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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Dear sir,  In accordance with the BLU Code and ISPS Code we kindly ask you to send us the following information. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Master (unloading):** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date: | |  | | | | | Name ship: | | | | | | | | | | |  | | | | | | | | | | | | |
| Name master: | |  | | | | | IMO number: | | | | | | | | | | |  | | | | | | | | | | | | |
| Flag: | |  | | | | | Call sign: | | | | | | | | | | |  | | | | | | | | | | | | |
| Port of registry: | |  | | | | | Ship type: | | | | | | | | | | |  | | | | | | | | | | | | |
| Owner: | |  | | | | | Charterer: | | | | | | | | | | |  | | | | | | | | | | | | |
| Length overall: | |  | | | | | Length cargo area: | | | | | | | | | | |  | | | | | | | | | | | | |
| Ships accommodation ladder: | | | | | | | Starboard | | | | | |  | | | | | | | | | Port | | | | | |  | | |
| Maximum air draught: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum deballast/ballast rate per hour: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Total time requested for deballasting: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Distance from waterline to first hatch to be loaded: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Distance from the ships side to the hatch opening: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Arrival draught: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Departure draught: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Kind (Name) of cargo: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo Classification Marpol Annex 5 is obligatory: | | | | | | | HME NON HME | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo Classification IMSBC is obligatory: | | | | | | | A B A+B C | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo particulars (f.i. wet, dusty, frozen etc.): | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| For all IMSBC groups applicable: Dutch legislation | | | | | | | TML: | | | | % | | | | | | | | MC  between: | | | | | % | | | | | | |
| Details of the ship cargo handling gear. If any: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Details of any repairs (If there is a delay): | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Extra information requested by the agent or terminal: | | | | | | | When Cargo group is A+B or B supplying a Gas + Temperature report is obligatory | | | | | | | | | | | | | | | | | | | | | | | |
| When Cargo group is A+B or A supplying the bilge water report is obligatory | | | | | | | | | | | | | | | | | | | | | | | |
| Special request on behalf of the ship: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Please, mark the relevant answer with an “X” | | | | | | | | Yes | | | | | | No | | | | | |  | | | | | | Yes | | | | No |
| Loading or unloading plan: | | | | | Available | | |  | | | | | |  | | | | | | Send | | | | | |  | | | |  |
| ITF Agreement: | | | | | Available | | |  | | | | | |  | | | | | | Send | | | | | |  | | | |  |
| **ISPS Information:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crew list | | | | | Available | | |  | | | | | |  | | | | | | Send | | | | | |  | | | |  |
| Suppliers list (including bunkers) | | | | | Available | | |  | | | | | |  | | | | | | Send | | | | | |  | | | |  |
| Visitors list | | | | | Available | | |  | | | | | |  | | | | | | Send | | | | | |  | | | |  |
| Repairmen list | | | | | Available | | |  | | | | | |  | | | | | | Send | | | | | |  | | | |  |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Security level ship: | | | | | | | level 1 | | |  | | | | | | level 2 | | | | | |  | | | level 3 | | | |  | |
| Name SSO | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Phone number SSO | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Name CSO | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Phone number CSO | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Last 10 ports of call: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 |  | | | | | | 6 | |  | | | | | | | | | | | | | | | | | | | | | |
| 2 |  | | | | | | 7 | |  | | | | | | | | | | | | | | | | | | | | | |
| 3 |  | | | | | | 8 | |  | | | | | | | | | | | | | | | | | | | | | |
| 4 |  | | | | | | 9 | |  | | | | | | | | | | | | | | | | | | | | | |
| 5 |  | | | | | | 10 | |  | | | | | | | | | | | | | | | | | | | | | |
| Any other comments: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Thank you very much and with friendly regards, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| With respect to discharging information regarding Berth, Loading/Unloading equipment, (air)drafts, regulations, etc. we refer to: <https://www.emo.nl/en/documents/> section regulations for vessels | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Terminal representative / agent:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ISPS Information Terminal: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Security Level terminal: | | | Level 1 | **x** | | Level 2 | | | | | | | | |  | | | | | | | | Level 3 | | | |  | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name Port Facility Security Officer | | | | | | Johan Uil | | | | | | | | | | | | | | | | | | | | | | | | |
| Phone number Port Facility Security Officer | | | | | | 0031 (0)181 371229 | | | | | | | | | | | | | | | | | | | | | | | | |
| Cell phone number (24 hours) | | | | | | 0031 (0)653 289005 | | | | | | | | | | | | | | | | | | | | | | | | |
| Phone number Security (Emergency) 24 hours | | | | | | 0031 (0)181 371223 | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name berth: | |  | | | | Bollards: | | | | | | | | | | |  | | | | | | | | | | | | | |
| Estimated time for loading: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative density cargo: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Angle of repose: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Water density: | | | | | | LW | | | | | | 1012 | | | | | | | | | | HW | | | | | | 1025 | | |
| Nominal loading or unloading rate per hour: | | | | | | 2.500 tph | | | | | | | | | | | | | | | | | | | | | | | | |
| Operational air draught: | | | | | | 13,65 meter Shiploader 1 (loading)  18,00 meter Crane 1+2 (unloading)  19,50 meter Crane 3+4+5 (unloading | | | | | | | | | | | | | | | | | | | | | | | | |
| Minimum depth alongside berth at mean low water: | | | | | | Bollard 72-86: 16,65 meter  Bollard 86-93: 6,65 meter | | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo Classification Marpol Annex 5: | | | | | | HME NON HME | | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo Classification IMSBC: | | | | | | A B A+B C | | | | | | | | | | | | | | | | | | | | | | | | |
| Extra information requested by the terminal: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| If IMSBC group A+B or A is applicable: | | | | | | TML: | | | | | % | | | | | | | | | | MC  between: | | | | % | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Used loading equipment: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Limited movements of the used equipment: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Special features/restrictions regarding the loading or ballasting: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Request on behalf of the terminal or agent: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Unusual mooring arrangements: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Arrangements for gangway: | | | | | | Attended by ship | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum departure and arrival draught: | | | | | | Will be supplied/attended by pilot and Port authorities | | | | | | | | | | | | | | | | | | | | | | | | |
| Minimum depth approach channels | | | | | | Will be supplied/attended by pilot and Port authorities | | | | | | | | | | | | | | | | | | | | | | | | |
| Availability of tugs, type and bollard pull | | | | | | Will be supplied/attended by pilot and Port authorities | | | | | | | | | | | | | | | | | | | | | | | | |
| Mooring lines required | | | | | | According instructions pilot and Port authorities | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum allowable speed to approach the jetty | | | | | | According instructions pilot and Port authorities | | | | | | | | | | | | | | | | | | | | | | | | |
| With friendly regards, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |