General Layout of Paradip Port (BA538)
For reference only: Not to be used for navigation
Contact Information

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**Port Information**

Port: PARADEEP
UN Locator code: INPPT
Location: Lat: 20°15'-55. 44" N / Long: 86°40'-34. 62" E

**Pilot Boarding Ground**
- Berthing inside Harbour (port)
  1. Within 2 nautical miles from break water
  2. Port control may change position depending on draft.

- Berthing for SPM
  1. Within 2 nautical mile from SPM
Cargo handled And Berth Information

Berth No. FB-I  (FERTILIZER BERTH-I)
LOA  230 Meters
Beam  33 Meters
Deadweight NA
Draft (FW / BW / SW) 12.5 Meters
Displacement NA

Deadweight NA

Loading / discharging Arm /Size of connection/arm
Phos Acid: 8 inches / 150 lb. X 02 Nos. Hose,
Sul Acid: 8 inches / 150 lb. X 01 No Hose,
Ammonia: 8 inches / 300 lb. X 01 No Arm

Any special approval reqd from terminal NIL
Night Restriction NO
Priority NIL
Max/Min PBL NA
Mooring Pattern As per IOM Regulations

Any Other Restriction
To accommodate liquid cargo tankers concerned
receivers use to shift working bulk cargo discharging
vessels to anchorage on their account.

Remarks PPL (PARADIP PHOSPHATES LIMITED)-CAPTIVE BERTH
Berth No. FB-II (FERTILIZER BERTH-II)

LOA 230 Meters
Beam 33 Meters
Deadweight NA
Draft (FW / BW / SW) 12.5 Meters
Displacement NA

Loading / discharging Arm / Size of connection/ arm
Phos Acid: 8 inches / 150 lb. X 02 Nos. Hose,
Sul Acid: 8 inches / 150 lb. X 02 Nos. Hose,
Ammonia: 12 inches / 300 lb. X 01 No Arm

Any special approval reqd. from terminal NIL
Night Restriction NO
Priority NIL
Max/Min PBL NA
Mooring Pattern As per IOM Regulations

Any Other Restriction To accommodate liquid cargo tankers concerned receivers use to shift working bulk cargo discharging vessels to anchorage on their account.

Remarks IFFCO (INDIAN FARMERS FERTILIZERS CO-OPERATIVE LIMITED) - CAPTIVE BERTH
<table>
<thead>
<tr>
<th>Berth No.</th>
<th>NOJ (NORTH OIL JETTY)</th>
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<tbody>
<tr>
<td>LOA</td>
<td>230 Meters</td>
</tr>
<tr>
<td>Beam</td>
<td>33 Meters</td>
</tr>
<tr>
<td>Deadweight</td>
<td>NA</td>
</tr>
<tr>
<td>Draft (FW / BW / SW)</td>
<td>13.5 Meters</td>
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<tr>
<td>Displacement</td>
<td>NA</td>
</tr>
<tr>
<td>Loading / discharging Arm /Size of connection/arm</td>
<td>HSD: 8 inches X 02 Nos. Hose, SKO: 8 inches X 01 No Hose, MS: 8 inches X 02 No Hose</td>
</tr>
<tr>
<td>Any special approval reqd from terminal</td>
<td>NIL</td>
</tr>
<tr>
<td>Night Restriction</td>
<td>NO</td>
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<tr>
<td>Priority</td>
<td>NIL</td>
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<tr>
<td>Max/Min PBL</td>
<td>NA</td>
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<tr>
<td>Any Other Restriction</td>
<td>Remarks</td>
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<tr>
<td>Remarks</td>
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<tr>
<td>Berth No.</td>
<td>SPM-I</td>
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<tr>
<td>LOA</td>
<td>370 Meters</td>
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<tr>
<td>Beam</td>
<td>60 Meters</td>
</tr>
<tr>
<td>Deadweight</td>
<td>Maximum 3,20,000 Mt And Minimum 80,000 Mt.</td>
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<tr>
<td>Draft (FW / BW / SW)</td>
<td>21 Meters</td>
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<tr>
<td>Displacement</td>
<td>NA</td>
</tr>
<tr>
<td>Loading / discharging Arm / Size of connection/arm</td>
<td>CRUDE OIL: 16 inches X 02 Nos Hoses</td>
</tr>
<tr>
<td>Any special approval reqd. from terminal</td>
<td>NIL</td>
</tr>
<tr>
<td>Night Restriction</td>
<td>BERTHING (DAYLIGHT) &amp; SOME TIME SAILING (AT NIGHT)</td>
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<tr>
<td>Priority</td>
<td>NIL</td>
</tr>
<tr>
<td>Max/Min PBL</td>
<td>NA</td>
</tr>
<tr>
<td>Remarks</td>
<td>IOCL (PIPELINE DIVISION)</td>
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<tr>
<td>Property</td>
<td>Details</td>
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<td>LOA</td>
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<td>Beam</td>
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</tr>
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</tr>
<tr>
<td>Mooring Pattern</td>
<td>PLS SEE NOTE BELOW</td>
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<tr>
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</table>
Berth No.  
LOA: 
Beam: 
Deadweight: 
Draft (FW / BW / SW): 
Displacement: 
Loading / discharging Arm / Size of connection/arm: 
Any special approval reqd from terminal: 
Night Restriction: 
Priority: 
Max/MinPBL: 
Mooring Pattern: 
Any Other Restriction: 
Remarks: 
Misc.: 

**SPM-III**  
370 Meters  
65 Meters  
Maximum 3,20,000 Mt And Minimum 80,000 Mt.  
23 Meters  
NA  
CRUDE OIL: 16 inches X 02 Nos. Hoses  
NIL  
BERTHING (DAYLIGHT) & SOME TIME SAILING (AT NIGHT)  
NIL  
NA  
PLS SEE NOTE BELOW  

IOCL (PIPELINE DIVISION)
NOTE (MOORING ROPE) - FOR SPM:
1. The vessel should have two new pairs of minimum 80 mm ropes. The ropes must be floating in nature and of sufficient strength for pull back operation. One pair of the rope will be used for pull back operation and another pair will be kept as standby for use in exigency.
2. The pair of ropes should be of standard length of 220 m and of same material.
3. Vessel should have a pair of good quality mandal shackle for pull back operation.
4. The vessel should be ready with two pairs of ropes and a pair of mandal shackle at the aft of the vessel before the Pilots boards the vessel so that there is no delay while making fast the aft tug.
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