

MORMUGAO PORT TRUST  
MARINE DEPARTMENT

Ref. No.: DC/S(21)/2015/01

Date: 21<sup>st</sup> April, 2015.

**HARBOUR NOTICE NO. 01 (TEMP) 2015**

**RE: MONSOON SHIPPING (21<sup>st</sup> MAY TO 15<sup>th</sup> SEPT)**

During the coming monsoon season the following will be the admissible lengths and drafts for incoming and outgoing vessels:

(a)	Break water berth Mole berth	LOA 210 mtrs. in Monsoon LOA 200 mtrs. in Monsoon	Draft 8.0 mtrs Draft 8.0 mtrs
(b)	Berth 1,2,3	Leased to M/s. WISL	
(c)	Berth No. 4	LOA 180 mtrs.	6.5
(d)	Berth No. 5	LOA 190 mtrs.	12.5 Departure on high tide
(e)	Berth No. 6	LOA 225 mtrs	13.5 Berthing on high tide
(f)	Berth No. 7	LOA 260 mtrs	13.5
(g)	Berth No. 8	LOA 185 mtrs	11.5 Berthing on high tide
(h)	Berth No. 9(*)	LOA 260 mtrs	13.5 Departure on high tide
(i)	Berth No. 10	LOA 190 mtrs	12.5 Departure on high tide
(j)	Berth No. 11	LOA 190 mtrs	12.5
(k)	Mooring Dolphins 1 & 2	LOA 190 mtrs	12.0
(l)	Mooring Dolphins 2 & 3	LOA 190 mtrs	12.0
(m)	Mooring Dolphins 3 & 4	LOA 190 mtrs	12.0
(n)	Mooring Dolphins 4 & 5	LOA 190 mtrs	12.0
(o)	Mooring Dolphins 5 & 6	LOA 190 mtrs	12.0

(\*) Extra draft for vessels sailing from berth no. 9 will be governed by calculation on the concept of sailing draft/U.K.C. of Goa Ore Berth.

The total of LOA of two vessels at No. 10 & 11 berth shall not exceed 380mtrs.

The above is provisional and will be subject to availability of space, depth, prevailing sea and weather conditions and height of tide on the day in question. If the swell is more than 4 mtrs. there will be drastic reduction in permissible drafts.

2. Vessels intending to make use of the tide and load over the above declared drafts should request the Dy. Conservator/Harbour Master for his advice 24 hours before completion as per present practice.

Extra draft for vessels may be considered depending on the prevailing weather conditions, height of tide and the amount /degree of siltation in the navigational channel.

3. Ships will be moored at the dolphins with at least six head ropes and six stern ropes of suitable size and strength for the size of the vessel. These ropes shall be of polypropylene or other synthetic material, which floats on water. Ship's anchors may or may not be used depending on the prevailing weather conditions and size of the vessel. It may be noted that during adverse weather conditions, the vessel may have to be moved from the Mooring Dolphins to any suitable berth, if available, to complete her cargo operations. However, if the berth is not available, the vessel may have to be shifted to outer anchorage till weather conditions improve or till a berth is made available.

4.(i) In view of the cyclonic weather conditions, number of anchorages East of Breakwater will depend on the available space on the day in question.

(ii) For the same reason, all concerned are hereby requested to adhere to the recommended lengths in their own interest.

5. Allotment of mooring dolphins will be decided after consideration of the following points:

- i) The date of arrival/commencement of loading/discharging
- ii) Expected loading/discharging rate and type of cargo
- iii) Type of loading/discharging gear on board the vessel

It is normally expected that after consideration of these three points, when a vessel is allotted mooring dolphins, she should endeavour to complete her loading/discharging at the earliest. However, if any specific difficulty is experienced in allotting mooring dolphins for a particular vessel, final decision in consultation with all concerned would be taken at the berthing meeting on the day in question.

6. During monsoon season vessels will NOT be brought to the turning basin just for the purpose of "clearing".

Only vessels coming from Yellow Fever area which cannot obtain radio pratique, and vessels having dire emergency may be brought to the turning basin, provided other ship movements are not hampered. Vessels so brought should endeavour to move out in the shortest possible time so as to avoid delay to other shipping movements.

Agents should notify owners to ensure enough water and provisions are provided to the ship at previous port to take care of any expected/unexpected berthing delays at this Port.

7. Night navigation will be carried out normally subject to weather conditions.

8. West of Breakwater loading may be permitted beyond 20<sup>th</sup> May, 2015. However, the barges operating West of Breakwater will be at the risk of the owner and/or the Master of the barges and they will have to obtain prior approval of the Capt. of Ports subject to the following:

i) Barges that may be used for loading/discharging West of Breakwater should have been assigned G.I. Load Lines; alternatively barges which are classified with any of the recognized classification society and having load lines marked on the sides, may also be used.

ii) All above mentioned barges will take a load which is not in excess of two-thirds of their normal capacity and the cargo should be evenly distributed in two or three heaps depending on the length of the cargo hold. No gap should be left between heaps or between heap and athwart ship bulkhead.

iii) Barges going West of Breakwater shall not enter the main marked channel and shall navigate north of the channel only. Failure to follow these instructions will debar the barge from utilizing this facility.

iv) Barges proceeding West of Breakwater will be manned by persons holding certificate of competency as per requirement of I.V. Act and no deviation from the Act, will be permitted.

v) Masters of barges must take cognizance of prevailing weather conditions and observe prudent safe practices of seamanship.

vi) No craft shall ply west of breakwater (a) when a storm warning signal indicating the bad weather is displayed from the Port Signal Station and (b) when signals are displayed on the Signal Station all the crafts operating west of breakwater shall return immediately to the Inner Harbour for safety and shall not return to outer roads until the signal is lowered. For this purpose, storm warning local signal cautionary will be used, i.e. to indicate that the Port is threatened by squally weather. During the day, one cone shape black in colour, (cone downwards) & for the night, all round white and red lights with white light on top and red below will be used.

Cargo operations west of breakwater beyond 20<sup>th</sup> May, may be permitted by the Deputy Conservator, MPT on a day to day basis, after studying meteorological reports and local weather conditions. Deputy Conservator will indicate the final closure of cargo work west of breakwater for the duration of the monsoon period at a later date.

(CAPT. S. S. TRIPATHI)  
DEPUTY CONSERVATOR

To:  
All Shipping Agents / Shippers / Barge Owners/  
Launch Owners / Insurance Companies / All concerned.  
c.c.: Chairman's table  
c.c.: Hindi Section/GAD .... For translation.

MORMUGAO PORT TRUST  
MARINE DEPARTMENT

Ref. No.: DC/S(21)/2014/

Date: Sept., 2014.

**Sub: END OF MONSOON SEASON.**

Mormugao Port Trust issues the "END OF MONSOON SEASON" notice every year to take advantage of improved weather conditions by allowing the larger vessels at some berth by taking safety measures.

Maintenance dredging has started on 24.08.2014 at East of Break Water areas. As weather further improves the maintenance dredging will also commence in the channel (West of Break Water).

During the maintenance dredging the check sounding will be taken and further improvement in the depths throughout the channel and approach to concern berths, the increase in the draft will be permitted stage wise.

In the mean time, to give the trade an advantage to berth the larger vessels as the weather is improved, "END OF MONSOON SEASON" notice to be issued is put up for perusal.

DY. CONSERVATOR

CHAIRMAN:

MORMUGAO PORT TRUST  
MARINE DEPARTMENT

Ref. No.: DC/S(21)/2014/52

Date: 8<sup>TH</sup> Sept., 2014.

**HARBOUR NOTICE NO. 81 (TEMP) 2014**

**Sub: END OF MONSOON SEASON.**

As defined in I. V. Act, fair weather season will be commencing at this Port from 0001 hours on 15<sup>th</sup> Sept., 2014 and hence vessels will be permitted to operate West of Breakwater.

However, all concerned are advised to exercise due caution as the weather is liable to deteriorate without warning. Vessels loading West of Breakwater will be permitted to load to their seasonal mark.

The LOA and draft limitations for alongside berths will be as follows and will continue till further notice. All berthing and un-berthing operations for loading vessels will be in conjunction with high tide, taking into account the Under Keel Clearance, Depth, prevailing sea and weather conditions on the day in question. Vessels intending to make use of the tide and load to the declared draft should request the Dy.Conservator/Harbour Master for his permission, 24hours before completion as per the present practice.

(a)	Break water berth Mole berth	LOA 260 mtrs. LOA 200 mtrs.	7.70 mtrs at high tide 7.70 mtrs at high tide
(b)	Berth 1,2,3	Leased to M/s. WISL	
(c)	Berth No. 4	LOA 180 mtrs.	6.0 mtrs at high tide
(d)	Berth No. 5	LOA 190 mtrs.	12.0 mtrs at high tide
(e)	Berth No. 6	LOA 225 mtrs	13.0 mtrs at high tide
(f)	Berth No. 7	LOA 260 mtrs	13.0 mtrs at high tide
(g)	Berth No. 8	LOA 185 mtrs	11.5 mtrs at high tide
(h)	Berth No. 9(*)	LOA 300 mtrs	13.0 mtrs at high tide
(i)	Berth No. 10(**)	LOA 225 mtrs	12.0 mtrs at high tide
(j)	Berth No. 11(**)	LOA 225 mtrs	12.0 mtrs at high tide
(k)	Mooring Dolphins 1 & 2	LOA 225 mtrs	11.5 mtrs
(l)	Mooring Dolphins 2 & 3	LOA 225 mtrs	11.5 mtrs
(m)	Mooring Dolphins 3 & 4	LOA 225 mtrs	11.5 mtrs
(n)	Mooring Dolphins 4 & 5	LOA 225 mtrs	11.5 mtrs
(o)	Mooring Dolphins 5 & 6	LOA 225 mtrs	11.5 mtrs

**Kindly note:** Mooring Dolphins are numbered from East (Kharewado Jetty side) as No. 1 and Westward to No. 2 and No. 3 towards Breakwater.

The drafts available are as per available depths as mentioned above till further notice. Increase in drafts will be announced as per the progress of Maintenance Dredging which has since been commenced w.e.f. 24<sup>th</sup> August, 2014 at 13.25 hrs.

(\*) Extra draft for vessels sailing from berth no. 9 will be governed by calculation on the concept of sailing draft/U.K.C. of Goa Ore Berth.

(\*\*) Overall length of ships together should be within 425 mtrs.

DY. CONSERVATOR

To,  
All Concerned  
Copy to: Chairman  
HM/Pilots/TM/CE/CME/Port Signal Station/Pilot Room  
All Sectional Heads (Marine Department)  
Hindi Cell(GAD) ... for translation

MORMUGAO PORT TRUST  
MARINE DEPARTMENT

Ref. No.: DC/S(21)/2014/51

Date: 28<sup>th</sup> July, 2014.

**HARBOUR NOTICE NO. 80 (TEMP) 2014**

Further to our Harbour Notice No. 71(TEMP) 2014 under reference No. DC/S(21)/2014/38 dated 24<sup>th</sup> April,2014 following will be the admissible lengths and drafts for incoming and outgoing vessels **w.e.f. 01<sup>st</sup> September,2014 till completion of maintenance dredging.**

(a)	Break water berth Mole berth	LOA 210 mtrs. in Monsoon LOA 200 mtrs. in Monsoon	Draft 7.70 mtrs Draft 7.70 mtrs
(b)	Berth 1,2,3	Leased to M/s. WISL	
(c)	Berth No. 4	LOA 180 mtrs.	6.0
(d)	Berth No. 5	LOA 190 mtrs.	12.0 Departure on high tide
(e)	Berth No. 6	LOA 225 mtrs	13.0 Berthing on high tide
(f)	Berth No. 7	LOA 260 mtrs	13.0
(g)	Berth No. 8	LOA 185 mtrs	11.5 Berthing on high tide
(h)	Berth No. 9(*)	LOA 260 mtrs	13.0 Departure on high tide

(i)	Berth No. 10	LOA 190 mtrs	12.0	Departure on high tide
(j)	Berth No. 11	LOA 190 mtrs	12.0	
(k)	Mooring Dolphins 1 & 2	LOA 190 mtrs	11.5	
(l)	Mooring Dolphins 2 & 3	LOA 190 mtrs	11.5	
(m)	Mooring Dolphins 3 & 4	LOA 190 mtrs	11.5	
(n)	Mooring Dolphins 4 & 5	LOA 190 mtrs	11.5	
(o)	Mooring Dolphins 5 & 6	LOA 190 mtrs	11.5	

- (\*) Extra draft for vessels sailing from berth no. 9 will be governed by calculation on the concept of sailing draft/U.K.C. of Goa Ore Berth.

The total of LOA of two vessels at No. 10 & 11 berth shall not exceed 380mtrs.

The above is provisional and will be subject to availability of space, depth, prevailing sea and weather conditions and height of tide on the day in question. If the swell is more than 4 mtrs. there will be drastic reduction in permissible drafts.

**(CAPT. S. S. TRIPATHI)**  
**DEPUTY CONSERVATOR**

**To:**  
**All Shipping Agents / Shippers / Barge Owners/  
Launch Owners / Insurance Companies / All concerned.**

**c.c.: Dy. Chairman's table**  
**c.c.: Chairman's table**  
**c.c.: Hindi Section/GAD .... For translation.**

MORMUGAO PORT TRUST  
MARINE DEPARTMENT

**HARBOUR NOTICE NO. 71 (TEMP) 2014**  
**RE: MONSOON SHIPPING (21<sup>st</sup> MAY TO 15<sup>th</sup> SEPT)**

During the coming monsoon season the following will be the admissible lengths and drafts for incoming and outgoing vessels:

(a)	Break water berth Mole berth	LOA 210 mtrs. in Monsoon LOA 200 mtrs. in Monsoon	Draft 8.0 mtrs Draft 8.0 mtrs
(b)	Berth 1,2,3	Leased to M/s. WISL	
(c)	Berth No. 4	LOA 180 mtrs.	6.5
(d)	Berth No. 5	LOA 190 mtrs.	12.5 Departure on high tide
(e)	Berth No. 6	LOA 225 mtrs	13.5 Berthing on high tide
(f)	Berth No. 7 (*)	LOA 260 mtrs	
(g)	Berth No. 8	LOA 185 mtrs	11.5 Berthing on high tide
(h)	Berth No. 9(**)	LOA 260 mtrs	13.5 Departure on high tide
(i)	Berth No. 10	LOA 190 mtrs	12.5 Departure on high tide
(j)	Berth No. 11	LOA 190 mtrs	12.5
(k)	Mooring Dolphins 1 & 2	LOA 190 mtrs	12.0
(l)	Mooring Dolphins 2 & 3	LOA 190 mtrs	12.0
(m)	Mooring Dolphins 3 & 4	LOA 190 mtrs	12.0
(n)	Mooring Dolphins 4 & 5	LOA 190 mtrs	12.0
(o)	Mooring Dolphins 5 & 6	LOA 190 mtrs	12.0

(\*) Dredging is in progress. For Berth No. 7 Separate Harbour Notice will be issued.

(\*\*) Extra draft for vessels sailing from berth no. 9 will be governed by calculation on the concept of sailing draft/U.K.C. of Goa Ore Berth.

The total of LOA of two vessels at No. 10 & 11 berth shall not exceed 380mtrs.

The above is provisional and will be subject to availability of space, depth, prevailing sea and weather conditions and height of tide on the day in question. If the swell is more than 4 mtrs. there will be drastic reduction in permissible drafts.

2. Vessels intending to make use of the tide and load over the above declared drafts should request the Dy. Conservator/Harbour Master for his advice 24 hours before completion as per present practice.

Extra draft for vessels may be considered depending on the prevailing weather conditions, height of tide and the amount /degree of siltation in the navigational channel.

3. Ships will be moored at the dolphins with at least six head ropes and six stern ropes of suitable size and strength for the size of the vessel. These ropes shall be of polypropylene or other synthetic material, which floats on water. Ship's anchors may or may not be used depending on the prevailing weather conditions and size of the vessel. It may be noted that during adverse weather conditions, the vessel may have to be moved from the Mooring Dolphins to any suitable berth, if available, to complete her cargo operations. However, if the berth is not available, the vessel may have to be shifted to outer anchorage till weather conditions improve or till a berth is made available.

4.(i) In view of the cyclonic weather conditions, number of anchorages East of Breakwater will depend on the available space on the day in question.

(ii) For the same reason, all concerned are hereby requested to adhere to the recommended lengths in their own interest.

5. Allotment of mooring dolphins will be decided after consideration of the following points:

- iv) The date of arrival/commencement of loading/discharging
- v) Expected loading/discharging rate and type of cargo
- vi) Type of loading/discharging gear on board the vessel

It is normally expected that after consideration of these three points, when a vessel is allotted mooring dolphins, she should endeavour to complete her loading/discharging at the earliest. However, if any specific difficulty is experienced in allotting mooring dolphins for a particular vessel, final decision in consultation with all concerned would be taken at the berthing meeting on the day in question.

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**Vessels coming to the mooring dolphins shall strictly adhere to the conditions stipulated in Circular No. DC/S-21/2014/39 dated 24/04/2014.**

6. During monsoon season vessels will NOT be brought to the turning basin just for the purpose of "clearing".

Only vessels coming from Yellow Fever area which cannot obtain radio pratique, and vessels having dire emergency may be brought to the turning basin, provided other ship movements are not hampered. Vessels so brought should endeavour to move out in the shortest possible time so as to avoid delay to other shipping movements.

Agents should notify owners to ensure enough water and provisions are provided to the ship at previous port to take care of any expected/unexpected berthing delays at this Port.

7. Night navigation will be carried out normally subject to weather conditions.

8. West of Breakwater loading may be permitted beyond 20<sup>th</sup> May, 2014. However, the barges operating West of Breakwater will be at the risk of the owner and/or the Master of the barges and they will have to obtain prior approval of the Capt. of Ports subject to the following:

vii) Barges that may be used for loading/discharging West of Breakwater should have been assigned G.I. Load Lines; alternatively barges which are classified with any of the recognised classification society and having load lines marked on the sides, may also be used.

viii) All above mentioned barges will take a load which is not in excess of two-thirds of their normal capacity and the cargo should be evenly distributed in two or three heaps depending on the length of the cargo hold. No gap should be left between heaps or between heap and athwartship bulkhead.

ix) Barges going West of Breakwater shall not enter the main marked channel and shall navigate north of the channel only. Failure to follow these instructions will debar the barge from utilising this facility.

x) Barges proceeding West of Breakwater will be manned by persons holding certificate of competency as per requirement of I.V. Act and no deviation from the Act, will be permitted.

xi) Masters of barges must take cognizance of prevailing weather conditions and observe prudent safe practices of seamanship.

xii) No craft shall ply west of breakwater (a) when a storm warning signal indicating the bad weather is displayed from the Port Signal Station and (b) when signals are displayed on the Signal Station all the crafts operating west of breakwater shall return immediately to the Inner Harbour for safety and shall not return to outer roads until the signal is lowered. For this purpose, storm warning local signal cautionary will be used, i.e. to indicate that the Port is threatened by squally weather. During the day, one cone shape black in colour, (cone downwards) & for the night, all round white and red lights with white light on top and red below will be used.



Cargo operations west of breakwater beyond 20<sup>th</sup> May, may be permitted by the Deputy Conservator, MPT on a day to day basis, after studying meteorological reports and local weather conditions. Deputy Conservator will indicate the final closure of cargo work west of breakwater for the duration of the monsoon period at a later date.

**(CAPT. S. S. TRIPATHI)  
DEPUTY CONSERVATOR**

**To:  
All Shipping Agents / Shippers / Barge Owners/  
Launch Owners / Insurance Companies / All concerned.**

**c.c.: Dy. Chairman's table  
c.c.: Chairman's table  
c.c.: Hindi Section/GAD .... For translation.**

**MORMUGAO PORT TRUST  
MARINE DEPARTMENT**

*Ref. No.:DC/S-21/2014/39*

*Date: 24<sup>th</sup> April, 2014.*

**C I R C U L A R**

**CONDITIONS/PRECAUTIONS TO BE TAKEN BY VESSELS AT  
MOORING DOLPHINS DURING MONSOON SEASON**

Following conditions apply to vessels using mooring dolphin facility during monsoon season:

- 1) Vessels will be brought to the mooring dolphins subject to suitable weather conditions prevailing in the Port.
- 2) Vessels to be adequately manned at all times to close hatches, secure cranes/grabs and move out promptly to West of Breakwater in case ropes part due to squally weather. Any repair charges for damage to the mooring dolphins or other Port property will be on vessel's account as per Port rules.
- 3) Vessel to attend to mooring ropes at all times. Winches and Windlasses to be available at all times.

4) Minimum number of barges to stay alongside the vessel i.e. not more than the number of hooks working on the ship.

5) Main engines to be kept ready at short notice. No immobilization of main engines will be permitted at the mooring dolphins.

6) If weather conditions deteriorate or are likely to deteriorate, vessel will be shifted to any available berth or to West of Breakwater anchorage.

7) Continuous watch to be maintained on VHF Channel 16.

Ship's agent shall ensure that the contents of this Circular is communicated to the Master of the vessel for strict compliance. Shippers/consignees shall also ensure that only minimum number of barges stay alongside the vessel i.e. not more than the number of hooks working on the ship.

(Capt. S.S.Tripathi)  
**DEPUTY CONSERVATOR**

To,  
All Shipping Agents/Shippers/Barge Owners/  
Launch Owners/Insurance Companies/All concerned  
c.c. :Dy. Chairman's table  
c.c.: Chairman's table  
c.c.: Hindi Section ..... For translation

**MORMUGAO PORT TRUST**  
**MARINE DEPARTMENT**

Ref. No.: DC/S-21/2014/40

Date: 24<sup>th</sup> April, 2014

**C I R C U L A R**

**SUB: ARRANGEMENTS FOR CONTACTING MARINE DEPARTMENT**  
**OFFICIALS IN CASE OF EMERGENCIES DURING MONSOON PERIOD.**

In case any Port users require to contact the Marine Department in case of an emergency during the monsoon season, they may contact the following duty Pilots of the Marine Department who will be on duty round-the-clock as per the berthing programme:

		<u>MOBILE NO.</u>	<u>EPABX</u>
Capt. Pravin K. Singh	(H3)	9822102661	4851
Capt. Vijay Kumar	(H4)	9822486524	4861

During working days (from 0900 to 1300 hrs and from 1400 to 1700 hrs)

	<u>MOBILE NO.</u>	<u>BSNL</u>	<u>EPABX</u>
Deputy Conservator	9822101844	2521150(O)	2594801(O)
Harbour Master	9822102659	2521152(O)	2594803(O)

During Holidays and Off-office hours

Deputy Conservator	9822101844	2594145	2594155
Harbour Master	9822102659	2521872(R)	2594852(R)

All Pilots, D.C., H.M., Signal Station, Port Crafts, Pilot Control Room are provided with VHF network and can be contacted either on Channel 16 or 12. Some of the local agents in Vasco have their own VHF network and in case of an emergency, they can contact any of the above mentioned staff of the Marine Department. If a particular agent does not have the VHF equipment, he may make use of the other agents' equipment to contact the Signal Station over the VHF.

Besides the above arrangements, Signal Station can be contacted on **Tel. No. 2594807**, **BSNL Tel. No. 2522868**, **Mobile no. 9822101853** round-the-clock who in turn can pass messages to the Marine staff on VHF, Mobile or BSNL telephone or EPABX system.

Pilot Room can be contacted on **Tel. No.2594831** or VHF Channel 12. Central Fire Station can be contacted on **Tel.no.2594811** or BSNL **Tel.No.2521300** or VHF Channel 14.

In case of emergency in the Port due to severe storm/gale, most of the Marine Officers would be in the harbour attending to safety of the vessels in the Port, port crafts and port property and hence, those who want to contact the Marine staff to get any information/assistance may contact the Signal Station either on VHF or on **Tel.No. 2594807** or BSNL Tel.No. **2522868** or Mobile No. **9822101853** so that the duty Signaller-cum-RTO can pass a message to the D.C./H.M./Duty Pilots.

#### **ACTION TO BE TAKEN IN CASE OF STORM WARNING NO.3 OR NO.4**

A. The Signal Station is provided with BSNL Telephone No. **2522868**. **FAX No.2521155** is provided in DC's office to receive weather messages directly from the Meteorological Department, Mumbai. Whenever a storm warning no.3 or no.4 is received, the Signaller-cum-RTO on duty should immediately display the appropriate signal at the Signal Station Mast. The Communication Officer/Signaller-cum-RTO should immediately contact and

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give details available to the following officers either on telephone, VHF or FAX. Appropriate LOG entries to be made.

1. Deputy Conservator
2. Harbour Master
3. Duty Pilot
4. Controlling Officer
5. Dy.Commandant/CISF
6. CME
7. TM
8. Secretary
9. Chief Medical Officer (Hospital)
10. Primary Health Centre Headland
11. Plant Manager
12. Chief Engineer (Civil)
13. Chief Manager (CHLD)

Above are also to be informed for any change in status (e.g. Warning no.3 to 4 or 4 to 3 etc.)

B. The Dy. Conservator in turn will inform the Chairman and the Deputy Chairman. The Harbour Master will contact all the ships agents on telephone and ships in Port by a special messenger or on VHF. He should ask all ships in Port to be standby on VHF channel 16. He will inform the Surveyor in Charge, Mercantile Marine Department, Capt. of Ports, Coast Guard and Indian Navy. CME will take steps for safety of the Plant and cranes. TM should warn all stevedores and if necessary get the cranes shifted to safer positions. If the vessels are surging, TM may stop cargo work at his own discretion. He should inform the Docks Manager to secure all the cranes in position and also take precautionary measures for safeguarding cargo which is lying at the wharf area. Secretary to contact the Chief Secretary, Govt. of Goa, Collector of North and South Goa, Inspector General of Police, Supdt. of Police (North) and (South) who in turn will be required to contact other concerned officials of the State Govt.

C. The Controlling Officer in-charge of the Pilot Room should instruct three tugs and two launches on duty to keep their engines standby. He will inform the ships alongside berths to double up their moorings and he will direct the shore gang to assist the vessels in providing additional moorings. Harbour Serangs should ensure that mooring ropes are spread out on all available bollards. They should also ensure that the ships are provided with extra springs. The Controlling Officer should ensure that all idle crafts are shifted to no.10/no.11 berths. Necessary action in this regard should be reported to the Harbour Master.

D. Duty Pilot should proceed to the Harbour on receiving information from the Signal Station/Harbour Master and should ensure that the ships have their engines ready and sufficient crew on board, and check up all moorings of vessels alongside berths including port crafts. He should contact all the vessels at anchorage and ensure that they keep their engines standby. Duty Pilots and the Harbour Master should ensure that extra cable is paid off by vessels at anchorage. Duty Pilots to patrol the harbour in launches to ensure that all the vessels have taken safety measures. Masters should be directed to keep the second anchor also standby.

E. Signaller cum RTOs/VTMS staff shall monitor the position of all the vessels at anchorage. Any change in position/dragging of anchor by any vessel shall be brought to the notice of Duty Pilot/Harbour Master.

#### **ACTION TO BE TAKEN IN CASE OF STORM SIGNAL 5 & ABOVE.**

In case of Storm Signal 5 & above the following officials & local authorities will also be informed of the impending storm:

1. Vasco Police Station and Fire Brigade
2. Harbour Police Station
3. Chief Fire Officer, Panjim
4. Mamlatdar, Mormugao
5. Mormugao Municipal Council
6. Naval Officer In-Charge, Goa Area
7. Coast Guard Dist. Headquarters

8. Mercantile Marine Deptt., Mormugao Harbour
9. Director of Fisheries
10. Dy. Suptd. of Police

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A. Harbour Master should alert all Pilots to patrol the harbour by the tugs/launches to ensure that all precautionary measures as indicated above are taken by vessels in Port. All the ships should be ready to move at short notice. Harbour Master will co-ordinate between ships and pilots. All shore gang crew will be kept standby at the berths and if required additional shore gang crew will be made available by the Controlling Officer. All available vehicles from the departments should be standby for emergency requirement.

B. Dy. Conservator will inform Chairman and Dy. Chairman, Secretary and CMO. Harbour Master should inform the Navy and Coast Guard. Secretary should inform the Chief Secretary, Govt. of Goa, Collector of North and South Goa, Inspector General of Police, Supdt. of Police (North) and (South) who in turn will be required to contact other concerned officials of the State Govt. for informing the public and taking necessary action.

C. CMO should make arrangements to have sufficient doctors in the Hospital, Primary Health Centre, and to keep one ambulance and a doctor standby in the Harbour next to the First-Aid Centre adjacent to the Pilot Rest Room and should be ready to attend to any emergency. The ambulance shall be provided with stretcher, oxygen cylinder and resuscitation set.

D. TM to stop cargo work and arrange to shift the cargo to safe place. All the cargo shed doors to be closed. Harbour Master to ensure that all ships derricks are lowered and secured. All hatches to be battened down. Depending on the position of the storm, Dy. Conservator in consultation with the Chairman/Dy. Chairman should inform the Harbour Master and Pilots what action to be taken regarding ships i.e. whether to unberth all vessels and ask them to proceed to the open sea, and also shift the vessels at anchorage to West of Breakwater.

E. All Officers of the Marine Department should report to the Pilot Rest Room/SE(M)'s office for any assistance.

F. Fire Brigade should be alerted and should be kept standby at their respective stations for emergency.

G. All barges to be directed to go up-stream to sheltered area. The fishing trawlers and fishing craft to be sent interior.

H. CME to keep the staff standby at the electrical sub-station, at the power house, at the CCP & plant to attend to any emergency.

I. Mobile crane with Drivers to be standby for emergency work.

J. Signaller cum RTO's/VTMS staff shall monitor the position of all the vessels at anchorage. Any change in position/dragging of anchor by any vessel shall be brought to the notice of Duty Pilot/Harbour Master.

Details of action to be taken in emergencies are given in the MPT Emergency Action Plan which may be referred to.

LIST OF TELEPHONE NOS. AND VHF IS ATTACHED AS APPENDIX I

**(CAPT. S. S. TRIPATHI)**  
**DEPUTY CONSERVATOR**

**To,**  
**All concerned**

Copy to:  
Chairman/MPT }  
Dy. Chairman/MPT } for kind information please.

**c.c. to Hindi Section/GAD for translation**

**APPENDIX -I****LIST OF KEY TELEPHONE NOS. /VHF OF PORT OFFICIALS**

Name of Official	Office		Residence		Mobile	
	BSNL	EPABX	BSNL	EPABX		
Chairman	2521100 2521200	4000	2522222	4004	8605113666	
Deputy Chairman	2521110	4003	2521111	4008	9822101841	
Deputy Conservator	2521150	4801		4155	9822101844	CH.16/12
Harbour Master	2521152	4803	2521872	4852	9822102659	
Capt. Pravin K. Singh				4851	9822102661	CH.16/12
Capt. Vijay Kumar				4861	9822486524	
Secretary	2521120	4101	2736314		9822101842	
Traffic Manager	2521140	4701	2521996	4747	9822102651	
FA & CAO	2521130	4401	2521131	4443	9822101843	
Materials Manager	2512721	4501				
Chief Medical Officer	2521377	4901	2522141	4961	9822101849	
Chief Engineer	2521160	4601	2521161	4616	9822101845	
Chief Mechanical Engineer	2521170	4201	2521172	4266	9822101847	
Sr. Comdt. CISF	2521210	4471	2521211	4491	9822101851	
Supdtg. Eng. (M)	2521154	4804				CH.16/12
Marine Surveyor		4829	2521338	4810	9423310323	CH.16/12
Commn. Officer		4808			9823113483	CH.16/12
Sr. Dy. Traffic Manager	2521144	4705	2514100		9923462625	
Dy. Traffic Manager	2521142	4704		4369	9822101846	
Dy. CME	2521171	4203		4261	9763397634	
Supdt. Engineer(P)		4204			9011979630	
<b>Signal Station</b>	2522868	4807			9822101853	
<b>Central Fire Station</b>	2521300	4811				CH.14
Sub-Fire Station (manned only when tanker is at berth)	2512057	4813				CH.14
Tower Monitor Berth No.8	2594868	4820				
<b>C.C.P.</b>	2528178	4574				
MPT Hospital	2521477	4910				
<b>Pilot Room(for tugs etc.)</b>		4831				CH.12
Controlling Officer (Pilot Room)	2514872	4827	2521470		9881236664	

**N.B. ALL MPT EPABX Numbers can be dialed in directly by prefixing 259 to the EPABX Number**