

Irish Salt Mining & Exploration Co. Ltd.

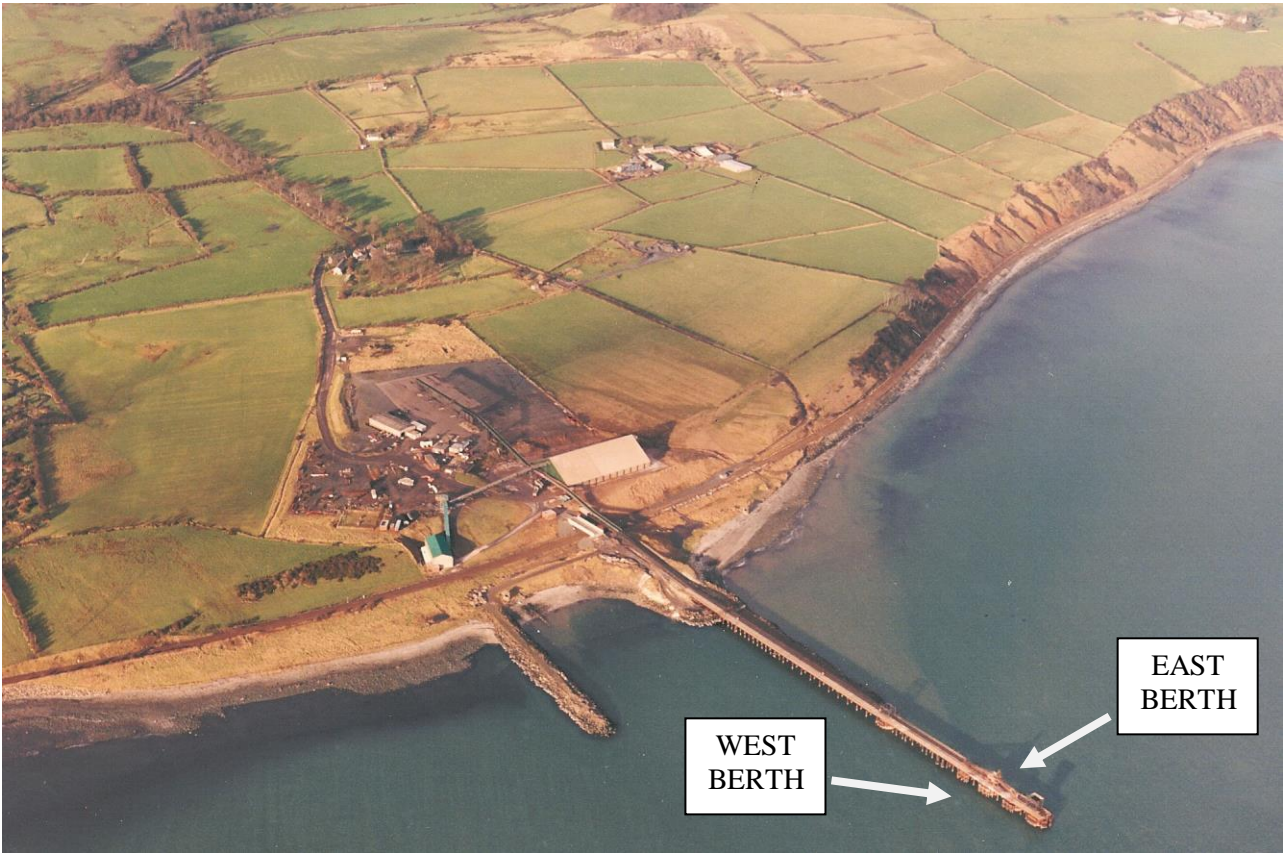
Terminal Information

For Bulk Carriers



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1. Details of terminal contact personnel

Address

Irish Salt Mining & Exploration Co. Ltd.
10 Fort Rd
Kilroot
Carrickfergus
Co. Antrim
N. Ireland
BT38 9BT

Contacts

Shipping Office

Mr David Lee / Mr Ryan Carroll
Terminal Name: "Kilroot Jetty" also known as "Kilroot Salt Jetty"

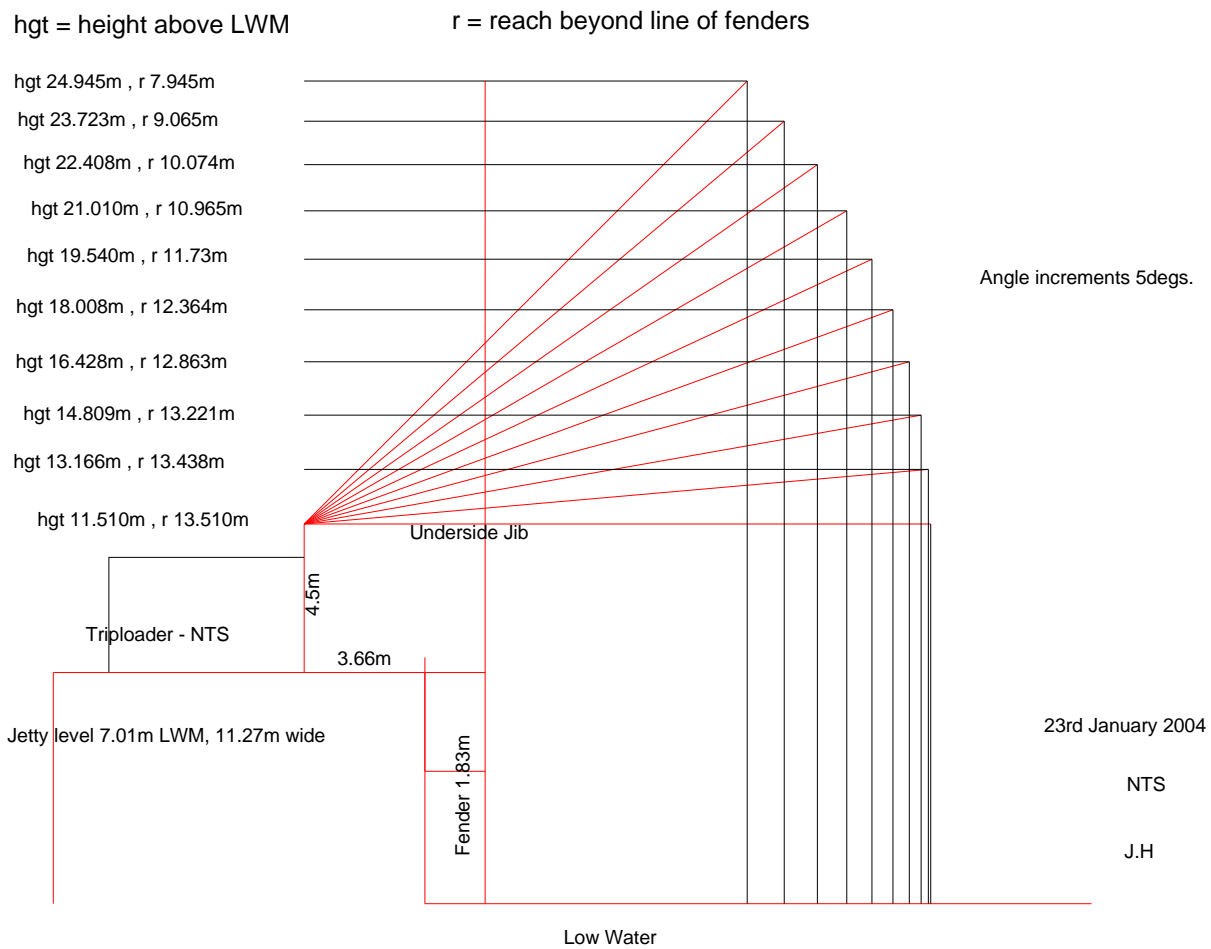
Phone: 0044 28 9335 1151
Fax: 0044 28 9336 4849
email: sales@irishsaltmining.com
VHF: Channel 14

2. Technical Data on the berth loading Equipment

There is one Trip loader with a travelling distance of 82.5 metres, ending 25 metres from the outward end of the jetty.

Available reach as follows:-

Jib Extensions at varying elevations



On arrival at load berth, distance from waterline to top of hatch coaming not to exceed 11 metres

Vessel to shift on berth as customary, in order to place hatches under loading equipment as required by the terminal representative. Shifting requirement only applicable to vessels over 140 metres.

3. Depth of Water at Berth

Depth Maintained above Chart Datum

Alongside Jetty to 143 metres in from outward end 9.00m

Mean Tidal Range

Springs:- 3.1m

Neaps:- 1.9m

4. Water density at Berth

Water density:- 1.025

5. Pilotage

For vessels under DWCC 12,000 tonnes Pilotage is not compulsory but advisable.

For vessels over DWCC 12,000 tonnes Pilotage is compulsory for berthing, turning and sailing.

Pilotage services are provided by Belfast Lough Pilot Services Ltd – 00 44 28 9074 0054.

6. Maximum Size of ship the terminal is designed to accept.

Bulk carriers can only berth on the west side.

West Side Berth

Maximum Length of Vessel

Berth is 143 metres long. Vessels longer than this will overhang the end of the jetty when loading. It may be necessary to turn vessel on the berth to load the after end holds.

Maximum Beam 28m. Vessels in excess of this must use own gear for trimming.

East Side Berth

Maximum Length of Vessel 90m

Maximum Beam n/a

7. Mooring arrangements

Recommended requirements for Small Vessels:-

2 Head ropes
2 Stern ropes
1 Forward Springs
1 After Springs

Recommended requirements for large Bulk Carrier Vessels:-

2 Head ropes
2 Breast lines forward
2 Stern ropes
2 Breast lines aft.
2 Forward Springs
2 After Springs

Master of Vessel may require additional Moorings/Tugs (weather Conditions etc).

Fast ferries operate in this area and it will be necessary for the vessel to have a crew members attend mooring lines when ferries are passing.

8. Loading or unloading rates

Rate of Loading: - 6000 to 8000 tonnes per weather working day of 24 hours, depending on type of Vessel.

Tonnage held by Terminal conveyor system – 25 tonnes

9. Loading Procedures and Communications

Prior to commencing loading ship/shore checklist to be completed between ships representative and Terminal representative.

All operations and communications must be co-ordinated by the Terminal representative. No crew are allowed in the holds while loading

Contact to the Terminal Representative via VHF: Channel 14

10. Cargo Weight determinations and Stowing Characteristics.

Cargo weight is ascertained by use of a Belt Weigher and agreed with ships agent/ ships representative.

The Stowage Factor of salt is 1.3 tonnes per cubic metre (62.43 lb per cubic foot).
The Angle of Repose is 31 degrees.
Salt is not a weather affected cargo.

11. Access to and from ships and berths or jetties

A gangway/accommodation ladder must be provided by the ship, for safe access to and from ship and shore.

Accommodation ladder must be landed on a secure area clear of all obstructions

A Safety net must be in place

Accommodation ladders must be safely landed away from hazards

12. Terminal Emergency Procedures

The safe operation of Kilroot Jetty is paramount and to this end Irish Salt Mining & Exploration Company Limited have emergency procedures, which are documented and practised.

If requested a copy of our current Emergency Procedures book will be given to the Master for his guidance.

For all emergency services **DIAL 999**

13. Damage and Indemnity arrangements

All damage sustained by the ship must be co-ordinated through ships representative and Surface Foreman.

All agreed stevedoring damage must be repaired where possible prior to the vessel sailing. Any damage that cannot be repaired to sailing must be agreed with Ships Master, Terminal representative and Ships agent and arrangements made to have the work carried out at another port or on the vessels return.

If damage to the ship's structure or equipment occurs during loading, it shall be reported by the terminal representative to the master and, if necessary, repaired.

If the damage could impair the structural capability or watertight integrity of the hull, or the ship's essential engineering systems, the maritime and Coastguard Agency and the competent authority of state whose flag the bulk carrier is entitled to fly, or an organisation

recognised by it and acting on its behalf, shall be informed by the terminal representative and the master. The decision as to whether immediate repair is necessary or whether it can be deferred shall be taken by the MCA, due account being taken of the opinion, if any, of the administration of the flag State, or the organisation recognised by it and acting on its behalf, and of the opinion of the master. Where immediate repair is considered necessary, it shall be carried out to the satisfaction of the master and the MCA before the ship leaves the port.

Examples of the ship's essential engineering system are: the ability to close mechanical hatches properly, damage to bilge wells or pumping systems and mooring or anchoring equipment.

14. Information on Waste Reception

Large Quantities of Garbage

Where dedicated skips are required for large quantities of garbage, 24 hours notice must be given.

Oil, Noxious Substances, Sewage etc.

Arrangements will be made by your agent to provide facilities for the disposal of oil, noxious substances, sewage etc. 24 hours notice is required

A charge for use of these facilities may be made by your agent.

Comments or questions regarding port waste management should be made to Mr David Lee – Phone +44 (0)28 9335 1151

15. Other Information

Fresh Water: Fresh water cannot be supplied from the shore facility.

Bunkers: Bunkers cannot be supplied from the shore facility

ISPS: Kilroot Jetty has a PFSP approved by TRANSEC (UK Government)
Approval Number TRANSEC/1378

PFSO – David Lee/Ryan Carroll phone +44 (0)28 9335 1151 mobile 07944 906826 fax +44 (0)28 9336 4849

Port Security is SL 1 unless advised otherwise.

