

MUMBAI PORT TRUST

Port Users Information and Navigational Procedure Handbook

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1. Introduction :

These procedures have been established to concisely lay down the essential requirements necessary for safe regulation of traffic movements in the Mumbai Harbour. All the Port users and operating vessels in the Mumbai Harbour are to comply with the provisions of the Indian Ports Act 1908 and as amended from time to time.

Detailed rules and regulations governing the Mumbai Port are contained in various Mumbai Port Trust's Regulations such as Indian Ports Act, 1908, Major Ports Act 1963, Dock Bye-Laws and Pilotage Rules and can be sought on demand from the Port.

Mumbai Port makes every effort to make and maintain the contents of Port information as upto date, accessible and complete as possible. However, in case of any discrepancy or inconsistency between the guide / information and the applicable legislation including the bye-laws, the latter will prevail.

The Harbour Master in consultation with the Deputy Conservator will be responsible for executing traffic regulations, movement of vessels in the harbour and allocation of suitable Pilots.

These guidelines and other Bye-laws can also be found on the Mumbai Port website www.mumbaiport.gov.in.

2. Communication Mumbai VTS Centre :

The Operations Room of the VTS Centre is situated at Southern end of Ballard Pier Extension Tower and is continuously manned 24 hours a day.

a) VHF R/T - The Vessel Traffic Services (VTS) Centre, Mumbai Port call sign MUMBAI VTS, guards channel 12.

b) Telephones :

Deputy Conservator : (022) 66564021.
(022) 22614345 (Direct)

Harbour Master : (022) 66564022.
(022) 22612563 (Direct)

Asstt. Harbour Master : (022) 66564024.

The above lines are only available Monday to Friday
and 1st, 3rd & 5th Saturdays
1030 hrs. to 1730 hrs. daily.

Dock Master Control
Station : (022) 66565035.
Available – 24 Hrs.

VTS (24 hrs) : (022) 66565036.

c) Facsimile : 022-22664066.

d) Website : www.mumbaiport.gov.in

e) Email : dmcsmbpt@gmail.com

3. VTS Responsibilities

Mumbai VTS has responsibility for monitoring and providing necessary information to achieve the overall safety of navigation within the Mumbai VTS Area. The availability of this service does not relieve, or diminish, the responsibility of a Master for the safety of his vessel, nor the responsibility of a Pilot to provide local navigational advice to a Master. It must be noted that VTS is an aid to navigation and shall not be means to navigation checking and cross checking by alternate methods is imperative.

4. Actions Required by Shipowners, Shipping Agents and Berth Operators.

The action by Shipowners, Shipping Agents and Berth Operators in facilitating the movement of their ships has a great bearing on the co-ordination of all shipping movements in the Mumbai Port.

The following points must be followed to ensure that a suitable and acceptable slot is available for a vessel to manoeuvre within the Port area for either an arrival or a departure passage.

- a) The Master, owner, agent or berth operator should take all necessary approvals for vessel movements in the harbour including spl. requirement if any. Such approvals or any subsequent alteration to ETAs or ETDs must be reported to the VTS Centre for confirmation prior to implementation.
- b) The Master, owner, agent or berth operator must confirm the ETA times or changes to ETA times and report:
 - i. Ship's name and International Radio Call Sign (IRCS)
 - ii. ETA (12 hours and confirmed 3 hours before arrival)
 - iii. Deepest draft (Passage Planning requirement)
 - iv. Last port of call.
 - v. Hazardous goods.
 - vi. Any deficiencies of ship, navigation equipment, machinery and type of cargo.
 - vii. Any other relevant information to VTS.
- c) The Master, owner, agent or berth operator must confirm the ETD times well in time before departure to the Sr. Dock Master/Dock Master Jawahar Dweep/Dock Master, Control Station through VTS as the case may be. The Master must reconfirm 60 minutes before departure to

VTS/Dock Master, Jawahar Dweep and the Sr. Dock Master, Indira Dock through the vessel's agent based on which time the pilot will be dispatched to the ship.

Details required :

- i. Ship's name
 - ii. ETD
 - iii. Deepest draft (Passage Planning requirement)
 - iv. Next port of call.
 - v. Any other relevant information to VTS
- d) In cases where a vessel is not ready to move at the agreed slot time the owner, agent or berth operator is to inform VTS immediately. The vessel must remain in its present position, safety conditions permitting until further consultations with the relevant Port Authority Officer have resulted in a revised slot time being agreed. Failure to comply may result in the vessel missing her slot time and consequently resulting in a further delay due to other traffic movements in the Port.
- e) Decisions made by the Harbour Master, Sr. Dock Master, Indira Dock, Dock Master Jawahar Dweep and Dock Master, Control Station of the movement of any ship are final.
- f) **VESSELS CALLING IN JNPT PORT :**
- (i) Vessels to contact JNPT on Channel 13.
 - (ii) JNPT VTS is to inform Mumbai VTS regarding all movements with timings and drafts of all vessels inbound and outbound for traffic regulations at least prior vessel getting underway from waiting anchorage for 2 hours prior arriving pilot station.
 - (iii) Final coordination and programme of vessel traffic movement will be decided by VTSS Mumbai.

5. Liaison Between Owner/Agent and Master of Vessels :

Owners and agents are requested to ensure:

- a) Masters of vessels using the Mumbai Port are in possession of relevant navigational information for both the Ports i.e. Mumbai Port & JNPT Port.
- b) Masters of vessels must contact the Mumbai VTS Centre before sailing, to obtain permission and obtain traffic movements within the Port during the vessel's passage inward and outward.

6. NAVAL & COAST GUARD MOVEMENTS :

- (a) Movement of Indian Navy & Coast Guard to be confirmed 2 hours before arrival and ½ hour before departure to VTS and clearance obtained before leaving berth.
- (b) All Naval & Coast Guard vessels are to maintain VHF watch on Channel 12 and respond when called. There must be proper identification and effective communication whereby there is no confusion as to which Naval or Coast Guard vessel is being referred to.
- (c) Naval Control Station to closely monitor all Naval movements and maintain VHF watch on channel 12 and give all relevant information required of Naval vessels navigating in the channel to the Pilot/Master of vessels concerned.**
- (d) Planned Naval and Coast Guard vessel traffic is to be given to VTS by 0700 hrs. every day by Hotline.
- (e) The Naval traffic coordinating authority must also inform the priority of movements if any.
- (f) Any special requirement such as convoy traffic, Helo operations, etc. are also to be informed to VTS.

7. NAVIGATIONAL PROCEDURES

The navigational procedures as stated immediately hereinafter, are applicable to all vessels navigating within the limits of the Port of Mumbai.

- For the purpose of these procedures, the term large vessels refers to vessels of length overall 220 metres or more, unless otherwise mentioned.
- Vessels transiting through the Mumbai Port channel and drawing more than draft of 10.5 metres will be considered as deep draft vessels.

(a) VESSELS ENTERING MUMBAI HARBOUR

- Entrance to Mumbai Harbour consists of a single channel for inbound as well as outbound vessels, with an average width of three cables and minimum charted depth of 10.8 metres (unless otherwise promulgated).
- Traffic separation Schemes are already in existence. However, vessels approaching the entrance to Mumbai Port channel are to navigate with extreme caution as many vessels may converge from different directions on arrival and diverge on departure from Mumbai Inner Harbour.
- No vessel is to proceed beyond pilot cruising grounds unless so directed by the **VTS Supervisor** whilst entering the Navigational Channel.
- Vessels may only overtake in the main channel when the Masters and Pilots of both vessels have agreed to the manoeuvre. Additionally, the over taking vessel must report the intention to overtake to Mumbai VTS before commencing the manoeuvre and in time for Mumbai VTS to issue any relevant navigation information. Exceptionally and for safety reasons only, Mumbai VTS is authorized to **“VETO”** an intended overtaking manoeuvre.
- Smaller vessels are not to impede the safe passage of large vessels and deep draft vessels whilst transiting in the channel and are to seek advice / directions from VTS if required.
- Vessels to maintain continuous listening watch on VHF Channel 12 at all times during passage.
- Due consideration is to be given to vessels restricted in ability to manoeuvre in accordance with COLREGS.

- Vessels are to always comply with Rule No.9 of the Collision Regulations and conduct themselves as per these Rules.
- Vessels are to navigate with extreme caution at high water due to high density traffic movements making use of the tidal window.
- Vessels are to exercise caution during spring tides due to drift experienced and the close proximity of anchored vessels on either side of the channel.

(b)

GUIDELINE NO.2 – PILOT BOARDING GROUNDS

(i) FAIR WEATHER CONDITIONS

- Pilot Boarding Grounds for Mumbai Port is an area between South West Prongs Reef Buoy (second red buoy) and South Entrance Buoy (green buoy). The position referred to as Pilot Station lies in Latitude 18° 51.5' N, Longitude 072° 49.5' E.
- Vessels approaching Pilot Boarding Grounds are to navigate with extreme caution and proceed at safe speeds as the density of traffic at Pilot boarding Grounds is likely to increase due to limited area. Vessels are to give due consideration to the size and draft of other vessels approaching Pilot boarding Grounds, including their manoeuvring characteristics.
- No large or deep draft vessel will cross in the main channel without Pilot on board.
- Smaller vessels such as supply boats/mini-bulk carriers and vessels with restricted speeds are to keep out of the way of large vessels/deep draft vessels.
- Vessels are to maintain starboard side of the channel keeping into consideration their drafts/depths available and the anchored vessels.

(ii) FOUL WEATHER/MONSOON CONDITIONS

- Vessels may be directed to proceed up the channel for embarkation of Pilot, depending on the weather conditions during the foul weather. The usual position designated

for rough weather embarkation of Pilot is Latitude 18° 53.00' N, Longitude 072 ° 51.00' E.

- Vessels are to exercise utmost caution during monsoons/foul weather as visibility and wind conditions are likely to deteriorate/intensify in a short span of time.
- All vessels must be in constant touch with VTS and there should be no hesitation/delay in calling for advice of the VTS.
- Outward bound vessels generally disembark Pilot approximately 1.2 miles SE of Sunk Rock during monsoon/foul weather. The disembarking vessel has to make a lee by alteration of course to Port (South Easterly), as mostly the wind and swell is South Westerly during monsoons. Inbound vessels to exercise utmost caution and not to proceed beyond 'SE' Prongs Reef buoy till Pilot has disembarked from outbound vessel and vessel has altered back on her outbound track.
- All vessels are to ensure that appropriate sound signals as per COLREGS are used in restricted visibility in addition to operating all other safe practices especially the application of safe speed including keeping of sharp look out. All good seamanship practices are to be ensured by all vessels.

(c) MOVEMENT OF LARGE VESSELS :

- VTS Centre will continuously monitor all vessels throughout the passage and will give information about other vessel movements in the channel. In addition, any other information required by vessels will also be given by VTS on Channel 12.
- The Master of the vessel and Pilot in conjunction with VTS Centre will agree on the passage for following actions :
 - (i) Overtaking other vessels in the channel
 - (ii) Any draft/speed restrictions
 - (iii) Crossing of the channel for proceeding to designated destination and divulge same to VTS
- Vessels are to remain in constant communications on channel 12 with VTS and other vessels transiting in the channel which are likely to be encountered during the passage.
- Large, deep draft vessels passing each other in the channel are to be extremely careful and must maintain adequate passing distances and proceed at slow speeds keeping in mind the aspect of interaction between them (suction effect).
- Vessels passing JD-4 tanker terminal are to proceed with maximum 6 knots or minimum manoeuvring speed whichever is greater. In case a tanker is berthed in the terminal or docking at No.4 JD, vessels will proceed with the minimum speed required for steerage way.

(d) MOVEMENT OF OUTWARD/INWARD BOUND VESSELS AT CONVERGENCE / DISPOSAL AREAS

- In addition to other guidelines promulgated, vessels are to be cautious at convergence/disposal areas as follows :
 - (i) Off Butcher Beacon/JD4 tanker terminal for vessels proceeding to /from tanker terminal/JNPT.
 - (ii) Off Middle Ground for vessels to and from Indira Docks.
 - (iii) Off Sunk Rock for inbound/outbound vessels to and from Pilot Station.

- Large outbound/inbound vessels are to exercise utmost caution to ensure that as far as reasonably possible, they do not pass/cross each other at following areas due to limited space :
 - (i) Off JD-4 tanker terminal
 - (ii) Off North Karanja Buoy (Turning Point)
 - (iii) Off Sunk Rock

(e) VESSELS TOWING/UNDER TOW :

Towage is not permitted in Mumbai Harbour during monsoon season/rough weather.

- Towing vessels are to ensure that accurate ETA is passed to VTS, for planning purposes, which also depend on Tidal conditions in the harbour.
- Towing vessels are to be in possession of current towing certificates from D.G. Shipping, failing which no entry to the harbour will be permissible.
- Towing vessels proceeding to anchorage are to ensure that the towed vessel is manned and has working anchors.
- Towed vessel to have boarding arrangement for the Pilot.
- Towing vessels proceeding for docking must ensure adequate availability of mooring ropes and manpower on board towed vessel.
- In all aspect of towing all the specifications, rules & regulations and conditions for towing as per DGS M.S. Notice No.13 dated 12th September 2008 are to be strictly adhered to.
- Moreover, during the periods of foul weather, Vessel Master to ensure that all precautionary measures and safeguards are in place and executed with sufficient bunkers on board and desist from creating a situation where Mumbai Port unnecessary becomes a Port of refuge for whatever reason.

(f) MOVEMENT OF NAVAL/COAST GUARD VESSELS :

Naval/Coast Guard vessels must report to VTS about their movements well in time. Movement of Indian Navy & Coast Guard to be confirmed 2 hours before arrival and ½ hour before departure.

- Naval/Coast Guard vessels must comply with the normal shipping/ROR during their passage and are to remain on the starboard side of channel always.
- If vessels are in formation/convoy and for special operations which may hinder normal shipping traffic, prior information to VTS is necessary for overall coordination.
- Vessels are to maintain communication on "Marine Channel 12" at all the times during passage. The communication is preferably to be manned by an officer for prompt actions which may be necessary during emergencies.
- Vessels must not stop and wait in the channel, prior to entering Naval Tidal Basin as it hinders the smooth flow of commercial traffic. If unavoidable, they should wait in any suitable available anchorage outside the navigation channel and inform VTS of the same.
- Naval vessels and Coast Guard vessels must communicate effectively with merchant vessels in the harbour by identifying themselves either by name or call sign and type of vessel.

(g) **BERTHING/UNBERTHING LIMITATIONS IN BAD WEATHER CONDITIONS :**

- All Port crafts to be secured safely within the confines of Indira Dock.
- Fire service to be put on alert in case of an emergency situation.
- Messages regarding storm to be passed to all concerned namely Sr. Dock Master, Dock Master, Jawahar Dweep, Dredging Superintendent, Chief Port Safety & Fire Officer, Traffic Manager, all vessels leaving, entering Port, vessels at BFL, Navy, Coast Guard, ONGC, JNPT, Machhimar Association, Gateway, Elephanta Launch Operators and Operators at Ballard Pier & Ferry Wharf. Appropriate signal to be hoisted at the designated locations both day and night.
- Every vessel at anchorage to be put on short notice to vacate harbour.
- Procedures to be taken in advance on information of impending storm or cyclone.
- Monitor reports from IMD.
- Deputy Conservator & Harbour Master to be informed about any emergency situation at any time.
- Vessels docked at open berths to follow guidelines as enumerated in Annexure-I. Sr. Dock Master at his discretion may ask vessels to double up the moorings and keep engines ready.
- At JD, while discontinuation of loading operation including disconnection of flexible, unloading arms, guidelines indicated in Annexure-I should be followed and vessel should be held in readiness to put to sea if it is felt that mere doubling of moorings and use of engines will not effectively provide

sufficient protection to vessels at the Jawahar Dweep Tanker Terminal.

- In case situation does not warrant evacuation of Port, mooring should be doubled. However, in inclement weather loading arms should be disconnected and the MOT gangways either taken up or effectively secured.
- All vessel should have their engines on readiness and taken every precaution for their safety.
- All necessary precautions and suitable action will need to be taken as part of standard procedures and in the interest of ensuring the safety of the Port.

ANNEXURE-I.

Beafort Scale	Wind speed (Knots)	Vessel	Facilities
6 Strong breeze	22-27	Berthing limit	Crane Operations cease
7 Near gale	28-33	Tug boat limit	
8 fresh gale	34-40	Ferry Operation cease	Loading Arms disconnected.
9 strong gale	40-47	Emergency mooring lines.	
10 whole gale	48-55	Larger vessel put to sea	Facilities secured cranes lashed, etc.

