

PORT AND MARINE SERVICES- SEYCHELLES

PORT AND MARINE CIRCULAR

NO. 4 of 2003

Date:

RE: BERTHING PRIORITIES –MAHE QUAY-COMMERCIAL PORT

In the absence of any overriding national requirements, the following priorities will be observed:-

1. Scheduled passenger cruise vessels having on board 50 or more passengers' capacity will have immediate berthing priority for a period not exceeding 24 hours. Hence, other vessels occupying such a berth may be removed to make room for such passenger or cruise vessel. The passenger or cruise vessels will be allowed another 12 hours alongside berth for passenger exchange should that not take place within the first 24-hour period.

Passenger or Cruise vessels of less than 50 passenger capacity will be accommodated at the discretion of the Harbour Master.

2. (a) Fully containerised fix day and time caller by line vessels that has maintained their ETA for 5 days will get berthing priority over other container vessels. Port Agent will nominate the vessel call date and week beginning of the year or when line makes an alteration to the schedule.

(b) The vessel, which has maintained her ETA over last 48 hours, will be first come and first serve basis.

(c) In case of (b) above, vessel not at pilot station within two hours of final ETA shall lose its berthing priority.

3. Vessels loading and discharging petroleum products, liquid petroleum gas and cement in bulk will be berthed immediately after completing of work by the vessel at that berth provided a 72 hour, ETA notice is given. Petroleum or Gas Tanker, their priority applies to South Terminal only.
4. General cargo or container vessel, for discharge/ loading is less than 12 hours and if ETA is maintained 48 hours before it will have berthing priority.
5. If a tanker has arrived and has no loading or discharging instruction she has no priority. After declaration that she is ready to load or discharge she will gain the priority after 48 hours.
6. Similarly mixed containers and cargo, which have not maintained their ETA, will not have berthing priority but will have the first berth available. However, arrangement may be made for berthing on the following conditions:
 - i. All cargo operations continued and completed overnight.
 - ii. That the vessel shall vacate, the berth permitting the berthing of other vessels.

7. Foreign going cargo vessels whose discharge and/or loading time is estimated to be more than 12 hours irrespective whether such cargo operations are undertaken overnight or on 2nd shift, etc.
8. Fishing Vessels transshipping salt and/or bunkering provided 48 hours notice of such requirement is given. Such notice must be revised or updated by 1500 hours latest on the day in question failing which the vessel would forego its order of priority.
9. Foreign going vessels other than fishing vessels taking fresh water and/or bunkers only. (This includes Research Vessels and Naval Vessels) shall do so during the night hours. Any vessel at the berth not working cargo shall vacate the berth.
10. Inter-island trade vessels loading or discharging cargo at Mahe Quay shall do so, should the berth space be available and will have to vacate the berth immediately upon completion. Space must be reserved during Port meeting at 1500hrs on previous day.

NB 1. : The above is deemed necessary, as berthing space on Mahe Quay is limited. Hence postponement of cargo working for whatever period on any ship is not desirable as there is no guarantee that weather conditions will be favourable in the days that follow and could well result in berthing delays for subsequent vessels. It is to be recommended that any vessel alongside work on a 24 hour shift in order not to lose space alongside.

NB 2.: It is the vessels responsibility to advise and satisfy the Port and Cargo Handling Contractors that all necessary cargo operations are ready and planned for. Any unforeseen operation not catered for, such as improper shifting or landing and re-shipping of cargo aboard same vessel may result in the said vessel losing its priority over the other vessels.

NB 3: Any costs incurred in the un-berthing and re-berthing of any vessel, claiming priority will be borne by the vessel claiming priority.

NB 4: Passenger vessel whose priority has expired and vessels not working cargo if they have to vacate the berth, for the berthing of other vessels, they will have to bear the costs of its un-berthing or re-berthing should the case be.

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