



Port of Felixstowe Break-Bulk Shipment Advice

| | | | | | | | | | | | | | | | | | | | | |
|---|---|--|----------------------|------------------------------------|----------------------|---|----------------------|---|----------------------|---|----------------------|---|----------------------|---|----------------------|---|----------------------|---------------------|----------------------|--|
| Customer | <input type="text"/> | Vessel | <input type="text"/> | | | | | | | | | | | | | | | | | |
| UVI | <input type="text"/> | Rotation No. | <input type="text"/> | ETA <input type="text"/> | | | | | | | | | | | | | | | | |
| Line Booking Ref | <input type="text"/> | Weight (kg) | <input type="text"/> | Load Disch <input type="text"/> | | | | | | | | | | | | | | | | |
| Cargo Description | <input type="text"/> | Dimensions (m) | <input type="text"/> | Length <input type="text"/> | | | | | | | | | | | | | | | | |
| Delivery method | <input type="text"/> | | <input type="text"/> | Width <input type="text"/> | | | | | | | | | | | | | | | | |
| | | | <input type="text"/> | Height <input type="text"/> | | | | | | | | | | | | | | | | |
| Cargo delivery date | <input type="text"/> | Time | <input type="text"/> | Divers booked <input type="text"/> | | | | | | | | | | | | | | | | |
| UCN | <input type="text"/> | Value | <input type="text"/> | | | | | | | | | | | | | | | | | |
| Line Co-ord informed, slot allocated? | <input type="text"/> | Cradle No. | <input type="text"/> | Cube(m3) <input type="text"/> | | | | | | | | | | | | | | | | |
| Surveyors Name | <input type="text"/> | Contact No. | <input type="text"/> | | | | | | | | | | | | | | | | | |
| Port to lash | <input type="text"/> | e-mail | <input type="text"/> | | | | | | | | | | | | | | | | | |
| Does the piece have its own lifting gear? | <input type="text"/> | Photographs attached | <input type="text"/> | | | | | | | | | | | | | | | | | |
| Lashing plan attached | <input type="text"/> | Drawings (full dimensions, lift points, center of gravity) attached | <input type="text"/> | | | | | | | | | | | | | | | | | |
| Flat Nos. | <table border="1"> <tr><td>1</td><td><input type="text"/></td></tr> <tr><td>2</td><td><input type="text"/></td></tr> <tr><td>3</td><td><input type="text"/></td></tr> <tr><td>4</td><td><input type="text"/></td></tr> <tr><td>5</td><td><input type="text"/></td></tr> <tr><td>6</td><td><input type="text"/></td></tr> <tr><td>7</td><td><input type="text"/></td></tr> <tr><td>8</td><td><input type="text"/></td></tr> </table> | 1 | <input type="text"/> | 2 | <input type="text"/> | 3 | <input type="text"/> | 4 | <input type="text"/> | 5 | <input type="text"/> | 6 | <input type="text"/> | 7 | <input type="text"/> | 8 | <input type="text"/> | Additional comments | <input type="text"/> | |
| 1 | <input type="text"/> | | | | | | | | | | | | | | | | | | | |
| 2 | <input type="text"/> | | | | | | | | | | | | | | | | | | | |
| 3 | <input type="text"/> | | | | | | | | | | | | | | | | | | | |
| 4 | <input type="text"/> | | | | | | | | | | | | | | | | | | | |
| 5 | <input type="text"/> | | | | | | | | | | | | | | | | | | | |
| 6 | <input type="text"/> | | | | | | | | | | | | | | | | | | | |
| 7 | <input type="text"/> | | | | | | | | | | | | | | | | | | | |
| 8 | <input type="text"/> | | | | | | | | | | | | | | | | | | | |

Please send all photos, diagrams or any other supporting documentation with this form to dadswelldj@fdrc.co.uk

All cargoes in excess of 45 tonnes or of unusual size, shape or configuration will require detailed lashing and lifting plans to be provided at least 48 hours prior to arrival. Such details to include scale drawings indicating dimensions, certified lifting points, centre of gravity and any eccentric loading points. Failure to provide such information within the specified timescale as indicated above may incur additional charges or could result in refusal to handle.