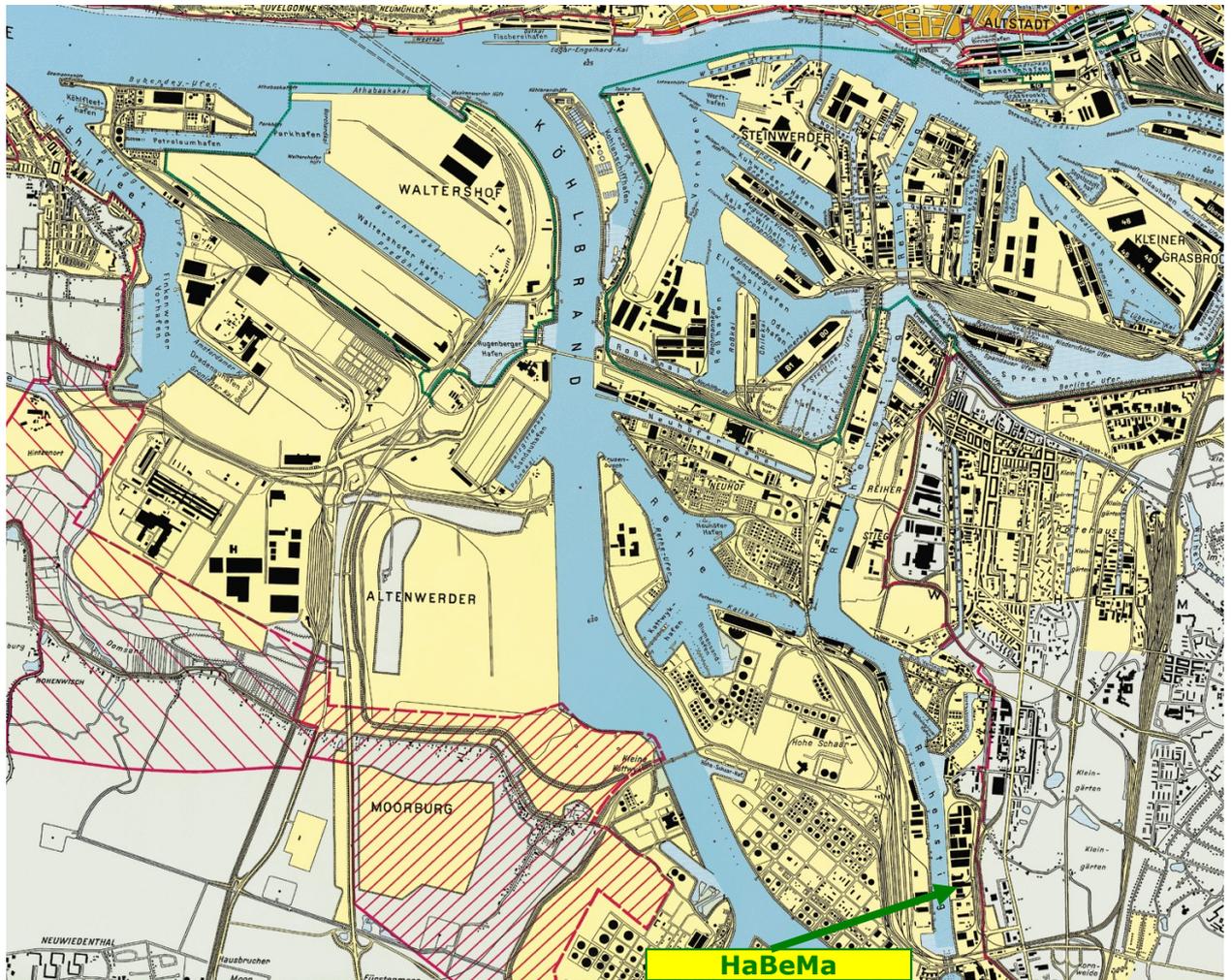


Terminal

- information booklet -



English



HaBeMa Futtermittel GmbH & Co. KG (DEHAM-NR. 0021)

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21107 Hamburg

telefon 040-75 27 05 0

Hamburg Port Authority

Neuer Wandrahm 4
20457 Hamburg

phone by day: +49 (0)40 428 47 13 90

phone by night: +49 (0)40 428 47 37 00

radio: UKW K14



Terminal

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English

Directions

- Portside: Reiherstieg-Süd
- Harbourside: Pollhornweg 25

▪ Terminal facts

- quay length: 330 m
- max. draft: 12,0 m
Draft alongside berth – all time,
Basis normal water conditions
- Technical equipment
 - Bridgecrane and crane
 - Loader with pipe

▪ Contact persons

CEO - Chief Executive Officer

phone	+49 40 752705-87
fax	+49 40 752705-33
mobil	+49 173 6190003

Jes-Christian Hansen

PFSO-PortFacilitySecurityOfficer

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Jes-Christian Hansen

Terminal Manager

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Heinrich Kruse/Claudia Steinke

Operating Manager

phone	+49 40 752705-17
fax	+49 40 752705-860

stevedore manager

Terminal

- information booklet -



Terminal facts

2. Maximum dimensions

- ship max. LOA 280 m
- ship max. Breadth 40 m

3. Available water depth at berth

- ship max. draft alongside berth 12,0 m
Basis normal water conditions

4. Density of water at berth

- 1000 kg/m³

5. Minimum air draught

- depends on used technical equipment and waterlevel

6. Mooring arrangement and supervision

- fender (on demand) / bollard
- vessel are responsible for ropes

7. Loading- & unloading instalments

- up to 15.000 t per day / up to 10.000 t per day

8. Loading- & unloading procedure

- unloading: by grap
- loading: by pipe

9. Investigate tonnage

- by electronic scale

10. Conditions to accept bulkships

- during unloading/loading:
 - switch off radar
 - engines using Gasoil are allowed only

11. Entrance and approach to berths and ships

- portside: Pollhornweg 25 (attention: entrance card nescessary!)

12. Procedures for emergencies

- nothing special, emergency call: police 110 / fire and rescue 112

13. Positions to moor the gangway

- all alongside quai (attention: take care of the conveyors !)

14. Waste and garbage facilities

- no possibilities, if necessary → to be organized by the agent

Terminal

- safety checklist -



English

date	<input type="text"/>
port	HH - Reiherstieg Süd
terminal/quay	HaBeMa
min. air draught	<input type="text"/>
max. draft	<input type="text"/>
name of the ship	<input type="text"/>
draught of the ship - arrival	<input type="text"/>
draught of the ship - departure	<input type="text"/>
air draught of the ship	<input type="text"/>

The captain and the deputy of the terminal, respectively other authorized persons, have to complete this checklist in cooperation. The instructions show hints, which points to be attended especially. For a secure handling procedure it is very important and necessary, that all questions have been handled and the boxes have been marked. Isn't it possible to answer the question, reasons should be noted and the captain and the deputy of the terminal make an agreement to take precautions. Is any question not appropriate, it have to be marked with „N/A“ and assign a reason.

	ship	terminal
1. Is the depth of the water at the berth and the air draught, adequate for the cargo operation to be completed?	<input type="checkbox"/>	<input type="checkbox"/>
2. Are mooring facilities adequate for all local effects of tide, current, weather, traffic and craft alongside?	<input type="checkbox"/>	<input type="checkbox"/>
3. In emergency, is the ship able to leave the berth at any time?	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there safe accesses between the ship and the quay?	<input type="checkbox"/>	<input type="checkbox"/>
5. Is the agreed ship/terminal communication system operative and functioning properly?		
system:	directly person to person	
language:	German / English	

Terminal

- Safety checklist -



English

	ship	terminal
6. Are the contact persons, which should be connected during the handling operations, identified by name? supervisor ship: forrman I./II./III. shift supervisor terminal: stevedore manager 06am to 03pm point of contact: operation office silo/quai/loader	<input type="checkbox"/>	<input type="checkbox"/>
7. In emergency, are there enough adequate crew on board and staff on the terminal?	<input type="checkbox"/>	<input type="checkbox"/>
8. Have any bunkering operations been advertised and agreed?	<input type="checkbox"/>	<input type="checkbox"/>
9. Have any intended repairs to wharf or ship whilst alongside been advised and agreed?	<input type="checkbox"/>	<input type="checkbox"/>
10. Has a procedure for reporting and recording damage from cargo operations been agreed?	<input type="checkbox"/>	<input type="checkbox"/>
11. Has the ship been provided with copies of port and terminal regulations, including safety and pollution requirements and details of emergency services?	<input type="checkbox"/>	<input type="checkbox"/>
12. Has the skipper provided the master with the properties of the cargo in accordance with the requirements of chapter VI of SOLAS?	<input type="checkbox"/>	<input type="checkbox"/>
13. Is the atmosphere in the holds and the other closed rooms, which might be entered, completely harmless, are gased goods identified, and does an agreement exists between ship and terminal, how to supervise the atmosphere?	<input type="checkbox"/>	<input type="checkbox"/>
14. Are the handling capacities and working areas of each handling equipment, being transferred to ship and terminal? handling equipment bridgecrane up to 500t/h handling equipment crane up to 200t/h handling equipment loader up to 700t/h	<input type="checkbox"/>	<input type="checkbox"/>
15. Is a concept for all phases of loading/ballast release and unloading/ballast intake calculated? concept is placed at <input type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>

Terminal

- safety checklist -



English

	ship	terminal
16. Have holds, which have to be worked at, been identified clearly in the stowage plan? Are sequences of work mentioned here as well as kind and weight of cargo per hold?	<input type="checkbox"/>	<input type="checkbox"/>
17. Has the need for trimming of cargo in the holds been discussed, and the method and extend been agreed?	<input type="checkbox"/>	<input type="checkbox"/>
18. Does the fact become accepted, that if there is no adequate synchronism between ballast intake and unloading respectively ballast release and loading, the unloading and loading have to be discontinued until the synchronism is reached?	<input type="checkbox"/>	<input type="checkbox"/>
19. Have the intended procedures for removing cargo residue lodged in the holds while unloading been explained to the ship and accepted?	<input type="checkbox"/>	<input type="checkbox"/>
20. Does a consensual decision of the procedure „Stowing the ship in the closing phase of loading“ exist?	<input type="checkbox"/>	<input type="checkbox"/>
21. Has the terminal been advised of the time required for the ship to prepare for sea, on completion of cargo work?	<input type="checkbox"/>	<input type="checkbox"/>

The checklist above is to certify by signature:

clock time	<input type="text"/>	date	<input type="text"/>
for the ship	<input type="text"/>	for the terminal	<input type="text"/>
status/position	<input type="text"/>	title	<input type="text"/>