

COBOGAL standard 00 33(0)5 56 77 12 23

Berth to control rooms Walkies-talkies + phones ATEX

Port officer Ambes mobile phone (24/24h) 00 33(0)6 64 49 92 45

Fresh water service by watchman



BERTH FACILITIES

4 mooring bollards	50 t / 30 t
1 marine unloading arm LPG	Yes
Shore gangway	No
Bunkering	By tanker lorry
Stores	By lorry
Fresh water	Available on berth
Any berthing aids	NA
Shore lines	2 x 4 shore lines / 2 x 30 t / 2 x 50 t

FIRE FIGHTING AND ANTI-POLLUTION EQUIPMENT

Fire fighting system	Yes, fire pump 380 m ³ /h
Water monitor	3 000 l/mn
Fire extinguishers	3 powder 9 kg
Antipol material	Yes
Emergency release coupling (ERC)	Yes
Shower	Yes
Deluge system	Yes

VESSEL BERTH COMPATIBILITY CRITERIA

Maximum deadweight (DWT)	7 000 t
Maximum length over all (LOA)	125 m
Minimum length over all (LOA)	85 m
Maximum draft	8 m
Under-keel clearance	0.5 m
Maximum air draft	NA
Minimum parallel body	28 m
Maximum displacement approach velocity	0.25 m/s
Top of the pier above chart datum	7 m

Emergency towing off pendants (ETOPS or fire wires)

This item is still on the ISGOTT check list. However, as OCIMF advises to discontinue this practice, this item is not being enforced in the port of Bordeaux

MINIMUM MOORING PLAN REQUESTED

2 spring lines (ship's lines) / 2 breast lines (shore lines) / 2 head- stern lines (shore lines)

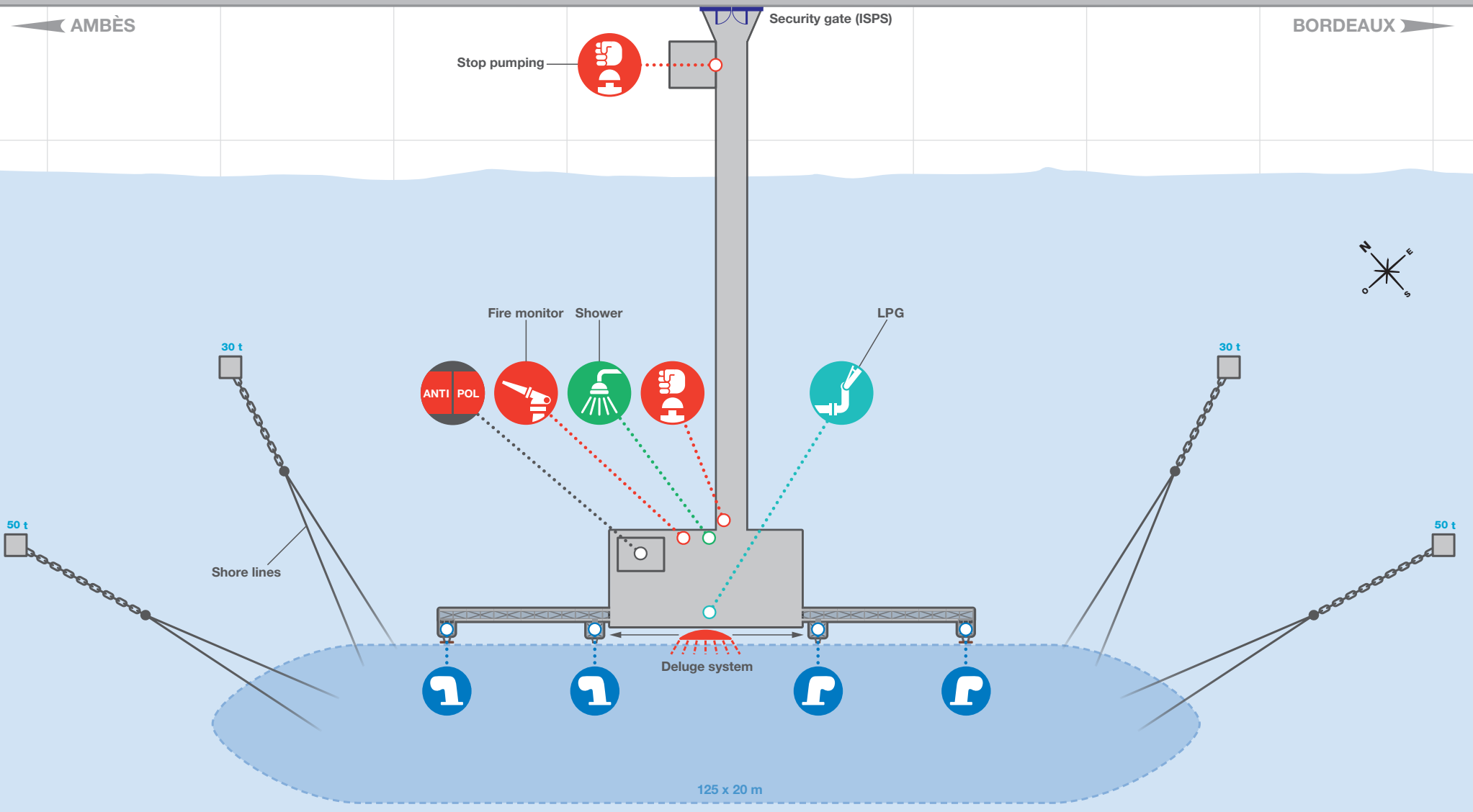
Mooring management:

- ▶ The management of mooring on a river with flood and ebb current is completely different from the management of mooring in a dock without any current.
- ▶ During the call, a sharp watch is required on the moorings.
- ▶ When tending moorings which have to become slack or too taut, an overall view of the mooring system should be taken so that the tightening or slackening of individual lines does not allow the tanker to move or place undue loads on other lines.
- ▶ The master is accountable for the safety of the tanker and its proper mooring. Although responsibility for the mooring of a tanker rests with the master, the terminal should also ensure that tankers are securely and safely moored (ISGOTT V6).
- ▶ Mooring lines should preferably all be of the same material and construction. If this is not possible due to the available equipment, all lines in the same service, i.e. breast lines, spring lines, head lines, etc. should be the same size and type. For example, all spring lines could be wire and all breast lines synthetic.
- ▶ Mooring lines should be arranged so that all lines in the same service are about the same length between the vessel's winch and the shore bollard or hook. Line elasticity varies directly with line length and shorter lines will assume more load.
- ▶ In case of very strong current and/or low UKC, vessels may happen to lay 1 or 2 meters off the berth. Should this happen, it is not advisable to touch mooring lines from LW - 30 mn until LW + 1 h. Inform Bordeaux Port on VHF channel 12. In any case, never try to heave up the lines already tight.
- ▶ Self-tensioning winches should not be used in the automatic mode while the vessel is moored.
- ▶ Brakes must be adequately tightened to achieve the required holding capacity (usually 60 % of the MBL).
- ▶ Bordeaux port control must be informed of any mooring adjustment on VHF channel 12.



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