



# THE BRISTOL PORT COMPANY

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## 1. Details of terminal contact personnel

- a. Matty Atwell, Operations Manager, Bulk Terminal, Royal Portbury Dock  
01179 820000 (port extension 5003), mobile 07766 071555

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

Berth	Crane(s)	Discharge / Loading rate	Outreach	Grab size	Clearance – Waterline to mast	Clearance – Waterline to Hatch combing
5	Ship Loader	1,000tph	18.1 metres	N/A	N/A	11.4m
5 & 6	Crane 3 Crane 4	1,200 tph max. 640 tph through ship.	35 metres	20m <sup>3</sup> 26m <sup>3</sup>	27.8m	17.52m (Spill Plate)

### 3. Depth of water at berth

Berth	Maximum Draft at Berth	Minimum Under Keel Clearance
5 and 6	14.5m*	0.5m

*\*Please confirm depths are available with the marine department.*

### 4. Water density at berth

The water density ranges between 1.010 and 1.035 tonnes 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.

Berth	Crane	Maximum vessel size	Minimum vessel size
5	Ship Loader	229.00 x 32.30	48.75 x 9.10
5 & 6	3 & 4	266.00 x 40.56	65.82 x 11.10

## **6. Mooring arrangements and attendance of mooring lines.**

Mooring lines will be attended in the lock and on the berth, on arrival and upon sailing, by the Pill Hobblers. Booking of Linesman services can be arranged through the Signal Station - Tel: 0117 9802638.

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

## **7. Loading and unloading rates and equipment clearances**

**See note 2.**

## **8. Loading or unloading procedures and communications.**

Loading or unloading procedures will be carried out in accordance with the loading/unloading plan provided by the Master. Prior to discharge:

- a. The loading or unloading plan must be agreed and signed off by both Operations Supervisor and the vessel Master.
- b. The Master must read and sign a BPC letter of indemnity detailing the plant and equipment to be used.
- c. A ship/shore safety check sheet must be completed between the Master and the Operation Supervisor.
- d. 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.

Principal contact for the Master during operations will be the Operation's Supervisor. The Operation's 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.**

If Cargo tonnage/weight is to be determined by draft survey, it is the responsibility of the Agent to organise the attendance of a suitably qualified experienced personnel (SQEP). Port operations will start after the draft survey has been completed and instruction to start has been issued by the SQEP.

*If Cargo tonnage/weight is to be determined by conveyor belt weigher or batch weigher; The Operation Supervisor is kept informed of progress in relation to the plan by the control room.*

*If Cargo tonnage/weight is to be determined by weighbridge; 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 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 (MS19A). This must be completed and returned prior to arrival, for vessels of this class.

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

Access to all berths is controlled by The Port of Bristol Police. The Operation's Supervisory team is responsible for monitoring personnel on the berths. It is the responsibility of the Master to ensure the security of the vessel and the safety of their crew members when accessing the berth.

#### **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. Call sign 'Portbury Dock Radio'. Telephone 0117 9802638

#### **13. Damage and indemnity arrangements.**

In the event of damage to vessels, the Master should present a damage report to the Operation's Supervisor. The Supervisor will note receipt of the document. The Master/Agent should then contact the Bristol Port Company's commercial department to agree the relevant action.

#### **14. Landing location of accommodation ladder.**

The location of the accommodation ladder is agreed with the attending Linesmen upon berthing. The position is then reviewed by the Operation's Supervisor prior to the start of operations as part of the completion of the ship's 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 disposal of galley waste can be arranged through the Bristol Port Company's terminal representative or the vessel agent. 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 Operations 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 arrange permit issue through the Marine Department.

### **18. 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 appendix 3 of the BLU Code.
  
3. For discharge cargoes a required cargo/density declaration sheet as specified in appendix 5 of the BLU Code.