

## Notice To Mariner No. 89

### **SUBJECT : TANKERS CALLING AT OIL TANKER TERMINAL AT PORT OF FUJAIRAH REGULATION, SAFETY & SECURITY REQUIREMENTS**

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Port of Fujairah pleased to inform you the following and please advise all your principals accordingly,

#### **I. GENERAL INFORMATION & REGULATION**

1. Total quay length : 840 metres.
2. Height of quay above sea level \* : + 4.75 metres
3. Height of Lowest Low Water \* : + 0.10 metres
4. Height of Highest Astronomical Tide \* : + 2.80 metres.
5. Extremely Highest Water\* : + 3.14 metres
6. Maximum vessel's Length Over All : 250 metres.
7. Maximum vessel's draught for berthing : + 13.5 metres for round the clock operation.  
(prior approval from Harbour Master required if draught above 13.5 metres).
8. Maximum vessel draft for unberthing : +14.0metre for round the clock operation.  
(prior approval from Harbour Master required if draught above 14.0 mtrs).
9. Maximum vessel's displacement : 120,000 Tons
10. Water Depth (Chart Datum) : -15 metres.
11. Port Datum (PD) = Admiralty Chart Datum (CD) – 0.1 metre
12. Berthing / Unberthing round the clock.
13. Vessels will be berthed on first come first serve basis.
14. 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.

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\* Above Chart Datum (CD)

15. All mooring winches must be fully operational and supplied with maximum required power.
16. Maximum allowed trim is 0.015 x L.O.A
17. In case of Pollution or Fire, immediately inform the Port Control.
18. Wind Speed restriction for Marine Loading Arm (B0030).
 

§	Suspend operation	:	25 knots
§	Stop operation	:	40 knots
§	Parked position	:	80 knots
19. Maximum operational wind speed is 30 knots.
20. Immobilising, Hot work, Tank cleaning and tank washing are not allowed at Oil Terminal.
21. Maintenance not permitted at O.T.T berths.
22. Crew change is allowed at O.T.T Berths.
23. Fresh water supply available through pipeline at the quay.
24. De-slopping by onshore pipeline not available at the Terminal.
25. Bunker barge / Slop barge / utility boats are not allowed alongside while cargo operation.
26. If there any protrusion on ship's hull, then ship's agent should arrange pneumatic fenders.
27. Mooring lines.
  - 27.1 Ropes or wires acceptable.
  - 27.2 Wires should be used for mooring if available.
  - 27.3 If vessel uses ropes and wires at the same time, mix up not allowed for the moorings leading in the same direction of head, stern, breast and spring.
  - 27.4 All mooring lines should be in good condition with same tension.
28. **Product Quality**
  - A) Oil Tanker Berths are equipped with pipe racks, bridges, Marine Loading Arms and manifold. The users have to arrange pipes from tank farms to quay manifold (up to MLA).
  - B) After each operation (Loading or discharging) the stripping of Loading Arms can be done by the following options,
    - i) To Tanker.
    - ii) To Quay sump tank.
    - iii) Marine Loading Arm.
 

First part	:	Outboard arm assembly to tanker.
Second part	:	Riser and inboard arm assembly to quay sump tank or company line.

## 29. Emergency Towing Wire

Two Emergency Towing wires-one forward and aft. the forecastle on the weather deck and aft., length 50 m – 55m, diameter 28 mm. The wires must be the type recommended for good quality mooring wires each wire must have two eyes. One eye goes over the ship's bollard with extra two turns to take the tension for a safe and secured towing. The other eye must be maintained one metre (1 metre) above the waterline at any freeboard.

Please find attached the sketch

## **II FACILITIES PROVIDED BY PORT OF FUJAIRAH**

- 840 meter continuous quay.
- Depth – 15 meter (Chart Datum)
- Shared pipe rack structures parallel to the berths.
- Shared pipe bridge structures to the loading platforms on the berths.
- 20 Loading arms and control systems at berths (8 x 16'' + 12 x 12'').
- 3 Control rooms & installations at berths.
- Power requirements for loading facilities at berths.
- Fire protection for the berths.
- Foundation and civil works for the above loading installations.
- Quick release Hooks (control for releasing all or individual hook from Control Room).
- Mast Lights.
- Fenders (Cone Fenders – Fentek (SCN 1050), copy attached.

## **III BERTH CONSTRUCTION & DESIGN CRITERIA.**

- \* Oil Tanker Terminal in Port of Fujairah is designed to accommodate following sizes of vessels and MLA,

<b>Berth No.</b>	<b>Length x Depth (in Meter)</b>	<b>Max. L.O.A x Max Draught (in Meter)</b>	<b>Max. Displacement (in Meter)</b>	<b>M.L.A</b>
OTB 1	240 x 15	180 x 13.5	54,000	4 x 12''
OTB 2 (West)	150 x 15	130 x 13.5	25,000	2x 12''
OTB 2	300 x 15	250 x 13.5	120,000	4 x 16''
OTB 2 (East)	150 x 15	130 x 13.5	25,000	2x 12''
OTB 3 (West)	150 x 15	130 x 13.5	25,000	2 x 12''
OTB 3	300 x 15	250 x 13.5	120,000	4 x 16''
OTB 3 (East)	150 x 15	130 x 13.5	25,000	2 x 12''

#### **IV CERTIFICATES**

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.
- m) International Ship Security Certificate.

#### **Single Hull Tankers**

1. Single Hull Tankers of more than 25 years of age are not allowed for Hydrocarbon operation.
2. CAS certificate and Flag State Permission required for Single Hull Tankers of age between 15 and 25 years.

#### **V) NOTIFICATION OF SHIP'S INFORMATION & CONFIRMATION**

1. Following ETA messages and information required to be forwarded to Port Control by Ship's Agent.
  - 1.1. 72 hours Notice and advise the ETA to Pilot Station (refer our Notice to Mariner No. 69 date 21/08/2002).
  - 1.2. 48 hours Notice updating E.T.A & arrival draught.
  - 1.3. 24 hours Notice updating E.T.A & arrival draught.
2. The following details should be sent to Harbour Master's office prior vessel's arrival every time,
  - 2.1 Permission to Enter – ISPS Form No.1 (amended on 29/03/2006) (copy attached).
  - 2.2 Arrival & Departure draught.

- 2.3 Arrival displacement.
  - 2.4 Ballasting and de-ballasting arrangements, specify if SBT.
  - 2.5 Number, size and distance between manifold connections.
  - 2.6 Maximum load / discharge rate.
  - 2.7 Whether simultaneous loading or discharging possible, if more than one grade.
  - 2.8 Previous cargo onboard.
  - 2.9 Onboard cargo details if any.
  - 2.10 Nominated cargo for loading, quantity and stowage plan.
3. Inert Gas System should be operational if applicable and tanks should be inerted to less than 8% of Oxygen by volume. Tankers not fitted with I.G system as per SOLAS chapter II-2 Regulation 60 and carrying oil other than crude oil of flashpoint 60<sup>0</sup>C or above can be exempted.
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 the safety limits.
  - 4.4 All navigation, mooring, lighting equipment and engines fully operational.
  - 4.5 Pilot ladder and equipment comply with SOLAS standard.
  - 4.6 Pump room adequately ventilated and illuminated.
  - 4.7 Mooring communication system is operational.
  - 4.8 Deck lighting is fully operational.
  - 4.9 Propeller is fully submerged (maximum as possible).
  - 4.10 All certificates as mentioned earlier as per **Item No. IV** are valid and their originals available onboard.
  - 4.11 Manifold drip dry clean and no trace of oil
  - 4.12 All scupper plugs on deck are closed.
  - 4.13 All stores and Accommodation external doors are closed.
  - 4.14 All vents adjusted to exclude cargo vapour.
  - 4.15 Air conditioner in recycle mode.

- 4.16 Pump room fan running.
  - 4.17 Welding pump rigged properly, ready for instant operation.
  - 4.18 Fire fighting equipment ready at the operation manifold, this include ,
    - A- Dry Powder fire extinguisher
    - B- Two fire hoses ready at fwd. and aft. of the manifold.
    - C- Fire plan with updated crew list.
  - 4.19 Anti pollution equipment ready at the manifold.
  - 4.20 Pressure gauge fitted at both manifold.
  - 4.21 Pressure Vacuum valves in good working condition.
  - 4.22 All cargo and ballast tanks' covers are closed.
  - 4.23 Readiness of International Shore Fire Connection (ISFC).
  - 4.24 Unused cargo and bunker connections secured with blank flanges fully bolted.
  - 4.25 All personal on deck wearing the proper protective equipment.
- 5) **Confirm the following whilst moored at Port of Fujairah Oil Terminal**
- 5.1 A responsible deck officer man the bridge.
  - 5.2 A responsible engineer man the engine control position.
  - 5.3 A responsible officer man the cargo control room.
  - 5.4 A deck watch maintains during cargo operation at the port or starboard side manifold and maintain communication with the bridge and cargo control room.
  - 5.5 Will inform Port Control immediately, if the tanker has oil pollution or fire.
  - 5.6 Two emergency towing wires forward and aft. equipped to be kept ready as per the attached sketch.

## **VI BOARDING ARRANGEMENTS**

### ***a) SAFE EMBARKATION AND DISEMBARKATION OF THE 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 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.

**VII- DEBALLASTING**

If vessel is Segregated Ballast Tanker (SBT) 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 not applicable.

If deballasting required while loading operation, permission can be obtained with the following terms,'

1. Debballasting must be in daylight under inspection, testing and monitoring of an **approved** petroleum inspector from Testing Services or Oil Laboratory, company.
2. The Chemist Surveyor must board the vessel on arrival prior 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 Chemist Surveyor. Every hour he must take the samples and 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.

**VIII SECURITY****A- OIL TANKER TERMINAL GATE – ENTRY REGULATION**

1. All visitors must report to security office before entering.
2. No unauthorized vehicles at Oil Tanker Terminal.
3. No pedestrian at Oil Tanker Terminal.
4. Visitors to use Port vehicles only.
5. Visitors to wear helmet and high visibility jacket.
6. No work permits without pre-approval.

7. Visitors to take care of high voltage inside.
8. Speed limit 25 Km for authorized vehicles.
9. Visitors to follow fire-fighting instructions if applicable.
10. All types of Cameras are prohibited.
11. Use of mobile phone is strictly restricted inside terminal.

## **B- VESSEL'S CREW INSTRUCTION**

Vessel's crew will be permitted to go ashore according to following Regulation,

1. Ship's agent should submit crew list to security office at O.T.T gate, if crew would like to visit duty free shop inside Port.
2. Each person from ship's crew must carry proper ID card and submit it to security office prior leaving and collect it while enters.
3. Safety and security regulation mentioned earlier are to be followed.
4. Any crew member wants to go outside the terminal, transportation will be provided by ship's agent.
5. Follow safety signs or instructions inside the terminal.

## **IX MARINE CHARGES**

All tankers loading or discharging hydrocarbon or liquid products in bulk at Port of Fujairah Oil Tanker Terminal and Main Quay, the charges will be as follows,

1. Marine charges for tankers up to 2000 N.R.T will be Dhs. 3,000 per call (berthing and unberthing).
2. Marine Charges for tankers above 2000 N.R.T will be Dhs. 0.75 per N.R.T. per movement (berthing or unberthing)
3. Marine Charges for bunker barges up to 5000 N.R.T will be Dhs. 3,000 per call (berthing and unberthing). This is applicable only to the bunker barges based in Fujairah, owned or operated by a Bunkering company based in Fujairah with valid bunkering License issued by the Government of Fujairah.
4. The Marine Charge include service of Pilot, Pilot Boat, Tugs, Mooring Gang & Mooring Boats for berthing and unberthing.
5. Above charges will be double for vessels without power or with defective steering.
6. All Marine Charges will be subject to 100 % surcharge on Fridays and Public Holidays.
7. Garbage Skips are compulsory and are supplied by Port Authority at daily rate per ship of Dhs. 100/-.
- 8- **Port Handling Charges.**

All quantities of loading or discharging hydrocarbon or liquid product in bulk at Oil Tanker Terminal, Port Handling charges will be @ Dhs. 1/- per Ton for the time being till further notice. These temporary measures are subject to review and adjustments in course of time. Therefore, copy from the Bill of Lading or Quantity Certificate is required.