

## SAFE MEMO – PIPAVAV PORT – INDIA

### 02<sup>nd</sup> Sep 2025

#### Dry Cargo & Container Berths:

Berth	Depth in berth pocket	LOA	Beam	Draft (Fair Wx)	Draft (Foul Wx)	Max displacement restriction	Type of berth / Remarks
GP1	14.5 m	240 m	40 m	14.0 m	13.5 m	100,000 MT	Multipurpose berth
GP2	14.5 m	240 m	40 m	14.0 m	13.5 m	100,000 MT	Multipurpose berth
GP3	14.5 m	315 m	40 m	14.0 m	13.5 m	100,000 MT	Container berth – see Note below for draft restrictions.
GP4	15.5 m	367 m	50 m	14.5 m	13.5 m	150,000 MT	Container berth – see Note below for draft restrictions.

**Note for Container Berths:** Permissible draft may be increased based on tidal height during the vessel's port stay—up to 14.80 m at GP-4 and 14.20 m at GP-3 in fair weather, and up to 14.00 m at GP-4 and 13.80 m at GP-3 in foul weather. Updated data on maximum permissible draft for the day for GP-3 & GP-4 will be published quarterly on the port website, subject to receipt of tidal information (times and heights of high and low waters) from NHO.

**Bollard Capacity** : 100/200 tons.

**Navigation restrictions:** Vessels berth day or night but subject to a tidal window of POB occurring 1.5hrs before the next High Water or up to 45mins after Low Water. In addition to the tidal window stated above, during the ebb tide, it is possible to berth / un-berth a vessel at any stage of tide, but she will be berthed port side alongside / un-berthed if she was port side alongside. A vessel that is starboard side alongside will generally not be un-berthed during the ebb. However, container vessels less than 230 metres LOA with sound operational history can be considered for outward movements anytime during the day/night. **It is mandatory to have an operational 'Laser Range Finder' for all such vessels with LOA 330 metres or more.**

**RORO vessels berthing will ONLY be executed in a wind speed of 23 knots or less.**

**Special restriction for vessels arriving / sailing with max draft for the port:** Such a vessel that is to berth will wait in safer waters well outside the port limit. On receiving instructions from the Port Control, such a vessel shall start approaching the pilot station. A vessel that is to sail at max draft will cast off 45 minutes before/after the HW.

Notwithstanding above, in all the cases, factors like ship's draft, type, size and condition / history of vessel and her operational efficiency, strength of the tide (neap or spring) will affect the time at which a movement will commence.

**Monsoon Season:** For operational purposes, the period from 1st June to 15th September is designated as Foul Weather Conditions. All vessel operations during this timeframe are to be planned and executed with due consideration to monsoon-related limitations and safety protocols.

#### Channel Entrance Navigation:

Pilotage is mandatory for all vessels. Inbound vessels must not cross the fairway buoy without a pilot onboard unless explicitly authorized by the Pilot or Port Control. Outbound vessels are to disembark the pilot between the fairway and buoys #1 & #2. In exceptional cases, such as adverse weather, early pilot disembarkation may be permitted with prior notification and agreement from the vessel's Master.

#### Liquid Jetty:

Berth	Depth in berth pocket	LOA	Beam	Draft (Fair Wx)	Draft (Foul Wx)	Displacement	Type of berth / Remarks
Liquid	13.0 m	240	40	12.0 m	11.5 m	50,000 MT	Liquid, VLGC.

**Bollard Capacity:** 200 MT

**Hook Capacity:** 50/75/100 MT

**LOA Restriction:** To ensure safe and effective mooring, tankers must have a minimum LOA of 90 meters.

**Mooring Requirements:** Only soft mooring ropes are permitted. Tanker vessels must be equipped with a minimum of 4 Head/Stern lines, 2 Breast lines, and 2 Spring lines to meet safe mooring standards. If a vessel does not comply with the pilot-recommended mooring configuration, a standby tug will be deployed on a chargeable basis until the vessel achieves the required mooring arrangement. This provision ensures secure berthing of liquid and gas tankers alongside the terminal.

**Navigation Restrictions:** Berthing/Un-berthing is permitted day or night. Vessels with LOA exceeding 140 meters shall be berthed starboard side alongside only.



**Tug Deployment for Overage Tankers:** To maintain safe berthing operations, tankers over 20 years of age shall have an additional tug kept standby or deployed on a chargeable basis for 6 hours, specifically for berthing and unberthing manoeuvres.

### **General**

**Max Vessel Age** : 20 years for tankers & chemical tankers, 25 years for general cargo ships, 30 years for gas tankers. Permission for vessels not complying with the above age limits will be at the sole discretion of the port authorities, but in no case, foreign flag vessels over 30 years will be acceptable. A clean track record at the port & record of her past PSC inspections will be amongst the factors taken into consideration for giving clearance. All overage vessels to advise minimum & maximum manoeuvring speed along with Q88/other docs for vetting purpose.

Once the port's permission has been obtained, GMB permission will be required for all such ships that are more than 25 years old.

**Navigation charts & Sailing Directions:** As per the local regulations in force, vessels are advised to carry Indian chart 2100 or it's admiralty equivalent. Vessels should arrange this chart in advance through their agents. Indian Sailing Direction INP 1 & BA Sailing Direction NP 38 gives information on Port Pipavav.

**Depths in channel:** Minimum depth within the dredged channel limits is 13.5 mtrs (including the turning circle). Seaward from off the cement berth till the dredged limits at the channel entrance, the minimum depth is 14.5 mtrs. All depths stated are with reference to chart datum, that is, tide height 'zero'. Depths are liable to change without prior notice, mariners to exercise caution.

**Av. Tidal variation** -0.50 to 4.50 m (+/-). Refer Indian tide tables.

Vessels entering or leaving port must have full power on main engine & deck machineries, both anchors with full length of chain must always be available for use.

**Port has strong tidal flows & streams run across the channel in the entrance. Masters are strongly advised to switch over auto program operation of main engine to manual mode & vessel must be prompt in delivering engine power in time & as per the pilot card. Masters are cautioned against failure to comply with this.**

This safe memo supersedes all earlier safe memos.

