

BERTH FACILITIES

12 mooring quick release hooks on **75 t per hook**
 6 dolphins + 4 mooring bollards on the pier **50 t / 100 t per bollard**

1 marine unloading arm for **EPG** (up river side) / all product / 12 inches / height above chart datum: max 22 m / min 2 m

1 marine unloading arm for **SPBA** (down river side) / all product / 12 inches / height above chart datum: max 19 m / min 1.8 m

Shore gangway **Yes** (Telescopic gangway)

Bunkering **No Bunkering**

Stores **By lorry**

Fresh water **Available on berth**

Any berthing aids **NA**

Shore lines **NA**

VESSEL BERTH COMPATIBILITY CRITERIA

Maximum displacement **50 000 t** (up to 100 000 t with special requirements)

Maximum length over all (LOA) **210 m** (up to 250 m with special requirements)

Minimum length over all (LOA) **90 m**

Maximum draft **10.7 m**

Under-keel clearance **0.5 m**

Maximum air draft **NA**

Minimum parallel body **42 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

FIRE FIGHTING AND ANTI-POLLUTION EQUIPMENT

Fire fighting system **Yes**

2 foam and water monitors **2 000 l/mn each – foam tank 3 000 l**

Fire extinguishers **Powder 9 and 50 kg**

Convention with boatmen company **Yes**

Antipol material **Yes**

Emergency release coupling (ERC) **Yes**

Shower **Yes**

Deluge system **Yes**


MINIMUM MOORING PLAN REQUESTED

L < 110 m (2 x 5 ship's lines) **2 spring lines / 2 breast lines / 1 head-stern line or 2 spring lines / 1 breast line / 2 head-stern lines**

110 m ≤ L < 130 m (2 x 6 ship's lines) **2 spring lines / 2 breast lines / 2 head-stern lines**

130 m ≤ L < 170 m (2 x 8 ship's lines) **2 spring lines / 2 breast lines / 2 half breast lines / 2 head-stern lines**

L ≥ 170 m* (2 x 8 ship's lines) **2 spring lines / 2 breast lines / 2 half breast lines / 2 head-stern lines**

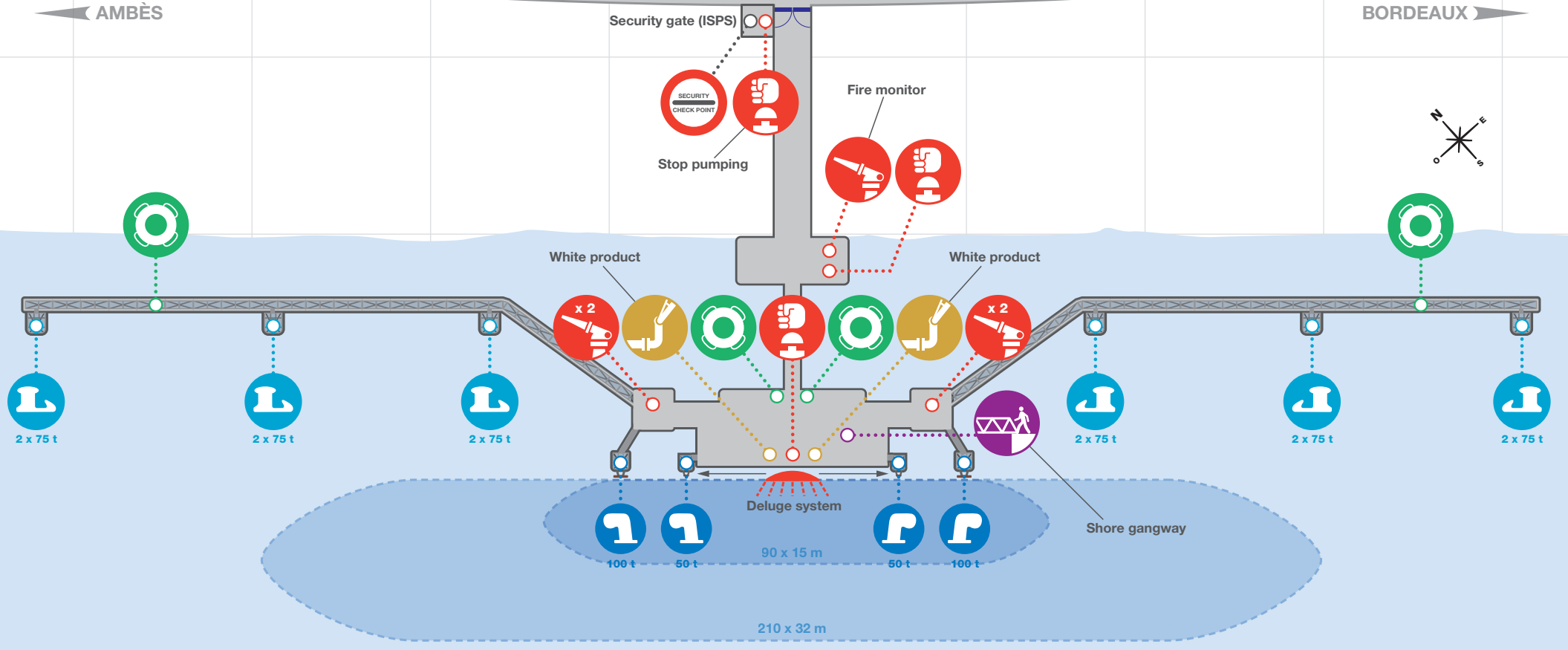
Mooring management:

- ▶ 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.
- ▶ * Ships up to 170 m must be fitted, at least, with 5 mooring self stowing winches forward and aft.
- ▶ 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.


 — MARPOL point

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