



Vessels Bound To & From Sir Baniyas Island Cruise Terminal

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1. INTRODUCTION

1.1 Objectives

This procedure ensures Safety of the Passenger vessels calling at Sir Baniyas Cruise terminal.

1.2 Scope

This procedure applies to Passenger vessels bound to/from Sir Baniyas Cruise Terminal.

2. GLOSSARY

Term	Definition
ADNOC	Abu Dhabi National Oil Company
IMPA	International Maritime Pilot's Association
PPA	Petroleum Port Authority
SOLAS	Safety Of Life At sea
U.K.C	Under Keel Clearance
VHF	Very High Frequency
VTIS	Vessel Traffic Information service

3. REQUIREMENTS/RECOMMENDATIONS/RESPONSIBILITIES

- i. All vessels bound to/from the Sir Baniyas Cruise Terminal are subject to compulsory pilotage and will carry an authorized Pilot (normally Senior Pilot) for the entire passage from the East Ghasha Pilot Station to/from the anchoring position.
- ii. All Cruise vessels shall, where weather conditions permit, be boarded at the East Ghasha Pilot station.
- iii. Master of the vessel shall ensure that the Pilot boarding arrangements are as per IMPA's/ SOLAS Chapter V/23 requirements. The Pilot shall board in sufficient time to ensure enough time for Master/Pilot exchange.
- iv. Abort points/areas shall be highlighted during the Master Pilot exchange. In the event that a decision is taken to abort the passage, VTIS shall be informed of the situation and VTIS shall in turn notify the Harbour Master.
- v. An outline passage plan from Ghasha pilot station up to the terminal shall be completed by the Pilot and fully discussed with the Master. The vessel's Master must make the Pilot aware of any peculiarities of the vessel especially with regard to manoeuvring characteristics.
- vi. Subject to the Harbour Master discretion, an Escort tug shall be provided for inward and outward transit of all passenger vessels from/up to south of Latitude 24 Deg 22'N.
- vii. Subject to the Harbour Master discretion, a firefighting tug shall be made available in the close proximity of the Cruise vessel at anchor at Sir Baniyas terminal.
- viii. To ensure safe channel passage a minimum dynamic U.K.C is required for all ships entering or leaving the port as follows:
 - Up to 100,000 SDWT UKC 0.92 meters / 3 Feet
 - Up to 250,000 SDWT UKC 1.22 meters / 4 Feet
 - Up to 350,000 SDWT UKC 1.52 meters / 5 Feet
 - Over 350,000 SDWT UKC 1.83 meters / 6 Feet

Such under keel clearance may be increased at any time at the Port Authority's discretion having due regard to the weather condition. Squat allowances and the limit of the tide table accuracy shall be taken into account prior to allowing a vessel to call at the Sir Baniyas terminal.

- ix. Navigation within the port limits is not allowed in visibility less than 1.0 Nautical Mile and Berthing/ Un berthing is not allowed in visibility less than 0.5 Nautical Mile, vessel shall await instructions from the VTIS/Port Control in this case.
- x. Vessels using the Sir Baniyas Cruise Terminal shall monitor VHF Channel 21/09 & 16 at all times.
- xi. Local weather forecasts shall be monitored by the Master of the vessel at all times to remain fully appraised of the situation.
- xii. By virtue of attendance, the Pilot, Pilot boat, Tugs, crafts and any other personnel or equipment involved in serving the Vessel shall be considered as the "servants" of the Vessel Owner. The Vessel Owner shall be liable for any wrongful acts committed by those servants during the course of their employment, whether or not the Master of the vessel has authorized them.
- xiii. Priority of transit is typically granted to the commercial vessels calling at Jebel Dhanna Ruwais port for loading and/or discharging cargo. Particular priority is granted to the deep draft loaded vessels. However, in view of the sensitivity of the vessels carrying passengers, and the limited time available on their schedule, subject to traffic density, and at the discretion of the Harbour master, priority for transiting in and out may be granted to the passenger vessels.
- xiv. Cruise Vessels shall use East Ghasha Channel for Inbound/Outbound passages, However under exceptional circumstances they may be allowed to use Ruwais Channel for outbound and/or Yas channel for inbound passages at Harbour master's discretion.
- xv. Passenger vessel's up to length overall of (200) meters shall anchor in anchor position (A1) and vessels above (200) meters length overall shall anchor in anchor position (A2) as delineated on BA chart 3780. The anchorage locations A1 and A2 shall normally be used, however, under exceptional circumstances, vessels above 200 meters length overall may be allowed to anchor at location A3 (restricted) subject to following conditions:
 - favourable weather conditions.
 - a tug stand-by as close to the vessel as possible throughout the stay.
 - close monitoring by VTIS of the vessel's anchored position.
 - vessels engines to be kept ready at a short notice.
- xvi. Throughout the period of time that the vessel is anchored at Sir Baniyas cruise terminal, prevailing and forecasted weather conditions shall be continually monitored by VTIS and ships Master. If winds in excess of 35 knots are forecast, then the vessel shall be informed to be vigilant and take extra precautions. If deemed necessary, a pilot should be called to attend the vessel, and arrangements should be made for any required stand-by tugs to attend, The vessel's Master shall ensure that engines, steering and thrusters (if available) are readied for immediate use, and that the vessel is ready to depart should the need arise.
- xvii. In winds of more than 35knots from a direction of North East (NE) or South East (SE), or sustained winds of 40 knots from any direction, the Master in consultation with the assigned pilot and terminal shall assess the conditions and halt passenger operations if he considers it unsafe to continue. Any additional tugs shall be called as required by the Master in consultation with the pilot. If passenger operations are halted due to stress of weather, they shall not resume until the Master, in consultation with the Pilot and Terminal, decides it is safe to do so.
- xviii. If the heavy weather conditions calm down, the Pilot and tugs may be released from the vessel in agreement with the Master and in consultation with the Harbour Master.