

**VISAKHAPATNAM PORT AUTHORITY
MARINE DEPARTMENT**

Date : 01-12 -2023

**DETAILS OF THE RESTRICTIONS AND ALLOWABLE DRAFTS OF THE VESSELS IN INNER HARBOUR
AND OUTER HARBOUR**

INNER HARBOUR

TABLE - 1

(ALL DIMENSIONS ARE IN METRES)

BERTHING / SAILING				
DRAFT (with dock water density)				
Name Of the Berth	Maximum Permissible LOA	Draft	Tide	Remarks
EQ-1	240.0	14.5	1.0	Vessels of LOA above 195.0 or Beam more than 32.0m are handled by Two Pilots except for OR-1, OR-2 & OR-3.
EQ-3 to EQ-4 (515.0 mtrs) (Multi purpose terminal)	240.0	14.5	0.5	
EQ-5 + EQ-6 126.0m+158.9m=284.9m	240.0	11.5		
EQ-7	240.0	14.5	0.5	
EQ-8(VSPL)	235.0	14.5	0.5	
EQ-9(VSPL)	235.0	14.5	1.0	
EQ-10(IMC)	160.0	11.0	1.0	
WQ-1	240.0	13.5	0.5	
WQ-2	240.0	13.5	0.5	
WQ-3	240.0	13.5	0.5	
WQ-4	240.0	11.5		Maximum LOA of 260.0 m & Beam 45.0 m vessels may be allowed subject to space and draft availability at the allotted berths / adjacent berths.
WQ-5	240.0	11.5		
WQ-6	230.0	13.0	0.5	
WQ-7	240.0	14.5	0.5	
WQ-8	240.0	14.5	0.5	
RE/WQ-1	150.0	11.0		
OR-1	195.0	11.0		
OR-2	De-commissioned			
OR-3	160.0	10.06		
F/Berth	200.0	10.06		
Green Channel berth	130.0	8.2		

Note:

- Vessels with more than permissible LOA and Draft can be allowed on case to case basis considering availability of sufficient space and suitable rising tide respectively.
- For berthing 230.0 mtrs LOA vessel at WQ-6, 45.0 mtrs room to be left vacant on North side of West Quay-5.
- Vessels upto 14.5mtrs draft can be handled to Inner Harbour on rising tide in fair weather condition.
- Vessels of LOA above 235.0 mtrs and Beam above 36.0 Mtrs. will be handled to Inner Harbour during Day light.
- Babycapesize vessels are being handled in Inner Harbour during day light hours and the vessels with ballast conditions are required to take heavy weather ballast in cargo hold.

OUTER HARBOUR

All Dimensions are in metres					
For Arrivals Permitted Dimensions as per berths	LOA	BEAM	DRAFT	TIDE	Remarks
OSTT	280.0	50.0	17.0	--	
OB-I	300.0	50.0	16.5	--	1. The clearance between the stern of the vessels berthed at VGCB and OB-I should be at least 45.0m 2. Whenever there is a Cape size vessel (Max.300 m) berthed at VGCB, only 260.0m of LOA vessel can be berthed at OB-I berth and vice versa.
OB-II	300.0	50.0	17.0	0.5	
VCTPL-1	390.0	48.0	16.0	0.5	
VCTPL-2	390.0	48.0	16.0	0.5	
VGCB for 2,00,000DWT	300.0	50.0	18.1	1.0	
LPG	230.0	42.0	14.0	--	The distance from ship's center manifold to its stern not to exceed 119.0m.
Cruise Terminal	300.0	37.6	8.5		
FISHING HARBOUR	70.0	14.0	5.5	0.7	
SPM	330.0	60.0	22.0		

NOTE:

1. Vessels with higher draft will be permitted considering suitable rising tide on case to case basis.
2. Drafts mentioned in the table are considering dock water density.
3. Berthing/Un-berthing of daughter vessels from alongside Mother Vessel shall be handled by two Pilots.
4. Vessels of LOA above 270.0 mtrs or beam above 42.0mtrs are handled with two Pilots.

5. Night Arrivals :

- a) Tankers of LOA > 220.0mtrs are berthed at LPG /OSTT with two Pilots.
- b) Vessels with DWT > 75,000 are berthed at OB-I & II , VGCB with two Pilots.

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For DEPUTY CONSERVATOR