

To,

1. MANSA / INSA
2. SHIP OWNERS / CHARTERERS
3. SHIPPING AGENTS
4. SHIP OPERATORS / MANAGERS
5. TANK OPERATORS
6. TUG OWNERS / BARGE OWNERS /
CHARTERERS' MANAGERS & OPERATORS
7. ONGC / SCI
8. OIL COMPANIES
9. MASTERS OF ALL VESSELS
10. OTHER VESSEL OWNERS
11. CRAFTS SUCH AS ACCOMODATION BARGES
12. ANY OTHER KIND OF CRAFTS
13. PORT USERS &
14. ALL CONCERNED.

CIRCULAR

Sub : Reduction in availability of berths at
Mumbai harbour.

The Mumbai Port is presently carrying out modernization of infrastructure. Some of the projects being undertaken/implemented include the Offshore Container Terminal (OCT) and Tata Jetty at Mahul.

2. In executing the OCT Project, the Prince's and Victoria Docks are in the process of being filled up to create container storage area.

3. Resulting from the above, all crafts which were hitherto being accommodated in Prince's and Victoria Docks have now to be accommodated at the anchorages. The access to the Tata Jetty is through the P&V anchorage and a navigational channel has been created to access the berth. Large barges with cargo upto 3500 tons of coal use this berth. The Break-up-yard at Darukhana has also been re-activated and an access channel for beaching vessels at Powder Works Bunder and Lakri Bunder has to be available. Mazgaon Dock also carries out frequent movements of new constructions for the Navy and other crafts.

4. In addition to the above, the Offshore Container Berth is being constructed approximately 0.8 miles Eastward of Indira Dock Harbour Wall and presently Capital Dredging is being carried out for creation of berth pocket turning circle and approach channel.

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5. In the foul weather season during monsoon, anchorages outside the foul weather limit i.e. South of Sunk Rock are also not operational.
6. All this has resulted in the anchorage space available for vessels North of middle ground being severely curtailed. Accordingly, following is the order for providing anchorages.
7. With immediate effect,
- i) Only working vessels i.e. vessels carrying out cargo work and other Port related activities would be allotted anchorage within Mumbai Port.
 - ii) Barges and other crafts requiring anchorages for repairs etc. would be allotted anchorage on a first-come first-serve basis.
 - iii) Preference would be given to vessels carrying out dry docking at Mumbai Port. Confirmation to that effect would have to be submitted from the C.M.E.'s department.
 - iv) No lay-up anchorage will be allotted to any vessels registered under the M.S. Act.
 - v) Anchorages South of Middle Ground would be generally allotted to ships for carrying out cargo work or waiting for berthing at Indira Docks.
 - vi) All crafts that are registered under the M.S. Act and which have already been at anchorage for over 90 days are required to be moved out.

(CAPT. M.M. RODRIGUES)
DEPUTY CONSERVATOR