

PORT CBG KAMSAR

PORT DISBURSEMENTS

Any ship calling at the Port of Kamsar shall only be loaded if the amount due as stated on the pro-forma invoice regarding port charges have been paid, unless buyer has guaranteed payment within five working days after electronic receipt of the final invoice as stated in the accepted vessel nomination. Notice Of Readiness is accepted by CBG when port fees have been received in the port account.

ISPS CODE INFO Kamsar Port :

Port ID number : **23731**

UN LOCATOR Code : **GNKMR**

IMO Port Kamsar Facility Code: **GNKMR 0002**

Certificate Number : **001/DNMM04/04 QUAI MINIER**

Issued by : **DIRECTION NATIONALE DE LA MARINE MARCHANDE (MINISTERE DES TRANSPORTS)**

PFSO name and contacts numbers: **Mr CONDE Ibahima** (same as Terminal SO)

Tél: **(+224) 621 58 06 58 // 623 23 37 02 // 664 37 80 46**

Terminal Security Level: **Level 1**

Name of berth: **Kamsar bauxite pier**

No shifting required during cargo operations

Harbour Master's name: **Commandant DIALLO AMADOU**

Tel.: **(+224) 657 54 82 85 / 623 233 518 / 669 004 605** or on **VHF CH 16 and 12**

Police: **Commissaire N'DIAYE ABOUBACAR**

Tel: **+224 622 42 16 53 / +224 30 32 27 05**

Emergency (hospital): **990** ; Fire department: **911** and Surveillance: **912**

PORT KAMSAR INFORMATIONS:

ETA: Pleased to send vessel's 7, 5, 3 and 1day ETA as per C/P to:

AgenceMaritimeKamsar@cbg-guinee.com and to cheikoumar.thiam@cbg-guinee.com ; thiernosouleymane@cbg-guinee.com ; kamsarpilots@cbg-guinee.com with copy to concerned parties.

NOR: Pleased to tender your NOR by e-mail, upon arrival (drop anchor) at Kamsar Pilot Station, to: CBG Shipping Agency : AgenceMaritimeKamsar@cbg-guinee.com ; Shipping.Agency@cbg-guinee.com and thiernosouleymane@cbg-guinee.com

The actual channel depth is 09.00meters therefore no need to reduce by 40cm as instructed in the past into the tide table.

SMALL GENERAL CARGO WHARVES:

There are two small general cargo wharves located at the entrance to the Dougoufissa Creek, one called **Quai Français** where vessels of up to 100meters length overall with a maximum draft of 5,60 meters may berth. As there are only 3.0 meters at lowest low water, these vessels will be aground at low water period.

The **second** can not accommodate cargo ships.

~~This **Quai Français** is equipped with a heavy lift crane-derrick with a maximum S.W.L. of 110 tons. Safe working loads are as followings:~~

Radius of derrick	Lifting capacity	Height under hook
— 18 meters	110 M/T	27 meters
— 26 meters	75 M/T	23 meters
— 32 meters	45 M/T	11 meters

~~The derrick is also equipped with a secondary hook with a capacity of 20M/T.~~

FULL STYLES DETAILS:	APPROCHES TO PORT KAMSAR	
<p>COMPAGNIE DES BAUXITES DE GUINEE Kamsar Port / C.B.G. B.P : 523 Conakry / B.P : 100 Kamsar République de Guinée Attn.: Mohamed K. KÉITA CBG Maritime Agency Supervisor Mail: AgenceMaritimeKamsar@cbg-guinee.com Tél (off): (+224) 30 32 21 17 (mob): (+224) 660 58 32 32 623 23 35 43</p>	<p>Vessel proceeding to Port Kamsar should anchor and await the arrival of the pilot in the area bounded by: Latitudes 10°26' N and 10°28' and Longitudes 014°44' and 014°4' This is the outer anchor and known as the waiting area.</p> <p>1) Inbound: 10meters for vessel entering Port Kamsar, straight to the bauxite loading berth known as Kamsar bauxite pier. • 07.00meters + height of Low Water - 0.60m for vessel going to inner anchorage (as per Pilots advice).</p> <p>2) Outbound: 11.90meters for neap tide and 13.80meters for spring tide.</p> <p>3) Deepest draft for Inner anchorage is about 07.50meters</p>	
CHANNEL DEPTH?	09.00meters.	
Any obstructions or shallow patches from channel to berth?		No
MAXIMUM SAILING DRAFT?	The max sailing draft is stated onto the Tide Table.	
AIR DRAFT RESTRICTIONS?	Max air draft is 19.52meters minus Height HW. See Tide Table Vessels comply with air draft restrictions during the whole stay at berth.	
DRAFT ALONGSIDE and DEPARTURE?	The area alongside the wharf has been dredged to a depth of 13.50meters below RDL (Reference Data Level which is defined at +0.15meters above the lowest water registered). Departure time is ONE (01) hour before High Water.	
SMALLER DRAFT?	On flood tide as so as enough water rise.	
UNDER KEEL CLEARACE?	0.60meters	
L.O.A. / BEAM RESTRICTIONS?	YES: Max Loa = 229meters / beam = 36.26meters	
Maximum waterline to highest point of vessel?	No	
Daylight berthing restriction?	No	
High tide berthing restriction?	No	
Expected congestion situation?	No	
WATER DENSITY?	From 1.0070 (rainy season) to 1.0220 (dry season)	
Pilotage - any restrictions i.e day light pilotage only	No	
Any special requirements for berthing or mooring / maneuvers i.e turning in basin etc	Pilot will advise	
Is berth subject to weather / open season	No	
Does port have a breakwater	No	
Berthing portside or starboard side?	Portside / alongside	
Can gangway be prepared before vessel berths?	YES, left parallel to main deck till vessel made fast.	
Can holds be opened before customs / quarantine inspections?	YES	
SHIP LOADER :	Travel : 165meters Outreach: 21meters from the onside of the fendering.	
METHOD OF LOADING?	Loading spout	
NUMBER OF LOADERS USED ?	ONE (01)	
DETAILS OF LOADING EQUIPEMENTS?	Conveyor belts and one loading spout.	
LOADING RATE?	Around 3000MT/Hour (Max: 4000MT/H)	
AVERAGE LOADING RATE/ DAY?	1 tidal day if AGW	
DETAILS OF CARGO to be loaded as per IMSBC	Bauxite in bulk Description: a brownish and earthy mineral, insoluble in water	

CARACTERISTICS OF CARGO:		Moisture : from 03% to 07.1% Technical name: Standard Metal Grade (SMG) and Low Mono Grade (LMG) Angle of repose: 45 degrees Bulk density: 1190 to 1389 kg/cubic meter Stowage factor: 28cubic feet / long ton or 0.79 cub. m/MT Size: 70% to 90% lumps : 2.5 to 150mm, 10% to 30% powder Group: C IMO Class: Not applicable
Hazard:		No specific hazard. This cargo is non-combustible.
Stowage and segregation:		No special requirement.
Hold Cleanliness:	Cargo holds to be dry and free from any residues from last cargo.	
Loading and trimming:	Cargo is loaded and trimmed in holds by ONE loading spout.	
Precautions:	Protect bilge wells against ingress, bilge plate to be covered with burlap.	
Weather precautions:	No special requirement.	
Ventilation:	Not required.	
Carriage/Discharge/Clean up:	No special requirement.	
Fresh Water available?	YES (CBG-Shipping Agent will arrange if needed).	
Bunkers (FO and DO)?	No	
Sludge disposal?	No shore facilities to receive sludge at Kamsar.	
ANY BERTHING PRIOR OVER OUR VESSEL?		YES, Tankers
<u>B/L FIGURES' DETERMINATION:</u>		
<p>A. The weight of cargo will be determined in Kamsar Port by the difference between draught to the arrival and the departure (designated the appraisal of draught below) only</p> <p>(a) If there is not weightometer ; or</p> <p>(b) If there is ore (material) on the shipper's ship loading conveyor before or after loading; and in the contrary case:</p> <p>B. Availability of weightometer, the weight of the cargo will be determined:</p> <p>1) By indications of the weightometer, if they differ less than 0.5%</p> <p>2) By the Average of result gotten by ship's surveyor and weightometer, if these two results is located between 0.5% ad 2%</p> <p>3) By the ship's survey if the difference is superior to 2%.</p>		
MATHEMATECALLY: from 0% to 0.5% → Weightometer from 0.5% to 2% → Average from ≥ 2% → Draft Survey		
TO ALL MASTERS:		
<p>In order to improve our production, we intend to load, as much as possible, one ship per tidal day. Therefore, we would like to inform you that your loading can be shortened of up to 5,000 M/T. To avoid your good vessel to leave the harbour with a non convenient trim; your loading plan schedule must take care of this possibility to be shortened of up to 5,000M/T and keeping in mind that 1.5hour before high water, the loading ca be cut, for your ship to leave 1hour before high water.</p> <p>The loading Supervisor will keep you informed, as much as possible, of the program.</p> <p>Besides; if you go to the ore carrier berth, the following facts, due to the extremely strong ebb tidal flow, and regarding the mooring of your ship: you must be able to provide:</p> <p>>Forward: 6 head lines and 2 springs</p> <p>>Astern: 8stern lines and 2 springs</p> <p>All these lines must be floating ones, in good condition, of similar type ad of the same strength.</p>		

DISCHARGE OF PETROLEUM:

Facilities for the discharge of petroleum products are also available on the bauxite wharf. This operation is done with sets (four sections of 8meters long) of removable 8 inch flexible hoses. For the unloading of the three products (bunker "C", Diesel Oil and Gasoline) four sets of hoses are foreseen and of the four, two are used only for the unloading of the bunker "C", one for the unloading of the Diesel Oil, and the other for the Gasoline. The bunker "C" hose feed a 16 inch line, the Diesel Oil hoses an 8 inch line and the gasoline hoses a 6 inch line. Back pressure on the above line 10 bars for the bunker "C" line, 9 bars for the others.

Storage facilities on site: Bunker "C" tanks: one 7.000 m³ and three 10.000 m³
 Diesel Oil tanks: three 3.000 m³
 Gasoline (petrol) tanks: two 1.400 m³

Once berthing, 6 watchmen are posted on board till vessel's departure, it's compulsory and prior vessel's departure, please conduct a search for stowaway.

DOCS TO BE PREPARED IN HARD COPIES BEFORE BERTHING

Pleased to UP-DATE ALL YOUR ENTRIES

12 copies of CREW LIST

07 copies of SHIP'S PARTICULARS

08 copies of LAST PORTS OF CALL LIST

04 copies of NOTICE OF REDEANESS

06 copies of NIL LIST

03 copies of NARCOTICS LIST

01 copy of SHIP'S STORE DECLARATION (BONED STORE) LIST

01 copy of SHIP'S STORE DECLARATION (PROVISION STORE) LIST

01 copy of CREW PERSONAL EFFECTS DECLARATION

01 copy of LAST PORT CLEARANCE

02 copies of DECLARATION OF SECURITY (DOS), including Internal, ship's security certificate number (please fill your part).

01 copy of MARITIME DECLARATION OF HEALTH

01 copy of VACCINATION LIST

04 copies of AUTHORIZATION LETTER TO SIGN THE OB to CBG Shipping Agency for signature on your behalf.

Note that: At Port Kamsar, NO BL is issued for vessels going to the following ports: China, Aughinish, Point Comfort, Port Alfred, Fos Sur Mer and San Ciprian.

~~17 people from locale authorities will boarded your good vessel when she berths and then, after 1700Lt (1700H GMT) the clearing will be carried out the following morning.~~

According to the Loading Master, if AGW vessel's loading starts ASAP she berths. To prepare vessel for initial Draft Survey once at inner anchorage.

With many thanks in advance to confirm safe receipt and compliance

Approved and signed by:

SHIPPING SUPERINTENDANT:

FLEET OPERATIONS SUPERVISOR:

Thierno S. DIALLO

BANGOURA Fode Mamoudou

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HARBOUR MASTER/Interim:

CHIEF PILOT:

DIALLO Amadou

CAMARA Ousmane

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MARITIME AGENCY SUPERVISOR:

PORT DIRECTOR:

KEITA Mohamed K.

DOUMBOUYA Sekouba