

## Barge jetty 2 east

|   |                  |                      |
|---|------------------|----------------------|
| <b>Ship types</b>   |                  |                      |
| Ship type(s)  |                  | Barge                |
| <b>Vessel berth compatibility criteria</b>                            |                  |                      |
| Berth type  |                  | Finger jetty         |
| Hose / loading arm  |                  | Hose                 |
| 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]              | na                   |
| Min distance stern to centre manifold                                 | [m]              | na                   |
|   | Max.[m]          | na                   |
| Max/min distance manifold to rail                                     | Min.[m]          | na                   |
| Min height manifold to deck/drip tray                                 | Min.[m]          | na                   |
| Parallel mid body (PMB)   | [m]              | na                   |
| PMB aft/forward   | [m]              | na                   |
| <b>Berth specifications</b>   |                  |                      |
| 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 Double banking                               | [tonnes]         | 5.000                |
| Bottom type   |                  | Sand mud mixture     |
| Krane SWL [tonnes] (if applicable)                                    | [tonnes]         | 0,8                  |
| Vapour recovery system  |                  | No                   |
| 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]    |
|--------------------|-------------|
| W2.1               | 45 (450 kN) |
| W2.2               | 45 (450 kN) |
| W2.3               | 10 (100 kN) |
| W2.4               | 45 (450 kN) |
| W2.5               | 10 (100 kN) |
| W2.6               | 10 (100 kN) |
| W2.7               | 10 (100 kN) |
| W2.8               | 10 (100 kN) |
| W2.9               | 10 (100 kN) |
| W2.10              | 45 (450 kN) |
| W2.11              | 10 (100 kN) |
| W2.12              | 10 (100 kN) |
| W2.13              | 10 (100 kN) |
| W2.14              | 10 (100 kN) |
| W2.15              | 10 (100 kN) |
| W2.16              | 45 (450 kN) |
| Q                  | no info*    |

\* not used for mooring