Summary of the ordinance 138/2015

Implementation context: the regulation shall apply only to cruise ships

Prohibitions

It is prohibited to:

- Anchor in areas different from the anchorage area specified below
- Reach the anchorage area through different routes other than those referred below
- Leave the anchorage area through routes other than those referred below

Anchorage area coordinates

A. Lat. 44°18,87 N – Long. 009°13',40 E
B. Lat. 44°18,87 N – Long. 009°14',09 E
C. Lat. 44°17,80 N – Long. 009°14',46 E
D. Lat. 44°17,80 N – Long. 009°13',77 E

At points A and D two buoys will be installed and positioned (buoy 1 and buoy 2). The buoys will have the following specifications:

- Color of the structure and color of the flashing light: yellow
- Height above sea level: 7 meters
- Color of the flashing light: yellow
- Flashing time: 2 secs (0.3 sec flash + 1.7 sec eclipse)
- Capacity: 4 NM to the horizon
- A yellow X shaped radar transmitter on top of the buoy
- Position transmitter for buoy A.I.S. localization
- Anemometer for measuring the speed and direction of the wind, positioned at 7 meters above the sea level (buoy 2 only)
- Wave measuring tool with ultrasonic probe (buoy 2 only)

Cruise ships must always anchor and stay within the specified anchorage area for the entire time of their stay.

It is absolutely prohibited at any time during the course of the maneuvering of arrival or departure and for the entire duration of the stay in the anchorage area, to exceed the joining line between buoy 1 and buoy 2.

Arrival and departure from anchorage area:
- entry point for the anchorage area (Gate 2) Lat. 44°16,6' N – Long. 009° 17 E
- exit point for the anchorage area (Gate3) Lat. 44°16 N – Long. 009°16' E

Detailed procedures for the anchorage area

- In the new anchorage area two cruise ships will be able to anchor at the same time.
- Any requests of contemporary arrivals of more than 2 passenger ships will be evaluated by the Coast Guard office of Santa Margherita Ligure, in consideration of the length, tonnage, ETA/ETD, duration of stay and weather conditions.
- The transfer of passengers from ships to shore and vice versa will be carried out by ship tenders following the shortest route between the anchorage area and the embarkation/disembarkation point.
- During the transfer, a constant radio contact will have to be maintained between the ship and the tender.

Arrival and departure routes

Before approaching the anchorage area, the ship command will have to:

- Evaluate the weather conditions as well as the data collected by the sensors installed on the buoy 2 at point D.
- Verify that the route is free of traffic
- Enter from "GATE 2" (ENTRY POINT) – using as point of reference the radar reflector of buoy 1 on Rlv310° and the reflector of the buoy 2 on Rlv296° - then take the route Rv310° for the entry into the anchorage area, keeping the bow towards buoy 1 at point A.

- To leave the anchorage area, the command of the ship will take route Rv138° toward gate 3 exit point, using as point of reference the radar reflector of buoy 2 at point D with the stern on Rlv318°.

Common procedures

1. For cruise ships to call Portofino, requests have to be made through the ship agent at least 48 hours before arrival
2. The Command of the ship that is authorized to enter the anchorage area, upon arrival at the entry point will have to contact the Coast Guard office of Santa Margherita Ligure via VHF radio on channels 16 (call) and 11 (work), communicating the following information:

    - Name of the ship and international call sign
    - Position
    - Route and speed
    - Failures or malfunctions (if any)
    - Working mobile numbers in case of immediate need
    - Any other information that could be useful

3. As soon as the maneuvering in the anchorage area is completed, the command of the ship will have to communicate to the operating rooms of the Coast Guard office of Santa Margherita Ligure, via VHF radio on channels 16 (call) and 11 (work), the following information:

   - Actual time of arrival
   - Geographic coordinates of the point of foundation
   - Length of anchor chain
   - Number of tenders that will be used for the transportation of passengers

4. During the entire time of the stay, the command of the ship will:
   - Maintain the position of the ship
   - Keep continuous radio contact on VHF channel 16
   - Keep all the on board services fully functional
   - Ensure the presence on board of sufficient number of qualified personnel able to maneuver the ship
   - Make sure that the officer of the watch is constantly monitoring the position and conditions of the anchor
   - Ensure that the ship shows the lights and the signals prescribed on the "International Regulations for Preventing Collisions at Sea" (COLREG ' 72);
   - Perform check rounds at regular intervals
   - Increase frequency of check rounds in case of worsening of weather conditions
   - Take any useful precaution in order to enable the safety and security of the passengers and the protection of the marine environment.
   - Move away from the anchorage area in case of worsening of the weather conditions that do not guarantee the security of the operations of embarking and disembarking passengers

5. It is mandatory for the command of the ship to immediately inform the Maritime authority in case of any failures or malfunctions that could compromise the safety of human life at sea, on board the ship and the marine environment
6. Maintenance jobs are not allowed, with the exceptions of small interventions that do not limit the functionality of the engines, the services and the safety equipment of the ship and do not constitute a danger or risk of pollution of the sea.
7. Ships at anchor are not allowed to carry out fueling operations as well as transfer of toxic and hazardous substances.
8. The command of the ship will have to contact the Coast Guard office of Santa Margherita Ligure via VHF radio on channel 16 (call) and 11 (work) at the end of the passenger boarding operations before leaving the anchorage area.
9. Also, the command of the ship will contact the same office at the time of the crossing of the exit point