

Notice To Mariner No. 74

SUBJECT : TANKERS CALLING AT PORT OF FUJAIRAH & FUJAIRAH OFFSHORE ANCHORAGE AREA SAFETY, MOORING & UNMOORING INFORMATION & REGULATION

Further to our Notice to Mariner Nos. 55 & 71, please find below the Information & Regulation for vessels calling at P.O.F & F.O.A.A.,

I Definitions

C.A.L.M	:	Category Anchor Leg Mooring.
D.W.T	:	Dead Weight Tonnage - The weight capacity of ship in Tons.
F.O.A.A	:	Fujairah Offshore Anchorage Area.
H.M	:	Harbour Master. The person appointed by Fujairah Port Authority to execute on its behalf, the duties of the Harbour Master and shall include his assistance or subordinates who are, or any be, duly authorised to act on behalf.
H.W	:	Hot work. The work involving sources of ignition or temperatures sufficiently high to cause the ignition of a flammable gas mixture. This includes any work requirement, below torches, some power driven tools, portable electrical equipment which is not intrinsically safe or contained within an approved explosion proof housing and internal combustion engines.
I.C.S	:	International Chamber of Shipping.
I.G	:	Inert Gas.
I.M.O	:	International Maritime Organisation.
I.S.M Code	:	International Safety Management Code.
I.T.F	:	International Transport Federation.
I.S.G.O.T.T	:	International Safety Guide for Oil Tankers and Terminals.
L.O.A	:	Length Overall.
MARPOL	:	International Convention for the Prevention of Pollution from Ships, 1973, as modified.
Nautical Miles	:	1,852 metres.
N.O.R	:	Notice of Readiness
O.B.O	:	Ore/Bulk/Oil
O.C.I.M.F	:	Oil Companies International Marine Forum.
Pilot	:	Mooring - Loading Master.
Port Authority	:	Fujairah Ports Authority.
P.O.F	:	Port of Fujairah.
P.C	:	Port Control. The offices responsible for all vessel traffic movements within Port and its Oil terminals and the

	implementation of the Harbour Master's instructions pertaining to the management of the Port.
P & I Club	: Protection and Indemnity Insurance Provider.
Pour Point	: Lowest temperature at which petroleum oil will remain fluid.
Responsible Officer	: A person appointed by the employer or the master of a vessel and empowered to take all decisions relating to a specific task, having necessary knowledge and experience for that purpose.
S.B.T	: Segregated Ballast Tanks.
S.D.W.T	: Summer Dead Weight Tonnes.
Significant Wave Height	: This refers to the average wave height to the largest one third of the waves.
SOLAS	: International Convention for the Safety of Life At Sea, 1974 and amendments.
S.P.M	: Single Point Mooring.
SWL	: Safe Working Load.
Tank Washing	: Tank cleaning include water washing on the SPM.
V.E.F.T	: VOPAK ENOC Fujairah Terminal.

II General

- 1- Tankers calling at Port Terminals or F.O.A.A. must comply with MARPOL and SOLAS and vessel's all documents and following Certificates must valid and available onboard.
 - a) Load Line Certificate.
 - b) Cargo Ship Safety Construction Certificate.
 - c) Cargo Ship Safety Equipment Certificate.
 - d) Cargo Ship Safety Radio Certificate.
 - e) Civil Liability Certificate issued from flag state (issued in accordance with provisions of International Convention on Civil Liability for oil pollution damage 1992).
 - f) The International Oil Pollution Prevention (I.O.P.P) Certificate.
 - g) Ship's Register Certificate.
 - h) Classification Certificate (Hull & Machinery).
 - i) De-ratting Certificate.
 - J) ISM Certificate.
 - k) Oil Record Book.
 - l) Shipboard Oil Pollution Emergency Plan.
- 2- All equipment, Mechanical, Electrical Devices & Inert Gas System must be in full working condition and maintain readiness status consistent with SOLAS, MARPOL and latest of OCIMF.

- 3- Immobilising, Hot Work, tank cleaning and tank washing are not allowed at Oil Terminals.
- 4- All mooring winches must be fully operational and supplied with maximum required power.
- 5- Maximum allowed trim is 0.015 X L.O.A.
- 6- Maximum Operational wind speed is 30 knots.
- 7- The supply such as Fresh water, bunkering, Lube Oil, Crew Change, etc.. are not allowed at Oil Terminals.
- 8- The propeller is fully submerged.
- 9- In case of Pollution or Fire, immediately inform the Port Control.

III Notification of ETA

The following ETA messages and information are required to be forwarded to Port Control by Ship's Agent.

- 1) 72 hours Notice and advise the following.
 - 1.1 ETA Pilot Station (refer our Notice to Mariner No. 69 dated 21/08/2002).
 - 1.2 Tanker's name, Port of Registry, Flag, IM.O. No., N.R.T, G.R.T, D.W.T, Last Port, Next port, Nature of call (loading or discharging).
 - 1.3 Arrival draught.
- 2) 48 hours Notice updating E.T.A & Arrival draught.
- 3) 24 hours Notice updating E.T.A & Arrival draught.
- 4) Confirm the following prior arrival to Fujairah.
 - 4.1 *Tanker free from leakage and all cargo systems are fully operational.*
 - 4.2 *Inert Gas system is operational and tanks are inerted to less than 8% of Oxygen by volume.*
 - 4.3 *Stress calculation for cargo and ballasting made and within recommended Safety limits.*
 - 4.4 *All Navigation, mooring, lighting equipment and engines fully operational.*
 - 4.5 *Quantity and type of cargo on board.*
 - 4.6 *Pilot ladder and equipment comply with SOLAS standard.*
 - 4.7 *Pump room adequately ventilated and illuminated.*
 - 4.8 *Mooring communication system is operational.*
 - 4.9 *Deck lighting is fully operational.*
 - 4.10 *The propeller is fully submerged.*
 - 4.11 *All certificates as mentioned earlier as per our Notice to Mariner no. 71 are valid and their originals available onboard.*
 - 4.12 *Mooring lines should be ropes and not wires for tankers calling at Refinery Mooring Buoy Berths.*
- 5) Confirm whilst moored at Oil Terminals or S.T.S at F.O.A.A
 - 5.1 *The bridge shall be manned by a responsible deck officer.*

- 5.2 *The engine control position shall be manned by a responsible engineer.*
- 5.3 *The cargo control room shall be manned by a responsible officer.*
- 5.4 *A deck watch shall be maintained during cargo operation at the port or starboard side manifold and have communications with the bridge and cargo control room.*
- 5.5 *Inform Port Control immediately, if the tanker has oil pollution or fire.*
- 5.6 *Two emergency towing wires forward and aft. are required to be kept ready as per the attached sketch.*

IV BOARDING ARRANGEMENTS

a) SAFE EMBARKATION AND DISEMBARKATION OF PILOT:

The master of ship navigating in the port or approaches, shall afford such suitable "Weather lee" and speed reductions as dictated by the practice of good seamanship in order to provide a safe embarkation or disembarkation operation.

b) SUPERVISION OF PILOT LADDERS:

The rigging of pilot ladders for the embarkation of pilots shall be supervised by a responsible ship's officer, and shall be so effected that the ladder is well clear of any overboard discharge and that each step of the ladder rests firmly against the side of the ship.

c) PILOT LADDER :

A clean and efficient pilot ladder fitted with spreaders and manropes shall be made available for the pilot to embark or disembark. At night the ladder need to be illuminated with an efficient and safe light.

d) ACCOMMODATION LADDER AND PILOT LADDER (COMBINATION):

Whenever, as in the case of large vessels, the height of the deck above the water exceeds 30ft. (9.0 metres) the accommodation ladder shall also be used in conjunction with the pilot ladder and shall be lowered to above 22 ft. (7.0 metres) above the water with the pilot ladder immediately adjacent to the bottom of the accommodation ladder.

e) MECHANICAL HOIST:

A mechanical hoist of an approved pattern shall be considered an acceptable alternative to a conventional pilot ladder to be used in conjunction with the accommodation ladder.

NOTE:

Mechanical hoist whose operation relies upon a single wire are not of approved pattern under these rules.

V DEBALLASTING

If a vessel is segregated ballast tanker of the Double Skin Type and all ballast water contained in the ballast tanks are totally segregated from the cargo tanks, this includes the vents and pipeline", testing inspection before deballasting is not applicable.

If deballasting is required while loading operation, we can give the permission with the following terms,

- 1- Deballasting must be in daylight under inspection, testing and monitoring of an **approved** petroleum inspector from Testing Services or Oil Laboratory companies.
- 2- The chemist surveyor must board the vessel on arrival before berthing for sampling and testing the ballast tanks and double bottom tanks containing clean ballast water. The analysis & results must be informed to the Control Tower by fax and V.H.F. **The ballast water must be less than the specified 10-ppm oil content**, then only the pilot can board the vessel for berthing.
- 3- After berthing, the vessel can start deballasting (in daylight only) under the observation of the Chemist Surveyor and every hour he must take the samples. This samples to be tested until completion of the discharge clean ballast water.
- 4- If the surveyor observed any oil content while deballasting, discharging must be stopped immediately and inform Port Control through V.H.F radio, Channel 8 & 16.
- 5- Final Survey report must be submitted within 24 hours to Harbour Master's Office.