

## **Bandar Imam Khomeini IRAN**

BANDAR IMAM KHOMEINI : 30°25'N 49°05'E

**Location:** At the extreme North West of Persian Gulf, connected with Khowr e Musa River.

Kowre Musa is a well marked water way with 42 miles length and 250 meters width.

### **General Weather condition:**

a) Winds:

North Winds: Predominantly blows North and North West with average speed of 12 to 14 meter per second. Rarely reaches 17 to 21 meter per seconds.

Important Winds: LEAMIR wind which normally blows in September may cause inconvenience to the marine and industrial complexes.

b) Temperature:

During Winter average air temperature 12 C° , and during Summer Average 35 C° , but may reach up to 50 C° with 99% humidity.

Average Sea water Temperature during Winter 18 C° and during summer 34 C°.

c) General Climate:

Since there is not any metrological office in Bandar Imam Khomeini, the general average climate condition is obtained from nearest meteorological center located in Bandar Mahshahr (30°33N, 49°09E) with height of 6.2 meters from sea level, and information gathered from 1987 to 2003 as follow:

Ave Max Temp : 35°C      Ave Min Temp : 12°C      Max Temp Recorded : 43°C

Min Temp Recorded : 7°C

Max temp in warmest month(June- July) :50°C

Min Temp in coldest month(Dec-Jan) : 6°C

Ave Humidity: 86%

Ave number of days with dust : 87.4 days.

### **Main commodity:**

Port handles all kind of Oil and Gas Products, Grains, Minerals, Chemicals, Containers and General Cargoes.

Total Capacity : 37,000,000 Tons per Year

### **Charts:**

BA 1268 , BA 1269

**DOCUMENTS:** Documents requested from Master prior arrival.

Cargo Manifest.

Crew List.

Passenger List.

Documents requested from Master on arrival.

Cargo Manifest

Crew Declaration.

Ship's Certificates.

Maritime Declaration of Health.

Vaccination List

List of Port of Call.

FAL forms, Convention on Facilitation of International Maritime Traffic (FAL Convention), which are:

- IMO General Declaration (FAL form 1)
- Cargo Declaration (FAL form 2)
- Ship's Stores Declaration (FAL form 3)
- Crew's Effects Declaration (FAL form 4)
- Crew List (FAL form 5)
- Passenger List (FAL form 6)
- Dangerous Goods (FAL form 7)

All cargo shown on manifests must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported as early as possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements. In view of the above, Owners are kindly requested to make sure that manifests for Bandar Imam Khomeini are properly made out at loading port with correct names of consignees.

**MAX.SIZE:** LOA780ft. and draft 42ft.(S.W.). Vessels of 37 ft. draft may enter port at any time. Higher drafts depending on state of tide. Normal rise of tide about 11ft. Entry permitted day or night.

**APPROACHES:** Shipping channels well marked with light beacons and buoys and present no navigational difficulties in clear weather (30 numbers of beacons, 40 numbers of buoys and 2 light vessels). Small unlit tide gauge platform located on edge of the shoal west of shipping channel in Lat. 29°42'30"N., Long. 49°03'48"E., approximately 1.75 miles west of Khor Musa Approaches Buoy No.4, and shown on Admiralty Chart. Approaching vessels should steer for Khor Musa Light Float, in position Lat. 29°36'32"N. , Long.49° 34'47"E., and from there a course should be set along marked channel for Buoy No. 12 in position Lat .29°53'20"N., Long. 49°12'32"E., and Buoy No.7 in position Lat. 29°53'37"N., Long.49°12'E. Length of the channel : 69 miles.

Minimum Width : 200 meter from beacons 9-14 to beacon 30-23.

Minimum Depth 13 meters . (last date of dredging December 2010)

Maximum tide in Khowr musa 4 meters and in Bandar Imam Khomeini 6 meters .

**PILOTAGE:** Pilotage is compulsory. Application for Pilot and (along with ETA) to be made 24 hours in advance of vessel's arrival at Khowr- e Musa Pilot Station, through Agent and Bandar Imam Khomeini Port via VHF channel 16 , and 6 hours before arrival Pilot Station to Bandar Imam Khomeini Port Control on VHF Channel 16. Pilotage operated by Bandar Imam Khomeini Port Authority from Buoy No.12 up to Bandar Imam Khomeini Anchorage. Pilot vessel is usually in position Lat.29°53.4N., Long.49° 16'5E. Normally pilot boards at

buoy No. 12 and continues until Bandar Imam Khomeini anchorage. Approach within 2.5 cables of pilot vessel. During adverse weather pilot vessel may proceed above Bar, in such cases, Masters should not attempt proceed inward without Pilot. Often pilot exchange occurs at buoy no 44. Pilot boat is a tug boat with 2400 hbp and 8 knots speed.

Anchorage:

1- Outer Bar anchorage located within the following posions:

29° 54.96'N 049° 09.65' E  
29° 37.2' N 049° 34.6' E

Outer anchorage consist of three sections:

I. Vessels carrying Dangerous Goods :

{ 29 47.4 N { 29 46.4 N  
{ 049 18.4 E { 049 19.4 E

{ 29 45.4 N { 29 44.6 N  
{ 049 20.6 E { 049 21.5 E

II. Vessels Carrying General cargo:

{ 29 52.0 N { 29 53.4 N  
{ 049 11.6 E { 049 10.2 E

{ 29 49.8 N { 29 51.0 N  
{ 049 14.8 E { 049 13.4 E

III. Motor Barge Anchorage:

{ 29 55.0 N { 29 56.0 N  
{ 049 07.0 E { 049 07.0 E

{ 29 54.4 N { 29 55.0 N  
{ 049 09.0 E { 049 04.0 E

2- Inner Bar located at following coordinates:

{ 30° 06.22 N { 29° 54.9 N  
{ 049° 09.56 E { 048° 56.17 E

Inner anchorage consists of three sections.

i. Emergency anchorage and vessels carrying dangerous goods (between beacons 33 -44).

{ 30° 23.8N { 30° 24.2 N  
{ 048° 58.5E { 048° 58.5E  
{ 30° 23.3N { 30° 23.7N  
{ 049° 00.0E { 049° 00.0 E

ii. Anchorage for Panamax, Cape size and vessels anchoring for shor period (between beacons 35-44)

$$\begin{cases} 30^\circ 23.4 \text{ N} \\ 049^\circ 01.1 \text{ E} \end{cases} \begin{cases} 30^\circ 23.8 \text{ N} \\ 049^\circ 01.4 \text{ E} \end{cases}$$

$$\begin{cases} 30^\circ 24.5 \text{ N} \\ 049^\circ 02.6 \text{ E} \end{cases} \begin{cases} 30^\circ 24.9 \text{ N} \\ 049^\circ 02.9 \text{ E} \end{cases}$$

iii. Handy size and long term anchorage:

$$\begin{cases} 30^\circ 24.6 \text{ N} \\ 049^\circ 04.0 \text{ E} \end{cases} \begin{cases} 30^\circ 24.5 \text{ N} \\ 049^\circ 04.5 \text{ E} \end{cases}$$

$$\begin{cases} 30^\circ 23.7 \text{ N} \\ 049^\circ 05.4 \text{ E} \end{cases} \begin{cases} 30^\circ 24.0 \text{ N} \\ 049^\circ 05.4 \text{ E} \end{cases}$$

All vessels at anchor in addition to the VHF ch 16, should be stand by on ch 13.

**PRATIQUE:** Medical Officer boards at Bandar Imam Khomeini. Subject no infectious diseases reported on board during voyage, Medical Officer will grant Pratique.

**VHF:** Channels 16 and 13. 24 hours service.

Any vessel arriving pilot station, should pass the following information to the port control by VHF:

- a. ETA,
- b. Arrival Draft
- c. Last port
- d. Speed
- e. Cargo on board
- f. ISPC Level

Other VHF Channels:

- Safety : Ch 16 , 26
- Pilot & Tug boat : Ch 16, 13
- Calling other vessels: Ch 16
- Khowr musa pilot : CH 16

VTS:

The arriving vessel will be monitored By VTS, starting from position of light vessel.

The services and information offered by VTS are :

- i. All vessels movements,
- ii. Weather reports,
- iii. Incoming and outgoing traffics.

The vessels should contact VTS on ch 16 and 13 at following two points and advise their current position, Speed, Draft, Eta ,..

- Position 1 : At light vessel
- Position 2 : Beacon 25

Also the outgoing vessel will be monitored from the time of unberthing until passing the Light vessel.

**TUGS:** The requirement of Tugs for berthing and unberthing is determined by the Pilot.