

1. Details of terminal contact personnel.

Terminal representative for contact on operational matters: John Rogers - Operations Manager, Quay Wall, Bulk Terminal Bristol Port Company Tel: 0117 9820000 ext 5003

Mobile Tel: 07766 071558. Alternatively contact via Port Police on 0117 9820000.

2. Technical data on the berths loading and unloading equipment.

CSUS 2

Maximum air draught N/A units stored over quay wall
Discharging rate 2000 tph
Equipment outreach 35.8m with the kick out
Length of quay wall at berth 5 + 6. 600 metres

Grab Cranes 2

Outreach 35 metres
Discharging rate 1200tph
Through ship production 640tph
Grab size 16t
Clearance – Water line to mast 27.8m Crane spill plate 17.52m

Ship loader

Maximum air draught varies depending on dock water level as follows:

Dock Water Level	Maximum air draught
18m	11.4m

Loading rate 2000tph
Outreach 21.5m
Length of quay wall at berth 5 250m

Fendering at berths 5+6

Type - Trellex Burleigh Laminated Multiple Fender. There are 23 fenders along the 600 metre berth. Face area of each fender is 4m wide x 3m. Fender holds a vessel 2.6m off the quay edge. The Bristol Bulk Terminal can receive Cape size ships with cargoes of approximately 110,000 tonnes. Royal Portbury Dock has the largest entrance lock into any UK port accommodating vessels up to 41m beam, 290m length and 14.5 arrival draft.

3. Depth of water at the berth.

Berths 5/6 can accommodate 14.5 metre vessels with 0.5 metre under keel clearance.

4. Water density at the berth.

Averages between 1010 –1015 grams per cubic metre

5. The minimum and maximum size of ship which the terminal's facilities are designed to accept, including the minimum clearance between deck obstructions

Length up to 290metres. **Beam** 41.0 metres.
Draught 14.5

For Continuous Ship Unloaders.

1. Top of hatch to tank top maximum 22.5 metres including any deck obstructions limiting access.
2. 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. Booking of Hobbler services can be arranged through the Signal Station Tel: 0117 9822257. 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 and equipment clearances.

Ship Loader 2,000 tph
Movement from one hold to an adjacent hold, average 5minutes. Movement full length of average vessel 15 minutes.
Continuous Ship Unloader 2,000 tph (per machine)
Movement from one hold to an adjacent hold, average 5minutes. Movement full length of average vessel 15 minutes.

Grab crane 1,200tph
Movement from one hold to an adjacent hold, average 5minutes.
Movement full length of average vessel 15 minutes.

8. Loading or unloading procedures and communications.

Loading or unloading procedures
Operations will be carried out in accordance with the loading/unloading plan provided by the Master. Prior to starting work the following procedures must be completed:

1. The plan must be agreed and signed off by both Operations Supervisor and the vessel 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 Operation 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. The Operations Supervisor maintains radio contact with terminal management, loading/unloading equipment drivers, and the deckhand. The Master can reach the Supervisor, if not on board, via the deckhand.

9. Cargo weight determinations by weight-metre and draught survey.

It is the responsibility of the Agent to organise the attendance of a Cargo Surveyor prior to, and on completion of, cargo handling. Port handling operations will only start once the draught survey has been completed and instruction to start has been issued by the Surveyor. Tonnage discharged is continually monitored by conveyor belt weigher; The Operation Supervisor is kept informed of progress in relation to the plan by the control room.

10. Conditions for acceptance of combination carriers.

OBO vessels that 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 will need to be completed and returned prior to arrival for all vessels of this class.

11. Access to and from ships and berths or jetties.

Access to berths 5 and 6 is restricted to personnel authorised by The Bristol Port Company and or the vessel Agent. The Operation Supervisory team are 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 an 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.

Tel: 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.

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 for insuring the safe positioning of the accommodation ladder throughout the vessels time on berth.

15. Information on waste reception facilities.

Facilities for the collection of 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 Manager.

16. Bunkering of vessel/ships stores deliveries.

The Master or Agent must agree convenient times with the Terminal Manager for the shoreside 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 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

St. Andrew's House, St. Andrew's Road,
Avonmouth, Bristol BS11 9DQ
Tel: 0117 9820000 Fax: 0117 982 0698
E-mail: enquiries@bristolport.co.uk

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PORTBURY BULK TERMINAL INFORMATION