



Trade Circular No.: 04/JSWJPL

01 May 2025

To:
All Vessels through Agents
Subject:

Standard Operating Procedure (SOP) for Vessel Mooring and Anchoring during Monsoon Season

Period: 15th May 2025 to 15th September 2025

Dear Masters and Agents,

In view of the approaching monsoon season and to ensure safety of vessel operations at JSW Jaigarh Port, the following Standard Operating Procedures (SOP) must be strictly adhered to. These guidelines have been enhanced in line with industry best practices, SOLAS Chapter V, OCIMF Mooring Equipment Guidelines 4th Edition (MEG4), ISGOTT, and local port requirements.

1. Compliance with Mooring Equipment Standards

- All vessels must ensure that mooring equipment and practices comply with OCIMF MEG4 and port standards.
- Mooring lines, hardware, winches, and anchors must be inspected and in proper working order prior to arrival.

2. Mooring Practices

- Auto-Tensioning Systems:
Strictly prohibited during vessel stay. Manual tension must be maintained to adapt to dynamic loads during monsoon.
- Standby Fire Lines:
Maintain charged fire lines fore and aft at all times, ready for emergency deployment.
- Main Engine Readiness:
Main engine immobilization is strictly prohibited.
Vessels must be capable of departure with short notice at all times.
- VHF Watch:
Maintain continuous VHF Channel 11 watch for communication with Marine Control Tower.



3. Mooring Configuration (Mandatory by Vessel Type)

- Capesize Vessels: 5+5 configuration
(5 headlines + 5 sternlines + 5 spring lines fwd and aft)
- Panamax / Handymax / LPG Vessels: 4+4 configuration
(4 headlines + 4 sternlines + 4 spring lines fwd and aft)
- Mini Bulk Carrier (MBC) Vessels: 3+2 configuration
(3 headlines + 3 sternlines + 2 spring lines fwd and aft)

Spare lines must be readily available for emergencies.

4. Additional Best Practices for Mooring

- Mooring Line Material: Use high-strength polyester or polypropylene lines with adequate breaking strength.
- Preventive Maintenance: No maintenance of mooring equipment allowed while alongside.
- Regular Inspection:
 - Inspect lines daily for chafing, cuts, or wear.
 - Replace damaged lines immediately.
- Protective Measures:
 - Use proper chafing gear.

5. Emergency Preparedness

- Develop Emergency Contingency Plans covering:
 - Sudden weather deterioration
 - Line parting
 - Power failure
- Keep spare mooring lines, emergency towing gear, and additional fenders readily accessible.

6. Anchoring Procedures in Monsoon

- Seabed Check: Ensure seabed is suitable for anchoring. Avoid rocky or uneven seabed.
- Scope: Maintain a minimum scope ratio of 5:1 (five times the water depth).
- Anchor Setting: Lower anchor slowly while vessel is sternward with wind/current.
- Anchor Watch:
 - Keep continuous anchor watch.
 - Monitor ship's position and check for dragging using GPS/radar and visual bearings.
- Weather Monitoring: Constantly monitor forecasts and port alerts.
- Emergency Readiness: Have propulsion ready for immediate use if dragging occurs.



7. Additional Monsoon-Specific Guidelines

- Gangway Safety:
Rig gangways safely with netting and life buoy secured; gangways must be adjusted with tide changes.
- Bridge Manning:
Maintain proper bridge manning with Officer on Watch, particularly during rough weather conditions.
- Pollution Prevention:
Tighten deck and tank openings. Secure all cargo and ballast operations to prevent spills during heavy rain.

8. Penalty for Non-Compliance

Non-compliance with these instructions will result in operational delays, fines, and/or vessel movement restrictions at the discretion of the Port Authority.

This SOP supersedes any previous instructions regarding monsoon operations. Full compliance is mandatory.

For any clarification, please contact JSW Jaigarh Port Marine Control Tower on VHF Channel 11 or Port Control Office.

Stay Safe and Wish You Fair Winds.
For JSW Jaigarh Port Limited,

