
SHIPTRAINER’S REPORT: September 1994

Anchorage: On arrival, while awaiting berthing or awaiting tide, vessel can anchor 2.0–2.5 n.m. east of Sea Island. Berthing/Unberthing: Mina Abdulla Sea Island has two berths: No. 18 and No. 19. Barges are not allowed to come alongside or berthing board. On Berth No. 19 (which is seaward), berthing and unberthing is always done during ebb tide, i.e. heading into a stream which is approximately SSE. Similarly, on Berth No. 18, docking/undocking is always during flood tide, i.e. heading into a stream which is approximately NNE. Max. rate of stream is about 2 knots. Two tugs are used for berthing. No tugs used for unberthing. Pilot boards about 1.5 n.m. ENE of Sea Island on Berth No. 19, and usually 1.5 n.m. ENE of Sea Island for Berth No. 18. Moorings used are 3-3 and forward and aft. There are no mooring boats, and all lines are sent ashore to dolphins by heaving lines. Complete operations of positioning vessel, alignment and mooring take a long time. For unberthing, Pilot boards from terminal, but a ladder should be kept ready for his disembarkation as he leaves a few cables off Sea Island.

Ship-Share Access/Communication: Shore gangway is always used. During cargo operations, ship’s portable radio is kept by Terminal Control for VHF Channel 69.
Vessel will generally be asked to drop anchor at this anchorage, if arriving before the range date (laycan) and not yet nominated for loading or awaiting any other standing over the Umm Al-Aysh reef (Lat. 29° 04’ N, Long. 048° 17’ E) about 6 n.m. to the east of MAA New Oil Pier and is about 3.5 n.m. long and 1.0 n.m. wide. Vessels shall not anchor in this area. Mina Abdullah and SPPP Anchorages: Lies in position at Lat. 29° 02’ N, Long. 048° 16’ E about 2.7 n.m. to the east of Mina Abdullah Sea Island and is about 1.9 n.m. long and 1.0 n.m. wide. Vessels shall not anchor at the Mina Abdullah Sea Island, SPPP and Equate (Shuaiba) terminals.

MAA Special Anchorages: Lies in position Lat. 29° 04’ N, Long. 048° 20’ E and is about 1.8 n.m. long and 1.3 n.m. wide to serve vessels engaged in bunkering, STS tank-cleaning, LPG cooling and other special operations as directed by Port Control.

MAA Restricted Area/Prohibited Anchorages: Only vessels visiting Mina Ahmadi (MAA) oil terminals are allowed to anchor within this area and are prohibited from anchoring in the area. All anchored vessels shall maintain full readiness for berthing and in case of emergency, VHF, followed by written advice through the Agent.

Pilotage: All berthing, unberthing and manoeuvring of vessels within the port limits, restricted area and prohibited anchorage must be done under the supervision of a KOC pilot. Vessels should arrive with sufficient clean ballast for safe manoeuvring under prevailing weather conditions. Maximum stern trim for berthing operations not to exceed 3.0 m. Pilots will not proceed with berthing operations before adjusting the trim either by loading additional ballast or transfer within the vessel. Under certain conditions, the pilot, after consulting with the Harbour Master, may require additional ballast to be run in before berthing/unberthing.

PILOTAGE: Compulsory. Any berthing, unberthing and manoeuvring of vessels within the port limits, restricted area and prohibited anchorage must be done under the supervision of a KOC pilot. Vessels should arrive with sufficient clean ballast for safe manoeuvring under prevailing weather conditions.

MAXIMUM stern trim for berthing operations not to exceed 3.0 m. Pilots will not proceed with berthing operations before adjusting the trim either by loading additional ballast or transfer within the vessel. Under certain conditions, the pilot, after consulting with the Harbour Master, may require additional ballast to be run in before berthing/unberthing.

Location: It is the duty of the Master to inform the pilot of any special conditions, difficulties, or peculiarities whatsoever pertaining to vessel which might impose hazards in connection with the handling, berthing, unberthing, loading or discharging of the vessel.

Pilot Boarding Areas:

Berth Lat. Long. (N) (E)
North Pier 29° 00.9’ N 048° 11.7’ E
South Pier 29° 04.5’ N 048° 12.5’ E
New Oil Pier 29° 04.5’ N 048° 12.5’ E
SBM 29° 04.5’ N 048° 22.6’ E

CAUTION: Vessels are cautioned to keep well clear of the port area and on no account to pass within a distance of 2 n.m. of all terminals without a pilot on board.

ANCHORAGES: The suggested anchorages in the Port of Mina Al Ahmadi, Shuwaikh Petroleum Product Pier (SPPM) and Mina Abdullah Sea Island (MAD-SI) have been laid out to facilitate shipping in general. These anchorages are outside the port limits and clear of the prohibited anchorage and restricted areas. Depending on the weather conditions, the vessel must consist of sand and soft coral with mud patches and affords good holding ground.

Incoming vessels are assigned berths by the Harbour Master in accordance with time of arrival and acceptance date (as advised by Kuwait Petroleum Company (KPC) for crude, products and LPG), type of cargo required, size of vessel and loaded draft.

Whenever the vessel has to be berthed, 2 hours' notice shall be given for the vessel to pick up the anchor and reach the pilot boarding point. This notice will be given by VHF and vessels should ensure an efficient watch is maintained to receive this notice.

All anchored vessels shall maintain full readiness for berthing and in case of inability to follow the procedure, the vessel must inform the Harbour Master by VHF, followed by written advice through the Agent.

OPL Waiting Area Anchorage: The Off Port Limit (OPL) waiting area is located in position Lat. 29° 04’ N, Long. 048° 29’ E with depths of about 25 m. Vessel will generally be asked to drop anchor at this anchorage, if arriving before the range date (laycan) and not yet nominated for loading or awaiting any other instructions.

Inner Anchorages: The designated inner anchorages for the petroleum ports of Mina Al Ahmadi have been laid out to facilitate shipping in general. These anchorages are just outside of the respective port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages range from 17 to 32 m. and sea bed is of sand and soft coral with clay patches and affords good holding ground. Comprises SPM Anchorage, North & South Pier Anchorage, Mina Abdullah and SPPP Anchorage and MAA Special Anchorage.

See guidelines for compiling and submitting information (page x)
TUGS: S×5,600 h.p. with 70 tons BP tugs available. Two tugs are normally on duty at all times. Hire charges for the services of pilots, tugs and mooring boats are covered by a comprehensive port charge. Under normal operating conditions, no tugs or other craft will come alongside the vessel before the pilot boards. Ship’s personnel must not signal for tugs or other boats to come alongside.

Tugs will make two roundings of the vessel, or two lines will be given to the vessel. A messenger line is recommended for handling these lines from the tug to the vessel’s deck. Tugs may also be used for evacuation in emergencies.

One fairing tug is used throughout the vessel’s stay at the SBM, and charged separately.

BERTHS:

**New Oil Pier:**

- No. 20: 28.65 m, 500,000 tonnes
- No. 20: 30.52 m, 550,000 tonnes
- No. 23: 26.50 m, 500,000 tonnes
- No. 31: 29.00 m, 100,000 tonnes

**South Pier:**

- No. 9: 41.5 m, 140,000 tonnes
- No. 10: 41.5 m, 140,000 tonnes

**North Pier:**

- No. 11: 41.0 m, 350,000 tonnes
- No. 12: 39.5 m, 340,000 tonnes
- No. 15: 31.7 m, 120,000 tonnes
- No. 16: 29.0 m, 100,000 tonnes

**Single Buoy Moorings:**

- No. 20: 28.65 m, 500,000 tonnes
- No. 20: 30.52 m, 550,000 tonnes
- No. 23: 26.50 m, 500,000 tonnes
- No. 26: 26.50 m, 500,000 tonnes

**KUWAIT Mina Al Ahmadi**

**TANKER FACILITIES:**

**New Oil Pier:**

- Max. displacement: 250,000 tonnes (crude and products)
- Min. displacement: 10,000 tonnes
- Max. berthing draft: 15.22 m.
- Max. sailing draft: 13.72 m.
- Max. LOA: 250 m.
- Min. vessel size: 1 CD

**North Pier:**

- Max. displacement: 315,000 tonnes (part load)
- Min. displacement: 35,000 tonnes
- Max. berthing draft: 15.22 m. (10.0 m. inside berths)
- Max. draft: 16.92 m.
- Max. LOA: 240 m.
- Max. beam: No restriction
- Restrictions: Height of manfall 26.0 m. (max.)
- Ballast facilities: None.

**North Pier:**

- Max. displacement: 315,000 tonnes (part load)
- Min. displacement: 35,000 tonnes
- Max. berthing draft: 15.22 m. (10.0 m. inside berths)
- Max. draft: 16.92 m.
- Max. LOA: 240 m.
- Max. beam: No restriction
- Restrictions: Height of manfall 26.0 m. (max.)
- Ballast facilities: None.

**SWM No. 20 and 21:**

- Buoys: 20: 29° 08’ 35.5” N, Long. 048° 08.2’ E
- Buoys: 21: 29° 07’ 32.2” N, Long. 048° 29.5’ E

**SWM No. 22:**

- Buoys: 22: 29° 08’ 35.5” N, Long. 048° 08.2’ E

**SWM No. 23 and 24:**

- Buoys: 23: 29° 07’ 31.7” N, Long. 048° 15’ 45.9” E
- Buoys: 24: 29° 08’ 25.2” N, Long. 048° 17’ 29.8” E

**Ship-to-Ship Transfer:**

The STS operation is referred to as No. 29 in berth numbering system and carried out for crude oil as well as product tankers at the MAA special anchorage. Piloting and towage are compulsory and are provided by MAA Port Authority; while all other arrangements (fenders, hoes, fire tug, etc.) are provided by KPC through KOTC Agency Branch (Minalink).

The relevant Checklists from the OCIFM Ship-to-Ship Transfer Guide are applicable for STS operations and are signed by the Masters of the two vessels involved.
All cargo transfer operations are carried out under tanker Masters/Operators responsibilities, who shall keep the Port Control informed of any stoppages/delays/mergements, etc.

STBS berthing operations are carried out during daylight hours only, however unberthing is carried out without any restrictions. There are no tidal restrictions.

Depth of water approx. 24 m., berthing draft 15.2 m., max. loaded draft 21.5 m. 5,000–150,000 S.d.w.t., displacement of daughter vessel 150,000 tonnes, unlimited for mother vessel.

Cargo hoses designed for flow rate of 21 m/s.

**LPG/ING FACILITIES:**

<table>
<thead>
<tr>
<th>South Pier</th>
<th>North Pier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. displacement:</td>
<td>140,000 tonnes</td>
</tr>
<tr>
<td>Min. displacement:</td>
<td>35,000 tonnes</td>
</tr>
<tr>
<td>Max. berthing draft:</td>
<td>12.5 m.</td>
</tr>
<tr>
<td>Max. draft:</td>
<td>13.5 m.</td>
</tr>
<tr>
<td>Max. LOA:</td>
<td>315 m.</td>
</tr>
<tr>
<td>Max. beam:</td>
<td>No restriction</td>
</tr>
<tr>
<td>Restrictions:</td>
<td>Height of manifold 29.0 m. (max.)</td>
</tr>
<tr>
<td>Ballast facilities:</td>
<td>None</td>
</tr>
</tbody>
</table>

The pier is connected to the shore by an approach trestle, which leaves the shore in position Lat. 29°04′ N, Long. 048°09′ E, and runs seaward in a 071° direction for a distance of 1,280 m. The T-head is formed by the former oil pier running northwards in a 341°(T) direction for 865 m. and the south arm running in a 174°(T) direction for 328 m. The pier is a steel piled structure with a wooden deck, 7.3 m. above zero tide with two LNG berths. Fendering system independent of main structure installed to berths towards sea. Vessel to provide safe access between ship and terminal.

**HOSES:**

<table>
<thead>
<tr>
<th>Berth</th>
<th>Manifold Height</th>
<th>Cargo Loading Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Pier</td>
<td>28.0</td>
<td>LPG, black/white products, methanol</td>
</tr>
<tr>
<td>New Oil Pier</td>
<td>28.0</td>
<td>LPG, black/white products, methanol</td>
</tr>
<tr>
<td>1</td>
<td>8.0</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>8.0</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>4.0</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>4.0</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>6.0</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>6.0</td>
<td>2</td>
</tr>
</tbody>
</table>

**SLOPS DISPOSAL:** A 10 in. slop line is available on all berths on North Pier and New Oil Pier. Charges are based on the number of hours of port stay. Reception of slops is necessarily slow and a vessel may be considerably delayed in having to pump slops ashore. Vessels are therefore expected to arrive with clean ballast and Masters are asked to certify that all tanks and lines have been thoroughly washed unless suitable on-deck techniques are being operated.

**FUEL:** Heavy, light and marine gas oil fuel can be supplied at all New Oil Pier and North Pier berths. No bunkers are available at South Pier and only HFO is available at the SBMs. There are no bunkering facilities on the Bitumen Pier. Bunkers can also be supplied at Mina Al Ahmadi KOC pier via KPC bunker barges, contact Agent.

**Lubricating Oils:** Arrangements should be made through the Agent. Harbour Master may allow Agent’s supply boat to come alongside before loading and during deballasting.

**CHANDLERY:** Arranged through Agent.

**STORING:** Vessels stored by barge at anchorage, and by truck when alongside. Trucks can only proceed to the head of the jetty, cabs to be used at the berth. Bunkering trucks cannot be used on the jetty to handle stores. Chandler deals with Customs regulations. Labour force provided by chandler.

**SERVICES:** Certificates: Facilities are available for renewal or extension provided proper notice is given. At least 48 hours should be allowed excluding Thursdays, Fridays or other local holidays.

**Supplies:** Supply of chemicals, paints, spare parts and provisions are available through Agent.

**Laundry:** Laundry service is available with notice.

**DRYDOCKS:** See “Shuwaikh”.

**REPAIRS:** Repairs available through Heavy Engineering Industries and Ship Building Co.

**Radar/Radio/Electronic Equipment:** Service maintenance of this equipment is available through KOTC whose engineers/technicians are available for service on request.

**Divers:** Divers’ services are available, including underwater hull cleaning, through KOTC.

**SURVEYORS:** Oil inspection is available at Mina Al Ahmadi.

**Classification Societies:** Lloyd’s Register of Shipping and DNV have resident surveyors in Kuwait and maintain offices with Kuwait Maritime & Mercantile Co, who attend marine and non-marine work. Other societies have non-resident surveyors and services can be obtained through KOTC.

**POLICE/AMBULANCE/FIRE:** Contact through Port Control or Agent.

**EMERGENCY RESPONSE CENTRE:** Harbour Master’s office first point of contact for an emergency.

**CONTINUOUS FLOODING:** KOC Terminal Marine Advanced Control Centre T: 965 2326 2767

**KNPC Terminal:** Advanced Control Centre T: 965 2320 4111, 2326 1726, 2326 1888.

**Emergency Communication Centre (ECC)** T: 965 2320 4111, 2326 1726.

**SECURITY/GANGWAY:** Arranged through ISPS Code.

**Gangway:** North Pier and South Pier, the vessel is to provide safe access between ship and terminal. Shore gangway is available at New Oil Pier.

**PIRACY:** See ISPS Code.

**STOWAWAYS:** See ISPS Code.

**REPAIRS:** Local laws: The laws of Kuwait are in force at the port of Mina Al Ahmadi. Masters and crew members are advised for their own protection to abide by them. Comprehensive regulations governing the use of the port are promulgated in Law No. 21 of 1961. Masters of visiting vessels should acquaint themselves with this law.

**Flag:** National flag of Kuwait is to fly on the foremost during the vessel’s stay in port.

**WEATHER/TIDES:** The port is subject to sudden severe squalls up to 70 knots.

**Tidal Range:** Mean spring range 2.2 m. Mean neap range 0.7 m.

**DELAYS:** Only due to weather.

**CONSULT:** Most friendly nations maintain embassies or consulates in Kuwait City.

**TELEPHONES:** Available through Agent. Mobile telephone coverage provided, GSM 900/1800 and 3G 1900/2100 (2014).

**NEAREST AIRPORT:** Kuwait International Airport, 28 km.

**CONNECTIONS:** Modern road network linking shore facilities to Kuwait City, 38 km. to the NNW. Large selection of international calls are available from Kuwait International Airport (KWI).

**BANKS:** National banks with ATM facilities available.

**CUSTOMS:** See “Country General - Customs” before first Kuwait port.

**SHORE LEAVE:** A minimum 3 working days notice along with the entire Crew List should be sent to the Agent. All shore leave (day time only) is contingent upon compliance with quarantine regulations. The crew must have two passport size photos with light blue background and should be accompanied by Agent to Immigration office.

**REPARATION:** Arranged through Agent.

**IDENTIFICATION CARDS:** Arranged through Agent.

**SEAMAN’S CLUBS:** None.
F: +965 2386 9176. E: mizakaria@kockw.com
AGENTS: SE Asia and World, Al Rashad Complex, 9th Floor, Fahad Al Salam Street, Safat PO Box 20241, 13063 Kuwait, T: +965 (229) 12800. F: +965 (2240) 3222. E: kuwait-s.srg@w.org

KUWAIT

Quarantine: No inspection at anchor. Signal must be displayed, “Q” flag by day and “red above white” light during darkness.

Galley and storerooms on board can be entered once pratique granted. Customs officers, cargo surveyor and shore gang will not board until pratique is granted.

VHF: Call “Mina Al-Ahmad Port Control” 5 hours before arrival on VHF Channel 16, working channels are 69 and 73.

Navigation: Approaches are through a sweep route which is 50 n.m. long and has a minimum width of 1.5 n.m. Outbound vessels use a separate sweep route 50 n.m. long with minimum 1 n.m. width. Both are well buoyed and have sufficient fixed navigational marks with Raccons to make the approach relatively simple. All Raccons operational and buoys in charted positions.

Minimum charted depth inbound 18.9 m. and outbound 20.2 m.

Anchorages: For LPG vessels 2 n.m. east of South Pier in 20.0 m. Bottom is soft clay and good holding ground. Pilot not required for anchoring.

Berthing: Invasively starboard side and alongside.

Pilot boards from pilot boat (accommodation ladder/pilot ladder combination required) in position 1.5 n.m. NE of north point of South Pier. Tugs "Bayan" and "Bazam" used. Tugs make fast immediately on pilot boarding, forward tug at bow of forecastle side, aft tug at front of accommodation block (port side). Two tugs’ lines used, tugs push only. Messengers should be used for tugs’ lines as ropes are substantial.

Pilot stops ship 3 cables off, and lying parallel to berth. Tugs push vessel onto berth, ship’s engines used to maintain position relative to loading arms. Tug Masters competent and quick to respond to instructions.

Mooring: All wires should be fitted with nylon pennants. Moorings sent by heaving line/messenger.

Ship sends heaving lines as soon as possible, shore bend on messengers which are heaved on board. Shore pick-up messengers using good capstans.

Final positioning is undertaken using 2 springs fore and aft, springs are first lines ashore and made fast before further moorings are run. Final moorings are 3-2-2 fore and aft. Breast and spring moorings should be polyprop, nylon (spooler) and/or wire.

Mooring operation takes approx. 1 hour.

Berth: Lies 172-352’(T), and is well fendered with wooden fenders attached to shock absorbing pistons. All fenders in good condition.

Breast moorings are secured to quick-release hooks which are all operational. There is ample shore labour.

Springs and head/stern lines on bollards.

Guarding: There is no shore gangway, but if accommodation ladder is lowered, the shore place a “brow” guard of aluminium construction from shore onto bottom platform of the accommodation ladder.

Loading Arms: Construction from south (forward to aft starboard side astoportside). Propane vapour – propane liquid – butane liquid – butane vapour. All connections are 16 in. 150 ASA bolted flanges. Shore gang connect up.

Due to shore configuration, ship must fit conversion bends.

Loading: Jetty operator is given ship’s portable VHF radio (vickie-talkie). Load butane and propane concurrently.

Propane specific gravity 0.5770 at 60°F.

Propane loading temperature was ~39°C, which caused excessive vapour generation and attendant difficulties for ship.

Butane loading temperature was ~4.5°C.

We received no information from shore regarding quantity loaded, etc. Understand from talking to SGS Surveyor that shore tanks require some maintenance with respect to gauging equipment and temperature probes.

Bills of Lading produced on arrival by Agent’s Boarding Clerk. Bills of Lading indicate only originals signed by Master, but in fact they are all originals. Seek guidance Charterers instructions.

EDP is mandatory at this port. Agent and Loading Master do not board before sailing, so no signatures possible without initials, passport details, CDC No. groupwise, each group not to exceed 12 persons.

For security reasons, using cameras/video cameras is strictly prohibited by Port Authority. Anybody breaking the law will be prosecuted.

F: +965 2386 9176. E: mizakaria@kockw.com

AGENTS: SE Asia and World, Al Rashad Complex, 9th Floor, Fahad Al Salam Street, Safat PO Box 20241, 13063 Kuwait, T: +965 (229) 12800. F: +965 (2240) 3222. E: kuwait-s.srg@w.org

Note: All men had to go ashore for cholera vaccination which is still required in Kuwait, vaccination certificates checked.

Note: No further advice in above details may cause unnecessary delays.

Note: Please contact us on:
VHF Channel 16: Calling
VHF Channel 20/21: Operating.
Tlx: (968) 44201/44202
Fax: +965 2392 1135, 2392 2014
Saloon telephone: +965 990010
Or our Head Office: Tlx: (968) 22013, 44766, 44755, 30850.
F: +965 244 5693, 244 5907

We are pleased to inform you that we have mobile telephone available on rental basis to communicate with all over the world

The rent is KWD 15/day plus 20% of original invoice of “Ministry of Communications”. Please advise if you require

31) Please fax or telex your Crew List before your arrival.

Mina Al Ahmidi

2036

Readers are encouraged to send updates and additions (page x)
Mina Saud

KUWAIT

Pilots: Official boarding position for South Pier depends on which side alongside in good weather, tugs not used. Whether vapour return is flared or returned to shore tank. No riser venting, including although accurate amounts cannot be given (trial and error). Large errors between occur. Loading Master ashore in hut has ship’s walkie-talkie.

Require minimum 2.0 m. between propane liquid and vapour return chiksans. Bridle from jetty to gangway platform to bridge outreach of fender.

Chicksan Layout No. 10 (LPG) South Pier:
- No. 1 Bunkers: 12 in.
- No. 2 Butane vapour: 16 in.
- No. 3 Butane liquid: 16 in.
- No. 4 Propane vapour: 16 in.
- No. 5 Propane liquid: 16 in.
- No. 6 Bunkers: 12 in.
- South: Able to connect with 1.0 m. clearance flange face to manifold support. Require minimum 2.0 m. between propane liquid and vapour return chiksans.

Fresh Water: No fresh water available on pier. Fresh water can be obtained from Shuabia by barge at anchorage, but at high cost.

Bunkers: Fuel oil can be supplied ex-pier through 12 in. chiksans or at anchorage by barge.

Telephones: Portable GSM telephones can be used.

General: Only light packages can be brought down to vessel alongside pier. Supermarket items can be supplied by barge.

No shore leave (January 1998). Crew relief and repatriation possible, but 4 days’ notice required for visas.

MINA SAUD (Mina Al Zour)

Position: 28° 46' N 048° 28' E

UN/Locode: KWMIS

OVERVIEW: Terminal connected to field and production centre at Wafra, 31 n.m. NW, by 20, 16 and 10 in. oil pipelines, and 8 in. gas line (not in use). Within a distance of 4 n.m. offshore, the company has one CBM berth and one SBB berth. The Single Point Mooring (SPM) is located at the end of the marine pipeline, in position Lat. 28° 45' 38.0'' N, Long. 048° 27' 54.5'' E. The buoy is a yellow floating structure with floating cargo hose, night time navigation Light Mina Al Zour II is in a fog signal light shank.

LOCATION: Mina Al-Zour located just south of Ras Al-Zour, approx. 23 n.m. 244 (T) from Madaira Lightvessel, approx. 13 n.m. north of border with Saudi Arabia.

CHARTS: BA Charts No. 1223, 1229 and 1235. USNGA Charts No. 3685 and 6293.

Nautical Publications: BA Persian Gulf Pilot, NP 63.

See guidelines for compiling and submitting information (page x)