

Barge Jetty 2

Ship types		
Ship type(s)		Barge
Vessel berth compatibility criteria		
Berth type		T shape jetty
Hose / loading arm		Loading arm
Max. draft	[m] / [ft]	6 / 20
Max. LOA	[m] / [ft]	135 / 442,9
Max. beam	[m] / [ft]	21,5 / 70,5
Max. DWT	[tonnes]	5.500
Max. arrival displacement	[tonnes]	8.500
	Max.[m]	5,5
Max/min manifold height between ship and jetty deck (relative to NAP)	Min.[m]	-0,25
Min distance bow to centre manifold	[m]	50
Min distance stern to centre manifold	[m]	50
	Max.[m]	5,6
Max/min distance manifold to rail	Min.[m]	1,5
Min height manifold to deck/drip tray	Min.[m]	na
Parallel mid body (PMB)	[m]	na
PMB aft/forward	[m]	na
Berth specifications		
Construction		Reinforced concrete
Fendering type		Piled wood fendering
Approach speed	[m/s]	0.2 (0.65 ft/sec)
Double banking allowed		Yes
Max. DWT combined during Double banking	[tonnes]	5.500
Bottom type		Sand/mud mixture
Krane SWL [tonnes] (if applicable)	[tonnes]	na
Vapour recovery system		No VRU, Stack available
Gangway range relative to NAP (if applicable)	[m]	na
Design wind conditions gangway	[knots]	na

Weather precautions

Measures which will be taken during irregular weather conditions:

When a weather alarm is given the crew vessel will be notified 3 hours in advance of the forecasted weather.

At force 8 (17,2-20,7m/s or 34-40 knots) the manipulating will be stopped and the loading arms will be disconnected.

During double banking the same measures will be taken at force 7 (13,9-17,1m/s or 28-33 knots)

If lightning is in close proximity of the terminal all manipulations are stopped

Maximum bollard loads



Max. bollard force	[tonnes]
B2.1	20 (200 kN)
B2.2	20 (200 kN)
B2.3	20 (200 kN)
B2.4	100 (1000 kN)
B3.1	100 (1000 kN)
B3.2	100 (1000 kN)

Loading arm size

Loading arm	Size
1	8"
2	8"
3	8"
4	8"