Port of Glensanda

Information Booklet



Main ship loading berth

V24 March 2026

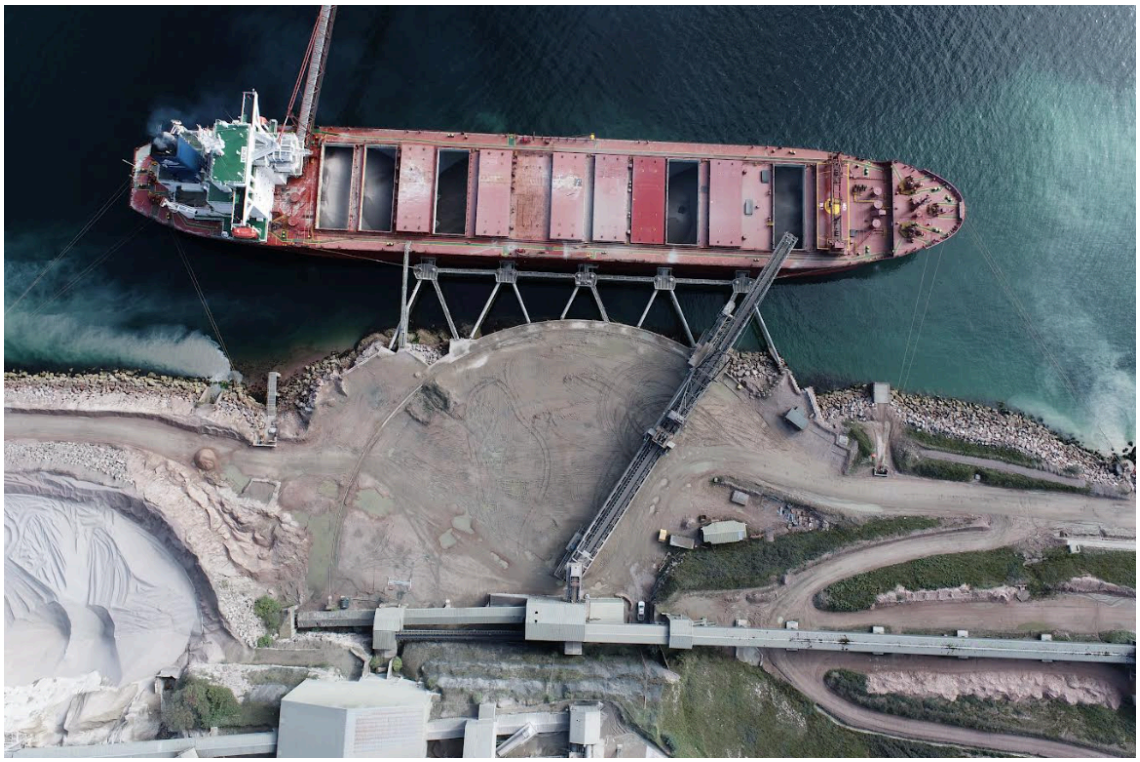
The Mariners Guide to Glensanda

Welcome to the Port of Glensanda. The following information is intended to help ensure that all activities carried out within the harbour are done safely, and with regard to the environment.

All operations are carried out in compliance with the Port Marine Safety Code and the Glensanda Harbour Byelaws. Please read the following information and take note of those sections that apply to you.

If you have any questions regarding any aspect of the Glensanda operation, please do not hesitate to contact me.

Gregor Hutchison
Harbour Master



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Contact Information

Port Authority	Holcin Uk Limited Rhugh Garbh Depot Barcaldine Oban PA37 1SE IMO Port Locode: GBGSA Facility no: 0001
Harbour Master, PFSO & Agency Manager	Gregor Hutchison Harbour Office: 01631 568110 Email: gregor.hutchison@holcim.co.uk Mobile: 07795 978110
Pilot	Duty pilot office Tel: 01631 568116 / 730537 Email: glensanda.shipping@holcim.co.uk
Shipping Agency	Morvern Shipping Agency Ltd Tel: 01631 568110 Email: glensanda.shipping@holcim.co.uk
Site contact for berthing & loading - 24 hour availability	**Berthing / loading crew Shift Manager** **Tel: 01631 568101 / 568130** **Mobile: 07483 190776** **Email:** glensanda.shipping@holcim.co.uk

For further information about Holcim UK Ltd, please visit our website:

www.holcim.co.uk

General Information

Harbour office working hours

As the Harbour Master is the only port staff member, their normal working hours are Monday to Friday 0800 - 1700. Outside of these hours the Harbour Master is available in an emergency. The best non-emergency means of communication is via email. The berthing / loading crew shift manager or their deputy are the main point of contact outside the Harbour Masters working hours.

Ship berthing / loading crew working hours

The berthing and loading crew are made up of quarry operatives, they maintain a 24 hour working pattern, the shift manager, their deputy and the ship loader operator will be your main points of contact when berthing and loading.

Ship Agency

Glensanda has its own in-house ship agency Morvern Shipping Agency Ltd. A list of agency fees are available. Contact details above.

Disbursement account

Glensanda Harbour is free D/A except for tugs, light dues and owners expenses.

Approaching the harbour for berthing

In general the harbour does **not** maintain a listening watch on VHF CH 14, especially outside of Monday to Friday office hours. All vessels over 8000 mt DWT, or 120m LOA will have a pilot on board, the pilot will be in contact with the shore crew. All other vessels should approach the berth where the shore crew will contact them and be ready

to take the lines. They are aware of your arrival time via daily ETA emails, and will monitor your progress on AIS. **It is essential to provide daily updates of your ETA by 0800 each morning, and also 12, 6 and 1 hr notice of arrival.**

All email communication must include the glensanda.shipping@holcim.co.uk address. All interested parties at Glensanda are included in this email.

Glensanda ship loading jetty

One berth only - In regular use by ships between 100 and 110,000 mt DWT. The jetty is 100m in length with 5 large Yokohama fenders with face panels. The berth has a swept depth alongside of 12.3m CD. **A minimum under keel clearance of 0.6m is required at all times.** The jetty is lit with flashing red light at each end (FL.R.4M). There are outer dolphins at either end for large vessels moorings.

Armour Stone Jetty

A smaller jetty used for the loading of armour stone up to 20t in size. The jetty is 70m long and is on 2 levels with fendering. The swept depth alongside is 5m CD. There is a rock bin on the upper deck for self loading

Purpose

To serve the loading and export of granite aggregates from the Holcim UK Ltd, Glensanda Quarry.

Location

On the Morvern Peninsula on the Western shores of Loch Linnhe at 56°34'N 05°32'W.

Access

There is no road or rail access to Glensanda. The only access is by sea. All visitors must come through our Rhugh Garbh depot at Barcaldine, which is 12 miles north of Oban on the A828 Oban to Fort William road.

Passage across Loch Linnhe on one of our passenger launches can be arranged for essential visitors through Morvern Shipping Agency Ltd. This must be booked in advance.

Health and safety

Safety is our number one priority. If ashore please follow any safety instructions you are given. Company standard PPE (Annexe X) must be worn at all times, this is a hard hat, safety glasses, hi viz top and trousers, lace up safety boots, gloves and a life jacket where required.

Due to the high silica content of our aggregate products, it is advised that crew should wear respiratory protection while loading is taking place.

Glensanda operates to the ISO 45001 standard for health and safety at work.
Facilities:

Unfortunately due to our remote location we have few facilities on offer, there is no fuel, no fresh water, no stores, no workshop and no repair facilities, the only commodity is the cargo we supply.

Glensanda is a poor choice for changing crew or visiting the ship due to the location and extra travel time from the nearest airports.

There are emergency first aid facilities available on site. Otherwise medical, dental and legal services are available in Oban, but the time taken to utilise them would probably delay the ships departure.

Notifications

Advance notice

A pre-arrival checklist (Annexe I) must be submitted to show the suitability of the vessel for loading solid bulk cargo, and confirmation that all equipment is in good working order.

At least 24 hrs prior to arrival, a CERS3 pre-arrival form must be submitted by email to glensanda.shipping@holcim.co.uk. This will be entered online by our agents to the Maritime & Coastguard Agency.

The CERS form can be downloaded from
https://www.gov.uk/government/publications/the-cers-workbook

Approaching vessels should send out a daily ETA by 0800 to allow the port to plan its operations. When nearing Glensanda all vessels should send a 12hr, 6hr and 1hr notice of arrival.

Customs

Separate arrival and departure declarations are required if arriving from / sailing outside the UK.

A FAL 1 General declaration, a FAL 5 & 6 crew list and a Maritime Declaration of Health (MDH) form should be emailed to glensanda.shipping@holcim.co.uk email address. Cargo export clearance is arranged by our agency directly with UK customs.

Port Security

The port complies with Chapter XI-2 of the SOLAS convention, and part A of the International Ship and Port Facility Security Code (ISPS Code) and has an approved port facility security plan (PFSP). The Glensanda port code is GBGSA, facility code 0001.

CERS3, FAL 1, 5 & 6 and MDH forms must be sent at least 24 hrs before arrival. A declaration of security will not be routinely issued, it is required only in certain specific circumstances. Should the Ship Security Officer (SSO) request one be issued this should be discussed with the Port Facility Security Officer (PFSO). **Failure to comply with advance notice security requirements may result in berthing / loading being delayed at the owner's expense.**

Communications

Email is the primary means of communication while ships are enroute to Glensanda, glensanda.shipping@holcim.co.uk **must** be copied into all emails, all interested parties at the quarry will receive emails sent to this address.

All vessels will be contacted prior to arrival by email with instructions to either proceed to the berth on arrival, or to go to the designated anchorage and await further instructions.

Arrival

When approaching the quarry all vessels that require a pilot will be contacted prior to arrival by the pilot, usually by email or phone to confirm pilot boarding arrangements, on final approach to the pilot boarding area the pilot will call on VHF ch 14.

Smaller vessels with no pilot requirement should stand off the main ship loading berth or armour berth until the berthing / loading crew shift manager or deputy makes contact on VHF ch 14, they are aware of your arrival time and they monitor AIS. As they are also quarry operatives they are often out of the office and work in a noisy environment, so they are not always able to monitor or receive radio or phone calls.

During loading operations all vessels should communicate with the ship loading operator on VHF ch 14 using the call sign “ship loader”.

Departure

Large vessels will have their agency documentation completed by the pilot on behalf of the agency.

Small vessels will have theirs completed by the agent ashore. They will sign all documents on behalf of the Master after agreement has been made on loaded tonnage, delays etc. This must be agreed by email with the agent prior to completion of the documents.

A port log should be completed and handed to the agent before departure or emailed to glensanda.shipping@holcim.co.uk with the departure report.

There are no charges for mooring services at Glensanda.

Environmental

Port waste facilities

There are no port waste facilities available at Glensanda due to the remoteness of our location, environmental and planning constraints. Our shipping agency can arrange, at owners expense, for a barge to attend for the transportation of waste from the vessel to the nearest suitable discharge facility on the mainland. The agent requires at least 72 hrs notice of intention to discharge waste. The waste must be in sealed waterproof containers, suited to the purpose of holding waste.

Glensanda takes due regard to MARPOL conventions in maintaining the marine environment. Waste declaration must be made on the CERS3 advance notice workbook submitted by email.

Glensanda cargo residue is not harmful to the marine environment. It is classed under MARPOL Annexe V as J. Cargo residues (Non-HME)

Prevention of pollution in Loch Linnhe

As the waters of Loch Linnhe contain many salmon and shellfish farms and are also worked by commercial fishing vessels, it is extremely important that visiting vessels cause absolutely no pollution of any kind in these waters.
The following instructions must be strictly adhered to whilst in Loch Linnhe, whether on berth or at anchor waiting to load:

1. Vessels must arrive with clean ballast water on board. The discharge of any dirty ballast water is strictly prohibited.

2. All cleaning of vessel holds, decks and self unloading systems, must be completed before the vessel arrives in Loch Linnhe. Under no circumstances must any previous cargo residues be washed or pumped into Loch Linnhe.

3. The pumping of any bilges is strictly prohibited whilst vessels are in Loch Linnhe.

The approaches to Glensanda pass through a Marine Protected Area (MPA) which is subject to extra environmental controls.

To sum up, this means that the Masters of all vessels must instruct their crews to take great care not to cause any pollution to the waters of Loch Linnhe by any substance.

Any spillage of oil or fuel into the loch must be reported immediately.

Glensanda operates to ISO 14001 environmental standard.

Navigation

Approaches

Through the Firth of Lorne when approaching from the South, and through the Sound of Mull when approaching from the North. Vessels are required to maintain a suitable passage plan. Chartlets of the area are shown in Annexe IX.

Vessels transiting the Sound of Mull

Following discussions with the Secretary of the local fishermen's association, all large vessels in ballast or loaded, transiting the Sound of Mull en route to and from Glensanda, are requested to broadcast a “Sècuritè” warning on VHF ch 16 when approaching Ardnamurchan Point from the North, and Craignure from the South. They should advise all vessels in the vicinity of their passage through the Sound of Mull. Your cooperation with this request will be greatly appreciated by the local fishing community operating within the Sound of Mull area.

Pilot Station

The pilot station is located at the Southern Harbour limits in position 56°31’N 05°35’W. First time visitors to the port will board the pilot here. Regular visitors may be given permission to approach closer for pilot boarding, this will be at the discretion of the Harbour Master, their deputies or the on duty pilot based on the prevailing circumstances and conditions at the time. **At no time should you proceed past the agreed pilot boarding point unless otherwise instructed to by the Harbour Master, their deputy or the duty Pilot.**

Pilotage

Pilotage directions are published on the company website. Pilotage is required for all vessels greater than 120m LOA or over 8000 mt DWT. Vessels less than 8000 mt DWT or under 120m LOA generally berth without a pilot

Pilot boarding arrangements must comply with SOLAS Reg V/23 and IMO Resolution A.1045 (27) (Annexe 11)

No vessel is to attempt to berth at the main or amour jetty until they have been given permission to do so by the Harbour Master, their deputy or the duty pilot.

There are no charges for pilot services at Glensanda, therefore pilot saving letters will not be issued.

Anchorage

Any size of vessel can anchor at the outer anchorage to the East of Lismore Island, around position 56°27.4'N 05°31.5'W in about 25m to 45m of water.

Vessels less than 10000 mt DWT can use an alternative anchorage 2.5 miles East of Glensanda Jetty, around position 56°34.2N 05°27.4W in about 25m of water.

In an emergency, larger vessels could also anchor to the South East of Glensanda around position 56°32.71N 05°30.42W in about 60m of water.

Weather

Invariably mild, the prevailing wind is South Westerly (parallel to the berth). Storms and severe gales are not unknown and Masters are cautioned to be prepared for sudden changes in weather conditions. Vessels must keep their machinery in a state of readiness unless the Harbour Master or their deputy has given specific permission for any immobilisation to be carried out.

Tidal stream

During spring ebb tides, a sluggish South Westerly current has occasionally been observed of up to about 1.25 knots, but for all practical purposes there is no appreciable tidal stream in the Harbour, except for a period of South Westerly gales which tends to build up the water in the Loch, and then when the wind veers or subsides, a continuous strong ebb tide running up to 3.5 knots can be experienced for about 24hrs.

Tide

Tides closely follow those of Oban standard port. The extreme tidal range is a little over 4m. It is noticeable that the high water level stands for about 90 minutes after each high tide, then can fall away rapidly.

Main jetty conditions

Depth at the berth

At chart datum there is 12.3m plus height of tide available. The Harbour Master requires a safe under keel clearance of 0.6m to be maintained at all times whilst at the berth. This gives us 11.7m plus height of tide to maintain UKC.

Density

Generally between 1.023 kg/l and 1.025 kg/l.

Swell

The Harbour is free of swell.

Sea state

A short choppy sea quickly arises in windy conditions making small boat work awkward, but of no consequence to larger vessels.

Working weather

Wind speeds in excess of 48 knots will prevent the operation of the shiploader. Heavy rain does not interrupt loading. The aggregate is not affected by fresh water.

Working hours

24 hours a day, every day except Christmas day and New Years day.

Manoeuvring

The Harbour Master and Duty Pilot will arrange a tug for large vessels when they consider this necessary - usually for ships over 15000 mt DWT without adequate bow

and stern thrusters. Smaller vessels will be assessed on a case by case basis, depending on the handling characteristics and availability and capacity of any thrusters.

It is important that vessels arrive at the pilot station with sufficient ballast to have their propellers immersed, to allow safe manoeuvring.

Large vessels can generally be berthed day or night, but may be kept waiting until daylight to berth in poor weather conditions. The Harbour Master and Duty Pilot use a measure of discretion in this respect.

Anchors have not previously been used whilst berthing or sailing as the berth was blasted out of solid rock, is deep, and the seabed rough and uneven.

Mooring arrangements

As per the attached plan in Annexe III showing normal moorings of 4/2/2 for a Panamax size vessel, Annexe IV Showing 2/1/1 for 120m vessel and Annexe V Showing 2/1 for a coaster.

Ships crew must keep moorings tight at all times.

Two line boats are used for running moorings to shore dolphins for vessels larger than 120m.

Mooring lines must not be heaved tight until the shore crew have indicated it is safe to do so, and they are clear of the snap back zone. See Annexe XI Hand Signals.

Heaving lines

To prevent personal injury to those receiving heaving lines, the “monkey's fist” should be made with rope only, and must not contain added weighting material. Safe alternatives include a small hi viz soft pouch, filled with fast draining pea shingle or similar, with a weight of no more than 0.5kg. Under no circumstances is a line to be weighted with items such as shackles, bolts, nuts or twist locks.

Access to and from vessels

A shore gangway is available for large vessels if sufficient space on deck is available, this can be lifted on with the ship loader. The shore gangway must be lashed to the ships rails/deck to keep it secure and prevent it being blown over in strong winds.

All other vessels must provide and tend access from the vessel to and from the jetty. A ladder is located on the middle fender to provide access for smaller vessels.

Any crewmember going ashore at Glensanda must comply with the Holcim UK Ltd PPE standards (Annexe X); hard hat, eye protection, hi viz top and bottoms, lace up safety boots and gloves. A life jacket must also be worn to pass between the ship and shore, while on the main jetty, or within 2 metres of the waters edge.

Cargo & Loading

Cargo

Crushed granite (aggregate) & rock armour, for full details of the cargo properties see the BCSN sheet in Annexe VII (aggregate) & Annexe VIII (rock armour).

Maximum aggregate particle diameter is 90mm.

The aggregate is carefully blended into an array of grades. Different grades must be given hold separation.

Aggregate stowage factors vary only slightly, a practical average is 1.5 tonnes per m^3 (23 cubic feet per long tonne).

Angles of repose also vary slightly, a practical average is 34 to 40 degrees.
Aggregate is used for making concrete, ballasting railways, surfacing roads and as landfill.

Glensanda also produces to order material up to 200mm for offshore applications, and rock armour for sea defences
Bill of Lading tonnage is determined by a belt weigher in the ship loading system, however this figure should be cross checked with the vessel's draft check.

Loading

Cargo is loaded by a single arm ship loader. The ship loader can span every corner of every hatchway of a 96,000 mt DWT Cape size bulker without having to move the ship. The loader has an air draft clearance of 21m above the highest tide.

Loading speeds of up to 6000 tonnes per hour are achievable, but this varies with grades and stockpiles. It usually takes 20 to 24 hours to load a cargo of 85,000 tonnes.

Minimum loading rates will apply for blended material such as Type 1, typically around 1200 tph.

Loading rates for offshore material are around 1000 tonnes per hour, armour stone varies depending on the vessel as they are self loading. We have seen rates between 200 and 400 tonnes per hour.

Control of the ship loader is maintained by the operator in the ship loader's crows nest. Communication can be made during loading with the loader operator on VHF ch 14.

Hold condition

Holds must be washed clean and be free of scale and all previous cargo residues. Prior to loading, the hold will be inspected for cleanliness. Washing with salt water is acceptable. Holds do not have to be completely dry for acceptance, puddles on tank tops can be overlooked.

Self discharging systems

Systems must be thoroughly washed clean of all previous cargo residues before arrival at discharge port.

Hatches

Hatches may have to be closed on completion of loading of some grades to prevent contamination. Masters will be instructed if this is the case.

Stevedore damage

Any damage caused to the vessel during ship loading operations must be reported to the loader operator / shift manager / Harbour Master immediately. The shift manager will complete a damage / incident report. Any major damage will be reported to the Maritime and Coastguard Agency.

Emergency Arrangements

Marine emergency

In the event of an emergency, follow your onboard procedures and contact the loader operator / shift manager / Harbour Master on VHF ch 14 or by telephone as soon as possible, and they will activate the Glensanda emergency plan.

Emergency services

Stornoway coastguard keeps watch on VHF ch 16 and if required will co-ordinate all available services throughout any emergency situation.

First aid

Limited first aid facilities are located on site at Glensanda, with qualified first aiders in attendance. Medical treatment will require evacuation to the nearest hospital in Oban or Glasgow. First aiders can be contacted via the loader operator / shift manager / Harbour Master.

History

Glensanda opened to shipping in August 1986, since then over 6,800 vessels have been loaded. The port's throughput tonnage is steadily increasing. Roughly 150 - 200 ships a year are loaded at Glensanda, the largest cargo to date being over 93,000 mt.

Tonnage shipped out per annum : Circa 6,000,000 mt.

Total tonnage shipped to the end of February 2026: 205,269,886 mt.

Annexe I

Checklist to show the suitability of loading bulk cargoes

M.V.

1. Cargo holds and hatch openings are suitable for cargo handling operations…….Y/N
2. Holds are clearly numbered on the hatch covers / coamings (e.g. 1-4) submit diagram of hatch layout……Y/N
3. Cargo hatch operating systems and safety devices are in good working order and used only for their intended purpose…..……Y/N
4. List indicating lights (if fitted) have been tested prior to arrival and are fully operational……..…Y/N
5. Loading instrument is certified and operational to carry out stress calculations during cargo handling operations…….Y/N
6. Propulsion and auxiliary machinery are in good working condition and fully operational……...……Y/N
7. Deck equipment for mooring and berthing operations are in good condition and fully operational……..…Y/N
8. Cargo holds have been cleaned out and there is no residue left from previous cargo……...…Y/N
9. Tank tops do not have an excessive amount of water on top of them which could affect the cargo……...…….Y/N

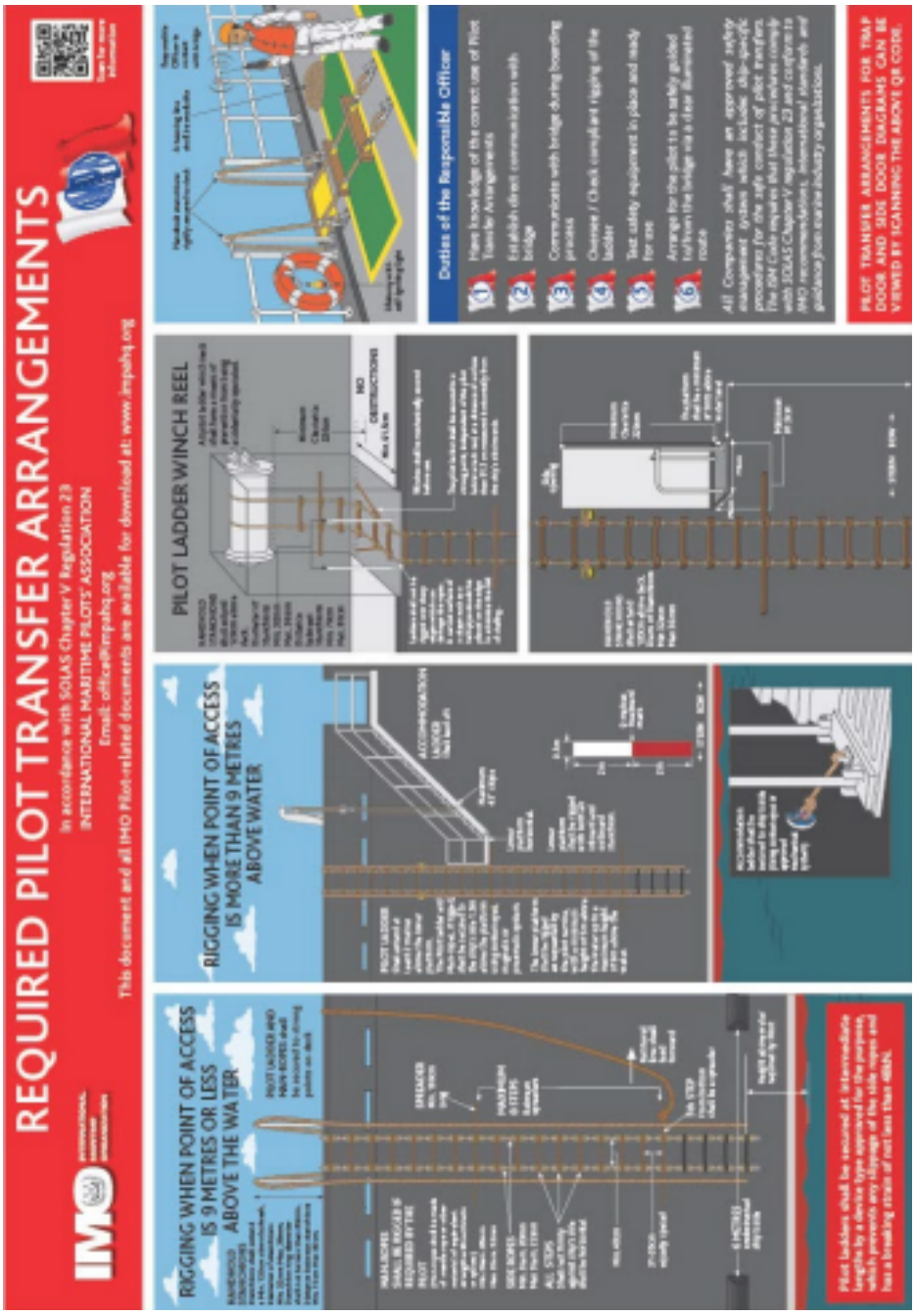
Signed: ……

Position: ……

Date: ……

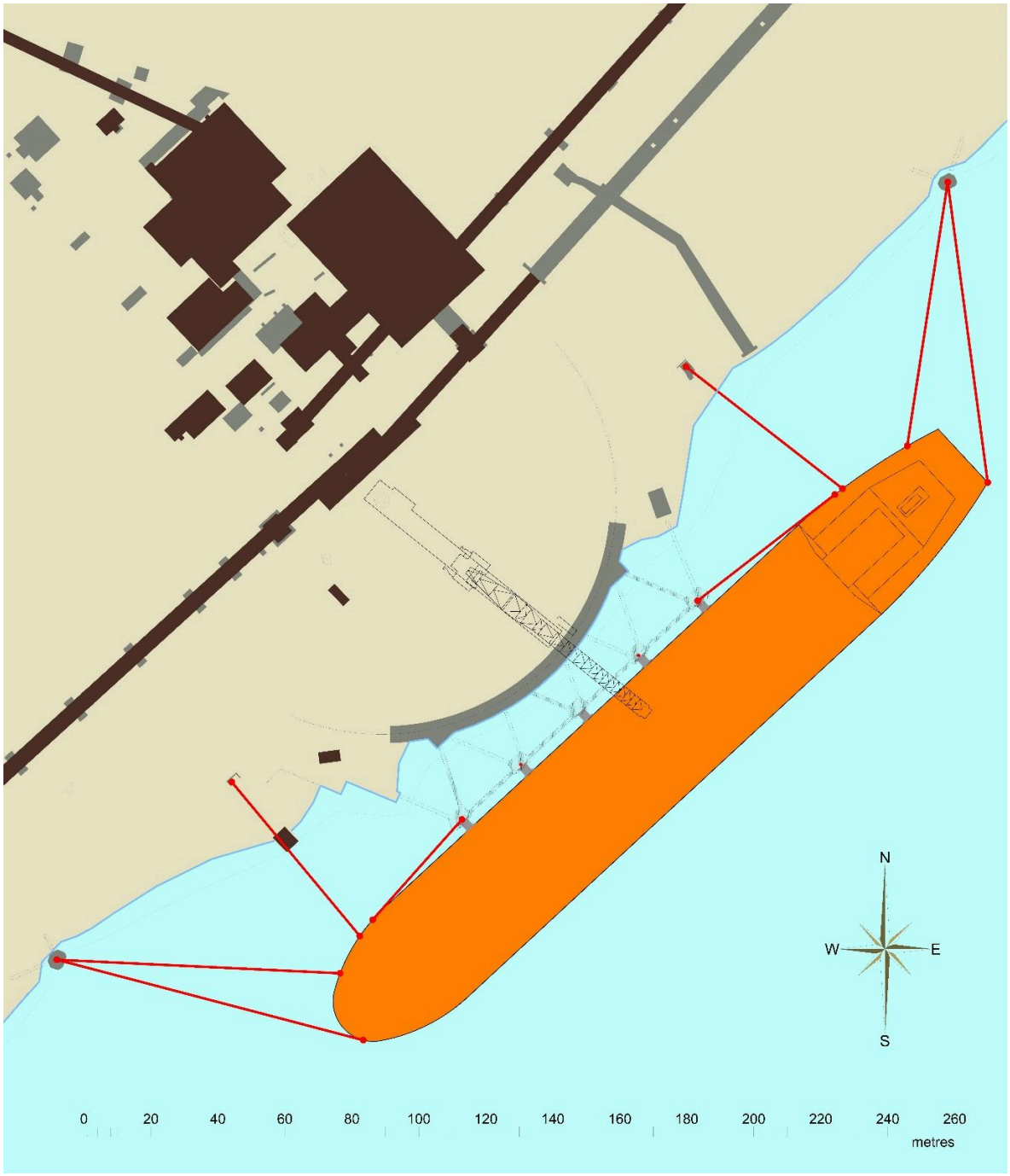
Annexe II

Boarding Arrangements



Annexe III

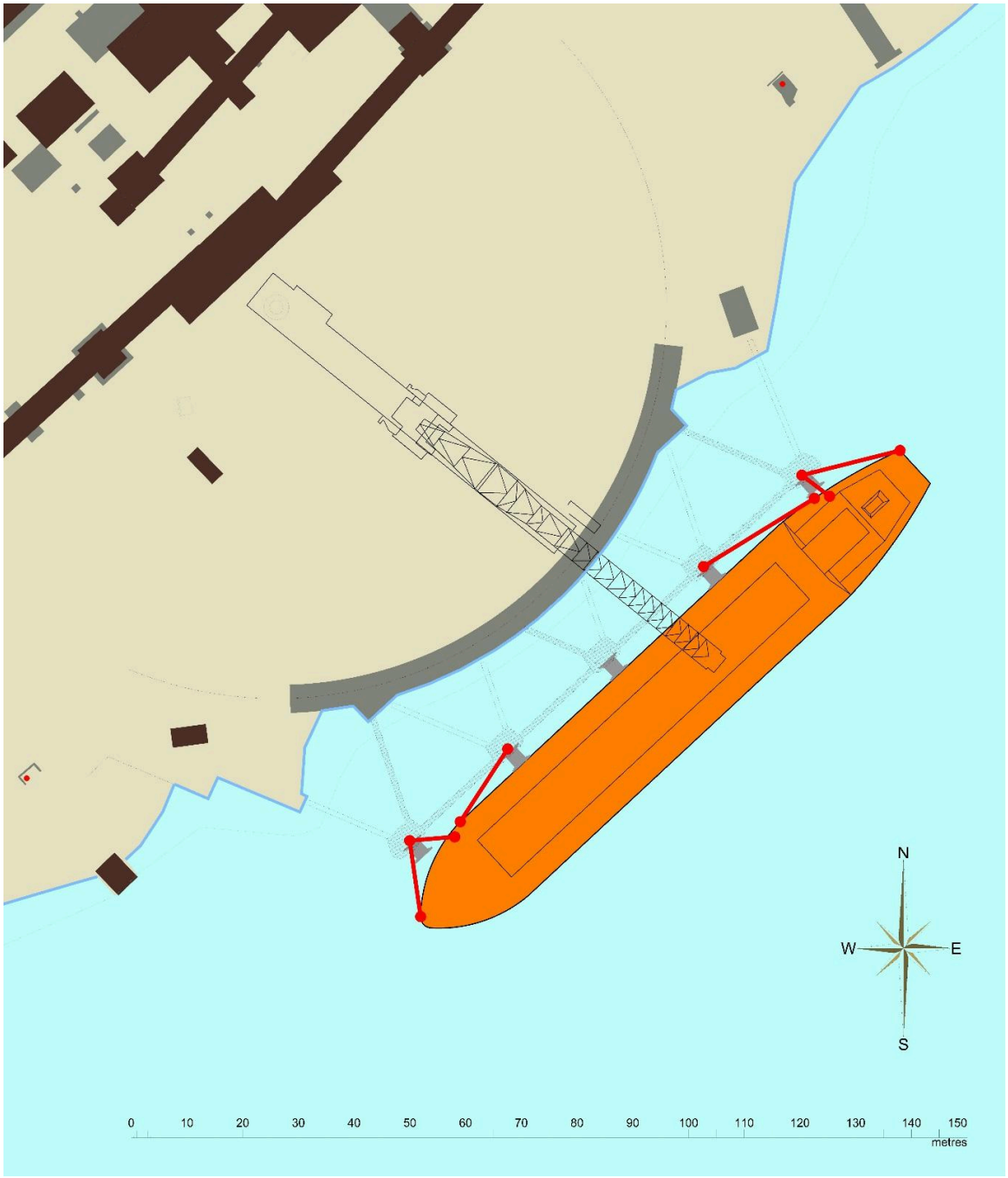
Jetty Plan - Berthing arrangement for Panamax size vessel



4 / 2 / 2 Arrangement

Annexe IV

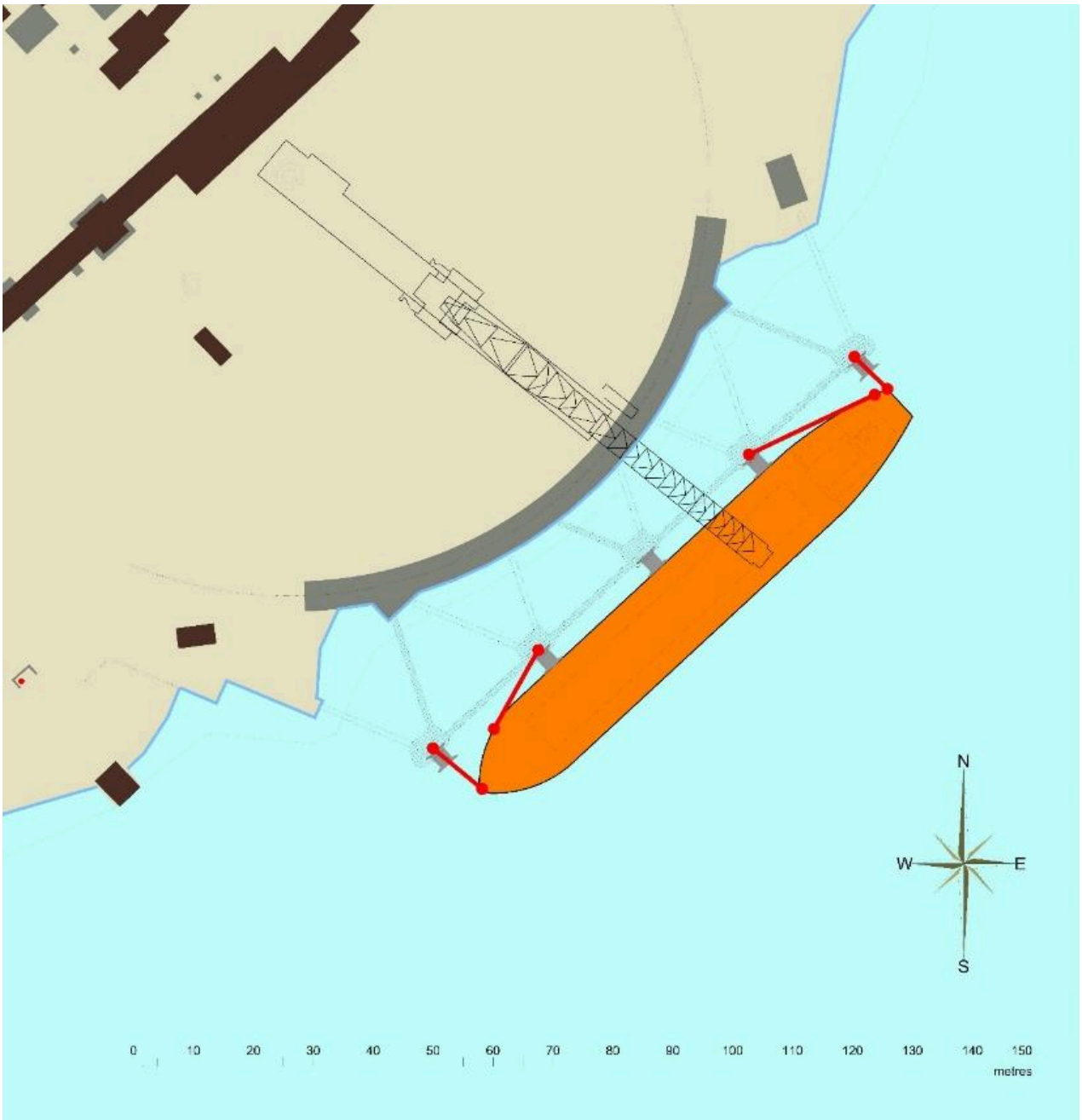
Jetty Plan - Berthing arrangement 120m vessel



2 / 1 / 1 Arrangement

Annexe V

Jetty Plan - Berthing arrangement 95m coaster



2 / 1 Arrangement

Annexe VI

Armour Berth



letty length = 70m

Depth 5.0m CD



M.V Edmy loading with spacer barge Searock1 in position

Annexe VII

BCSN Sheet - Stone chippings / Sand

MSA F006 V2 2nd August 2024

BCSN : Stone Chippings / Sand

Shipper : Holcim UK Ltd.	Bill of Lading number :
Consignee : Holcim UK Ltd.	Carrier : Holcim UK Ltd.
Name/Means of Transport : M.V.	
Port/place of departure : Glensanda, UK	
Port/place of destination:	
General description of the cargo : Bulk Granite Aggregates (Type of material/particle size) from 0 - 90mm maximum	Gross mass : Metric Tonnes

Specifications of bulk cargo : Granite Aggregate

Grade	Bulk Density (m/t per m³)	Angle of repose (°)	Moisture content (%) Average	Moisture content (%) Range
32 / 75 Railway Ballast	1.45	35	0.8	0.2 - 1.8
20 / 40 DS	1.47	35	0.9	0.5 - 1.5
2/22 DS, 2/22 + 2/16 mix, 4/20	1.47	35	0.9	0.5 - 1.5
2 /16 Washed	1.55	34	2.5	1.0 - 5.0
Straight Base	1.77	38	3.8	1.5 - 7.0
0 / 32,Type1,6F5, Base blends	1.77	38	3.8	1.5 – 7.0
0/4 CRFGranite/concrete sand	1.45	38	1.8	0.6 - 4.8
0 / 2 MP Washed Sand	1.25	40	9.4	5.1 - 12.2

Trimming procedures : Under direction of vessels' crew by mobile ship loader conveyor or by vessel excavator

Group of the cargo : Group C	Transportable moisture limit : Not Applicable Moisture content at shipment : As per table above

Relevant special properties of the cargo : These materials are not subject to liquefaction.

Granite has a high silica content, and is also highly abrasive. Appropriate precautions shall be taken to avoid inhalation and to protect machinery and accommodation spaces. It is recommended that persons who may be exposed to the dust of the cargo should wear dust filter masks and eye protection.

Regulatory information:

This product is not classified as dangerous in Europe. MARPOL Annex V "**NOT** harmful to the marine environment".

DECLARATION ***In the terms of IMSBC Code Section 7.2.2 the Granite Aggregates loaded at Glensanda are not subject to liquefaction. I hereby declare that the consignment is fully and accurately described and that the given test results and other specifications are correct to the best of my knowledge and belief and can be considered as representative for the cargo to be loaded.***	**Name / Status: Gregor Hutchison / Harbour Master** **Signature on behalf of shipper:** *Gregor Hutchison* **Date:**

Annexe VIII

BCSN Sheet - Rock Armour

MSA F007 V2 2nd August 2024

HOLCIM

BCSN : Rock Armour

Shipper : Holcim UK Ltd.	Bill of Lading number :
Consignee : Holcim UK Ltd.	Carrier : Holcim UK Ltd.
Name/Means of Transport : M.V.	
Port/place of departure : Glensanda, UK	
Port/place of destination :	
General description of the cargo : Granite Rock Armour	Gross mass : Metric Tonnes

Specifications of bulk cargo : Granite Rock Armour

Grade	Bulk Density (m/t per m³)	Angle of repose (˚)	Moisture content (%) Average	Moisture content (%) Range
0.1 - 3 tonne	1.65	30-40	<1%	0-2%
1 - 3 tonne	1.60	30-40	<1%	0-2%
3-6 tonne	1.60	30-40	<1%	0-2%
6-10 tonne	1.60	30-40	<1%	0-2%

Trimming procedures : Under direction of vessels' crew by mobile ship loader conveyor or by vessel excavator

Group of the cargo : Group C	Transportable moisture limit : Not Applicable Moisture content at shipment : As per table above

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Annexe IX

Charts of Glensanda Harbour and approaches

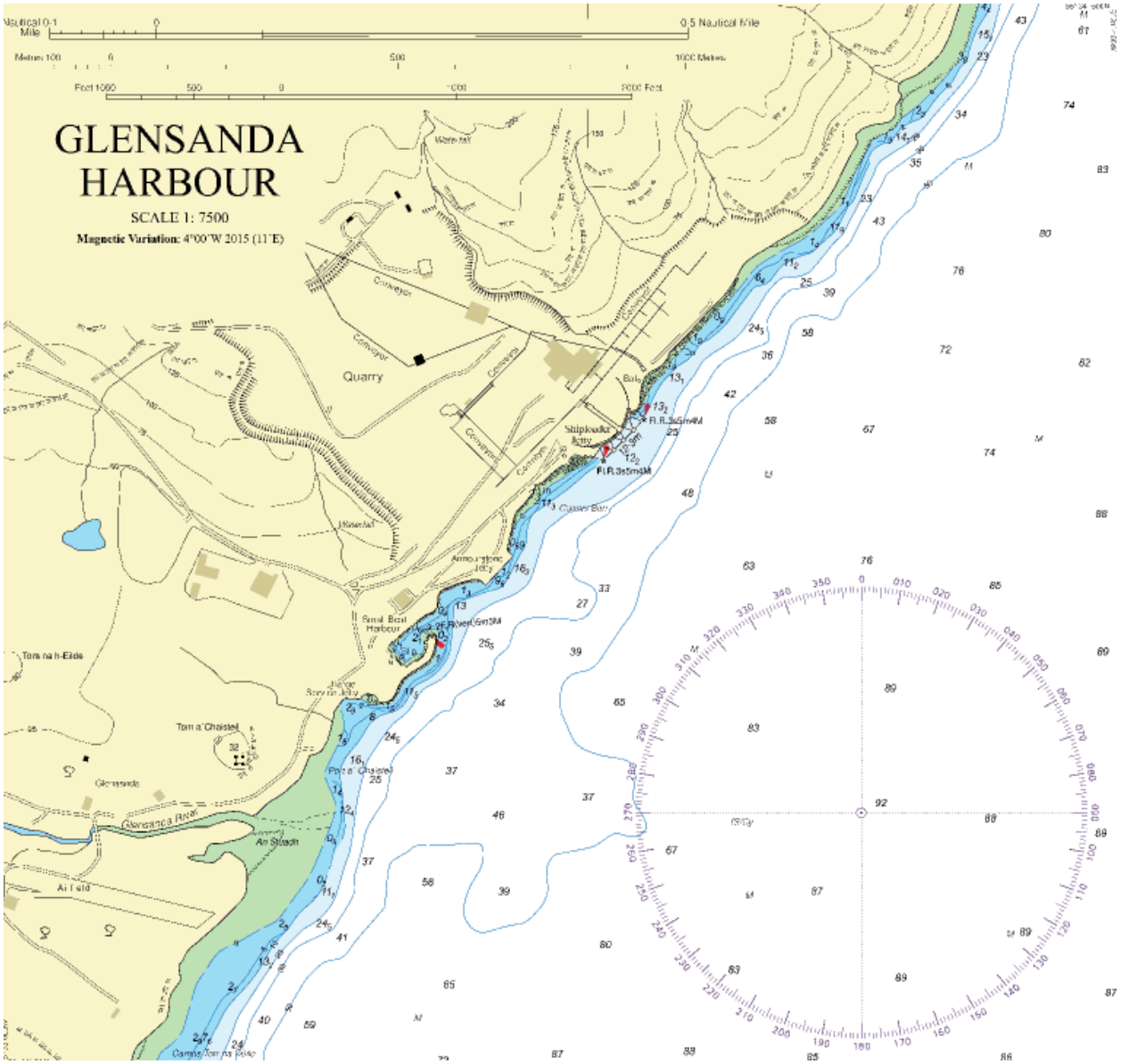
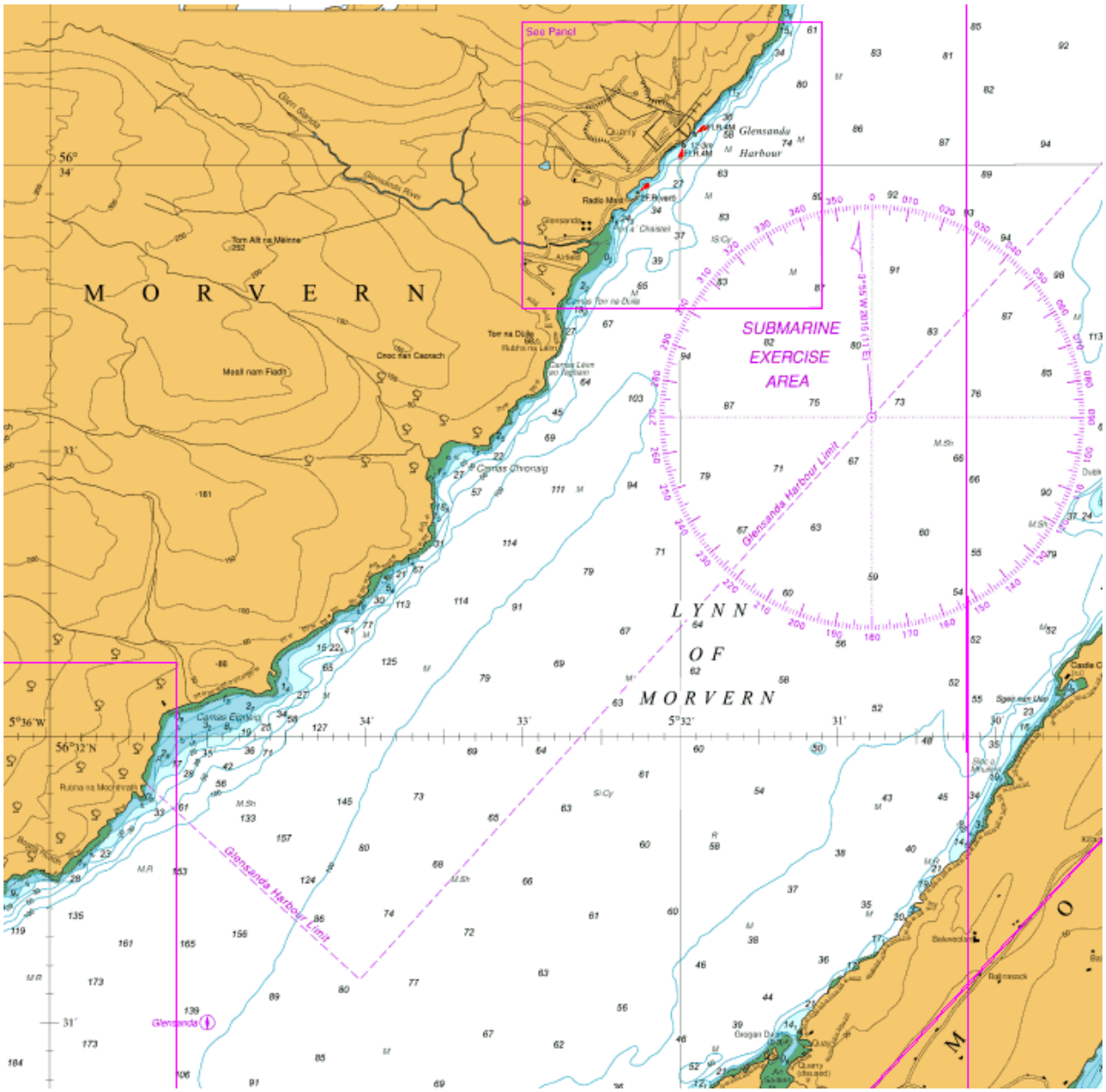
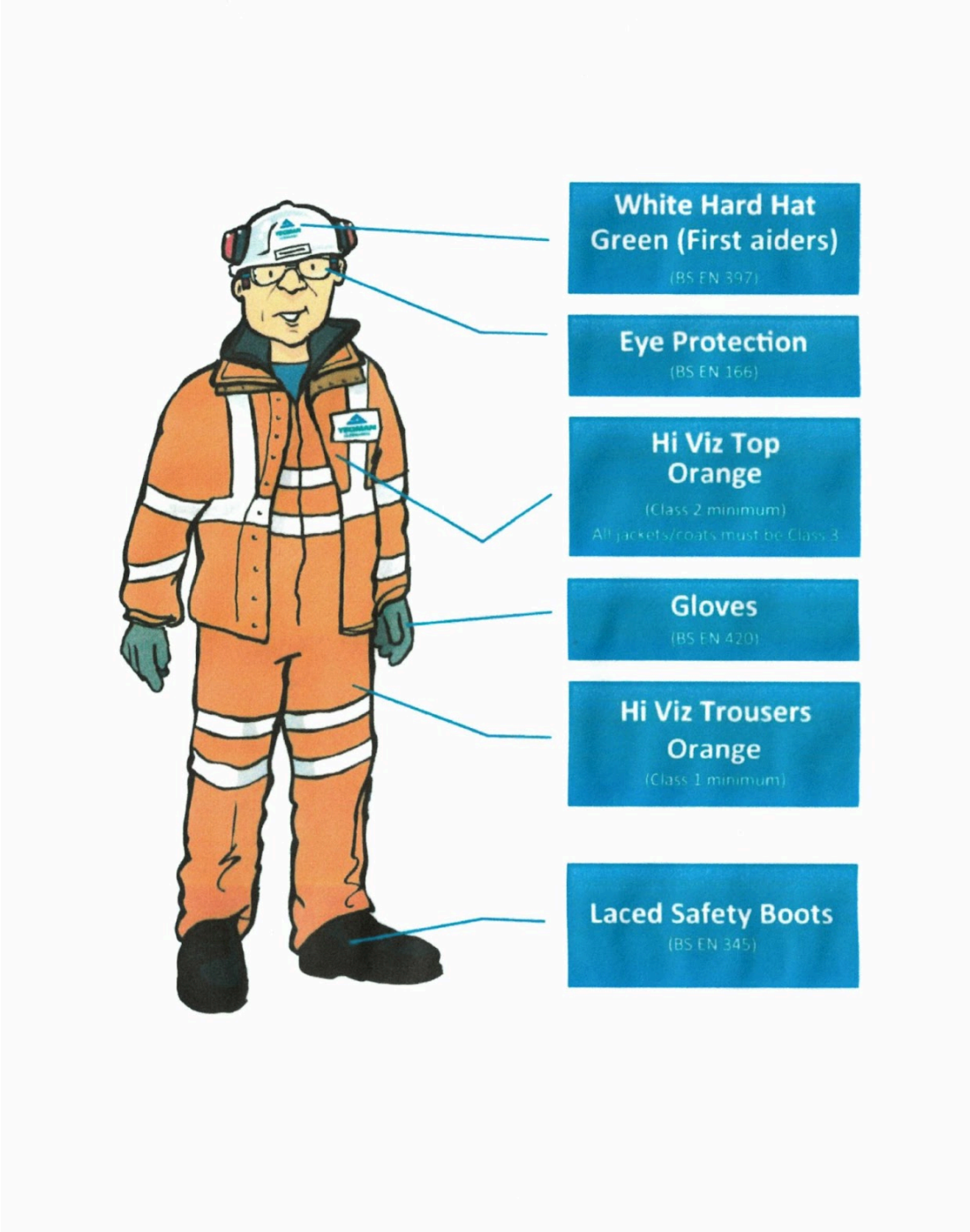


Chart 2389 Loch Linnhe Southern Part



Annexe X

Mandatory site PPE



Annexe XI

Hand Signals



Rotation of hand held up “Heave away”



Vertical up and down - “Slack off”



“Stop / hold on”



“Make / made fast”