

# **PORT OF EILAT**

## **INFORMATION, OPERATIONAL PROCEDURES AND REGULATIONS HANDBOOK**

EILAT ASHKELON PIPELINE CO.  
OPERATIONS DIVISION  
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## **FORWARD**

The purpose of this handbook is to acquaint Masters of tankers, ship owners and charterers with the regulations, general information, and services available to tankers and other vessels calling at the Eilat Oil Terminal.

Every effort has been made to ensure the accuracy of the information contained herein. However, it does not replace any information contained in other official publications concerning the Port and the surrounding area. While the information contained is believed to be correct at the time of printing, Eilat-Ashkelon Pipeline Company Ltd., its delegates and representatives assume no responsibility for any consequences resulting from errors contained therein, or from the use of this information for any purpose whatsoever.

## **INTRODUCTION**

The Eilat Oil Terminal is operated by the Eilat-Ashkelon Pipeline Company Ltd., as authorized by the Israel Oil Pipeline Concession Law 5728 - 1968 (published in the Official Gazette, April 15, 1968).

The Eilat Oil Terminal Manager may, at his discretion and judgment, cancel any existing regulations, wholly or partly, revise and alter them, or add any new regulations, as he may deem necessary.

All cargo operations (discharging and loading of tankers) will be carried out according to the directives and instructions of the Terminal Manager.

The Terminal Manager or his delegated representative may, in their judgment, order a tanker to change any of the above operations, to vacate its berth and/or leave the port area, should this be necessary.

## **Eilat – General Information**

The town of Eilat is situated in the extreme southern point of Israel, at the North Western point of the gulf of Eilat (Aqaba), at the approx position Lat. 29° 33' N Long. 34° 57' E

Eilat is mainly a resort town, and is famous throughout the world as a center of underwater skin and scuba diving because of the beautiful coral reefs and rich sea life which is found in the area.

The storage capacity of the Eilat terminal is 160,000 cu. m. From this site the crude oil is pumped to the main tank farm at Ramat-Yotam, with storage capacity of 1.2 million cu. m. There is an additional storage facility at this site for gas oil and fuel oil. Tankers are loaded directly from the Ramat-Yotam farm.

## **Available Facilities and Services**

### **Shore Leave and Transportation:**

Immigration, Customs and Health Authority officials board vessels on arrival, or soon after.

After formalities have been completed, the crew and passengers onboard may disembark. Crewmembers and “In Transit” passengers must hold proper and valid passes- issued by the Immigration Authorities.

Boarding of Tankers moored at the Jetty is restricted to the ship’s crew and authorized terminal personnel. All other persons wishing to go onboard (either on business or visiting) must either be accompanied by an authorized terminal employee or obtain a permit to board ship from the Immigration Authorities.

### **Communications:**

International telephones, e-mail and facilities are available in Eilat.

### **Medical facilities:**

Eilat has medical facilities, including a modern well-equipped hospital (further details from the ship’s agent).

### **Provisions and stores:**

Fresh provisions are available locally. Dry stores and provisions and bonded stores can be delivered from central Israel, if ordered in advance.

### **Fresh water:**

Fresh water is available at the jetties by pipeline.

### **Bunkers:**

I. F. O. 180 Cst. is available at the jetties ex pipeline (inquiries/orders to be arranged through ship's agent).

Lubricants may be supplied either in bulk by barge (for larger quantities) or in drums (for small quantities or special grades).

#### Repairs:

There is a workshop for above water line repairs. Also local divers can mend minor underwater jobs.

### **Mooring Restrictions**

Mooring is carried out during daylight hours only

Unmooring can be carried out day and night, restricted by Port Authority working hours.

Berthing of VLCC and ULCC tankers will be limited to a maximum wind force of 16 knots.

### **Navigational and Meteorological Information**

#### Location of the Terminal

There are the following lights on Jetty no. 2:

- |                                  |   |
|----------------------------------|---|
| - Mooring Dolphin no. 1 (North), | Lat. 29 <sup>0</sup> 31.20'N.                   |
|                                  | Long. 034 <sup>0</sup> 56.93'E – Gp. FL. AMBER. |
| - Mooring Dolphin no. 6 (South), | Lat. 29 <sup>0</sup> 30.95'N.,                  |
|                                  | Long. 034 <sup>0</sup> 55.72'E – FL. GREEN      |
| - Breasting Dolphin no. 1        | Lat. 29 <sup>0</sup> 31.08'N.                   |
|                                  | Long. 034 <sup>0</sup> 55.70'E- FIX GREN        |
| - Breasting Dolphin no. 4        | Lat. 29 <sup>0</sup> 31.02'N.,                  |
|                                  | Long. 034 <sup>0</sup> 55.82'E – FIX AMBER      |
| - Terminal Yard                  | Lat. 29 <sup>0</sup> 31.53'N.                   |
|                                  | Long 034 <sup>0</sup> 56.00' E. Gp. FL.AMBER.   |

#### Navigational Aids and Landmarks

Large hotels are built along the north shore of the Gulf of Eilat. An AERO LIGHT (ALT. FL. W. GR.) is posted on top of the most Westward position

Lat. 29<sup>0</sup> 33'N. Long. 34<sup>0</sup> 57.40'E

Port of Eilat Lighthouse (Fl. Every 10 seconds) is positioned at:

Lat. 29<sup>0</sup> 29.40'N. Long. 34<sup>0</sup> 54.70'E.

A pilot station for tankers is located on bearing 270, 8 cables off of the lighthouse.

## Anchorage

The following are fixed designated anchoring points

1.	29 <sup>0</sup> 32.62' N	34 <sup>0</sup> 57.37' E
2.	29 <sup>0</sup> 32.49' N	34 <sup>0</sup> 57.64' E
3.	29 <sup>0</sup> 32.37' N	34 <sup>0</sup> 57.97' E
4.	29 <sup>0</sup> 32.25' N	34 <sup>0</sup> 58.31' E
5.	29 <sup>0</sup> 32.37' N	34 <sup>0</sup> 57.34' E
6.	29 <sup>0</sup> 32.12' N	34 <sup>0</sup> 57.70' E
7.	29 <sup>0</sup> 32.06' N	34 <sup>0</sup> 58.04' E
8.	29 <sup>0</sup> 31.96' N	34 <sup>0</sup> 58.37' E
9.	29 <sup>0</sup> 32.22' N	34 <sup>0</sup> 57.02' E
10.	29 <sup>0</sup> 32.02' N	34 <sup>0</sup> 57.29' E
11.	29 <sup>0</sup> 31.82' N	34 <sup>0</sup> 57.65' E
12.	29 <sup>0</sup> 31.96' N	34 <sup>0</sup> 58.06' E

Anchoring of vessels at the above points is pre-planned by the Eilat Port Marine Dept. Masters of vessels proceeding to anchorage should obtain instructions as to their designated anchoring point from the Harbour Master's Office.

## Chart and Pilot Books

The relevant books and charts are; British Admiralty, U. S. H. O. or other official charts and Pilot Books of the Gulf of Aqaba.

## Tides and Currents

The maximum difference between high and low water is approx. 4 feet; average difference – approx. 2 feet.

There is no tidal information for Eilat, neither in U.S.H.O. nor in British Admiralty Tide Tables, but data for the neighboring town of Aqaba (secondary port for Suez) can serve as a guideline.

Currents are tidal only. Generally the current is south going, but during high flood tides the current may change to north – going. The information presently available is, however, insufficient.

## Temperatures

The summer in Eilat is hot and dry; average summer temp. 38<sup>0</sup>C (during July/ August the temp. reaches 42<sup>0</sup>C), with very low humidity, average winter temp. 20<sup>0</sup> C and low temp is 10<sup>0</sup>C.

## Winds

Annual predominant winds are Northerly to North Westerly. Southerly winds are experienced during wintertime, for short periods of one to four days, sometimes reaching gale force.

Westerly winds are experienced during change of seasons (April/ June and October/ December). These winds, when blowing, are strong and blow from the mountains

with sudden gusts of high velocity and without any warning. These winds are very dangerous to tankers moored alongside the Jetties, as all wind pressure is on the ships (especially when in light condition). For this reason mooring ropes must always be in good condition, and kept tight at all times. Tension winches should not be used for Mooring.

#### Rain

Rain is very scarce, with only a few rainy days during December - March.

#### Fogs and Sand Storms

Fog and Sand Storms are very rare phenomena.

#### Sea Conditions

The sea is calm to slight, except during periods of Southerly winds as stated above.

### **Local Time**

Local time is two hours ahead of UTC. Summer day saving time, which is three hours ahead of UTC, is in operation from March till September.

### **Pilotage**

#### Pilot (general)

- Pilotage is compulsory for all vessels calling at Eilat.
- Upon arrival within VHF range from Eilat, the Master should contact Oil Terminal for instructions (namely, whether vessel should berth on arrival or is to proceed to anchorage).
- Terminal pilot will board tankers proceeding to berth at the Pilot Station. The vessel must be at "Dead Stop" and heading north.

#### Pilot Ladder Requirements

All pilot ladders must be clean, in good condition and comply with S.O.L.A.S, chapter V, reg. 17 (see appendix A).

### **Berthing information**

The Eilat terminal loading and discharging facilities consist of two Jetties, jetty no. 1 and jetty no. 2

#### Tugs and Boats

Tugs and mooring boats are provided by the Port of Eilat Authority, which operates the following fleet:

Three 32-ton bollard pull tugs and two mooring boats.



Usually two tug boats and two mooring boats assist the vessel in the berthing.

### Loading master

After the completion of berthing, the pilot will remain on board and act as the loading master throughout ship's stay at berth.

### Arms connections

Tanker's manifold must be ready for the connection of the arms before the berthing of the vessel.

Terminal crew will connect the cargo arms.

An officer with at least 3 seamen must be present during connection of the arms to assist the terminal crew as required.

### Draft

Vessels arriving or departing from the Port of Eilat in ballast condition must comply with MARPOL annex I regulations 13(2) a, b, c, d and g, adopted by the Israeli authorities, namely:

- i Draft amidships (meters) =  $2.0 + 0.02 * L$   
where L = Length over all (meters)
- ii Trim <  $0.015 * L$
- iii Propeller fully immersed.

### Inert gas systems

All vessels must have a fully operational inert gas system. Prior to her arrival, the vessel must confirm that all empty cargo tanks and those containing dirty ballast have been fully inerted and have oxygen content of less than 8% by volume.

If the vessel does not comply with these regulations, berthing will be postponed until completions of repairs of inert gas system have been carried out. In such an event, notice of readiness will have to be submitted again as soon as the vessel re-enters port. All tankers are required to be equipped with a 12" Vapour recovery line, on the after part of ship's manifold (see appendix).

### Ballast water

Only clean ballast water from the segregated ballast tanks (SBT) can be discharged into the sea in the terminal area. Random samples will be taken from the segregated ballast tanks for checking at the Terminal laboratory.

All ballast water must to be changed prior to arrival at Eilat.

### Engine

No engine movements at berth are allowed without permission of the Loading Master.

## **Berth Facilities**

### No. 1 Jetty

Minimum Acceptable Parallel Body	85 meters
Maximum DWT Acceptable	100,000 tons
Maximum Depth Alongside	16 meters
Maximum Permissible Draft Alongside	15 meters

\* At the present time this jetty is non-operational.

### No. 2 Jetty

Minimum Acceptable Parallel Body	85 meters
Maximum Acceptable DWT	300,000 tons
Minimum Acceptable DWT	35,000 tons
Maximum Depth Alongside	30 meters
Maximum Permissible Draft Alongside	27 meters

### Mooring Lines Requirements

A tanker calling the Port of Eilat must be equipped with 18 coils of floating mooring ropes 220-meters long and of 10" circumference each. The ropes are to be wrapped on mooring drums.

The position of the coils is to be:

Ships at a DWT of 60,000 to 150,000:

Fwd: 3 headlines, 3 breast lines, 2 springs  
Aft: 3 stern lines, 3 breast lines, 2 springs

Ships over 150,000 DWT:

Fwd: 2 headlines, 2 intermediate lines, 2 breast lines, 2 springs.  
Aft: 2 stern lines, 2 intermediate lines, 2 breast lines, 2 springs.

Vessels are required also to keep 2 additional spare coils of mooring rope for rough weather (see appendix B).

### Discharging/ Loading Arms

Jetty No. 2      4 x 16" (Cargo)  
                         1 x 12" (Vapour recovery line)

All cargo Arms connections are of 16" Diameter 150 ASA Standard  
Maximum discharge rate: Jetty No. 2 = 20,000 m<sup>3</sup>/hr or 12 bars at Jetty manifold  
Maximum loading rate:    Jetty No. 1 = 10,000 m<sup>3</sup>/hr or 7 bars at Jetty manifold  
Minimum distance from cargo manifold to ship's side:      2.50 meters

### Manifold Requirement

The minimum distance between the cargo manifold flanges (to enable connection of more than one arm for simultaneous discharge/load) is 1.50 meters

All tankers are required to be equipped with a 12" Vapour recovery line, on the after part of ship's manifold (see appendix C).

*Note:*

The presentation flanges should be “welded neck” flanges in order to provide a clear inner diameter for the insertion of alignment probes. If “slip on” flanges are fitted, the internal weld should be ground flush to conform to the nominal bore specification outlined, and should comply with OCIMF recommendation for oil tanker manifolds and associated equipment.

### Safety Instructions

When a Tanker stays alongside the jetty, the port will be manned as follows: One pilot/loading master on board the tanker, one standby tug and one mooring boat with their crews.

The duty pilot will keep watch on the V.H.F. Channel 13 cellular phone (No. 053-721366) is available to assist and/or advise on berthing operations, weather conditions and for any emergency situation.

Masters of vessel must maintain the tanker's mobility and maneuverability at all times while in port, so that the vessel can be moved at short notice. The Pilot must be informed immediately if, for any reason, the above regulations are not carried out.

Dismantling of machinery which might affect the vessel's mobility or maneuverability is prohibited unless authorized by the pilot on duty.

Masters of vessels must ensure that during the stay in port, an adequate number of qualified crewmembers are on board to protect its safety and operate all the machinery necessary for its movement and maneuvering.

Masters of vessels shall ensure that their vessels are adequately secured alongside with efficient ropes that strict watch is kept and that mooring is attended in order to prevent undue movement of the vessel. Changing or re-arranging lines shall only be carried out when supervised by the Pilot on duty.

Masters of vessel must inform the Port immediately of any accident which occurs on or near the vessel, such as fire, explosion, injury to ship or shore personnel, etc. A written report must be submitted to the Port Manager with all details of the accident.

Ballast tanks should be ballasted as soon as practicable during discharging. Fire-fighting equipment must be kept in readiness at all times. Welding, cutting or any other hot works are prohibited aboard,

Diving operations near the ship and lowering of boats is prohibited without prior written permission.

The emission of dark or dense smoke is prohibited.

Only the shore gangway should be used for access from pier to ship.

While in port no rubbish, ashes, or garbage shall be thrown overboard, and oil or oily water shall not be pumped or allowed to leak into the sea.

Subject to prior arrangement, oily residues may be pumped into a lorry, for delivery to reception facilities ashore.

Garbage in sealed plastic bags shall be placed in the garbage container on the pier.

### Cellular Phones

The Vessel's agent can supply the vessel with a mobile phone if required.  
The use of cellular phones on tanker decks is strictly prohibited.

### **Communication**

All tankers bound for Eilat must give adequate notice via their agents or directly to the Head Office by fax, or e-mail 72 hrs., 48 hrs, and 24 hrs. prior to arrival. In case of change in ETA in excess of six hours – this must be notified to the Head Office immediately.

When vessel reaches VHF communication range, but not less than one hour from Eilat – contact should be made with the Terminal confirming arrival time, in order to obtain further instructions.

The 72 hrs E.T.A. notices should include the following:

- Confirmation of E.T.A (local time).
- Vessel's arrival draft forward and aft.
- Whether loaded, part loaded or in ballast condition, the nature and quantity of the cargo.
- If loading, the quantity of cargo to be loaded and requested loading rate.
- Any defects in the vessel or its equipment that might affect the safe operation of the ship.
- Confirmation that the inert gas system is fully operational, and that the oxygen content of Oxygen in tanks does not exceeds 8% by volume.
- ???.
- Nature of the slops on board and their description (oil, oily water etc).
  - ???

### **Ship to Shore Radio Communication**

The Eilat oil terminal is manned 24 hours a day and can be contacted on VHF channel 13 - call sign "DELEK."

Port of Eilat keeps watch on VHF Channels 14 and 16

Israeli Navy keeps watch on VHF Channel 11

When moored, the loading master will carry out all communication from ship to shore.

### **Cargo operations planning**

Before the commencement of cargo operations, the Terminal Loading Master and the Master of the Vessel or the officer in charge of cargo operations will carry out a safety meeting at which the following items will be discussed:

#### **Loading**

- a. Filling and signing of the ship/shore safety check list.

- b. Discussing any deficiencies shown up in the above checklist and any additional precautions required. The Terminal Authority reserves the right to refuse to load a vessel if these requirements are not met.
- c. Discussing the procedures for ballast tank sampling, and inert gas testing
- d. Establishing the loading program which should include:
  - Quantity of cargo to be loaded.
  - Loading rates.
  - De-ballasting procedure and rates.
  - Procedures for an emergency shut down of operations.
- e. Establishing the means of communication to be used during the operations.
- f. Establishing the actions to be taken in the event of an emergency.,

### Discharging

- a. Filling and signing of the ship/shore safety check list.
- b. Discussing any deficiencies shown up in the above checklist and any additional precautions required. The Terminal Authority reserves the right to refuse to discharge a vessel if these requirements are not met.
- c. Establishing the discharge program which should include:
  - Quantities of cargo to be discharged.
  - Discharging sequence, including stoppages for ballasting, C.O.W., and internal stripping.
  - Procedures for an emergency shutdown of operations.
- d. Establishing the means of communication to be used during the operation.
- e. Establishing the actions to be taken in the event of an emergency.

On completion of Loading/Discharging and prior to disconnection, loading arms must be drained into ships tanks. Content of each arm is 1.5 cu. m.

## **Prevention of Pollution**

### Oil spillage

Utmost care must be exercised when handling cargo and ballast in order to avoid oil spills. No oil or water which may possibly contain oil is to be discharged overboard or allowed to escape overboard. The pumping of bilges and the emission of smoke - including soot blowing - is prohibited.

Before cargo operations start, all scuppers at main deck level through which oil may escape, must be effectively plugged. No leakage or spillage on board is allowed to leak overboard.

Accumulated water on deck should be drained periodically.

In the event of leakage occurring from a pipe, valve, or cargo hose connection, operations will be stopped immediately and will not be resumed until the fault has been rectified and all hazards from the spilled oil eliminated

Any leakage or spillage must be reported immediately to the Terminal Manager, and all efforts to recover or limit the spill must be taken. The Terminal Management will advise the local environmental authority accordingly.

The vessel will not be allowed to leave berth or the port without receiving clearance to do so.

#### Garbage, Waste Paper and Cartons

Garbage from vessel's galley, waste paper, and cartons are to be disposed of into collecting boxes, which are placed on board.

#### Accommodation

Masters are requested to arrange suitable accommodation for the Loading Master.

# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with I.M.O. requirements and I.M.P.A. recommendations

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S "Wellington", Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 171-240 3973 Fax: +44 171-240 3518

### RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

**HANDHOLD STANCHIONS**  
Min. diam. 32mm  
120cm above bulwark  
min. 70cm  
max. 80cm apart

**MAN-ROPES**  
without knots  
28mm

**IF REQUIRED BY PILOT**  
Always flat  
side of ship

**SIDES ROPES**  
Min. diam. 18mm

**STEPS**  
Must rest against  
ship's side

**SPREADER**  
Min. 180cm long  
Max. 8 steps between

5th step must be a spreader

Height required by pilot

### SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)

When no side door available

**PILOT LADDER**  
Must extend at least 2 metres above master platform

**ACCOMMODATION LADDER**  
Should rest firmly against ship's side  
Lower platform preferred  
Rigid handrails preferred

**PILOT LADDER COMBINED WITH ACCOMMODATION LADDER**  
Method of embarking or disembarking a pilot on ships with a freeboard of more than 9 metres

0.5m level

Recommended 7 metre mark

Stern → Bow

### MECHANICAL PILOT HOIST

**MECHANICAL PILOT HOIST**

Davit

Guard ring

Right part

Flexible part

Two man-ropes  
immediate use  
Min. diam. 28mm

A pilot hoist made and rigged in accordance with SOLAS Chapter II-1, Part 11.1, 11.2 and 11.3, and subject to agreement between the Master and the Pilot. It should be noted that the distance between the two side ropes of the pilot hoist and pilot ladder may be at least 1.5 metres.

### NO! NO! NO! NO! NO! NO!

**NO!**  
No shackles  
No knots  
No splices

**NO!**  
The steps must be equally spaced

**NO!**  
The side ropes must be horizontal

**NO!**  
Spreaders must not be lashed between steps

**NO!**  
The side ropes must be equally spaced

**NO!**  
The loops are a tripping hazard for the pilot and can become foul of the pilot launch

### AT NIGHT

**AT NIGHT**  
Pilot ladder and ship's deck lit by forward shining overboard light

### NO! NO! NO!

**NO! NO! NO!**

Two handhold stanchions rigidly secured to ship's structure

Responsible officer

NO OBSTRUCTIONS

Bulwark ladder secured to ship

Man-ropes with self-lighting light

### NO!

**NO!**  
Very dangerous ladder too long

Web Site: [www.eapc.co.il](http://www.eapc.co.il)

Head office: P.O.Box 801, Ashkelon 78101, Israel  
Tel: 972-8- 6740631/2 (Operational Division)  
Fax: 972-8- 640639  
E-mail: [shimonf@eapc.co.il](mailto:shimonf@eapc.co.il)

Control Center: Tel. 24 hrs. Service: 972-8-6740210  
Fax: 972-8-6740219  
Telex 26150  
E-mail: [eapc@eapc.co.il](mailto:eapc@eapc.co.il)

Eilat Terminal: P.O.Box 1, Eilat 88000  
Tel: 972-8-6376171  
Fax: 972-8-6326308  
Fax: 972-8-6372349  
E-mail: [avishaya@eapc.co.il](mailto:avishaya@eapc.co.il)

Marine V.H.F.: Channels 16, 13, and 14  
Call signs: "Delek" - Terminal Control Room  
"Yamit" – Eilat port.