

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

DC/S-21/2005/372

25.10.2005.

**CIRCULAR**  
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- SUB: (i) Spillage of cargo into the water at berth Nos.10 & 11  
due to improper supervision.
- (ii) Use of Save-all nets

Vessels discharging cargo at berth Nos.10 & 11 are advised to ensure that on no account should cargo fall into the sea. There have been instances where huge heaps have accumulated at the berth, as a result of which cargo has been sliding into the sea, reducing the depths at the berth.

Reduction of depths at the berth, naturally results in reduction of permissible drafts of vessels calling at berth No.10 and 11. It also entails higher costs for maintenance dredging.

All Agents are advised to impress upon the stevedores as well as the Masters of the vessels to ensure that extreme care and caution is exercised while discharging the cargo and whilst loading trucks at the berth so as not to allow falling of cargo into the sea during such operations. Use of save-all nets is mandatory during loading /unloading of dry bulk/general cargo.

The Port will be constrained to take appropriate action if such precautions are not exercised. Such action may include remand of the vessel from the berth, recovery of expenditure for removal of spilled cargo and consequential loss/expenses as stipulated in Mormugao Port Regulations.

(Capt. Anil Panjwani)  
Deputy Conservator

To,  
All Ships' Agents  
All Stevedores  
All Coal/coke importers  
M/s. Zuari Industries Ltd.  
M/s. HINDALCO

cc: Master,  
M.V. \_\_\_\_\_

To kindly ensure that 'save-all nets' are used during cargo operations and huge heaps of cargo are not accumulated at the berth which may result in cargo sliding into the sea. In the event of cargo falling into the sea, the Port will be constrained to take appropriate action which may include stoppage of cargo operations, removal of the vessel from the berth, recovery of expenditure for removal of spilled cargo and consequential loss/expenses.