

DHIL (DAHEJ) PORT INFORMATION

Physical Dimensions / Restrictions

	LOA(M)	Draft(M)	Beam(M)	Cgos Handled
Berth 1	220-110	13.5	32	Sulphuric Acid loading
Port / Pilot Station Position	: LAT 21 41 N Long 72 30 E			
Free Board	: Vessel to maintain min 2.5 mtrs fm Sea to Deck level throughout her stay at DHIL jetty			
DWT restrictions	: 11000 - 70000 MT			
Tide Variation	: 8 mtrs			
Loading method	: Thru 16" SS Shore Line connected to vessels manifold by 10" flexible rubber hose			
Loading rate	: Approx 400-450 MTPH			
Mooring requirements	: Vessel should have minimum 20 ropes (separate coils of 220 mtrs) on board for safe berthing of vessel.			
B A Chart	: 1486			
Berthing / Unberthing	: Tidal port - only during high water - night navigation possible subject to weather conditions			

Note :

- DHIL stands for Dahej Harbour and Infrastructure Ltd . Jetty is situated on the east side of Gulf of Khambhat in Arabian Sea in the State of Gujarat at Latitude 21 Deg, 42.0 Longitude 72 Deg. 31.5 E.This is Pvt jetty of Hindalco (unit of Birla group)
- Located South of the operated by Maritime Board Depth of water available at berth face of jetty 14mts Chart Datum.
- Jetty provides a single berth for ships 60000mt=10% Cargo.
- The Jetty is 225mtrs long & the berthing face of jetty is 129.6mtrs.
- The berth aligned 176 Deg. /360 Deg. true, is connected to Dry Land by 10.5mts wide pier road running E/W on concrete piles support (1044mts long) & rubber bund (1320mts long) the ship can berth either Port side or Starboard side – Too. Tidal range 6-10mts.
- Current: Max 7 Knots normally: 1.5 to 3.5 Knots
- Pilot is compulsory, Pilot boarding ground is located in position Latitude 21 Deg. 42.0 N Longitude 72 Deg., 31.05E and call DHIL Jetty boarding ground, the master of every vessel bound for DHIL Jetty shall provide adequate Lee to the Pilot Boat for boarding Pilot. The terminal of DHIL at Lakhigam will provide tugs and the pilot will order them
- Two Tugs of 40 Tonnes Bollard are available they will be standing nearby Jetty the Ship, the pilot and Tugs will remain in constant touch on VHF Channel 68.
- Vessel berthing is as per DHIL (shippers / receivers) cargo priority. "No first come first berth basis"
- Berthing Priority for Sulphuric Acid

Above restrictions / information are current and are subject to change without any prior intimation from terminal.

GCPTCL (DAHEJ) TERMINAL INFORMATION**Physical dimensions/restrictions**

LOA	111 MTRS - 215 MTRS
DWT	6000 MTS - 60000 MTS
Draft	13.5 MTRS (Maximum in loaded condition)
Parallel Body Length	55 MTRS (minimum acceptable) *
Distance bow to working manifold	61 MTRS (minimum acceptable) *
Freeboard on arrival	3.5 MTRS (minimum acceptable) *
Height of manifold above deck level	1.5 MTRS (minimum acceptable) *
Mooring ropes	21 – STANDARD ROPES/SEPARATE COILS (MIN)
Trim (berthing/unberthing/operations)	Not to exceed 2.50 MTRS
Manifold	As per ASTM Grade

Note :

- GCPTCL stands for Gujarat Chemical Port Terminal Chemical Ltd
- Port authorities sometimes consider flexibility on PBL and Freeboard depending on cargo to be loaded / discharged for which prior approval must be obtained on case to case basis by the Charterers before fixing the cargo
- Night berthing/unberthing is not permitted during monsoon period (May to Sept). Monsoon period starts from mid May to mid Sept
- Berthing/unberthing is possible only during favorable slack water after high/low tide. Night navigation permitted, however depending on weather conditions / type of cargo onboard vessel and solely as per port's decision
- Tide variation at jetty during high water is about 7.1 M to 10.2 M and during low tide is about 0.7mtrs to 1.8mtrs.
- Remote controlled seven Loading/Unloading arms at Jetty Head; equipped with Emergency Release System, for transfer of cargo from / to ship.
- In case of vessel not berthing on arrival, customs inward clearance formalities have to be completed at anchorage immediately upon vessel's arrival, additional cost of approx USD 1850 will be incurred towards tug hire for custom boarding.
- Ship's arrival draft upto 13.5 MTR in fully loaded condition can be safely navigated to the berth and can remain at berth during unloading/loading cargo.
- GCPTCL terminal usually follow 'First come First berth' policy. However, berthing / unberthing of vessels are as per terminal discretion and depending on cargo requirement priority.
- Fresh water / slop - sludge disposal / bunker supply etc. cannot be carried out at GCPTCL terminal
- No transit cargo / low flash cargo restrictions at GCPTCL terminal
- Berthing scheme basis First Come First Serve

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