

Barge jetty 1 east

Ship types		
Ship type(s)		Barge
Vessel berth compatibility criteria		
Berth type		Finger jetty
Hose / loading arm		Loading arm
Max. draft	[m] / [ft]	6 / 20
Max. LOA	[m] / [ft]	110 / 360
Max. beam	[m] / [ft]	11,4 / 37
Max. DWT	[tonnes]	5.000
Max. arrival displacement	[tonnes]	8.000
	Max.[m]	4,8
Max/min manifold height between ship and jetty deck (relative to NAP)	Min.[m]	0
Min distance bow to centre manifold	[m]	50
Min distance stern to centre manifold	[m]	50
	Max.[m]	6
Max/min distance manifold to rail	Min.[m]	3
Min height manifold to deck/drip tray	Min.[m]	0,4
Parallel mid body (PMB)	[m]	na
PMB aft/forward	[m]	na
Berth specifications		
Construction		Reinforced concrete
Fendering type		Piled Steel/wood fen
Approach speed	[m/s] / [ft/sec]	0.2 (0.65 ft/sec)
Double banking allowed		Yes
Max. DWT combined during Bouble banking	[tonnes]	5.000
Bottom type		Sand mud mixture
Krane SWL [tonnes] (if applicable)	[tonnes]	na
Vapour recovery system		Yes
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]
W1.1	45 (450 kN)
W1.2	45 (450 kN)
W1.3	10 (100 kN)
W1.4	45 (450 kN)
W1.5	10 (100 kN)
W1.6	10 (100 kN)
W1.7	10 (100 kN)
W1.8	10 (100 kN)
W1.9	10 (100 kN)
W1.10	45 (450 kN)
W1.11	10 (100 kN)
W1.12	10 (100 kN)
W1.13	10 (100 kN)
W1.14	10 (100 kN)
W1.15	10 (100 kN)
W1.16	45 (450 kN)
O	no info*

* not used for mooring

Loading arm size

Loading arm	Size
1	8"
2	8"