

Eric Thiel

From: Loeuis, Michael [REDACTED]
Sent: Friday, May 22, 2020 12:41 PM
To: SSAA-JAX
Cc: Frank McBride [REDACTED]; WAF Operations Westfield
Subject: Grimaldi cargo instructions - Jacksonville
Attachments: Grimaldi Battery Disconnect instructions.docx; MCR0320 Final Load list 05_18_20.xlsx; RE: GGU0420 JAX TERMINAL LOG

Good day Travis,

Hope all is well with you and your family. The Hoegh Xiamen (PCTC) will be your first vessel that you will stevedore for Grimaldi. Vessel ETA will be June 2nd pm. We will look to work this vessel over the course of two days maximizing straight time as long as berth is available. Tentative schedule.

Wednesday 6/3 0800-1700

Thursday 6/4 0800-1500

Tentative load list will be about 1500 CVs and 25 H/H units. HTS will be the middle port on the rotation.

As usual, please remind the labor of the Grimaldi stowage standards and ensure everyone follows during the operation:

- Bumper to Bumper – max 12” between bumpers
- Side to side - max about a fist between mirrors (approx. 3 inches)
- Foldable mirrors need to be folded
- Vehicles clear off the yellow walkways
- Please remind the drivers to have key loops hung around the rearview mirrors, emergency breaks pulled, windows rolled up, lights turned off and engine hood popped prior to exiting the vehicles
- See attached instructions for the battery disconnect people

Lashing

- All POVs should be lashed from last part of the tire rim to the deck. 2 x 2 lashing required normally. When unit parked on ramp or burton then lashing needs to be 3 x 3
- All Factory new units need to be lashed using the web lashing wrapped around the tire rim or from the vehicle lashing point. No metal to metal contact
- Standard SPV we can use web lashing or chains and binders. Standard SPVs require 2 x 2 lashing. Any standard SPV stowed on ramp would then require 3 x 3 lashing
- Large standard SPVs and non-standard SPVs such as combo trailers, motor graders, compactors, etc. should be lashed with 4 x 4 lashing
- All construction and oversized units such as bull dozers, excavators, grove cranes, etc. should be lashed with 5 x 5 lashing

Exterior Stowage

On our ConRo vessels we have exterior deck 12 and weather deck were we load cargo. All units loaded on these exterior decks must have windows closed. If unit's window does not close then they can load on the exterior deck. Alternate inside stowage would be required.

Factory New Units

- When we have factory new units on the load list, make sure to place Grimaldi POD port stickers on the plastic covering on the hood. You will need to place Grimaldi POD stickers on these units during pre-assembly. Grimaldi port stickers are kept in HTS office.
- All Factory new units need to be lashed using the web lashing wrapped around the tire rim or from the vehicle lashing point. No metal to metal contact

Pre Load List

Currently we try to give the main load list out a few days before vessel so that HTS can start to prestage units. As we receive more clearances each day we will provide you with an addon list. I am not going to lie and say we don't make last minutes cuts or changes to the load list, but we will try our best to minimize changes. When we send a load list with any addons, the first tab will reflect the entire load list, each tab after that we reflect the specific addons or cuts requested. See attached example of load list given to the terminal.

Final Load List

I am not sure how you record the final load list, but when we receive a final load list, Grimaldi requires three tabs on the spreadsheet. Tab 1 – Recap tab; Tab 2 – Complete load list of everything that loaded also identifying which units you loaded as tow and forklift which we will need to match for billing; Tab 3 – Cut tab listing units that did not load and why they did not load. See attached example we used to get from APS.

Please note that I can't stress enough the importance of battery disconnect. Please ensure to have battery caps and adequate mechanics ordered to keep up with production.

Please review and advise if you have any issues or need to set up a conference call to review anything. I plan to attend the Hoegh Xiamen operation.

Michael Loeuis | Ops Mgr NE WAF Svc | **Grimaldi Lines** - Atlantic Container Line

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Grimaldi Battery Disconnect Procedures

Grimaldi requires that the **Negative** battery cable be disconnected from all POVs (runner, non-runner, and forklift) and H/H units loaded onto Grimaldi vessels and Grimaldi charter vessels. Factory new units are not required to have battery disconnected. Only used units are required to have battery cable disconnected. This policy will take effect on Monday 2/3. This is not negotiable. In Jacksonville, Port Storage will disconnect the batteries on forklift units. Stevedores will still have to disconnect the battery terminals on all runners and non-runners stowed on the vessel. Please ensure that our rules are followed with batteries being disconnected during the operation.

Please order additional labor "Battery Brigade" needed to try and keep up with your normal loading production. Grimaldi also wants SSA to provide the necessary parts and material required to perform this task. SSA can invoice material required to complete function.

Instructions

- Battery Brigade labor have a tool kits with wrenches, grease marker, electrical tape, and battery terminal caps.
- Parker parks unit into stow as usual
- **Driver parks units and releases hood**
- **Next car is put into stow and driver releases hood**
- Battery Brigade are following behind with disconnecting negative cable from battery post and tucking it away from battery terminal
- Battery Brigade then cover battery post with the battery cap
- If cap does not fit over battery post, then they are using the tape to wrap the disconnected battery cable
- After battery cable is disconnected and hood shut, mark unit with grease marker identifying battery was disconnected.

Parts

We are using Cat Part # 9U7076, which is actually slightly larger than a negative terminal, it is large enough to fit the larger deep cycle battery terminals, but snug enough that it isn't too loose on a regular battery terminal.

Cat Part # 9U7074 is a perfect fit for a negative terminal found in 99% of the cars, we actually will probably order these next time and keep some of the larger caps we already have on hand for the odd battery that has a larger terminal."

