

1. Details of Terminal Contact Personnel.

Terminal Representative for contact on operational matters: Matty Atwell – Operations Manager, Avonmouth Bristol Port Company *Tel: 0117 9820000 Ext 4345*
Mobile: 07766 071555

2. Technical data on berths loading and unloading equipment.

Berth	Length	Crane Capacity	Outreach
WW4/5	380m	2 x 6.0t 1 x Gottwald 260	19.5m
U/V/W/X	660m	2 x 7.5t 2 x Mantsinen 110	Radius 26m

Principal bulk berths:

2 loading elevators for loading of grain.
Maximum air draft at Grain Terminal – 5.5m

3. Depth of water.

Depth of water at WW4/5 + U/V/W/X sufficient to allow an 11.m draught vessel with 0.5m under keel clearance.

4. Water Density.

Water density at Avonmouth between 1010 – 1015 k grams per cubic metre.

5. The minimum and maximum size of ship which Avonmouth is designed to accept, including the minimum clearance between deck obstructions.

Length up to 200m. **Maximum beam** 30m. **Draft** 11m.
The minimum clearance between deck obstructions will vary depending on vessel beam and hatch configuration and will need to be reviewed for specific vessels.

6. Mooring arrangements and attendance of mooring lines.

Mooring lines will be attended in the lock and on the berth, on arrival and sailing, by Pill Hobbler.

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Booking of Hobbler services can be arranged through the Signal Station. *Tel: 0117 982 2257*

Maintaining and monitoring mooring lines during time on berth is the responsibility of the vessel Master. Monitoring will also be undertaken periodically by both Operations Supervisors and The Bristol Port Company Mobile Marine Officer.

7. Loading and Unloading Rates.

2 Grain elevators 200tph and 350tph

Gottwald 260 – Through ship rate – 600tph
Hopper – Dual Feed – 100t coal capacity

Mantsinen 110 – Through ship rate - 400tph

8. Loading or unloading procedures and communications.

1. Operations will be carried out in accordance with the loading/unloading plan provided by the Master.

2. The Master must read and sign a BPC letter of indemnity detailing the plant and equipment to be used.

3. A ship/shore safety check sheet must be completed between the Master and the Operations Supervisor.

4. Prior to discharge the Master must provide the terminal with a completed cargo information form.

During discharge, trimming will take place as required both by hand and using mechanical plant. On completion of work, all holds will be cleaned and/or trimmed to the Master's satisfaction. The Master will be required to sign a document confirming that this has taken place and that the cargo handling plan has been adhered to.

Communications.

Principal contact for the Master during operations will be the Operations Supervisor who maintains contact with the

Operations Manager, loading/unloading equipment drivers and the Deckhand.

9. Cargo weight determinations.

If required, it is the responsibility of the agent to organise the attendance of a Cargo Surveyor, prior to, and on completion of, cargo handling. Port operations will start after the draft survey has been completed and instruction to start has been issued by the Surveyor.

Weights are also monitored by the BPC weighbridge throughout the vessel operation. In the event that cargo is not weighed via the weighbridge, regular draft surveys or monitoring of load cell information from front end loader/lorry is carried out.

10. Conditions for acceptance of combination carriers.

OBO vessels which either have oil residues or part cargoes of oil, will require a gas free certificate as a prerequisite for any bulk cargo operations to take place.

When an OBO vessel is first stemmed, The Bristol Port Company will send the agent a questionnaire (WK19A). This must be completed and returned prior to arrival, for all vessels of this class.

11. Access to and from ships and berths.

Access to all berths within Avonmouth Docks is controlled by The Port of Bristol Police. The Operations Supervisory team is responsible for monitoring personnel on the berths. It is the responsibility of the Master to ensure the security of the vessel.

12. Terminal Emergency Procedures.

In the event of an emergency, the vessel should contact The Bristol Port Company Signal Station either by VHF radio or telephone.

VHF radio frequency channel 14 when in dock
Telephone no: 0117 9822257

13. Damage and indemnity arrangements.

In the event of damage to vessels, the Master should present a damage report to the Operations Supervisor. The Supervisor will note his receipt of the document. The Master/Agent should then contact the BPC Commercial executive who will agree the relevant action. TEL: 01179 820000.

14. Landing location of accommodation ladder.

The location of the accommodation ladder is agreed with the attending Hobblers upon berthing. The position is then reviewed by the Operations Supervisor prior to the start of operations as part of the completion of the ships shore safety check list. It is the Master's responsibility to ensure the safe positioning of the accommodation ladder throughout the vessel's time on berth.

15. Information on waste reception facilities.

Facilities for the collection and disposal of galley waste can be arranged through the BPC Terminal Representative or the Operations Supervisor.

No other type of waste will be accepted onto the terminal by the Port Authority. All non galley waste disposals must be organised by the vessel or their agent. Access for any attending waste vehicles must be agreed with the Terminal Representative.

16. Bunkering of vessel/ships stores deliveries.

The Master or Agent must agree convenient times with the Avonmouth Operations Manager for the shore side bunkering and delivery of stores from road transport alongside the vessel.

17. Hot work on board vessel.

No hot work may be undertaken on board without firstly obtaining the appropriate permit from The Bristol Port Company. The Agent will normally arrange permit issue through the Marine Department

Additional Reminder for Masters.

The Bristol Port Company conforms to the requirements of the MCA regulations relating to "Safe Loading and Unloading of Bulk Carriers." As such the Master is required to send the following information ASAP prior to arrival...

- 1 A cargo handling discharge or loading plan in the format specified in the BLU code Appendix 2.
- 2 A check sheet detailing the suitability of the vessel for the handling of bulk cargo as specified in part 2 of schedule 2 of the MCA "Safe Loading and Unloading of Bulk Carriers publication."
- 3 For discharge cargoes a required cargo/density declaration sheet as specified in appendix 5 of the BLU Code.



THE BRISTOL PORT COMPANY

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AVONMOUTH BULK TERMINAL INFORMATION