

SAFETY, HEALTH, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM

PORT OF CALL HISTORY

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

REPORTING FORMS MANUAL

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Ship Name	IVS KESTREL
Port	NEW ORLEANS
Terminal & Berth No.	CHS TERMINAL

Port Details	
Anchorage approach	PILOT TOWN ACNHORAGE / PT CELESTE ANCHORAGE
Min. depth at anchorage/Channel	PILOT TOWN:10.60m / PT. CELESTE: 7.60m
Pilot performance/Tugs condition	SEA PILOT 1 / RIVER PILOT 4 / DOCK PILOT 2 / SATIFACTORY
Other information	VESSEL WILL DROP ITS ANCHOR AT PT. CELESTE ANCHORAGE WHILE WAITING FOR BERTH AVAILABILITY.

Berth Details	
Berth Type	QUAY - ELEVATOR
Minimum depth at Berth/approach/UKC concern	Berth: 18.20m / Approach: 7.60m (Pt. Celeste Anchorage) / UKC concern: Nil
Mooring arrangement	4+2 Forward and Aft
Berth Restrictions	HAVE ALL BALLAST MINIMIZED PRIOR ARRIVAL BERTH TO AVOID DELAYS AND FINE./ VSL NOT ALLOWED TO BLOW OUT THEIR TUBES WHILST AT BERTH. / (1) 30MINS PERIOD WILL BE GIVEN TO VSL TO CHECK THE DRAFT.
Berth condition/fendering etc	FENDERING AVAILABLE
Other information (fendering etc)	VESSEL HAS 1 1 HOUR TO VACATE THE BERTH AFTER LOADING

Cargo Operation			
Manifold connections	NA		
Terminal courtsey/co-operation	THE VSL SHOULD MAKE REASONABLE EFFORTS TO ASSIST WTH PLACING ONBOARD SOME OF THE STEVEDORES EQUIPMENT USED IN CARGO OPERATION, BUILDING SEPARATIONS OR OTHER CARGO RELATED ACTIVITIES.		
Safety standard	VSL MUST PROVIDE SAFE PASSAGE DURING PORT STAY. GANGWAY READY FOR ACCESS AT ALL TIMES.		
Other information (booster pumps etc)			

Additional information	
Authorities(Custom/immig./health)	USDA/IMMIGRATION/CUSTOM CLEARED
Security (Stowaways/theft threats)	NIL
Spares/Stores/FW supply	CABIN AND ENGINE STORES WILL BE RECEIVE AT THIS BERTH, INCLUDING HATCH COVER SEALS AND FOAM.
Crew change/Shore leave	NO CREW CHANGE SCHEDULED AT THIS PORT / SHORE LEAVE AVAILABLE TO THOSE CREW WITH US VISAS.
General comments	VESSEL WILL LOAD AGRI PRODUCTS-GRAINS OF TOTAL 25,844MT. OPERATION TIME WILL BE 32 HOURS.
Recommendations	

Master's Name / Date	JAMES VIC P. LEGASON / 03 JAN 2020