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Port of Fujairah

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United Arab Emirates**MARINE DEPARTMENT****ميناء الفجيرة**ص.ب : 787 ، الفجيرة
الإمارات العربية المتحدةهاتف : 09 2228777
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|----------|--|-------|-------------------------|------------|--------------|
| To : | All Agents, Bunkering Companies, Coast Guard, FMA, UK Hydrographic Office | | | | |
| Attn: | General Manager & Operations Manager | | | | |
| From: | Capt. Mayed Alameeri – Harbour Master | | | | |
| Ref. No. | MD/22/434 | Date: | 04 November 2022 | No. Pages: | 5 + 9 |

Notice To Mariners No. 322**SUBJECT: NOTICE TO MARINER NO. 148 V6 AMENDMENTS**

- (I) **PORT OF FUJAIRAH DIVING CODE “PRACTICE FOR COMMERCIAL DIVING” REVISION & AMENDED FORMS**
- (II) **IMMOBILIZATION PROCEDURE**
- (III) **HOT WORK REQUEST PROCEDURE**
- (IV) **SAFE FOR ENTRY PROCEDURE**

The following Sections in our Notice to Mariner No. 148 Version 6 have been amended/added:

XVII – ANNEX**2. Diving Code – Code of Practice****Port of Fujairah Diving Code 'Practice for Commercial Diving'.**

The purpose of the Diving code is to provide instructions, guidelines and best industry practices in a clear and complete format for Diving Companies.

Port of Fujairah Diving Code “Practice for Commercial Diving” contents, forms and procedures have been revised and revision 2 issued.

Attachment 22:

22. Port of Fujairah Diving Code “Practice for Commercial Diving” Revision 2
 - 22.a) Diving Work Permit
 - 22.b) Diving Project Plan

Contd..2/-

- 22.c) Master Declaration
- 22.d) Accident Report
- 22.e) Checklist for Diving Company Registration or Renewal

I GENERAL INFORMATION

32. Immobilization at Fujairah Offshore Anchorage.

Fujairah Offshore Anchorage Area is clearly meant for fully operational vessels.

Special permission from Harbour Master should be taken in case a vessel required immobilization and accordingly, the port will reserve a standby tug during immobilization.

The following are the procedure and requirements for Immobilization:

- a) The agent should obtain approval for Immobilization from Marine Department by sending the form "Consent to immobilize a Vessel" duly filled and signed by the Master of the Vessel.
- b) Stand by tug will remain inside the harbour if the sustained wind speed is less than or equal to 15knots, and charges apply as per Port Tariff.
- c) If the sustained wind speed is greater than 15knots, the port tug will be alongside the vessel till the completion of immobilization, and charges apply as per Port Tariff.
- d) Bunkering operations during the immobilization, all safety precautions, and procedures shall be followed.
- e) The vessel's firefighting capability will not be affected in any way. All Fire pumps, Emergency Fire pumps & FFA should be in good working condition.
- f) The Weather forecast needs to be monitored.
- g) A listening watch should be maintained at all times on the VHF channel.
- h) A responsible Deck Officer should be on watch at all times during the immobilization.
- i) Immobilization is not allowed at FOTT (Fujairah Oil Tanker Terminal), VOPAK & SPM.
- j) Permission to be taken from the Control Tower before commencement and after completion of immobilization.
- k) Immobilization concurrently with Diving is allowed subject to Master Declaration & HSE department approval.

- 1) If any Hot work is to be performed onboard during immobilization, approval for Hot Work should be obtained from HSE Department.

Attachment 24: Request for Consent to Immobilize a Vessel

59.1. Hot Work Request

The Port of Fujairah allows Vessel repair at Fujairah Offshore Anchorage Area (FOAA), Layby berth & utility boat berth. Request for Hot Work must be sent to HSE Department for approval.

The “Hot Work Permit-Master Declaration” form should be filled out carefully, signed by the Master of the Vessel and sent along with the mandatory documents 48hrs before the intended activity.

The requirements for Vessel repair (Hot Work) are as follows:

For Tankers/LPG, LNG etc.:

- The Vessel must be in Ballast Condition.
- All Cargo Tanks must be Inerted.
- No Hot Work will be carried out in Cargo Tanks, Cargo Lines, Fire Lines, Ballast Tanks & Enclosed spaces.
- Hot Work should not be carried out concurrently with Bunkering.
- All Fire Pumps, Emergency Fire Pump & FFA are in Good Working Condition.
- If the Ship crew do the Hot Work, then the Master to confirm that he will recheck gas free the working area before starting hot work.
- All precautions and Safety as per the Risk assessment form and Hot Work permit are to be complied with & proper records are to be maintained.
- Master to make sure, all operations related to Hot Work and Gas Freeing will be carried out in accordance with the Oil Tanker Operation Manual & ISGOTT 6 (2020 edition) Section 9 (Management of Safety and Emergencies; subsection 9.4 Hot Work and Subsection 12.4 Gas Freeing).
- Safety Rules and Conditions mentioned by the Chemist (Surveyor) in ‘Gas free, Safe for entry and Hot Work Permit’ at the time of inspection must be followed.

For Cargo Ship:

- The Vessel should be either in Ballast Condition or Loaded with Non-Hazardous Cargo.
- If the Vessel is loaded with Non-Hazardous Cargo. (Details must be provided)
- Hot Work should not be carried out in any Ballast tanks, Fuel oil/Diesel oil/Bilge/Sludge tanks.
- Hot Work should not be carried out concurrently with Bunkering.
- All Fire Pumps, Emergency Fire Pump & FFA should be in good working condition.
- If the Ship crew perform the Hot Work, then the Master has to confirm that he will recheck Gas Free for the working area before starting Hot Work & after the work breaks.
- All precautions and Safety as per the Risk assessment form and Hot Work permit are to be complied with & proper records are to be maintained.
- Safety Rules and Conditions mentioned by the Chemist (Surveyor) in 'Gas free, Safe for entry and Hot Work Permit' at the time of inspection must be followed.

For Service Boat:

- The boat must be in Ballast Condition.
- Hot Work should not be carried out concurrently with Bunkering.
- All Fire Pumps & FFA should be in Good Working Condition
- Hot Work should not be carried out in any Fuel oil/Diesel oil/Bilge/Sludge tanks.
- Hot Work should not be carried out during drifting in Anchorage Area.
- Request for Layby berth approved by Operation Department. (Details must be provided).
- Safety Rules and Conditions mentioned by the Chemist (Surveyor) in 'Gas free, Safe for entry and Hot Work Permit' at the time of inspection must be followed.

Attachment 25: Hot Work Permit-Master Declaration

59.2 Safe for Entry

The Port of Fujairah allows Enclosed Space /Confined Space entry for the purpose of inspection/survey at Fujairah Offshore Anchorage Area (FOAA), Layby berth & utility boat berth. Request for Man entry permission must be sent to HSE Department for approval.


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The “Safe for Entry Permit-Master Declaration” form should be filled out carefully, signed by the Master of the Vessel and sent along with the mandatory documents 48hrs before the intended activity.

Attachment 26: Safe for Entry Permit-Master Declaration

Please advise all your principals accordingly.

Best Regards,


Capt. Mayed Alameeri
HARBOUR MASTER.

c.c : Managing Director – PoF
Dy. Managing Director – PoF
Marine Consultant –PoF
Operations Manager – PoF
Terminal Manager - PoF
HSSE Manager – PoF
Port Security Officer - PoF
Asst. Harbour Master – PoF
Pilot Office
HSE Officer – Marine - PoF
Control Tower.