. RESPONSIBILITY :

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

2. SAFETY & POLLUTION :

Before commencement of operations, all Safety Check-lists as per appendix – A, to be completed by Master:
i) Pilot passage plan – Berthing ii) Check list 1 – Before operations commence iii) Check list 2 – Before approach and mooring iv) Check list 3 – Before cargo transfer v) Ship / terminal safety check list vi) Tanker time sheet vii) Check list 4 – Before unmooring viii) Pilot passage plan – Un-berthing.

3. NON- COMPLIANCE :

Any non-compliance or infringement of the Check-list by the vessel may result in operations being suspended and the vessel ousted from the berth. All time, charges, delays arising from such an event will be to the account of the vessel.

4. 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 arrest, so please ensure your fullest attention to these matters.

We hope you have a pleasant stay.

Yours truly,
For MPSEZ

AUTHORISED SIGNATORY

To
The Chief Executive Officer
Mundra Port & Special Economic

**MUNDRA PORT & SPECIAL ECONOMIC ZONE LTD.**

(Formerly known as Gujarat Adani Port Ltd.)

Marine Terminal, Post Bag No. 1, Mundra - 370421, Kutch, Gujarat (India),

Tel: + 91-2838-289221/371, Fax : + 91-2838 - 289170/ 270, E-mail: marine.control@portofmundra.com.

Website – www.mundraport.com

Regd. Office : "ADANI HOUSE", Nr. Mithakhali Circle, Navrangpura, Ahmedabad 380 009 (India).

F- 149(17) .02



Zone Limited (MPSEZL),
Mundra – Kutch - Gujarat (India)

Subject: Conditions for use of facilities at Mundra Port.

Dear Sir,

I, Capt. Master of MV / MT (name of the vessel) registered in (country) and owned / operated by (owner / operator of the Vessel) having arrived within the limits of MUNDRA PORT, INDIA on at Hrs., hereby agree that:

- 1) I have read the rules governing the entry into and usage of facilities at Mundra Port and I agree to abide by the same.
- 2) I shall be responsible for managing the 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 and the like.
- 3) MPSEZL nor its servants, agents, suppliers or contractors shall be responsible for any loss, damage or delay arising in consequence of any service and/or assistance / advice / instructions given in respect of the vessel, whether by way of pilotage, berthing facilities, the provision of navigational aids or facilities including buoys or otherwise. I shall remain solely responsible on behalf of the Owner/Operator / Charterer for the safe navigation of his vessel and vessel's safety while lying alongside berth.
- 4) While Mundra Port endeavors that the berth, premises, facilities, gears / equipments, tugs / crafts made available or deployed for vessel's operation are safe and at all times suitable for the intended use, no guarantee of such safety or suitability is given by MPSEZL and 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 / Operator / Charterer or her cargo or any part there of whether such cargo is being handled at the time of loss or not by whosoever or howsoever caused.
- 5) I agree to hold MPSEZL harmless from any loss, damage or delay, whatsoever arising from similar incidents howsoever caused by a third party or to a third party by the vessel, her crew or her Owner / Operator / Charterer or their agents and servants.
- 6) If in the opinion of MPSEZL the vessel is responsible for wreck, grounding or otherwise becomes an obstruction in whole or part or not or danger to the Port or the approaches thereto and the Owner / Operator / Charterer fails to remove such obstruction within stipulated time given by MPSEZL, it shall be empowered to take requisite steps it may deem necessary to remove said obstruction or danger and any expenses arising therefrom shall be recoverable from the vessel, OWNER / OPERATOR / CHARTERER / AGENT at the time of accident / incident causing such obstruction or danger. The Master or his deputy shall at all times be ready to remove the vessel when reasonably ordered to do so by MPSEZL in the interest of safety or alternate use of the Port / Berth.
- 7) I agree to hold MPSEZL harmless from and against any and/or all losses, claims, damages, liabilities, fees, expenses and disbursements (including the fees, expenses and disbursements of any Legal counsel) including any of the foregoing suffered by the Company, (collectively the "Losses") incurred by the Company on account of any acts of omissions and commissions during our stay in the Mundra Port.
- 8) This agreement shall be governed by the laws of India and without any reference to the principles of conflicting laws, Indian Courts shall have the jurisdiction to try and entertain disputes arisen out of this agreement.
- 9) I hereby agree that should any proceedings be brought against me or my Ship in relation to its entry and use of Mundra Port, no sovereign or immunity from such proceedings, execution, attachment or other legal process shall be claimed by or in behalf of me or the Ship-Owner or any of our assets. To the extent permitted by law, I waive right of sovereign immunity, which me, my ship or assets of the ship owner(s) now have or may acquire in future.

Signature:

Name: Capt.

VESSEL MASTER / CAPTAIN (with Seal)

For and on behalf of

Date :

F- 150(17)

To,
The Master

MT.
AT SPM Terminal



MUNDRA PORT & SPECIAL ECONOMIC ZONE LTD.

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Marine Terminal, Post Bag No. 1, Mundra - 370421, Kutch, Gujarat (India),

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MUNDRA PORT

Dear Captain,

You are requested to complete the Ship / Shore Information Exchange prior to commencement of the discharge operations.

The Hose connection and the subsequent monitoring of the Hoses & Valves will be the responsibility of the Vessel, however MPSEZ will provide staff to assist the vessels crew in the hose connection and disconnection activities.

The Master to ensure the following during the vessels stay at the SPM.

01. A responsible Officer to supervise the Pilot Boarding / Disembarking and Tanker Gear pick up / dropping arrangements.
02. A responsible Officer to supervise the Hose connection and disconnection activities.
03. A person to be posted at the Bow to monitor the SPM position and report same at regular intervals.
04. A person to be posted at the Manifold to monitor the Hoses.
05. Vessel to compare the Hourly Discharge figures with the shore figures.
06. Prior to stopping discharge for any reason vessel to inform the Terminal of the same.

SHIP / SHORE EXCHANGE:

SHIP INFORMATION		SHORE CONFIRMATION	
CARGO ON BOARD B/L		CARGO QTY TO DISCHARGE	
INITIAL DIS RATE		INITIAL DIS. RATE	2000 M3
MAX DIS RATE		MAX DIS. RATE (WHICHEVER IS REACHED EARLIER BETWEEN DISCHARGE RATE AND MANIFOLD PRESSURE)	8000 M3
MAX PRESSURE OF LINES		MANIFOLD PRESSURE	MAX. 12 BARS
MANIFOLD NOS		SHORE LINE	15.447 KM
CRANE SWL		VOL. OF HOSE	17245.854 M3
CRANE OUTREACH		SHORE LINE SIZE	48"
NO OF PUMPS		HOSE SIZE	16"
PUMPS CAPACITY		NO OF HOSES	2
STRIPPING TIME			

WARNING: IT IS OF UTMOST IMPORTANCE THAT AT NO TIME WHATSOEVER SHOULD AIR BE PUMPED INTO THE LINE.

.....
Pilot

.....
Master

PREAMBLE

The operation of the **MUNDRA PORT & SPECIAL ECONOMIC ZONE - SPM TERMINAL** is subject to various regulatory requirements as may be applied by internationally recognised bodies such as ISGOTT, MARPOL, OCIMF and by the Government of INDIA and The Gujarat Maritime Board in whose jurisdiction the SPM is located. The **MUNDRA PORT** has the responsibility to ensure that all applied regulations are enforced and complied with. The Master of the visiting tanker has the responsibility to ensure enforcement and compliance of such regulations as they apply to his vessel.

INTRODUCTION

This SPM operation manual is intended for the guidance of vessels which intend to use the SPM facility at Gujarat Adani Port Ltd., Mundra.

Whilst every efforts has been made to be accurate, Gujarat Adani Port Ltd., does not accept any responsibility for any omissions in the booklet or the consequences of any action by any person/ s which may arise from any omission or inaccuracy of information contained in this booklet.

This booklet is intended solely as a guide and Masters are kindly requested to pass on any information which does not appear in this booklet and which they consider may be useful to other tankers using this facility.

This manual provides information and instructions with respect to the operation of the SPM TERMINAL

The manual provides specific information regarding:

1. LOCATION OF THE TERMINAL
2. ARRIVAL ADVICE
3. ANCHORAGES
4. GOVERNMENT / CUSTOMS DOCUMENTATION
5. COMMUNICATIONS
6. APPROACH CHARTS
7. INSTRUCTIONS TO THE SHIPS MASTERS
8. PILOT / PERSONNEL / OFFICIAL TRANSFER PROCEDURES
9. HOSE CONNECTION EQUIPMENT TRANSFER PROCEDURES
10. VESSEL REQUIREMENTS
11. MOORING OPERATIONS
12. HOSE CONNECTION
13. REQUIREMENTS DURING VESSELS STAY AT THE SPM
14. SHORE LEAVE
15. CARGO TRANSFER OPERATIONS
16. HOSE DISCONNECTION
17. UNMOORING OPERATIONS

18. SAFETY AND RELATED REQUIREMENTS

19. EMERGENCY PROCEDURES

20. Appendix – A

Specific attention is directed to the check lists (Appendix A) which are designed to ensure that all operations involving visiting Tankers commences, proceeds and ends in conditions of complete preparedness and safety.

All Visiting Tankers shall, upon arrival, complete the terminal questionnaire (Appendix A) and the Master is required to sign the “Conditions of use of the Mundra Port & SEZ, SPM TERMINAL facilities”.

1. LOCATION OF THE SPM

Mundra Port & Sepecial Economic Zone Ltd., owns and operate this Terminal located in the Gulf of Kutch on the West Coast of India.

The SPM Terminal is located at - 22° 40.65' N 069° 39.28' E, in a Water Depth of 32 mtr

2. ARRIVAL ADVICE (7 - 5 - 3 - 2 - 1 DAY NOTICES)

The vessel is required to give 7, 5, 3, 2 and 1 Day notice before arrival. All communications should be marked to “SPM In charge – Port Operation Centre – Mundra Port “.

ISPS arrival information to be sent 24 Hrs in advance prior arrival of the vessel.

The COMMUNICATION details are as follows:

E-MAIL - [portopscenter@portofmundra.com]

TEL NOS. +91 - 2838 – 289371 / 289372

MOB. - +91 – 9825000949

FAX NOS. +91- 2838 – 289270 / 289170

3. ANCHORAGES

All tankers arriving at Mundra Port & SEZ - SPM TERMINAL for discharging / loading should anchor at the designated anchorage area. Anchorage area is bounded by following co-ordinates:

A) 22° 38.61' N 069° 38.96' E, **B)** 22° 38.61' N 069° 42.03' E **C)** 22° 37.48' N 069° 42.03' E, **D)** 22° 37.48' N 069°38.96' E.

4. GOVERNMENT / CUSTOMS DOCUMENTATION

- a) Voyage Memo
- b) Last Port Clearance
- c) Crew List
- d) Personnel Property List
- e) Bond Store List

- f) Ship's Store List (Provision, Deck & Engine)
- g) Ship's/ Crew Currency
- h) Ship's Property List
- i) Declarations – Arms, ammunition, Passenger, Narcotics, Animals & Birds
- j) Maritime Health Declaration
- k) Copy of Manifest/ Bill of Lading, Load Port ullage report

5. COMMUNICATIONS

Mundra Port Control is manned round the clock and to be communicated on following:

VHF Ch – 16 / 73.

Ph. No. – 02838 – 289221, Mob.- 9825228673

E mail – marine.control@portofmundra.com , marine.control@mundraport.com

6. APPROACH CHARTS

Indian Hydrographic Charts – 2079, 2021, 2068 & 2080.

British Admiralty – 43.

7. INSTRUCTIONS TO THE SHIP'S MASTERS

It is of utmost important keeping in mind strong currents which may be prevailing specially during spring tides, when the rate may be 3 to 4 Knots. Masters to ensure the speed over ground is kept to a minimum during the personnel transfer. Masters should also ensure that the vessel does not come closer than 2 miles to the SPM unless the Pilot is on board.

8. PILOT / PERSONNEL / OFFICIAL TRANSFER PROCEDURES

Pilot boarding arrangements to be in conformity with SOLAS Chapter – V Regulation 17. A good lee to be made on the port side of the vessel for pilot boarding. Strong winds up to 25 knots or more are encountered during the south west monsoon season and sufficient care to be taken during personnel transfer.

9. HOSE CONNECTION EQUIPMENT TRANSFER PROCEDURES

Hose connection equipment will be transferred onto the tanker along with the Pilot. Hoses are connected on the Port side Manifold of the ship. The tanker hose connection gear will be lifted & stored on the Port side. Vessel to ensure a good lee is provided so as to enable safe handling of the tanker hose connection gear. A responsible officer will have to supervise the operation.

10. VESSEL REQUIREMENTS:

Max. DWT	360,000 Tons
Min. DWT	70, 000 Tons



Max. Draft	As per Deep Water route to Gulf of Kutch
Min. Draft	As required by MARPOL
Max. LOA	348 m
Min. LOA	185 m
Beam	65 m
General Compliance of vessels	As per OCIMF
Bow Mooring Arrangements	2 Nos Chain stoppers (tongue type / hinge bar type only), capable of accepting 76mm chain and with SWL 200 MT (Valid certificate to be provided).
Bollard strength at Stern	Min 56 Tons.
Manifold Crane	SWL 15 Tons
Cargo Manifold size	16" x 2 Nos.
Max. flow rate	8000 m ³ per hour
Max. pressure at manifold	12 Bar
Vessel should maintain min 30 % Summer DWT at all times.	

11. MOORING OPERATIONS

Before commencing mooring operations the entire procedure for the mooring to be discussed with the master and agreed. The relevant check lists to be signed and confirmed to the Port Control station in the affirmative and only then the mooring operation will commence.

The vessel is to provide two nos. mooring ropes - polypropylene / nylon in good condition, one set at the stern and the other two nos. ropes at the starboard shoulder. The vessel also to have ready on the forecastle on both the sides the drum empty for reeling in the pick-up rope and the messenger line from the SPM. A messenger line from each drum is to be passed through the chain stoppers, and from the closed fairleads and hung outside 1 meter above the water level on either side of the bow.

The pilot will make fast the pull back tug with the help of the ships mooring lines at the stern. Once the stern tug has been made fast the pilot will proceed in a controlled manner up to the SPM and when the vessel is about 1 mile off SPM the starboard shoulder tug will be made fast, again with the help of two ships lines. As the berthing is carried out only when the current picks up, the vessel will approach the SPM stemming the tide at all times and keeping the hoses on the port side of the tanker. When the vessel is about 350 mtrs from the SPM, the zodiac will attach the SPM messenger line to the tanker messenger line on the port side first and then immediately repeat the procedure on the starboard side of the tanker. The pilot will then proceed up to the SPM very slowly, and continuously reeling the messenger line first and then the 80 mm dia pick up line. The length of the messenger line attached to the SPM pick up line is about 170 mtrs and the length of the pick up line is about 125 mtrs. As soon as the vessel is secured to the SPM the pilot will monitor the load on the telemetry system for 5 minutes and once the loads have stabilized only then proceed for hose connection.

12. HOSE CONNECTION

The hoses will be connected on the port side of the tanker. The SPM hoses terminate in 2 nos 16inch diameter flanges. The length of the hoses is 325 mtrs outer string and 320 mtrs inner string. The hose connection will be carried out by the hose connection crew provided by the terminal. The chief officer has to inform Pilot for the manifold intended to be used. However a responsible officer should be present during the entire hose connection operation till it completes. The procedure followed here is quite straight

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forward, the boom is swung out and the hook lowered to the water level, the diver who is in the water at that time will connect the hook to the lifting ring and then clear off. The hose will then be heaved up and made fast, the inner hose will be made fast to the forward manifold and the outer hose made fast on the aft manifold in that order. The same procedure will be repeated for the second string. After the connection is completed the ships manifold valves will be opened. The SPM valves will then be opened up and the line up will be completed.

13. REQUIREMENTS DURING VESSELS STAY AT THE SPM

All vessels to have an approved shipboard oil pollution emergency plan as per MARPOL 73/78. It is the master's sole responsibility to ensure that no oil of any kind is pumped or spilled overboard from his vessel. All overboard discharge valves should be closed and scuppers plugged tight before commencement of cargo operations.

14. SHORE LEAVE

Shore leave is permitted subject to immigration clearance. However sufficient staff to be kept onboard to ensure, operations are carried out safely. Crew change facility is available subject to immigration / customs clearance.

15. CARGO TRANSFER OPERATIONS

On getting clearance from the IOCL control room, the pumping will have to be started initially at a slow rate and once confirmation of receipt is given then pumping at maximum rate can be carried out. There is a terminal limitation of 12 bars pressure at the manifold or 8000 m³ / hour whichever is reached earlier.

16. HOSE DISCONNECTION

The tanks to be gauged after completion of cargo and once clearance from IOCL is obtained only then the hose disconnection will be commenced. The hoses will be disconnected and looped so as to enable the tanker to cast off safely.

In case the loops cannot be made due to inclement weather then the following procedure will be followed. The hoses will be disconnected and lowered to the water level and secured at the manifold with the help of a messenger line. After the vessel disconnects the chain and has moved a sufficient distance from the SPM the outer hose string will be released first and then the inner string will be released. This will prevent the hoses entangling with the vessels propeller.

17. UNMOORING OPERATIONS

Unmooring operations will commence only after the approval of the IOC boarding officer. The pilot will explain the entire unmooring procedure to the captain and sign the checklist. The Port Control will be informed of the same and then the unmooring operations will commence. A responsible officer to be stand by forward for the unmooring operations. The chain will be slackened off by giving a touch ahead on the engines and then the chains will be released, the starboard one first and immediately followed by the port chain. The vessel will then fall back in a controlled manner continuously slackening the pick up rope. Once the vessel has cast off the lines and is well clear of the SPM then the aft tug will be cast off and released.

18. SAFETY AND RELATED REQUIREMENTS

Specific attention is directed to the check lists (Appendix A) which are designed to ensure that all operations involving visiting Tanker commence, proceed and end in conditions of complete preparedness and safety.

All Tankers upon arrival shall complete the terminal questionnaire (Appendix A) and the Master is required to sign the "Indemnity Letter" for use of the **Mundra Port & SEZ Ltd., SPM Terminal** facilities.

19. EMERGENCY PROCEDURES

The following events constitute cause for a system emergency shutdown and termination of pumping operations. SPM Pilot has been designated as On- scene Co-ordinator for handling emergencies at SPM and handling emergencies connected with the tanker.

- Hull Damage, MPDU Seal Leakage, Cargo Pipework Leakage
- Failure of Mooring system
- Personnel Injuries, Cargo related injuries, Evacuation of Sick and Injured Personnel.
- Fire on SPM
- Fire on Tanker
- Oil Pollution on Tanker
- Oil Pollution due to rupture / leakage of Floating or under Buoy Hoses
- Non availability of Tanker Main engine.

Hull damage, PDU Seal Leakage, Cargo Pipeworks Leakage

Any problem that causes the buoy to become out of trim (75mm floating without hawser load) shall be the cause for the suspension of cargo transfer operations.

Following are the possible leakage sources :

1. Through compartment hatch, in case same not fixed properly or left open by mistake during adverse weather.
2. SBM Compartment structural breach due to accidental collisions with vessels.
3. Water leaking past the PDU mounting bolts or deck bearing mounting flange (Central chamber only).
4. Buoy central compartment filled with cargo from leaking valves or fittings.
5. Cargo leakage at any point along the buoy piping (Valves, flanges, vents etc.)
6. Cargo leakage from the PDU (Past secondary seals and spilling onto buoy deck)

Action to be taken

1. Stop the transfer of cargo (shut down all pumps), inform Port Control & IOC.
2. Duty officer on telemetry watch at Port Control will close 24" and 48" PLEM valves from MTU. If due to some reason PLEM valves do not operate then advice Diving supervisor at SPM maintenance vessel (Tug Dolphin No.5) to shut the 24" and 48" PLEM valves locally from SPM Telemetry compartment after boarding SPM by inflatable rubber boat.
3. Inform tankers duty officer/ SPM shift officer to shut tankers cargo manifold valves and hose end butterfly valves on the tanker side.
4. If the buoy compartment becomes filled with water or cargo product, it should be pumped out to the extent possible by the maintenance vessel staff and the source of leakage determined and rectified.
5. Contaminated seawater (cargo product mixture) should be pumped into maintenance or support vessel.
6. Take adequate fire fighting measures on the SBM due to above problems by SBM maintenance vessel and support vessels
7. If SBM maintenance vessel staff unable to rectify the above sources of leakage in the shortest possible time, than tanker should vacate the berth.
8. Advise ships duty officer / SBM shift officer to organize tankers crane. Take the weight of hoses and disconnect the hoses from the tanker, and depending upon the degree of emergency, secure the hose end blind flange in place.
9. Start ship's engine, order pullback tug to standby.
10. Advise ship staff, SPM shift officers to lower hoses rapidly to the water and release as tanker gathers sternway.
11. Unmoor the tanker.
12. Back the tanker out.

Failure of Mooring System

Failure of any part of the Mooring system including any hawser, chafe chain or shackle etc while moored would force the tanker to abandon the SPM immediately. Under these circumstances the tanker shall leave the SPM as soon as the floating hoses are disconnected.

Action to be taken

1. Stop the transfer of cargo (shut down all pumps), inform Port Control and IOC
2. Duty officer on telemetry watch at Port Control will close 24" and 48" PLEM valves from MTU. If due to some reason PLEM valves do not operate then advice diving supervisor at SPM maintenance vessel to shut the 24" and 48" PLEM valves locally from SPM telemetry compartment.
3. Inform tanker's duty officer / SBM shift officer to shut tankers cargo manifold valves and hose end butterfly valves.
4. Advise ships duty officer / SBM shift officer to organize tankers crane. Take the weight of hoses and disconnect the hoses from the tanker manifold.
5. Swing hose outboard, lower rapidly to the water and release.
6. Start ship's engine, order pullback tug to standby.
7. Unmoor the tanker.
8. Back the tanker out.



Personnel Injuries, Cargo related injuries, Evacuation of Sick and Injured Personnel

Any personnel injuries caused to ships crew, Port staff while mooring, Unmooring of tanker at the SPM, also cargo related injuries during un-loading of cargo as well as connection / disconnection of hoses, should receive proper First Aid and Medical attention. SBM tanker and support vessels should have adequate medicines stocked as per International Ships Medicines Chest. SBM tankers should have adequate numbers of 'Personnel Protective Gear' comprising of Protective suit, face mask, rubber gloves, boots to guard the personnel against cargo related injuries due to corrosive action of liquid cargoes. Support vessel should also have stock of proper medicine for treating cargo related injuries. For serious injuries to ships crew/ Port staff, arrangements should be made for evacuation of personnel at the earliest.

Action to be taken

1. Provide first aid to injured personnel (Ships staff, Ports staff, Maintenance vessels staff)
2. In case of serious injury to personnel, inform Port Control and transfer the injured personnel ashore for further medical attention.

Fire on SPM

Action to be taken

1. Stop the transfer of cargo (shut down all pumps), inform Port Control and IOC
2. Duty officer on telemetry watch at Port Control will close 24" and 48" PLEM valves from MTU. If due to some reason PLEM valves do not operate then advise diving supervisor at SPM maintenance vessel to shut the 24" and 48" PLEM valves locally from SPM telemetry compartment after boarding SPM by inflatable rubber boat.
3. Inform tanker's duty officer / SBM shift officer to shut tankers cargo manifold valves and hose end butterfly valves. Simultaneously fire on the SBM should be fought with the help of fire extinguisher available on the SPM and fire fighting equipment available on the tanker and support vessel.
4. Advise ships duty officer / SBM shift officer to organize tankers crane. Take the weight of hoses and disconnect the hoses from the tanker and depending upon the degree of emergency, they must secure the hose end blind flange in place.
5. Start ship's engine, order pullback tug to standby.
6. Advise ship staff, SPM shift officers to lower hoses rapidly to the water and release as tanker gathers sternway.
7. Unmoor the tanker.
8. Back the tanker out.

Fire on Tanker

Action to be taken



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1. Stop the transfer of cargo (shut down all pumps), inform Port Control and IOC.
2. Duty officer on telemetry watch at Port Control will close 24" and 48" PLEM valves from MTU. If due to some reason PLEM valves do not operate then advice diving supervisor at SPM maintenance vessel to shut the 24" and 48" PLEM valves locally from SPM telemetry compartment after boarding SPM by inflatable rubber boat.
3. Inform tanker's duty officer / SBM shift officer to shut tankers cargo manifold valves and hose end butterfly valves. Simultaneously fire on the tanker should be fought by tankers shipboard staff as per tankers fire fighting procedures. Any assistance required by the tanker for fire fighting should be given by support vessel.
4. Advise ships duty officer / SBM shift officer to organise tankers crane. Take the weight of hoses and disconnect the hoses from the tanker and depending upon the degree of emergency, they must secure the hose end blind flange in place.
5. Start ship's engine, order pullback tug to standby.
6. Advise ship staff, SPM shift officers to lower hoses rapidly to the water and release as tanker gathers sternway.
7. Unmoor the tanker.
8. Back the tanker out.

Oil Pollution on Tanker

Action to be taken

1. Stop the transfer of cargo (shut down all pumps), inform Port Control and IOC.
2. Duty officer on telemetry watch at Port Control will close 24" and 48" PLEM valves from MTU. If due to some reason PLEM valves do not operate then advice diving supervisor at SPM maintenance vessel to shut the 24" and 48" PLEM valves locally from SPM telemetry compartment after boarding SPM by inflatable rubber boat.
3. Inform tankers duty officer/ SPM shift officer to shut tankers cargo manifold valves and hose end butterfly valves on the tanker side.
4. Simultaneously tanker should contain oil pollution on its deck due to overflow of cargo tanks, or leakage from cargo pipe lines by continuously transferring the spilled oil into empty cargo tanks / slop tank by means of Weldon pump to prevent oil going overboard from the raised side deck plate. Also tanker must use adequate saw dust, oil absorbent mats, and oil dispersant to contain pollution and tanker must comply with her approved SOPEP manual. Adequate fire fighting pre cautions should be taken by tanker and support vessels during oil spillage control on tanker.
5. If the tanker is able to contain oil pollution by above means as mentioned in serial no.3, than discharging can be started only after assessing loss of cargo in consultation with Port/ IOC.
6. If the oil pollution is due to leakage from tankers cargo pipe lines or its associated flange connections cargo pumps, expansion joints etc. Which cannot be rectified in the shortest possible time, than the tanker must be cast off from SBM for the safety of SBM installation, and re-moored again only after above defects are rectified.

Oil Pollution due to Rupture / Leakage of Floating or Under buoy Hoses

Action to be taken



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1. Stop the transfer of cargo (shut down all pumps), inform Port Control and IOC. Inform tankers duty officer/ SBM shift officer to shut tankers cargo manifold valves and hose end butterfly valves on the tanker side.
2. Duty officer on telemetry watch at Port Control will close 24" and 48" PLEM valves from MTU. If due to some reason PLEM valves do not operate then advice diving supervisor at SPM maintenance vessel to shut the 24" and 48" PLEM valves locally from SPM telemetry compartment after boarding SPM by inflatable rubber boat.
3. SPM support vessel and maintenance vessel to immediately man their fire monitor and fire fighting equipment.
4. Start ship's engine, order pullback tug to standby.
5. Advise ship staff, SPM shift officers to lower hoses rapidly to the water and release as tanker gathers sternway.
6. Unmoor the tanker.
7. Back the tanker out.
8. Advise Port Officer (GMB) Mandvi/ Traffic inspector (GMB) Mundra, Coast Guard Station, Vadinar/ Porbander giving details of oil pollution and actions taken to contain same.

Non availability of Tanker's Main Engine.

Action to be taken

1. SPM Pilot to assess the situation. If fair weather and small amount of cargo complete the discharging operation. In all other cases ship to stop the transfer of cargo and cast off in consultation with Port Control.
2. Inform Port control / IOC. Inform tankers duty officer/ SBM shift officer to shut tankers cargo manifold valves and hose end butterfly valves on the tanker side.
3. Unmoor and tow the tanker with the help of pullback tug and anchor the tanker in a safe location.