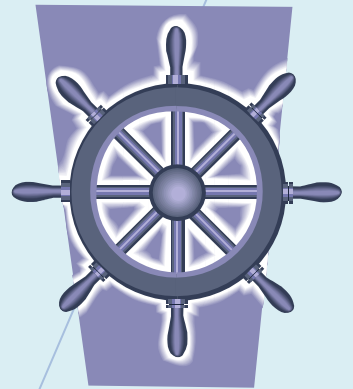
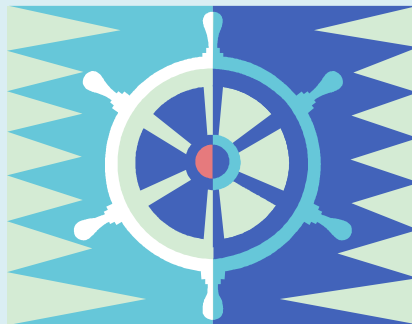


# Port Info

## A Collective Log

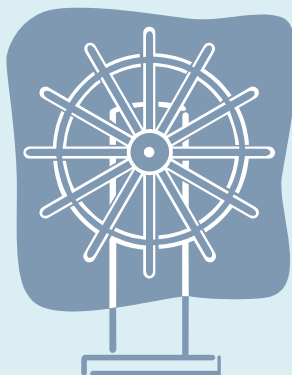
Contains observations and personal remarks from visits to various ports from 1994 to 2004. The List is not exhaustive or complete, neither is it always accurate (The document is outdated, was updated only when time and the mood permitted). The document includes initiatives, contributions, remarks from other mariners; Capt. Chhabra, Capt. Pavri, Capt. Singh, Capt. Manvik, Capt. Iversen, Ch Eng Bawa, among others.

Capt. P. Kohli



NOTE: In no way are the remarks or the data mentioned intended to or to be taken in the definitive. The information is in all probability outdated and so are the impressions as remarked within. The document is only to share personal observations/opinions and no offence intentioned. The situations would be much changed in many ports over recent years.

This is to be treated more as a personal log by many, of port calls that are long bygone. For current information, consult your Guide to Port entry which is more active maintained.



# ALBANIA

## A. DURRES :

Navigation: The entrance to Durres is through previously mined waters and the entrance channel is located in pos. 41°00.5N/19°00.00E. The entrance channel is 1.0 n.m. wide. See chart BA 186.

Anchorage: The anchor position mentioned in the Admiralty List of Radio Signals, Vol.286 (1), page 430 is 41°15'29N/19°26'00E, but ships should anchor in position 013 deg 2.2 n.m. (41°16.00N/19°26.70E) from West breakwater peak, Fl.R, 5 sec.

The chart BA 1950 is indicating that the port entrance is through a buoy gate, but this is now changed. Keep the vessel to the East of all the buoys when entering.

There are now 4 buoys close to the given anchorage position:

- 1). The Sea-buoy, painted Red White, White flash at night, is further inside than marked in the chart.
- 2). One buoy is indicating the WK in position, 015 deg 1.4 n.m. from W/breakwater.
- 3). One buoy is indicating the WK in position, 010 deg 1.3 n.m. from W/breakwater.
- 4). The last buoy is indicating the Talbot Shoal, White flash at night.

There is not much water under the keel when entering, we had 5.7 meters draft and I would say 7.0 meters should be the maximum draft.

Pilot boarding: The pilot is boarding close to the breakwater.  
The area where we docked, with the grain silo, has a depth of 9.5 m

Reception: The authorities will not board the ship if it's too far out, so anchor 013 deg 2.2 n.m. from W/breakwater, approx. 0.3 from Sea-buoy.

The authorities can make themselves understood in English, but use our Agent Mr.Gramos to assist.  
The people are very friendly and not greedy. Some cigarettes and vodka where given out on request.

Ships certificates: The Harbor master took ashore following ships doc's: Tonnage, Safety Construction, Safety Radio, Safety Equipment and Load Line.

Restrictions: 5 days notice required unless coming from Italy or Greece. All ship details like what is required in the Black Sea to be sent to the agent by fax.

Documents:

- 6 Crew lists,(According to S/Book) + 5 crew list required on sailing
- 3 NOR
- 3 Cargo Plans
- 3 B/L and Cargo Manifest for Durres discharge and transit cargo, (If not onboard, can make new with liquid paper and copy machine from B/L and C/M from last loadport)
- 2 Personal effect list, signed by each individual
- 2 Money declaration list, signed by each individual 1 International Decl. of health
- 3 Ship's store list + 1 list ready prior sailing.
- 2 List of all medicines
- 2 List of drug in master's safe
- 2 NIL list (Passengers etc)
- 1 General declaration.
- 2 Port of calls
- 2 Ships particulars

There is no money check upon arrival or at departure. No checking of cabins for stowaways or personal effects with the authorities like we do in the Black Sea. (We always do our own check)

The quarantine doctor asked to see the medical examination certificate for the entire crew on arrival, but told him that the request was a very unusual thing. The next day the agent asked for USD 504,- because the doctor had issued medical certificates for all onboard.... Explained the agent how it's functioning in other countries and after that did not hear anything more about the subject.

Mooring: Using the anchor and one T/B pushing the stern.

Shore leave: Free to visit the town, no required to carry ID ashore. The town only 5 minutes walk from the pier. If you go to the left after leaving the gate, you will find a lot of small restaurants close to the sea. Cheap food & wine.

Money: Nov.2000, 1 USD = 148 LEK. (Nov 2000)

Provisions: Ask the stevedore Forman for transport and send the Ch. Cook ashore to shop. Very good prices and high quality vegetables on the market. Ships chandler not required. Fish and meat was not purchased here on TES, only vegetables.

Discharging: With shore cranes and trays. One tray takes 120 boxes. On the pier the boxes are loaded on trucks and then brought to the cold store approx. 80-85 km from the ship.

We discharged approx. 24.500 boxes with 2 cranes in 15.5 hr's hours.

The port basin isn't very big, but has enough space even for bigger ships than Tropical Estoril. The port is officially closed from 7 PM to 6 AM. It's preferable to do manoeuvres during daylight, but we left 6 PM and was already dark. Both breakwater entrances lights; Red (West) and Green (East) are both working.

## **BELGIUM**

### **NOTES :**

Call Agents and ----- every 48 hrs and last 72, 48 and 24 hrs with ETA during tthe voyage.

**IMP: Fax Crew List & Passenger List from departure Port to Agents.**

**IMP: Inform Wandelaar Pilots ETA 10 Hrs prior. Tlx 81417- addressed to "Pilot VTS WANDELAAR".**

Garbage disposal facilities available in skip placed on wharf. Bagged and non-leaky items only.

### **A. ANTWERP :**

1. Crew List		5 (Supernumery in Passenger List)
2. Passenger List	5	
3. Stores List		2
4. Health Declaration		1

Take River tugs in **last** zone before locks (charged per zone). Prefer use tugs line, although charged for (about USD 150). If using ship's line tugs are known to deliberately strain it to prove a point. You lose your line, the tug is absolved of any liability for damage as a result and everyone is very un-happy. Pilots will insist on 2 tugs when entering locks, particularly in strong winds/tides in the river. Slack water and mild winds - one tug is usually sufficient. However since locks have no fenders 2 tugs are better.

When leaving, one tug if winds are strong across the lock, otherwise none required, specially if you are the first out of the locks. Keep rope fenders ready once side alongside in the locks has been advised. Fenders should be close to waterline and secured on bits instead of railing stanchions - these are known to bend occasionally. The harbour tug joins just outside the locks going in. Using a choice pilot you might have only one harbour tug going in and none going out. Also see „SIM” for more latest info/instructions re tugs.

Wandelaar Pilot - Change to river pilot at Flushing - Change to Hbr pilot in locks. Reverse going out.

Immigration boards in Locks going in and out. Have departure crewlist ready outbound with changes highlighted and the notated crewlist presented during arrival with copies of the clearance forms given by agents for changed crew. Occasionally smokes asked for.

## **B. ZEEBRUGGE :**

- |                   |                              |
|-------------------|------------------------------|
| 1. Crew List      | 3                            |
| 2. Passenger List | 2 (Supernumery in Crew List) |
| 3. Stores List    | 2                            |
| 4. Crew Effects   | 2                            |

Entrance to above port.

## **BULGARIA**

### **A. BURGAS :**

- |                                  |                   |
|----------------------------------|-------------------|
| 1. Crew List                     | 6                 |
| 2. Stores List                   | 2                 |
| 3. Crew Effects                  | 2                 |
| 4. Ports of Call List            | 3                 |
| 5. Cargo Manifest - Burgas Cargo | Original + 1 copy |
| 6. Certificate of Origin         | -do-              |
| 7. Phyto certificate             | -do-              |
| 8. B/L                           | -do-              |
| 9. Transit Cargo Manifest        | -do-              |

Following forms are required to be filled in a/s on Bulgarian formats :

1. General Declaration
2. Health Declaration
3. Pollution Control Form

Following Immigration & Customs Rules :

- a) Sign receipt for the above rules
- b) Shore leave permitted 09:00 A.M. to 04:00 A.M. the following day.
- c) Shore passes to be collected against passport at the Immigration Office at the gate and returned when returning to vessel.
- d) Personnel to keep receipts of all purchases and any dollars exchanged.
- e) Certain items prohibited for purchase and export.

### **NOTES :**

Watch out for cargo pilferage - mainly done on the wharf - but tallies are doctored for vessel's signature and shortfall assigned to vessel account, or attempted anyway.

## **CAMEROON**

### **A. DOUALA :**

If wait for pilot is long & during night, best in area 10/15 miles west of Wouri – known piracy, watch ??

Port is tidal with draft restriction of 6.2m + tide. Pilot never boards at boarding grounds Base Buoy (No.14), but up the river (sometimes as far in as buoy no. 27), about 1 hr either side of high water for arrival.

Anchorage for short durations south of base buoy is good. Sailing is always about an hour around high water time. Some buoys missing (No.1 & 5) and many unlit. Chart updated as one goes.

Proceed at slow speed over bank north of Buoy Wouri - low under keel clearance. Speed in channel after Base Buoy (No.9) is limited by the traffic chain proceeding for pilot, but never over 12 knts. Pilot launch speed not more than 6 kts. Berth is No. 12 always - Port or Stbd side alongside depending on whether berthing to flood or ebb.

One tug (stand-by only), operation done not used as far as possible. Good fenders.

#### **Last Port Clearance**

	<b>Original</b>
1. Crew List already have Master's sign)	8 (Passport control - Seaman Books Sighted sometimes & should
2. Passenger List	8 (Supernumary in Crewlist)
3. Stowaway List - even if NIL	8
4. Animal List - even if NIL	8
5. Arms & Ammo Decl - even if NIL	8
6. Nil Parcel & Nil Mail decl.	8
7. Nil Drugs on board	8

#### **FOR ITM 3 TO 7 USE THE CONSOLIDATED "NIL" LIST**

8. Narcotics Decl (NIL + Med. in safe)	8 (Incl expiry dates)
9. Port of Call List	8
10. Dangerous Cargo Manifest - even if NIL	5 (Pre-advise agents - declare transit IMDG if any)
11. Cargo Manifest - even if NIL	5
12. Crew Effects Decl	2
13. Stores Decl	2 (Include beers, wine & soft drinks, need not be sealed)
14. Health Decl + Vacc.List	1 ea (Ensure valid vaccinations, esp YF)
15. Notice of Readiness to Shipper through Agents - 2	
16. Authority to Agent to sign Bill of Ladings - formatted - 2	

#### **Other documents may keep ready : send request to agents in advance.**

- a) Shiplside Painting permission
- b) Immobilisation request
- c) Hot work permit, if required

#### **NOTES :**

Shore passes are to be returned prior sailing.

A report form for quality of Port Security on board, is to be filled & returned.

Following board in addition to the usual (Customs/Imm/Health) authorities:

1. IOPP Inspector
2. Port State control (if under 30 days since last inspection only last report sighted/endorsed)
3. and sometimes MOT Merchant Navy Dept Officer.
3. National Port Auth officer & the Port Control (Communication officer)
4. Port Fire Inspectors, especially if IMDG cargo declared.

Gratuities are high and beer/soft drinks are preferred (more expensive) to cheap brandy/cgs.

Agents on Ch 73 - Boarding rep : Serge, Joseph - very helpful or Nana.

Shipchandlers available for Fresh Provisions (reasonable prices) - "Food Express".

Cleaning/Painting gang at \$2.50/man/hr (Pay only in presence of Agents).

Employ only Cameroon nationals to avoid cops.

Derat Exemp renewal, vaccinations possible - advise agent.

Fresh Water available off quay connection . Rate : CFA 655 per MT (abt \$ 1.25/MT) work hrs. [1995]

Workshops/Services ??? (although a floating D/D in vicinity)

Garbage removal services available – only authorised private contractor BOCAM.

Thorough stowaway search essential prior departure.

Shore security was an un-reliable deterrent.

Operations contact on wharf : UBA - Capt. xxx , CDC (Delmonte) - Mr.xxx

DOUALA document sets to be made:

	Agent	Customs	Immigr- ation	Port Health	Fire Dept	Harbour Master	IOPP	Port State	Total
Crew List	1	1	1	1		1	1		<b>6</b>
NIL List	1	1	1	1		1	1		<b>6</b>
Narc Decl	1	1		1					<b>3</b>
Port of Call	1	1	1	1		1	1		<b>6</b>
Crew Effects		1							<b>1</b>
Stores Decl	1	1							<b>2</b>
Health Decl				1					<b>1</b>
Vacc List				1					<b>1</b>
D&H Man or NIL	1	1			1	1	1		<b>5</b>
Cargo Man or NIL	1	4							<b>5</b>
								Only certs seen.	

**IMPORTANT :**

Authorities very fussy and will look for the smallest infringement, even to the extent of contriving them just to squeeze that extra gratuity out of the vessel. The standard line used with a sagely side-to-side movement of the head is “Captain, thees beeg mishtake.” Resistance upto a point is fine, but too much can backfire with heavy penalties (\$5000/-) which are also negotiable. A call to African ports is a learning experience in bureaucratic wheeling and dealing and how nothing and everything can be achieved, rules or no rules. As a guideline the following are some of the things, some very banal but cause for sleepless nights regardless, that should be watched for in order to avoid attracting the ubiquitous port officials armed with forms and official looking paraphernalia. Mostly one complies with these all over the world, but here it’s a case of dotting the *i* and crossing the *t*.

1. Yellow flag up till vessel cleared by health (though some of the boarding officers themselves look positively unhealthy).
2. “BRAVO FLAG” or “RED LIGHT” if any, REPEAT “ANY”, D & H cargo on board.
3. D&H cargo advise should have been sent to agents in advance, including “In Transit” if any.
3. Rat guards always in position.
4. Flags hoisted and lowered at the correct time.
5. Gangway net correctly positioned always.
6. Mooring lines always tended.
7. Shore labour employed should only be Cameroon nationals, and agent letter with their names on it obtained.
8. All Seaman books should have the vessel stamp and date of embarkation/rank written in , use only valid seaman books. If any Lib CDC is expired, use the national CDC with the stamp.
9. All vaccinations valid. Agents should have been pre-advised re renewals, if any.
10. Immobilization, Painting and Hotwork with permits only.
11. Oil record book and Garbage Log written up correctly and signed.

Inspite of all reasonable measures to comply with normal regulations and procedures, never be surprised to receive some obscure official with one or an other excuse of a citation. It is 4 days of harrowing deals, counter deals with government officials with little or no assistance from agents.

The same applies for Abidjan, with 50% more aggravation.

**CANARY ISLANDS**

**A. SANTA CRUZ DE LA PALMA :**

- |                           |   |
|---------------------------|---|
| 1. Crew List              | 6 |
| 2. Passenger List Landing | 8 |
| 3. Passenger List Transit | 6 |
| 4. Stores List            | 2 |
| 5. Health Declaration     | 1 |

## 6. Cargo Manifests

7

Bonded stores are not sealed. Customs do not board .  
No tug available.  
No authorities, except agent and an official from the port.  
No shore leave passes required.  
Lovely quaint place. Quiet and peaceful stays.

### NOTES :

## CHILE

Crew Lists, Crew Effects, Ship's Stores, Health Decl & Passenger Lists are expected in Spanish, however IMO equivalents in English have been known to be accepted.  
Call Agents with ETA last 72, 48, 24 hrs.

To report to Coast Guard Valparaiso DIRECTMAR VALPARAISO when entering Chilean Waters & then Daily at a specified time given by the vessel (between 1200Z to 1600Z). Please refer to ALRS volume 1 part 2 & ----- Standing Instructions.

To report to respective Port Captain 24 hr before arrival.

Enroute report to Ecuadorian & Peru Coast Guard respectively on entering their waters & daily as required

### A. VALPARAISO , SAN ANTONIO & IQUIQUE:

1. Crew Lists	5 (6 for Iquique)
2. Crew Effects Declaration	2
3. Stores Lists	3
4. Ship's Particulars	2
5. Health Declaration	1 (2 for Valpo)
6. Vaccination List	1 (2 for Valpo)
7. Passenger/Stowaway List	5 (Not for Valpo , 6 for Iquique)
8. Last port clearance	Original
9. General Declaration	1 (3 copies for Valpo)
10. Port of Call	1 ( 3 for Iquique)
11. Cargo Manifest	1 (not for Iquique)
12. Passanger Effects Declaration	2 for Iquique

Usually Cargo Manifest prepared by Agent.  
TPC required for arr/dep info for agent.  
All shore passes to be returned prior sailing.

Immobilization permission required for work on Engine.  
Written permission required for overside painting. Both via agents.  
Crew must wear safety gear (incl helmets) on deck at all times. Port auth inspectors are on rounds.  
Wire springs/head & stern rope must be used in Valpo & San Antonio - swell on berth, surging.

## COLOMBIA

Crew Lists, Crew Effects, Ship's Stores, Health Decl & Passenger Lists are expected in Spanish, however IMO equivalents in English have been known to be accepted.  
Call Agents with ETA last 72, 48, 24 and 12 hrs.

### **A. CARTAGENA :**

- |  |          |
|--|----------|
| 1. Crew Lists  | 4        |
| 2. Crew Effects Declaration  |          |
| 3. Stores Lists  | 2        |
| 4. Ship's Particulars  |          |
| 5. Health Declaration  | 1        |
| 6. Vaccination List  | 2        |
| 7. Passenger/Stowaway List   | 1        |
| 8. Last port clearance   | Original |
| 9. Cargo Gear Register is sighted along with mandatory certificates - ensure DNV stamps for annuals. |          |

### **B. SANTA MARTA :**

- |   |          |
|---|----------|
| 1. Crew Lists   | 5        |
| 2. Passenger Lists  | 1        |
| 3. Stores Lists   | 1        |
| 4. Health Declaration   | 2        |
| 5. Crew Effects   |          |
| 6. Cargo Manifest (Disch/Transit)   | 1        |
| 7. Ship's particulars   |          |
| 8. Last Port clearance  | Original |
| 9. Vaccination List   | 2        |
| 10. Cargo Gear Register is sighted along with mandatory certificates - ensure DNV stamps for annuals. |          |

### **C. TURBO :**

- |                         |                                    |
|-------------------------|------------------------------------|
| 1. Crew Lists           | 6                                  |
| 2. Passenger List       | 5                                  |
| 3. Mail Way Bill        | 5                                  |
| 4. Health Declaration   | 2                                  |
| 5. Vaccination List     | 1                                  |
| 6. Stores List          | 3                                  |
| 7. Crew Effects         | 3                                  |
| 8. Manifests            | 6 (Required with or without cargo) |
| 9. Last port clearance  | Original                           |
| 10. Notice of Readiness |                                    |

#### **NOTES :**

Stowaway & contraband search essential.

Own regs permit only Master to go ashore in Colombian ports.

No waste/garbage disposal allowed.

## **COSTA RICA**

General Declaration & Vessel Report forms are standard Costa Rican pre-printed formats.

The other forms to be used are standard IMO formats in English or Spanish, the later being preferred though. Bonded stores are not sealed here.

### **A. PUERTO MOIN / LIMON :**

- |               |   |
|---------------|---|
| 1. Crew Lists | 8 |
|---------------|---|

2. Crew Effects Declaration	2
3. Stores Lists	3
4. Ship's Particulars	2
5. Health Declaration	1
6. Passenger/Stowaway List	3
7. Vessel Report (Pink / Blue Form)	1 (Self carbon)
8. General Declaration	1 (Authorities fill in some details and then require 10 copies of this form)
9. Last port clearance	Original
10. Notice of Readiness	

### **B. GOLFITO :**

1. Crew Lists	5
2. Passenger Lists	4
3. Stores Lists	4
4. Crew Effects Decl	4
5. Health Declaration	4
6. Vaccination List	4
7. General Declaration	1
8. Cargo Manifests	4 (For disch cargo only)
9. Last Port clearance	Original + 3
10. Ports of Call	1
11. Ship Particulars	4
12. Vessel Report (Pink/Blue Form)	1 (Self Carbon)

### **NOTES :**

Shore Passes to be returned prior departure at Golfito.

Berth usually port side alongside at Golfito.

No waste/garbage disposal available or permitted. A tough nut port for shiphandling, specially when no tugs available for assist. Make sure starting air system ready to handle multiple kicks.

### **C. Puerto Caldera :**

1. Crew List	8
2. Passenger List	4
3. Store Decl	4
4. Nil List	4
5. Ports of Call	6
6. Crew Effect Declaration	2
7. Health Declaration	2

Painful berthing. Strong offshore currents – watch for heavy swell and drift. Speed will not lay of as expected depending on prevailing currents. Anchorage is barely a few cables off shore. Deep water except as marked by bouys. Very high berth, shoreside gangplank preferred.

- Docking is either side and on the two westside jetties, using two tugs & bow thruster. Shallow water in the forepart of pier.\*
- This place is prone to seasonal heavy swell - use extra ropes.
- No Port control, communication directly with Pilot (or Radio stn responds), usually very close to port. Pilots are okay, tugs are moderate.
- Anchorage is north close to berth.
- Except for usual cargo plan & exchange of ISPS status and ETAs not much communication from agent. No special notification to authorities.

## D. Puntarenas

Paperwork same as Caldera

- This port as an alternative if port congestion at Caldera (about 4 NM away).
- Here the finger pier is at cross current to tidal flow – which means upto 6-8 knots pushing you onto or lifting you off the berth.

Pull out the wire ropes and still worry your stay through! Cross current at pier goes upto 7 knots (known to peak at 10 knots). Many an occasion ops stopped, alarms raised, gangway withdrawn. Don't even think of keeping anchor down or you'll simple swing hard on it and run aground.

Ask for a tug to keep you against the berth – though on one instance the tug could not cope against the tidal stream.

Keep gangway ready to haul in, stop cargo two hours before and after the peak tidal rate is expected. Heeling action during cargo ops is detrimental.

## DENMARK

### A. COPENHAGEN :

1. Crew Lists 3 (1 for immigration in case they board)
2. Stores Declaration 2

Keep agents posted regularly. Tugs need 4 hr notice and pilots need 24 hr notice. Use of 2 tugs going in recommended. For departure 1 tug adequate provided vessel has been put alongside pointing out at arrival. If Swedish tugs used, they use their lines at no extra charge. Danish tugs will use ship's lines.

Garbage disposal available - precharged - request skip from agents. Do not deposit leaky bags, oily waste. Only food, plastics, solid waste, bottles, cans, paper - separated and bagged.

In general no officials board. Agent clears vessel.

#### **NOTES :**

- a) Crew changes quite convenient. Families can be included as supernumeraries on crew list.
- b) Sound pilot not necessary. If berthing, pilot boards off fairway buoy N of Middlesgrund. If approaching from the South (Drogden Channel) pilot may be taken at Drogden (not mandatory). If heading for anchorage, then from N approach no pilot required, and from the Baltic only the Drogden pilot may be taken if required at all. Pilots require 24 hr notice. **Draft limitation in Drogden channel is 7.5 mtr.**
- c) Take seaman books when going ashore.
- d) Stores, crew changes, bunkers can be supplied at the anchorage.

## DOMINICAN REPUBLIC

### A. ARROYO BARRIL :

1. Crew List 7
2. Passenger List 4
3. Stores List 4
4. Arms & Ammo Declaration 4
5. Health Declaration & Ports Called 3
6. Crew Effects not required
7. Ship's Particulars
8. Cargo Manifest for discharge cargo
9. Last port clearance Original

## **B. RIO HAINA :**

1. Crew List	7
2. Passenger List	4
3. Stores List	5
4. Arms & Ammo Declaration	4
5. Ship's Particulars	
6. Last port clearance	Original

### **NOTES :**

*Not as much the mad house as expected. Dangerous ashore, move in groups only.*

## **ECUADOR**

All forms are pre-printed Ecuadorian Forms, however IMO standard formats in Spanish can be used as compiled on computer here.

Send ETA 48 and 12 hrs prior arr. to Port Captain of relevant port. Also, of course Cougar/Digmer.

## **A. GUAYAQUIL :**

1. Crew List	6
2. Passenger List	5
3. Stores List	3
4. Crew Effects Declaration	4
5. Health Declaration	1
6. Ports of call List	2
7. Cargo Manifest	4
8. General Declaration	5
9. Last port clearance	Original
10. Nil List	4

Con artists galore. If you frequent this port, likely you'll be making visits to the court on soe spurious charge of the other. The approach channel is 35 NM long and will take 5 to 7 hours depending on speed. Charted depth is 7 mtrs but have departed with >9 m draft – only with tide faovoring. You'll still worry about skidmarks – but mostly shallow silt. The rocky areas well marked but not always lit. Be safe! The turn is another tough act.

- The famous turn: is made a mile beyond berth in a turning basin by a three point estuary. Basin is demarcated at one end by green & yellow buoys and shanty huts, fishing stakes and a bridge at the others. For the turn, engine and bow thruster is used with two tugs assisting. Tugs are made fast earlier at a point before passing the berth on the way in. The turn starts with a starboard swing, ended by a sharp bend to port, ending up back in the direction of entry.

This turn is dicey, minimal legroom. Inbound, the initial move is a 90° turn to starboard into the turning basin, heading towards a bridge – start this turn early (to allow room for bodily shift & the stern to swing to port). After the turn, in the basin, you will end up facing opposite bank (what was on port side inward)- here you need to use engines to swing clear to port finally ending up with an about face and return back to the berth.

SITRAME Messages – follow strictly!!!

## **B. PUERTO BOLIVAR :**

1. Crew List	7
2. Passenger List	6

3. Transit Passenger List	6
4. Mail Way Bill	6
5. Stores List	7
6. Crew Effects Declaration	6
7. Health Declaration	3
8. Vaccination List	2
9. General Declaration	7
10. Cargo Manifest	5
11. Transit Cargo Manifest	5
12. Last port clearance	Original
13. Notice of Readiness	

**NOTES :**

Send copies of Crew List, Stores, Personal Effects, Manifest to Pormar.

Position Reports to COGUAR GYE (SP/DR/FR etc *see Standing Instruction Manual*)

Arrival telex to Port Captain as per format in ALRS 6.

## **EGYPT**

### **A. PORT SAID :**

1. Crew List	6
2. Stores List (Except Bonded Store)	6
3. Bonded Stores Declaration	3
4. Health Declaration	1
5. Vaccination List	1

### **MARLBORO LAND!**

\* Host of forms to be signed with the agents.

\* All sorts of bums & stiff's board with official looking documents. Do not sign any - just refer all to agents.

\* Chief pilots, Chief mooring men, Chief boatmen, Chief watchmen, Chief garbage collectors and a melee of other Chiefs gross a dime.

\* Complicated clearance procedures for Bananas - lots of sample taken.

\* Even Atomic Energy Dept involved.

\* Govt agents take care of clearance/auth - and then not seen till departure. Owner agents appointed for liaising with cargo/receiver interests. All suspect - vessel tally to be kept if possible. Chandlers and other services tend to fraud.

\* Lots of sundry services and departments board to request signatures on one form or another - even if nil service requested or received. REFUSE TO SIGN accept in presence of agents and notate each clearly if NIL SERVICE RECEIVED, also mark ORIGINAL & COPY. Keep copies.

\* Receivers always dispute quantities.

### **B. SUEZ CANAL :**

1. Crew Lists	8
2. Passenger Lists	4
3. Health Declaration	1
4. Vaccination List	1

**NOTES :**

***Read above and remember the ancient perpetual stories.***

## FRANCE

### A. PORT VENDRES :

1. Crew List	2	(Supernumary on Crew list)
2. Passenger List	2	(Only if Pax on board)
3. Stores List	2	(with Ship's Money)
4. Crew Effects	2	
5. Health Declaration + Vacc List	1	(Not required, but ready one set)
6. Cargo Manifests & B/L		(Not required - unless not received from load port)
7. Nil List	1	(with declaration that no crew holds more than US\$7,600/-)

8. Notice of Readiness

Agents name Francois Rozen (Fransua)

Foreman- Benoit (Benuoa)

Bonded stores are not sealed. Customs rarely board. No issues to be made in port

If persons are signing off, seamen books are required by agents along with passport.

No shore passes required.

If procuring CTM - Name & passport no. required to be sent with request.

For specific denominations, request ----- Marseille in time.

### NOTES :

Harbour Master's "Vigie Pirate" plan letter is submitted by agents. This requires -

- Hose with nozzle rigged & stand-by at g"way.

- Control of persons boarding

- All unused spaces & accesses locked.

Garbage disposal available in skip placed on wharf. No oily waste to be deposited. Only food/plastics, and separated at that.

No certificate of collection/receipt is received.

No shipside painting.

Obtain "Hot work permit" & "Immobilization" if any repairs to be done. Although there is no problem to carry out hot work with agents advised.

Lib. Medical & Vaccinations available.

### B. MARSEILLES :

1. Crew List	3	(Supernumary on Crew list)
2. Passenger List	3	(Only if Pax on board)
3. Stores List	2	
4. Crew Effects	1	
5. Health Declaration + Vacc List	1	(Not required, but ready one set)
6. Cargo Manifests & B/L		(Not required - unless not received from load port)
7. Port of Call List	1	
7. Notice of Readiness		

Watchout for theft and con-men. Stevedores can be troublesome.

## GERMANY

### A. HAMBURG :

1. Crew List	3	(Agent, Immigration, Waterway Police)
2. Health Declaration	1	(Form obtained from Pilot)

Bonded stores are not sealed.

Stores List & Crew Effects not required.

Garbage disposal available in skip placed on wharf. Only separated food/plastic/bottle/can waste.

Water Police expects Anchor Securing stopper Bars lowered while alongside – fine of DM40.0

They'll want you to carry rejects back.

Check your C/E has done right by the ORB. Winters, make sure heating fine, specially cargo equip.

## **B. BREMERHAVEN :**

1. Crew List
2. Health Declaration
3. Crew Effects (Allowance 200cigs, 1 btl spirits for 3 days)
4. Stores Declaration
5. Passenger List

No charge for use of Tug's Line - tugs join with dock Pilot. Arrival B'Haven should be timed for 3.5 hrs before HW if dry docking.

### **NOTES :**

Call agents and H'burg every 48 hrs and last 72,48 and 24 hrs with ETA during the voyage.

**IMP: Fax Crew List & Passenger List from departure Port to Agents.**

- \* Shore passes required only for Indian & Philippines nationals.
- \* Shore passes to be returned prior departure, with a copy of crew list showing new crew if any. Shore passes issued to joining crew are also to be returned.
- \* Immigration & waterway police board on departure to issue sailing clearance.
- \* Waterway police may board to check Oil Record Book and IOPP equipment. Very fussy about the way the ORB is written up. Must comply with the regulations ad verbatim with regard to entries and sludge and waste oil quantities must tally.

## **GEORGIA**

### **A. Poti:**

1. Ship Stores Declaration (Imo Fal Form 3) - 3 Copies
2. Crew Effects Declaration Listing Golden Rings, Chains, Audio Equip, Spirits, Cigarettes, Etc (Imo Fal Form 4) - 2 Copies
3. Crew List - As Per Seaman Books Numbers (Imo Fal Form 5) - 6 Copies
4. Money List Stating: Name Of Crew Member/Position/Usd/ other Curr./Signature, Ships Cash Below - 2 Copies
5. Notice Of Readiness - 4 Copies
6. Ship's Particulars With Loa, Beam, Moulded Depth.
7. Maritime Declaration Of Health
8. Copy Of Tonnage Certificate
9. All Seaman Books
10. Temperature Regime During Voyage (Printed List).
11. Narcotic List - 2 Copies

Upon Arrival To Poti Port To Contact:

- 1- Poti Port Control (Vhf Ch16) Advising Date + Time Of Arrival, Request Anchorage Position.
- 2- Agent on Channel 06, Office Hrs Only. Tender on Arrival NOR Via Tlx.

Adv Flw Info to Agents:

- Callsign
- Port Of Registry And Off. Nmbr
- Date Of Build Of The Vessel

- Grt/Nrt/Dwt
- Summer/Arrival /Estim. Departure Draft -Loa/Breadth/Moulded Depth
- If Vsl Equipped With Bow Thruster
- Qty Of Cargo On Board For Discharging At Poti Port And Qty Of Transit
- Inform If B/L And Cargo Manifest Available On Board.
- Owner's Name, Tlx/Phone Nmbrs And Person's In Charge Name
- Chrtr's Name, Tlx/Phone Nmbrs And Person's In Charge Name
- Operator's Name, Tlx/Phone Nmbrs And Person's In Charge Name
- Nmbr And Nationality Of Crew, Master's Name
- Last Ports Of Call (4 Weeks : Port/Date)
- Your Requests/Orders If Any ( Fw, Provision, Slop Dischrg., Etc)
- If Any Cases Of Illness O/B.
- 

## GIBRALTAR

Keep agents updated with ETAs daily in order for them schedule bunker delivery without delay.

Pilot meets vessel ONE mile west of Europa Point.

Bunkers supplied at anchorage.

- |                       |   |                                |
|-----------------------|---|--------------------------------|
| 1. Crew List          | 2 | (Only 1 if Agent not boarding) |
| 2. Health Declaration | 1 |                                |

Keep a couple of boxes of Bananas for the bunker barge for a good service.

No pilot required for departure - just call GIBport on Ch 16/12 to advise completion, check for traffic, up anchor, and *vamo*. Agent vouchers for boat, and other services required to be signed only if he boards, in which copies to be retained.

If fuel sample has been landed with barge, advise agents Blandship by tlx, to collect and courier. Copy -----.

Crew changes much simpler than any other European port - no visa required - only OK to board. Agents arrange clearing thru immigration with no hassles.

Shipchandlers SBS & others for Bond supplies available. See details in Cat/Price List File.

## GHANA

### A. Tema:

- |                                |  |
|--------------------------------|--|
| Crew List                      | 6                                      |
| Port of call list              | 6                                      |
| Passenger list                 | 6 (if passengers)                      |
| Maritime declaration of health | 1                                      |
| Vaccination list               | 1                                      |
| Nil List                       | 7 (Arms & Ammo, Stowaway, Parcel, etc) |
| Bonded stores list             | 1                                      |
| Crew declaration list          | 1                                      |
| Clearance from last port       |  |

Customs may inspect following certificates: Load line certificate

Safety construction certificate

Safety radio certificate

For shore passes require 1 photo per crew (sometimes 2 photo copies of each crew member passport photo suffices).

## GREECE

### A. PIRAEUS :

1. Crew List	9
2. Stores List	2
3. Crew Effects	2
4. Health Declaration	2
5. Vaccination List	2
6. Cargo Manifests	

Bond Stores are sealed.

Bond stores are cheap, but advise agents if receiving bond stores in order that customs can be notified. They board with the stores to re-seal the bond.

Shore passes are issued.

Not too happy a port. Various issues will be raised, stevedores very indisciplined.

#### NOTES :

Complicated and time consuming procedures for crew joining - off signing no problems.

## GUATEMALA :

### A. PUERTO QUETZAL :

**Navigation:** About 2.5 knots current experienced on approaches but tapers off closer to breakwater. About 10° set was applied to steer good our course until we were closer to port.

Arrival Sea buoy well lit and other marker buoys within port all functional. Leading lights into harbour function well. Landfall made late as visibility obscured due to smoke haze (forest fires). Coastline paints up well on the radar.

Under keel clearance (own draft of 9 m): 8 meters when entering port and 4m alongside. Port accepts a Max draft of 11.4m.

**Pilotage:** The pilot boarded close to the breakwater about 3 cables off. Tugs are covered in port fees (irrespective of whether used); 3500HP each. Pilot speaks English and well capable. He made use of engines and tugs effectively. On departure it is safer for pilot if he disembarks inside breakwaters.

**Mooring:** Will almost always be Stbd side to, we managed with the usual 3/2 tie up. No swell surge inside at berth as well protected. Good fenders, jetty is high, no delay with mooring gang. Gangway supplied from shoreside.

**Reception:** The authorities were efficient and vessel was cleared promptly. The authorities can make themselves understood in English, with Agent assisting. The authorities do not board on departure. Departure clearance was issued with inward clearance. Bonded stores were not sealed.

The Harbor Master requires copies of following ships certs: Tonnage, Registry, ISPS certificates.

#### **Other Documents:**

07	CREW LIST
06	STORE LIST
06	PORTS CALL LIST
06	NIL LIST
06	CREW EFFECTS DECLARATION
01	HEALTH DECLARATION
01	VACCINATION LIST
02	SHIP'S PARTICULARS

02	SETS DANGEROUS CARGO MANIFEST
02	INTERNATIONAL TONNAGE CERTIFICATE
02	CARGO GEAR CERTIFICATE
01	LAST PORT CLEARANCE

**Cargo Ops:** We used 3 cranes (1 shore crane). Discharged 100, loaded 80 all in 5.5 hours. Crane operators were OK. Was advised that next few weeks load was limited to 80FEUs.

**Others:** Sludge reception, garbage removal etc available though agent yet to advise costs. Shore passes issued to all and need not be returned on departure. Port security seemed active though PFSO office was not open. Workshop services only with prior notice as closest city is 60km off. Medical attention available; San Jose (Quetzal) is a small town and all major requirements have to be sourced from Guatemala City.

## HONDURAS :

### A. PUERTO CASTILLA :

1. Crew List		6
2. Passenger List	6	
3. Stores List		6
4. Mail List		6
5. Health Declaration		1
6. Last Port Clearance		Original
7. Notice of Readiness		

No tug.

Caution - SE'y winds freshen in the anchorage usually by late afternoon thru to late evening.

Anchor in the bay - about 0.8 miles S to SW of berth if awaiting berth.

Pilot boards from a little dingy with an outboard - ladder no more than 1 foot from the water.

Berth usually port side alongside - using starboard anchor.

Good fenders.

FW available at berth - USD 5.00 per MT - notice required - max 50 to 60 MT no problems.

### B. PUERTO CORTES :

1. Crew List		7
2. Passenger List		5
3. Stores List		5
4. Mail List		1
5. Crew Effects - Not required		
6. Ship's Particulars		2
7. Last Port Clearance		Original
8. Health Declaration		1
9. Vaccination & Ports called		1 each

### NOTES :

## ITALY

### A. LIVORNO :

1. Crew List	6
2. Passenger List	3
3. Stores List	3
4. Health Declaration	1
5. Crew Effects	3
6. Ship's Particulars	
7. Cargo Manifest for discharge cargo	

Custom clearance procedures are tedious, thankfully attended to by a *Custom Broker*, gratuities are requested by the Custom officer sealing the bond, who then adjusts your decl accordingly. The agent takes some to appease port auth officials - quality is preferred.

Bonded Stores are sealed here. Customs want exact numbers of disposable lighters and chewing gum to be declared on the stores list.

FW off Pier connection. Rate about \$ 1.3 MT plus \$ 40 or so per connection.

Obtain hot-work permit if any such repair work to be conducted.

Garbage collection daily service madatory, whether used or not. Plastics, Oil & oily waste, hold sweepings charged at separate exorbitant rates if noted.

### **B. VADO :**

1. Crew Lists	8	
2. Crew Effects	1	Not required, but prepare
3. Stores List	2	Declare liquor & cgs accurately. Fuel/MDO/Lub oil decl on form essential.
4. NIL List (Include "Nil Drugs)	2	
5. Health Declaration + Vacc List	1	
6. Port of Call List	2	
7. Copy of Last Paris Memo Insp	2	(Only on first call)
8. Notice of Readiness	2	
9. Transit Cargo Manifest	1	
For harbour Master-		
10. Copy of Captain's Passport	1	
11. List of Personnel required by Safe Manning Cert indicating their STCW 2 copies required on first call, thereafter only 1 copy Certs/Lic held, exp dates, limitations if any. A list is on computer, update and submit.		
12. Declaration of Vsl Name, Registry,etc	2	(incl GRT/NRT/BHP/O.N. statement - 1st call only)
13. Master/ChEng/1 AB/ 1 Oiler – copy of STCW Certs		
14. Copy of Safe Manning Cert	2	(Only on first call)

### **FAX to Savonna (+39-019-824957) Health Declaration (re-SARS) 24 hrs prior.**

Slop chest not to be opened between Italian ports. Fuel, Diesel and Lub oil declarations on the Stores List should be accurate as these are compared at the next Italian port. So are Slop chest quantities.

Custom clearance procedures are tedious, thankfully attended to by a *Custom Broker*, gratuities are requested by the Custom officer sealing the bond, who then adjusts your decl accordingly. The agent takes some to appease port auth officials - quality is preferred. Only hard liquor & cgs are sealed.

Agents Ch 74. Very efficient and helpful.

FW about \$ 5 /MT off quay connection.

### **NOTES :**

**10 days prior arrival Italian ports a declaration via tlx, through the agents, is to be sent declaring any arms and ammunition on board - send a nil declaration if none.**

**"Italian Anchorage Dues" paid for one year upto 12 Feb 1998 - Original receipt in Cert File (41).**

Tugs & Pilots are sent in from Savona - call Savona Pilots 1 hour before arrival on Ch.13.

Garbage collection service by the port is compulsory to use. A certificate of receipt is received. Occasionally no one collects and no vouchers are signed.

Advise crew changes - Letter of clearance to be signed by disembarking crew. Contract copy of embarking crew to be submitted. Supernumeraries require multiple entry Italian visa to join & leave.

## IVORY COAST

### A. ABIDJAN :

If waiting for pilot, best in area 15/25 miles South of AN Buoy (Pilot Station). - Piracy incidents ????

Canal opening times are set 3 days in advance - confirm in advance with agents. Pilot boards about 0.5 miles from AN Buoy day/night subject to canal times. Usual berth is new Banana berth. One tug used to push alongside, one for departure (tied center lead aft ship's line)- better to use anchor to assist departure.

- |  |      |  |
|--|------|--|
| Last Port Clearance  |      | (Original) - not collected.                              |
| 1. Crew List   | 9    |  |
| 2. "NIL" list  | 8    | (Same as for Douala)                                     |
| 4. Narcotics Decl (NIL + Med. in safe)   | 8    | <b>(Incl expiry dates)</b>                               |
| 5. Port of Call List   | 8    |  |
| 6. Dangerous Cargo Manifest - even if NIL  | 2    |  |
| 7. Cargo Manifest - even if NIL  | 2    |  |
| 8. Transit Cargo Manifest  | 2    | Use the one given by last port agent, include omissions) |
| 9. Health Decl + Vacc List   | 1 ea | (Ensure vaccinations are valid)                          |
| 10. Stores & personal effects declarations are to be detailed and include the following (2 copies each): (Refer to Guide to Port Entry for complete List) Crew Effects Decl, Provisions, Bonded Stores (V.Accurate), Accom. equipment list - <u>Tvs/Stereos/Fridges/Washing machines/Microwaves/Vacuum cleaner/Hotplates/Typewriters/Office equip etc., Grease/Lub Oil/Chem /Gases Inventory, Fuel/MDO/FW ROB decl Paint Store Inventory (include half open drums also).</u> |      |  |
| <b>11. Following stores list make 1 copy and retain on board, may or may not be asked for.</b>   |      |  |
| <u>Deck Stores (Forepeak), Mates Locker, Stationery Locker, Cabin Store Lockers, Fire Station Lockers, Bridge Equipment List, E/R Stores/Tools, Elec.Stores/Tools, Carpenter Store, Soap Locker, SOPEP Locker, Lashing Gear inventory, Individual Cash + Cash in safe, List all items stored in Brine Room/mast-houses/handling space in one list or another (Inventory Lists have been drawn up &amp; are on the computer - update &amp; print out)</u>                     |      |  |
| 12. Notice of Readiness to Shipper through Agents.   |      |  |
| 13. Authority to Agent to sign Bill of Ladings - formatted.  |      |  |

### **NOTES :**

-Activities that are liable to attract penalties & fines very rapidly (also see Douala info) :

Ivory Coast Flag not up correctly or at the right time.

Rat guards out of place or not there at all.

Mooring ropes and/or gangway not tended or not in the right state.

Misdeclared or undeclared stores (specially bonded stores, lubes, chems, fuel, FW)

-Shore passes are usually not to be returned prior sailing, but collect all to get a head count.

-A report form for quality of Port Services is to be filled & returned to Port Auth Inspector prior dep.

-Following board in addition to the usual authorities (**Ensure gangway manned round the clock**):

1. Port State control

2. National Port Auth officer

3. Pollution Control Inspectors - in blue dungarees. Keep Oil Record Book, **qty of ROB sludge**, Garbage

Log and Last garbage landing cert handy.

Gratuities are high and beer/soft drinks are preferred (more expensive) to cheap brandy/whisky.

Occasionally a chicken or two may attract more than a passing attention. Negotiate but don't scrimp with the customs, they can turn nasty and make life difficult for no real reason.

Shipchandlers available, but expensive.  
Derat Exemp/Vaccination renewal possible.  
DNV available, med attention available.

FW available off quay connection. Rate FF 10.32/MT (0600-1800) & FF 20.64/MT (1800-0600), ie. \$ 1.93 & \$ 3.86 per MT respectively. (Sat & Sun count at overtime rates). Rate of delivery is approx 30 MT/hr.

**Recommended not to use any, but the absolutely essential services.**

1 day + 2 night Port Security guards madatory. Have own deck patrol for anti-pilferage watch, lock all stores and spaces, deploy 1 E/R rating on patrol as well, 3~4 hrs prior sailing to deter stowaways.  
Thorough stowaway search essential, shore watchmen unreliable.

Stevedores :

Shippers Contact on wharf (operations): Capt Kan Kouame (SCB)

DO NOT PAINT SHIPSIDE OR SEEK PERMISSION.

DO NOT CONDUCT HOTWORK TOPSIDE OR SEEK PERMISSION.

DO NOT IMMOBILIZE, EXCEPT UNDER EXTREME CIRCUMSTANCES, ONLY WITH PERMISSION.

TRY NOT TO USE ANY SHIPCHANDLER SERVICES, UNLESS ABSOLUTELY ESSENTIAL, AND THEN ONLY AFTER NEGOTIATING ALL COSTS. (NO CUSTOM OR TRANSPORTATION PAYABLE).

IF USING GARBAGE COLLECTION SERVICES, ENSURE PROVIDER COMPLIES WITH DISPOSAL REQUIREMENTS - CHARGES USUALLY \$30 TO \$40 PER COLLECTION.

## JAPAN

### General:

1. Health Declaration in first Japanese port only.
2. "RPM" message for free pratique if complete five days have passed since departure last foreign port.
3. Certificate of Registry and Tonnage goes ashore for endorsement on a copy and these copies suffice for remaining Japanese ports.
4. Shore passes are issued on first port and to be returned prior departure last port in Japan.
5. Quarantine form filled out by Q-Officer. Only your signatures reqd. Derat Exemption cert is also sighted.

### A. HAKATA :

- |   |                   |
|---|-------------------|
| 1. Crew List                              | 2                 |
| 2. Passenger List (if reqd)               | 2                 |
| 3. Stores List                            | 1 (Japanese Form) |
| 4. Crew Effects                           | 1 (Japanese Form) |
| 5. Ports of Call - voyage memo            | 4                 |
| 6. Declaration of Health                  | 1 (Japanese Form) |
| 7. Arms Ammo list                         | 1                 |
| 8. Narcotics List                         | 1                 |
| 9. Cargo Manifest - Discharging & Transit | Original + 1 copy |
| 10. Certificate of Origin                 | -do-              |
| 11. Phyto certificate                     | -do-              |
| 12. B/L                                   | -do-              |

Following forms are required to be filled in on Japanese formats :

Inward/Outward Clearance (Form no. C2000). I always passed Kanmon Kaikyo (,cept once) and Inland sea without resorting to a pilot. Always found it more satisfying and more in command of the errors omissions and the 10 kt cross currents.

**B. KAWASAKI :**

1. Crew List	4
2. Passenger List (If reqd)	4
3. Stores List	1 (Japanese Form)
4. Crew Effects	1 (to be signed by each Member)
5. Ports of Call - voyage memo	3
6. Cargo Manifest - Discharging & Transit	Original + 1 copy
7. Certificate of Origin	-do-
8. Phyto certificate	-do-
9. B/L	-do-
10. Declaration of Health	1 if first port (Japanese Form)

**C. KOBE :**

1. Crew List	5
2. Passenger List (if any)	4
3. Stores List	1 (Japanese Form)
4. Crew Effects	1 with signatures (Japanese Form)
5. Declaration of Health	1 if first port (Japanese Form)
6. Ports of Call - voyage memo	1

**D. NAHA :**

1. Crew List	5
2. Passenger List (if any)	5
3. Voyage Memo	4
4. Stores List	1 (Japanese Form)
5. Crew Effects	1 with signatures (Japanese Form)
6. Declaration of Health	1 if first port (Japanese Form)

**E. NAGOYA :**

1. Crew List	4
2. Passenger List (if any)	4
3. Stores List	1
4. Crew Effects	1 with signatures
5. Declaration of Health	1 if first port (Japanese Form)
6. Ports of Call - voyage memo	3

**F. OKINAWA :**

See NAHA

# NICARAGUA

## A. CORINTO

Pilot boards at the entrance to the Channel off buoy No.1. With him 4 Quarantine Officers board the vessel, Who grant the vessel free pratique & one man sprays insecticide in the accommodation, So once alongside & these quarantine people leave then only the Authorities board the vessel.

1. Crew List	Original & 12
2. Stores List	Original & 7
3. Health Declaration & Vaccination List	Original & 4
4. Crew Effects	Original & 7
5. Cargo Manifest or Ballast Manifest	Original & 12
6. StowPlan (when arriving w/Cargo)	Original & 4

Shore Passes to be returned on Departure there are fines if the Shore Passes are Damaged (USD5/-) and USD 25/- if lost. The shore pass is for the city limits only, to go out of city limits permission has to be sought (*you mean sought*) from immigration.

Sub Agents: UNITRANS are on VHF Ch.16

# PERU

## A. CALLAO

## B. PAITA

## C. MATARANI

1. Crew List	6	6	8
2. Passenger List	5	6	6
3. Stores List	3	2	6
4. Health Declaration	2	2	2
5. Crew Effects	3	2	6
6. Ship's Particulars	2	3	
7. Cargo Manifest for discharge cargo	2		9
8. General Decl.	5	6	8
9. Ports of Call	3		
10. Vaccination List	2	2	
11. Mailway	3		2
12. Dang Cargo/Arms Ammo/Narcotics	2	2	
13. Luggage List			6
14. Copy of B/L			6

Send position report to Peruvian Coast Guard.

Sailing plan to be filed prior departure with agents.

Notes: Msgs to Peruvian Coast Guard scrutinized and copies of each message req'd.

- Paíta is scheduled so as to berth by 2000 hrs after evening katabatic winds ease up. Pilot boards close to pier. Pilots are okay & use one tug for arrival & dep.
- A finger Pier, Docking either side at the finger pier, mostly having berthed port side to.
- Narrow approach to berth space, good anchorage very close to port. Likely hood of swell in port.
- Cargo ops: ship uses own crane driver (currently bosun) & liaisons with shore stevedores with a walkie talkie's. Ch Off discusses cargo ops with Martin (Tramarsa agent) & foreman prior starting. Any shifting is preferably done on board.
- Preferable to send any requirement for shore passes to agent in advance.

## PANAMA CANAL

All forms are Panama Canal Commission formats and an additional set for use on next transit supplied by boarding officer.

Simple and quick inward clearance process :

### A. CRISTOBAL/BALBOA :

- |   |  |
|---|--|
| 1. Crew List  | 1 (3 copies On Canal form)                   |
| 2. Ship's Info & Quarantine Decl  | 1 + 3 (Carboned form)                        |
| 3. Cargo Declaration  | 1 (Long Form)                                |
| 4. Ports of Call List (last 30 days)  | 2 (Attach with form in 2.)                   |
| 5. Vessel Check List (Transit)  | 1 (note rudder hard over port~stbd duration) |
| 6. Release form to be signed if trim more than 6 ft, or forward draft less than 18 ft, or if containers stowed on deck. |  |

Rest of the information as relayed via agents is as per US 35 CFR.

### NOTES :

Boarding Officer may ask for cigarettes/soft drinks.

Capt. Kerley available for RDF/Mag. calibration.

Suffered the first major accident in the millenium in Feb 2000. Very professional and objective enquiry by the PanCan Commission. Judgement was favourable to us and no harassment or trouble in PanCan.

## PHILLIPINES

### A. Davao :

- |                                       |  |
|---------------------------------------|--|
| 1. Crew List                          | 12   |
| 2. Passenger List                     | 10 (only if pax on board)                          |
| 3. Vessel Particulars                 | 10   |
| 4. Health Declaration                 | 1 (First Port Only)                                |
| 5. Vaccination List                   | 1 (First Port Only)                                |
| 6. Port Of Call-Voy.Memo              | 10   |
| 7. Bond Decl                          | 10 (show stuff as Private to prevent free-loading) |
| 8. General Store Decl-Ship's property | 10 (List no. of Containers and Lub Oil)            |
| 9. Crew Effects                       | 10   |
| 10. Consolidated Decl                 | 10   |
| 11. Drugs Narcotics List              | 10   |
| 12. Transit Cargo/Parcel Manifests    | 8 ) On prescribed Philippines forms                |
| 13. Discharge Cargo Manifests         | 1 ) or fax details to agent so                     |
| 14. Empty container Manifest          | 8 ) they can prepare.                              |
| 15. Parcel List                       | 4 ) as required                                    |

Invariably, attempts made in implicating vessels by local fishing boat owners for damage to fishingnets, etc. In every case it turned out to be a fake call – provided you maintain your route points on record and keep a current log detailing all in manoeuvring book.

### B. General Santos :

- |                   |                          |
|-------------------|--------------------------|
| 1. Crew List      | 7                        |
| 2. Passenger List | 7 (only if pax on board) |

3. Vessel Particulars	6
4. Health Declaration	1 (First Port Only)
5. Vaccination List	1 (First Port Only)
6. Port Of Call-Voy.Memo	6
7. Bond Decl	4 (show stuff as Private to prevent free-loading)
8. General Store Decl-Ship's property	4 (List no. of Containers and Lub Oil)
9. Crew Effects	5
10. Consolidated Decl	4
11. Drugs Narcotics List	4
12. Transit Cargo/Parcel Manifests	8 ) On prescribed Philippines forms
13. Discharge Cargo Manifests	1 ) or fax details to agent so
14. Empty container Manifest	8 ) they can prepare.
15. Parcel List	4 ) as required

## PORTUGAL

### A. SETUBAL

1. Crew List	6*
2. Crew Effects	3*
3. Store List	3*
4. Ports Called	4*
5. Health Declaration	1*
6. Cargo Manifest	4
7. Bill of Ladings	1 (usually sent by mail)
8. Transit Cargo Manifest	3
9. Dangerous Cargo Manifest	4

#### NOTES :

\*With original Signatures and Stamp

Following original certificates :

Registry, Loadline, Safeequip, Saferadio, PSC Inspection

For Engine Immobilisation- \$1500 and a tug standby for duration (was okayed by ----- April 00)

Give prior notice for Painting, Immobilisation, Hotwork permits.

Agents have no control over stevedores (claim direct contracting with ----- Hamburg). Stevedores expect ship crew to remove u/deck shoring inside cargo hold, including airbags (which was refused). Crew have to be reimbursed *after* ITF permission for jobs traditionally handled by shore labor (per CBA). Cargo handling facilities – a few open top trucks along with some covered variety.

Pilot boarding may not be possible in SW winds due heavy swell. Prepare for alternate port Vigo.  
Shallow patch on approaches. Pilots may delay so keep clear.

#### Port Restrictions:

**Berthing:** If draft > 8m arrive with flood tide so as to tie up before or at HiTide. Else, berthing usually at Slack Water times.

**Unberthing:** If draft > 7.5m, no departure 3hrs before to 2 hrs after LoWater.

Agents have been instructed to bring cell phone/shore phone on every port call.

Small port, claim a history of a few hundred years (what'll not impress too many right minded Indians), Nightclubs are walking distance, fish food a little further. Shore pass issued for 5 voyages – kept on board for re-use.

## **B. LISBON**

Similar setup to Setubal  
On board pilferage experienced.

## **RUSSIA**

### **A. ST.PETERSBURG :**

- |    |   |   |
|----|---|---|
| 1. | Crew List   | 5 (Instead of Passport, use National Seaman's Book details.) [Also on departure showing new crew, if any] |
| 2. | Gen. Declaration  | 5 (Indicate IMO Number)   |
| 3. | Cargo Declaration   | 2   |
| 4. | Stores Declaration  | 2 (Indicate Money in safe)  |
| 5. | Crew Effects Decl   | 2 (Monies held by crew to be declared)  |
| 6. | Health Decl & Vacc List   | 1   |
| 7. | Manifests/B-Ls/Phytos, etc if held, otherwise they are obtained from receivers. |   |

#### **NOTES :**

- Give agents INFLOT 12 days preliminary notice of arrival, giving ship's details, which they already have now. Advise cargo details - stow, quantity, etc if known. Thereafter update 72, 48, 24 and 12 hours prior arrival. Keep ISS Copenhagen and ----- Hamburg advised.
- Send them copy of crew list from last port of departure and provide details of any crew changes that are expected in order for them to set up visas in time.
- Crew families may be shown on crew list as supernumeraries, however Indian nationals need visas to go ashore (if without Seaman Book). If sufficient notice is given to agents, they may be able to arrange a transit visa for the period of the ship's stay.
- Prior departure customs want to know if there has been any reduction in the cash held with Master, and the final figure, if payments have been made. (Cash must not exceed amount on arrival, and that applies to cash declared by crewmembers). No restriction on purchases ashore, keep receipts handy.

By and large a straight forward documentation procedure, bit long drawn, but simple. Keep all endorsed copies of crew lists, declarations, etc given at time of inward clearance - these are required at time of outward clearance.

If draft is less than 7.2 mtrs can transit through the SOUND and the Drogden Channel to the Baltic. If pilot needed for the Sound all the way to Drogden Lt. follow procedure as for Malmo. If pilot needed only for Drogden Channel, then same procedure applies, except advise pilots that pilot needed at Middlesgrund buoy to Drogden only. Draft limitation in Drogden Channel is 7.5 mtrs. For North bound transit Pilot, if requested, boards at Drogden Lt. The Sound is fairly simple, and for the Drogden channel pilotage is recommended if transitting the first time.

For draft more than 7.2 mtr use Great Belt. (Pilotage is not compulsory for either of the passages). The passage in Great Belt fairly straight forward. VTS reporting per ALRS. In June 98, extensive changes were being made in buoyage around the Eastern Channel, where a new suspension bridge is nearly complete. The Store Belt route is around 120 NM longer than The Sound route.

St. Petersburg: (On the Chicken Run ). Nissui charter - carrying Frozen Poultry from JAX - LED for Perdue Farms. Agents are charterer appointed - this time - NT Company Ltd.

#### **Port paperwork:**

- |    |           |   |
|----|-----------|---|
| 1. | Crew List | 6 Nos (With National Seaman's Book Nos) Also dep. if crew joined. |
|----|-----------|---|

- |     |                             |   |
|-----|-----------------------------|---|
| 2.  | Passanger List (if any)     | 4 Nos   |
| 3.  | Gen. Declaration (IMO)      | 6 Nos   |
| 4.  | Crew Effects                | 2 Nos (Spirit 5 ltr/person, cigs: 200 sticks allowed) |
| 5.  | Stores List (inc FO/LO/FW)  | 3 Nos   |
| 6.  | Bond stores                 | 2 Nos   |
| 7.  | Money List (inc Ship's)     | 2 Nos   |
| 8.  | Health Declaration          | 1 No  |
| 9.  | Animal Certificate (if any) | 1 No  |
| 10. | Extract of Reefer Log       | 2 Copies  |
- Also 2 copies along with original certificate of : Cert of Registry, Panama Canal Cert. & Measurement Cert

Notes:

- a) Long anchorage stay, 2 miles NW of fairway buoy. Vessel was anchored for 33 days. Water rationing was commenced upon arrival. Strongly suggest that the food disposal unit (mascerator) unit is made functional, so that there is no pile up of food waste in garbage bags. This can become quite "ripe" after a few days. Hence segregation of garbage at first step itself, helps.
- b) FW available at roads by barge. Price \$5.96/ton. Barge charges \$186 / hour worked. FW available through hose, at docks.

## SAUDI ARABIA

### A. JEDDAH :

- |                       |  |
|-----------------------|--|
| 1. Crew List          | 2 (on departure also)                  |
| 2. Passanger List     | 1                                      |
| 3. Stores List        | 1 (bonded items by hand in Saudi Form) |
| 4. Crew Effects       | 1 (not needed)                         |
| 5. Health Declaration | 1 (Saudi Form)                         |
| 6. Vaccination List   | 1                                      |
| 7. Cargo Manifest     | 5 (not needed)                         |
| 8. Stowage Plan       | 1 (not needed)                         |

Bonded Stores sealed. All personal booze sealed also.

All pornographic material and that is deemed licentious (means even the bible, movie magazines, your wives fancy picture, etc) to be sealed. Have experienced an odd official wanting to sneak some of the good stuff though.

Radio room sealed.

### NOTES :

Agents very lax.

Many other forms to be filled, provided by Agents- Arrival form, Departure form, Certificates declaration, etc. You have to sign responsibility for no contraband being found outside bond.

Cargo gear register must be endorsed by DNV.

## SENEGAL

### Dakar:

- |                   |          |
|-------------------|----------|
| Crew List         | 6 nos    |
| Ports of calls    | 6 "      |
| Arms & Ammunition | 3 "      |
| Dangerous Cargo   | 5 "      |
| Passanger List    | 4 "      |
| Stowaway List     | 4 "      |
| Narcotics List    | 2 copies |

Stores List(incl Bonded stores)	1 no.
Crew Effects	1
Ship's Particulars	2 nos
Maritime Health Decl	1
Vaccination	1

One of the most efficient ports called on the West Africa run. None of the run arounds as experienced elsewhere.

## **SPAIN**

### **A. BARCELONA :**

1. Crew List	7
2. Crew Effects	2
3. Stores List	2
4. Health Declaration	1
5. Cargo Manifests - Barcelona Cargo	4
6. B/L Barcelona Cargo	2
7. Transit Cargo Manifest	1

### **B. VALENCIA :**

1. Crew Lists	3
2. Crew Effects	2
3. Stores Lists	2
4. Cargo Manifest - Valencia Cargo	4
5. B/L Valencia cargo	2
6. Transit Cargo Manifests	1
7. Passenger List in Spanish	Prepared by agent - only sign
8. Certificate of last Port State Inspection	Copy

In Valencia forms such as Crew Lists, Stores Lists are appreciated in Spanish, but IMO standards in English are accepted.

### **C. VIGO, SPAIN :**

NOTE : All documents with original signatures & stamps

1. Crew Lists	3
2. Crew Effect	2
3. Stores List	2
4. Cargo Manifest - Vigo Cargo	3
5. Transit Cargo Manifests	2

Copies of following certificates :

Tonnage Cert (2)  
 Registry (2)  
 IOPP (2)  
 Last sludge/waste oil disposal cert (2)

A general declaration form required to be filled - agent brings - info required is as follows :

Vsl name, Flag, Port of Registry, IMO nbr, Call sign, Master's name, Last port, Class, P&I Club, LOA, BOA, Max summer draft, GRT, Agent, Berth, Any pax, Cargo to load, Cargo to disch.

A Residue Declaration Form is required to filled with the following info :  
Master's name, Vsl name, Flag, Port Name (Vigo) and the following tabled info in cu.m. -  
Dirty Ballast (On Board) & (Capacity) -  
Slop & Settling Tks - decanting tks (On Board) & (Capacity) Bilge water tks (On Board) & (Capacity)  
Sewage (On Board) & (Capacity)  
Garbage (On Board) & (Capacity)  
Port, Country of last oil residue disposal, date, type & qty.  
Next port of call with reception facilities to be called & ETA there.

On ETA message state :  
Crew, Estimated Arr & Dep drafts, Cranes operational (?), Hatches clear (?)

Two pilot points - the inner one, just off the harbour entrance is mandatory. The outer one at the approaches to the North or South channel is optional. Inner one taken only.

NOTES :

Local service for Anschutz Gyro available - contact thru agents. Berth normally stbd side to - can do with one tug, except in strong winds. The berth is L-shaped with vsl going to the long leg. Small craft tie up to the short leg in the front. Two tugs advisable.

Can sail with one tug, again not advisable in strong winds. No shore passes required, down town is hop-skip-jump away. Watch for pilferage if locals allowed inside.

## SWEDEN

Standard Swedish forms are to be used. (Forms in Filing Cabinet with others)

### **A. GOTHENBURG :**

- |                 |   |
|-----------------|---|
| 1. Crew List    | 2   |
| 2. Stores List  | 2 (Liquor bots separated by 1 ltr/0.75cl numbers)   |
| 3. Crew Effects | 2 (Signed Individually - allowance 200 cgs + 1 ltr)<br>(wine/beer/liquor declared seperately) |

For crew requiring a visit to a dentist, a special medical report form needs filled - this form in "Port Forms Drawer" in Office Filing Cabinet.

Bonded stores are not sealed, but no issues permitted while in port.  
Immigration & Quarantine cleared by Agent.  
Customs board, sometimes with Rummaging Squads, and may or may not check Bond Stores.

Arrival & Departure tugs need 3 hrs notice to book. If not given 40% surcharge over normal tariff.  
Advise agents number of tugs required for arrival on a weekday prior arrival - Friday if arriving Monday morning. Changes made to booking times attract 30% surcharge. See tariff and conditions in Port Info File.  
Garbage disposal available in skip on wharf - bagged and seperated, no leaks, no oil/oily waste.  
\* Vinga pilot Station to be advised 4 to 5 hrs prior arrival, confirming ETA, draft, etc.

### **B. MALMO :**

Papers same as for Gothenburg.  
If Sound Pilot required, then send message to them atleast 12 hrs before arrival at Pilot Stn which is off M1 buoy (Mid-channel) at the entrance to the TSS West of Helsingborg.. Otherwise, if only Malmo pilot required, then advise Malmo pilots 12 & 4 hrs before by tlx (see ALRS Vol 6). Malmo pilot boards about 2 miles north of Malmo entrance. Tugs need 4 to 5 hr notice. Advise agents.  
Customs or other officials rarely seen.

**NOTES :**

Call agents and ----- Hamburg every 48 hrs and last 72, 48 and 24 hrs with ETA during the voyage.  
Inchcape Shipping Copenhagen to be kept advised of ETAs.

## **TURKEY**

### **A. DARDANELLES :**

Have officer at ladder with rubber stamp and canvas bag for cargo doc to be signed/stamped.

When **East bound and calling a Turkish port :**

a) Fill in two forms that pilot provides and hand over to agents/auth in a boat that comes a/s with following forms, and certificates file, which is returned :

1. Vaccination List - 2
2. Health Declaration - 2
3. Ports of Call List - 2 (Ports called in the last 90 days)

Don't forget the mandatory cigs please.

b) Collect a white "Health Card" to be shown to auth at the Turkish port. Retain this card if transiting the Bosphorus, for returning to the auth at Bosphorus on the South bound leg through the Straits.

When **East bound and only in transit** - i.e. not calling a Turkish port:

a) Same procedure as above.

b) Collect yellow "Health Card" to be handed over to auth in Bosphorus on the South bound trip.

I never took a pilot through Bosphorus or of course the Marmara Sea. Prefer it as feel safer doing it myself.

### **B. GEMLIK :**

1. Crew Lists 8
2. Stores List 2
3. Crew Effects 2
4. Cargo Manifests 6
5. White Clearance card received in Dardanelles.

Occasionally expect trouble from Port Auth with regard to IOPP equipment/logs. They will insist you are in infringement of some rule or the to basically squeeze some gratuities. Best to co-operate, deny politely and appease with the usual gifts.

FW available from pier connection - about USD 3 per MT. Costlier if less than 50 MT taken.

Garbage collection available - cost USD 30 per service. Quantity irrelevant, but be reasonable.

Required to sign various disbursement vouchers - usually blank - but ----- has an understanding on the amounts apparently.

### **C. BOSPORUS - NORTH BOUND :**

- Customs papers provided by agents at the Turkish port called to be handed over to agents boat that comes a/s at Buyukdere Point.
- If coming directly from Dardanelles without calling any Turkish port, no formalities.

### **D. BOSPORUS - SOUTH BOUND :**

\* Health official's boat comes a/s after passing Kavak. Ship's officer to climb down with the following:

1. White or yellow health card collected at Dardanelles.
2. Ship's certificates file - registry, etc. checked.
3. Boat receipt to be signed.

**NOTES :**

## PUERTO RICO & MOST U.S. PORTS

### A. SAN JUAN :

- |   |   |
|---|---|
| 1. Crew List (US Form I-418)  | 3 sets (Alphabetical)                           |
| 2. Passenger List (US Form (I-418)  | 3 sets (If applicable only)                     |
| 3. Stores List (US Form CF 1303)  | 2   |
| 4. Crew Effects Decl (US Form CF 1304)                                      | 2   |
| 5. General Declaration (US Form CF 1301)                                    | Filled by Agent                                 |
| 6. Master's Oath (US Form CF 1300)  | Filled by Agent                                 |
| 7. Cargo Declaration (US Form CF 1302)                                      | Filled by Agent where applicable                |
| 8. Cargo Manifest for Disch Cargo   | Not usually asked for unless agent without copy |
| 9. B/L for Disch Cargo  | As for 8.                                       |
| 10. Manifest for Transit Cargo  | Not usually asked for                           |
| 11. Shore Pass for each crewman with or without a D visa - on I-95A         | See notes                                       |
| 12. Landing pass for each passenger/supernumerary with B1/B2 visa - on I 94 | See notes                                       |
| 13. Last port clearance   | Original  |
| 14. Some certificates taken ashore by agents for outward clearance          |   |

#### Immigration Rules :

- Crew Members without D visa denied passes. These crew members can be allowed ashore at the discretion of the Immigration Officer on applying for a waiver with all names on one list on paying US \$ 90.00 as waiver fees for all crewmen.
- Supernumeraries without B2 visa will not only be not allowed ashore, but the vessel will attract a fine of US \$ 3000.00 for bringing a non-visaed alien to the US. This fine may be waived by the Immigration Officer at his discretion if advance information has been given by the vessel via the agents informing them of the presence of supernumeraries/passengers on board without the relevant visa. If good PR is exercised the said supernumerary/passenger may also be allowed to land ashore on payment of US\$ 90.00 per such supernumerary/passenger.
- When any crew/passenger/supernumerary is denied entry, it should be ensured that they do not so much as step on the wharf, as this tantamounts to landing non-visaed aliens on US soil and will immediately attract a fine of US \$ 3000.00
- On subsequent calls the same I-95A has to be presented, or a fine of US \$ 50.00 may be imposed.  
A new I-95A has to be made for each member without a visa each time and presented with the old one, also a new I-95A has to be made for any off-signing crew member.  
A new I-94 has to be made for each passenger/supernumerary each time. Return prior sailing.
- If any crew member joins or leaves in a US port a "departure crew list" has to be tendered showing the names of signed off and signed on crew only. The I-94 issued to incoming crew at the airport must be attached to this list and given to the agent.
- A Dept. of Agriculture officer boards, inspects stores, garbage disposal arrangements, questions on sighting of bees, animals aboard, etc. and issues a certificate.

#### NOTES :

### A. SAN DIEGO

- Access to port controlled in liaison with port Wharfingers (send a visitors list to agent).
- Notification procedures include USCG NOA, exchange of ISPS Marsec Level, notice to Qualified Individual, notice to California State OSPR, Ballast water report.\*
- Comply with USCG BWM requirements, no de-ballasting done in port (ballast retained on board).
- Local ILWU regs.- vessel not to handle any cargo lashing. To satisfy and as a compromise we leave 16 (outboard) for Shore labour to handle, the crew handling all the rest while not in sight of port. On Arrival, lashings are removed prior POB barring said 16 marked slots. Shore gang boards an hour prior start of cargo to unlash these (symbolically having unlash all cargo). Similarly, after cargo work, the shore gang lashes 16 containers, the deck crew takes the remaining lashing starting only once past Cabrillo point. In case of any problems due to weather please contact Terminal.

## UKRAINE

### A. ODESSA

- |                      |  |
|----------------------|--|
| 1. Crew List         | 7  |
| 2. Crew effects decl | 3 (Declare cash & currencies held)           |
| 3. Money List        | 3 (Subtract & pay-off repats before arrival) |
| 4. Stores decl       | 3  |
| 5. Health Decl       | 1  |
- All other documents prepared by Agent.

Advise agent by tlx the following :

Master's name, Vsl registry : Port/Date/Number, Crew on boar, Expiry dates of certs.

Expect demands for freebies from all!

#### **NOTES :**

*Authorities aplenty, 2 tugs as harbour passage is narrow and a turn involved.*

## ROMANIA

### A. CONSTANTZA

- |                      |  |
|----------------------|--|
| 1. Crew List         | 6  |
| 2. Crew effects decl | 1 (Declare cash & currencies held)           |
| 3. Ship's Money List | 1 (Subtract & pay-off repats before arrival) |
| 4. Stores decl       | 2  |
| 6. Nil List          | 2  |
| 5. Health Decl       | 1  |
- All other documents prepared by Agent.

Advise agent by tlx summary of docs prepared and ETA.

Untold issues will be raised, untrnaslated docs pushed across – all for want of free booze and smokes.

Thanks to Capt. Karun Chhabra for first initiating it and the most comprehensive initial set of recordings. The file was maintained in open domain and updated by various other ship Masters whereby it was shared and actively utilised by by many others. Variations in formatting are attributable to various inputs by differing masters.

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