**Example of information to be provided by the terminals to the master**

* in accordance with relevant IMO guidelines regarding the saft loading und unloading of bulk carriers
* this may be modified as appropriate by individual terminals

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|  | **INFORMATION** | **RESPONSE** |
| 1.0 | Name of Berth to be used | No.1 Berth…………………………………………… |
|  | Which side alongside | No.2 Berth……………………………………………... |
| 1.1 | Estimated time of berthing |  1 Berthing time………………………………….. |
| 1.2 | Estimated time of completion | 2. Estimated completion time……………………….. |
| 2.0 | Unloading Equipment | 1. Number of unloaders
2. Nominal Rate
3. Estimated times for each stage of unloading to be agreed on arrival.
4. Cargo Air Draught of Unloaders
 |
| 2.1 | Loading Equipment | 1. Number of Loaders Expected Rate No.1 Berth:
2. Expected Rate No.2 Berth:
3. Estimated times for each stage of loading to be agreed on arrival.
4. Cargo Air Draught of Loaders
 |
| 3.0 | Minimum depth of Water | No.1 Berth :………………………….. m |
|  | alongside | No.2 Berth :……………………………. m |
|  |  | Ships arriving on max. draughts to plan unloading so |
|  |  | ship raises on even keel for first 12 hours. |
|  3.1 | Water Density | Depending on tide and weather. |
| 4.0 | Depths in Approach and Departure Channels | Adequate at all times for all ships. Berthing times restricted as follows:No.1 Berth…………………………………………………No.2 Berth…………………………………………………. |
| 4.1 | Maximum allowable docking speed | …………………………….m/sec |
| 5.0 | Pilotage Anchorage (Pilot Station VHF) | Pilots normally board at……………………………………Ships awaiting a berth normally proceed direct to the………………………..……… anchorage. |

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| 6.0 | Maximum distance from waterline to top of hatch coaming | Ships loading : ………………...Ships unloading:……………….. | metres metres |
| 7.0 | Arrangements for gangways and access |  |
| 8.0 | Tugs: | Number available: |
|  |  | Number normally required:…………………….. Type |
| 8.1 | Line Boat Available | Yes/No |
| 9.0 | Main Engine Immobilization alongside | No.1 Berth: Immobilization permitted/not permitted No.2 Berth: Immobilization permitted/not permitted |
| 10.0 | Grades of cargo to be loaded | Product A:………………………………………. tonnes Stowage factor on loadingProduct B ………………………………..tonnes Stowage factor:Etc. etc. |
| 11.0 | Any advance information on | Draught Survey: |
|  | proposed loading/ unloading operations | Ships arriving to load should preferably have ballast tanks either fully pressed up or empty. |
|  |  | Slow Deballasting: loading continues at normal rate |
|  |  | until ship requests loading stop. |
|  | 1. Loading Plan | The Terminal's preferred options are: |
| 11.1 | 2. Unloading Plan |  |
| 12.0 | Travel limits of Terminal equipment | Maximum working distance from foreward end No. l hatch to aft end of aft hatch: |
|  |  | No.1 Berth Unloader:………………………. metres |
|  |  | No. l Berth Loader:……………………… metres |
|  |  | No.1 Berth Unloader:…………………. metres |
|  |  | No.1 Berth Loader:…………………… metres |
| 13.0 | Mooring Arrangements: | Number of headlines or sternlines/breasts/springs: |
| 14.0 | Unusual mooring requirements |  |
|  | Signed: Terminal Representative | Date: |

*Ref. forskrift om sikker lasting og lossing av bulkskip § 5 c (BLU-kode vedlegg 1 pt.1.2) og. BLU-manual Bilag 1 -Example of information to be provided by the terminals to the master*