

SOP for Weather alerts-Cyclone

Please read and understand attached circulars and follow with due diligence.

Ref: SOP for preparedness for Cyclonic Storm conditions-Annexure-I (Attached)

- IMD weather reports and Alerts shall be studied and analyzed for the severity whenever the warning is received. All records shall be logged and maintained with situational awareness in mind at VTS.
- Cyclone Storm warning to be issued to all vessels within the Port Limits of NMPT, Stake holders, Shipping agents, operators & stevedores and concerned parties involved in Port business indicating DATE of Impact.
- The following parameters are to be Monitored and recorded in the logbook in VTS with due diligence every 4 Hrs or as advised. The parameters are to be taken from the vessels at anchorage.
 1. Wind speed & direction,
 2. Swell height & direction
 3. Barometric pressure
 4. Visibility
 5. Rain conditions
- VTS Manger (Master Mariner) or Pilot shall man the VTS at all times, monitoring the position of the vessels in the vicinity and within the Port limits to access of any emergency situations keeping situational awareness in mind.
- Whenever wind speed is 25 kts, inform DC, HM, DM, ME & FcASO.
- Port Storm signals to be monitored and hoisted at VTS as per IMD weather advise from time to time.

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On receiving advise from IMD regarding formation of depression over the area:

- VTS Manager / Pilot/ Dock Master to access the wind direction, speed, path, date of impact and inform the Deputy Conservator/ Harbour Master. On this basis notice shall be issued to all concerned for suspension of Port operation, shipping movements and to take heavy weather precautions.
- Plan shall be made to sail out all vessels from the berth before 24hrs so as to give enough time to vessels to cross the path of cyclone and remain in navigable semicircle. (For guidance, once the wind speed reaches 25kts hoses / loading arms shall be disconnected and all operations suspended, however this can happen early depending upon the weather forecast, impact & intensity of the Cyclone). Shifting of vessels shall be on Ports Account. Harbour Master to execute the plan and all shipping movements.
- Those vessels which cannot go out to sea, the Master of the vessel shall secure with additional moorings of the vessel, keep engines on standby, take heavy weather precaution and take care of the safety of his vessel and crew at all times.
- The Master of the vessels at anchorage to pay out more cables/ pick up anchor, manoeuvre, take heavy weather precaution and take care of the safety of his vessel and crew at all times.
- VTS Manager / Pilot to keep a good watch on weather forecast from IMD website/meteorological data.
- No maintenance should be planned to carry out during this alert period.
- All small vessels shall come back to the port for shelter and to be secured as mentioned above.
- All crafts and vessels to monitor VHF Ch 16 and 12 and obtain weather reports.
- The vessel agents to advise their vessels at berth or/and at anchorage to obtain frequent weather reports by all available means, keep good navigational, anchor and port watches, keep engines on standby, monitor vessels position frequently, tend to moorings, pay out more cables/ manoeuvre, etc, take safety and heavy weather precautions.

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For vessels hired by any firm other than New Mangalore Port Trust (NMPT) to operate at NMPT Port limits, the complete responsibility of the vessel and crew shall lie with the concerned hiring firm. The firm shall ensure safe manning, maintenance, observance of safe practices, good seamanship, receiving of weather warnings, etc. including compliance of statutory requirements, safe operations at all times and taking heavy weather/cyclone precautions in respect of the vessel.

- **All above doesn't relieve any vessel Master of the power vested under SOLAS, chapter V, Regulation 34-1 and International Management Code for Safe Operation of Ships and pollution Prevention (International Safety Management (ISM) Code), Section 5.2 under the Master's responsibility and Authority.**

Also, the above does not relieve the Vessel master from any of his duties and responsibilities under the prevailing Acts towards the safety of the crew, vessel and environment and will continue to exercise his powers and take all precautions according to the prevailing circumstances and conditions and will take the best action to keep his vessel and crew safe at all times. The vessel Master shall be responsible for the safety of the crew and his vessel under all circumstances.

Terminal Operators/ Stevedores:

- All Terminal Operators/ Stevedores/ Stakeholders shall ensure Loading arms, Loaders, gantry cranes, containers, etc., are properly secured and to take heavy weather precautions. Oil jetties and Berths to be clear from any loose or hanging items, debris, empty drums, etc. The slop tanks at the oil jetties shall be emptied and clear from debris to avoid overflow and pollution.
- All hazardous liquid cargo lines are to be drained.

Port Crafts/VTS/Respective Departments/Pollution & Environment Cell:

- All Port crafts/including hired shall take sufficient quantity of bunkers in advance to be available for operations.
- All port craft and hired crafts to be on Standby and ready for operation.
- All port crafts and hired crafts shall be properly secured with additional moorings and shall be monitored.

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- All port crafts and hired crafts shall be manned with full compliments at all times.
- Search light and navigation lights must be in operational condition. All backup battery must be charged and functional.
- All portable walky-talkies/VHFs to be charged and other communication means should be functional.
- All crafts and vessels to monitor VHF Ch 16 and 12 and obtain weather reports.
- The Generators at VTS should have sufficient fuel level for uninterrupted operation.
- Oil pollution equipments shall be kept in complete readiness with manpower for any emergency situation along with pollution control vessels in readiness with sufficient fuel.
- Respective Departmental heads shall ensure safety at all times and take all necessary steps in view of the cyclonic weather including advising the firms/stake holders under their control for safety precautions. All vulnerable Ariel structure should be secured. Trolley trucks and port cranes, etc., must be secured firmly at their respective places. Port Drainage system shall be checked to avoid water logging for uninterrupted evacuation, if any.

Port fire service, Port Trust Hospital & CISF unit shall be on Alert & Stand by for any emergency and evacuation.

- The Roles and responsibility of Marine Officers is as per the Annexure-I.
- **While complying with the SOP due diligence shall be made to the present circumstances, conditions, situation, traffic density, weather condition, etc., which may require to deviate from the above mentioned points for the safety of life and property. Any action to be taken while complying with the SOP shall be in the best interest for saving life and property.**


Deputy Conservator
New Mangalore Port Trust