



Portland Calling Instructions

Portland Bunkers International Ltd - Operations contact details:

Email: ukoperations@ampni.com
controlroom@pbil.co.uk

1) Please provide written ETA notice at 72 / 48 / 24 / 12 / 6 hours, sent to:

ukoperations@ampni.com
controlroom@pbil.co.uk
eta@portland-port.co.uk
master.paxoi@amosconnect.com / Mobile +44 7792 328 948

2) When vessels eta 2 hours from arrival Portland, please ensure that Radio Communication on VHF Ch. 74 is made to confirm eta with Portland Port Harbour Authority, full contact details as shown:

VHF: Channel 74
Tel: +44 1305 824 044
Email: eta@portland-port.co.uk

3). We would also request that Master / Duty Officer clarifies that the vessel has onboard British Admiralty Chart No: 2255, if not the Port / Pilot Authority can provide vessel with the chart on arrival at a cost.

4) Vessels calling Portland to facilitate bunkers may anchor outside Port Harbour Limits without the aid of a Pilot in the Refuge Anchorage Area as shown on British Admiralty Chart No: 2255 – HOWEVER NO BUNKERING WILL TAKE PLACE AT THE REFUGE ANCHORAGE...BUNKERING WILL ONLY BE FACILITATED AT THE DEDICATED INNER / OUTER BUNKERING ANCHORAGES WHERE A PILOT IS COMPULSARY !!!

5) Pilotage is however, COMPULSORY for all vessels entering into Port Harbour Limits, whether into Outside / Inside Anchorage's. That being the case NO VESSEL is permitted to enter such area without a Pilot being onboard. The Pilot shall direct vessel to an appropriate outside or inside anchorage, or berth, depending on operational requirements and prevailing and expected weather conditions.

6) Vessel departing from the Outside Anchorage after bunkering can proceed without the aid of a Pilot however they must liaise with Portland Port Harbour Authority to advise their intention to sail. However, Pilotage is COMPULSORY for all departures from within the Inside Anchorage.

7) Please provide the following information at least 24 hours before arrival of the ship. If the duration of the voyage is less than 24 hours then the information must be provided no later than the time of departure from previous port. The details requested are to be sent to the following parties:

ukoperations@ampni.com

eta@portland-port.co.uk

- A) Vessel Name / IMO number / MMSI Number / Call Sign / Nationality / Port of Registry & Number
- B) Lat Port of Call
- C) Next Port of Call
- D) ETA
- E) ETD
- F) Total Number of Persons onboard / Master's Name & Nationality
- G) Maximum Arrival / Departure Draughts (Meters)
- H) LOA / Beam / GRT / NRT / DWT / Type of Ship
- I) Thrusters – Bow / Stern / Horsepower
- J) Cargo Condition or Ballast / Description / Quantity
- K) Defects / Damages / Deficiencies / Limitations
- L) Name & Address of Port Agent & Contact Details (If Applicable) / Vessels Contact Details Mobile / Email
- M) Vessel's Registered Owners
- N) ISPS Code / Status
- O) Ships Port Waste & Port Health Declarations to be completed and same advised

8) Weather limitations:

Bunkering operations at an anchorage shall only take place when:

- A) A wave height of 1.5 metres at the anchorage berth is not exceeded;
- B) At any outer anchorage, a sustained wind speed of 16 knots (Beaufort force 4) is not exceeded;
- C) At any inner anchorage, a sustained wind speed of 27 knots (Beaufort force 6) is not exceeded;
- D) Visibility is good and must in all cases provide a clear view of at least 200m from any vessel engaged in bunkering operations.

Bunkering operations alongside berth shall only take place when:

- A) A wave height of 1.5 metres at the berth is not exceeded;
- B) A sustained wind speed of 27 knots (Beaufort force 6) is not exceeded.

9) Important notes:

A) Vessels engaged in bunkering must by day display the International Code of signals flag "Bravo" and by night an all round red light. It is prohibited for any vessel to approach closer than 100 metres to any vessel at anchorage displaying these conditions.

B) Any vessel at Portland for Bunkering operations is prohibited from discharging ballast within Harbour limits, regardless of where the ballast was taken on.

C) Any vessel engaged in bunkering operations is to be securely moored or anchored. Vessels engaged in bunkering operations at anchor must have engines at immediate notice.

D) In the event of any pollution incident from a bunker delivery, all other active bunkering operations will be ceased immediately, and will only recommence with approval of the Harbour Master.