



SAFETY, HEALTH, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM

PORT OF CALL HISTORY
REPORTING FORMS MANUAL

Form : 1.3.1B
Date : 02/June/2017
Rev : 1.0
App By : BMM

Port Feedback

Ship Name	IVS WENTWORTH
Port	MUMBAI, INDIA
Terminal & Berth No.	ANCHORAGE A, PLA & B-3 INNER ACHORAGE

Port Details

Anchorage approach	When not berthing on arrival, deep-drafted vessels should anchor in Area A or Area B, which are clear of submarine gas pipelines and submarine cables. Bottom is mud and shingle, good holding ground. Pilots do not assist in outer anchorage; it is entirely up to the Master to find a suitable anchorage in areas indicated. Inner anchorages are allotted to vessels by the Harbour Master upon application by the Agents and taking into account the draft. There are more than 60 anchorage berths with radius 305 m. having depths from 4.26–9.75 m., including 2x9.75 m., 10x9.14 m., 22x6.09–9.14 m. and the remainder below 6.09 m. All anchorages are safe. The permissible draft at the anchorages varies from 4.57–9.75 m. Depending upon the room available, vessels may be provided with a Pilot to take an incoming vessel directly to the assigned anchorage. The usual inner anchorage for merchant vessels is on the west side of the harbour, abreast of the city of Mumbai. An area north of Sunk Rock is reserved for naval vessels.
Min. depth at anchorage/Channel	
Pilot performance/Tugs condition	Pilotage : Compulsory for all power-driven merchant vessels of 100 n.t. and over to have a Pilot on board to proceed north of pilot station. Such vessels may not enter, leave or shift berths in this area without a Pilot or harbour official on board. The pilotage limit outward is marked by a line drawn E–W through Prongs Lighthouse. Pilots embark/disembark inbound/outbound vessels only from/in a pilot launch, usually painted white with the legend "Pilot" on the side. During the SW monsoon season a long swell prevails at the port entrance and it is imperative that vessels should give a proper lee, as the pilot launch may experience difficulties in coming alongside. During such times, Masters will be advised by the Pilot vessel which side to make a lee. During the early part of the SW monsoon, when the wind is SSW, the sea runs from the south and Masters are advised to keep their ships heading east when making a lee for the Pilot.
Other information	

Berth Details

Berth Type	ANCHORAGE A, PLA & B-3 INNER ACHORAGE
Minimum depth at Berth/approach/UKC concern	Draft 11.8 m. (tidal). Anchorage: Draft 9.75 m. Containers: Draft 10.0 m. (tidal). Passengers: Draft 10.0 m. (tidal). Tankers: Draft 14.3 m.
Mooring arrangement	Anchorage Area
Berth Restrictions	Restrictions : According to state of tide and draft. Mumbai Channel subject to siltation.
Berth condition/fendering etc	N/A
Other information (fendering etc)	

Cargo Operation

Manifold connections	N/A
Terminal courtsey/co-operation	N/A
Safety standard	As per Marsec Level 1
Other information (booster pumps etc)	

Additional information

Authorities(Custom/immig./health)	Mumbai Port Trust, Port Bhavan, Shoorji Vallabhai Marg, Mumbai
Security (Stowaways/theft threats)	Watchmen : Private watchmen, regulated by the port, are posted on deck as and when required by the Agents/Owners. Stringent port rules and docks bye-laws detailed in MPT Port Rules.
Spares/Stores/FW supply	Fresh water availability on anchorage depends on capacity of storage tank at the time of call. The water was not available continuously and we had to wait for the tank to be refilled. Advance information and notice will aid Agents in arranging any supply of fresh water in anchorage may be required.
Crew change/Shore leave	Repatriation : Can be arranged, also crew changes.
General comments	
Recommendations	

Master's Name / Date	CAPT ARTHUR D. BATA	08 Jan 18
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