



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 PHINDA
Port	PANJANG, INDONESIA
Terminal & Berth No.	BERTH "D2"

Port Details

Anchorage approach	Outer Anchorage No. 1 along fairway channels. (Mud, sand, shells)
Min. depth at anchorage/Channel	MIN. DEPTH ANCHORAGE: 23.5m / CHANNEL: 13.0m
Pilot performance/Tugs condition	Good performance / tugs in good condition
Other information	

Berth Details

Berth Type	Concrete Construction Wharves
Minimum depth at Berth/approach/UKC concern	MIN. DEPTH AT BERTH: 14.1m, Starboard side alongside, MIN. UKC: 1.5m
Mooring arrangement	4 Head lines & Stern Lines with 2 Fwd & Back Spring Lines.
Berth Restrictions	No crew allowed while under cargo operation, Complete PPE required while at berth with visible vest.
Berth condition/fendering etc	Fully concrete berth with rubber fendering attached on side. 1meter gap to berth.
Other information (fendering etc)	BERTH Density 1.025 - 1.027 g/cm3

Cargo Operation

Manifold connections	Shore Cranes with 5 gangs, 4 hopper used for Loading
Terminal courtesy/co-operation	Authorities and terminal personnel are cooperated.
Safety standard	Strict implementation of ISPS & PPE requirements.
Other information (booster pumps etc)	No walking is permitted whilst in port.

Additional information

Authorities(Custom/immig./health)	AGENT/ CUSTOMS/ IMMIG./ QUARANTINE ONBOARD
Security (Stowaways/theft threats)	SECURITY LEVEL 1
Spares/Stores/FW supply	Spares, Stores, FW Supply available to be arrange thru agent.
Crew change/Shore leave	No Crew Change, No shore leave allowed.
General comments	Gangway & Mooring lines should be tended regularly. Lines adjusted & tight due to tides max 2.5m high. Combination of shore & ships gangway. Marsec Level 1 maintained.
Recommendations	Observe safe working practices whilst handling mooring ropes.

Master's Name / Date	CAPT. Denis Diego / 07 Sep. 2020
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