

Sea jetty 1

Ship types		
Ship type(s)		Vessel
Vessel berth compatibility criteria		
Berth type		T shape jetty
Hose / loading arm		Hose
Max. draft	[m] / [ft]	11,89 / 39
Max. LOA	[m] / [ft]	185 / 607
Max. beam	[m] / [ft]	32 / 105
Max. DWT	[tonnes]	70.000
Max. arrival displacement	[tonnes]	90.000
	Max.[m]	na
Max/min manifold height between ship and jetty deck (relative to NAP)	Min.[m]	na
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
Berth specifications		
Construction		Reinforced conc
Fendering type		Piled wood fend
Approach speed	[m/s] / [ft/sec]	0.15 / 0.486
Double banking allowed		Yes
Max. DWT combined during Double banking	[tonnes]	70.000
Bottom type		Sand/mud mixt.
Krane SWL [tonnes] (if applicable)	[tonnes]	0,8
Vapour recovery system		No VRU, Stack
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:

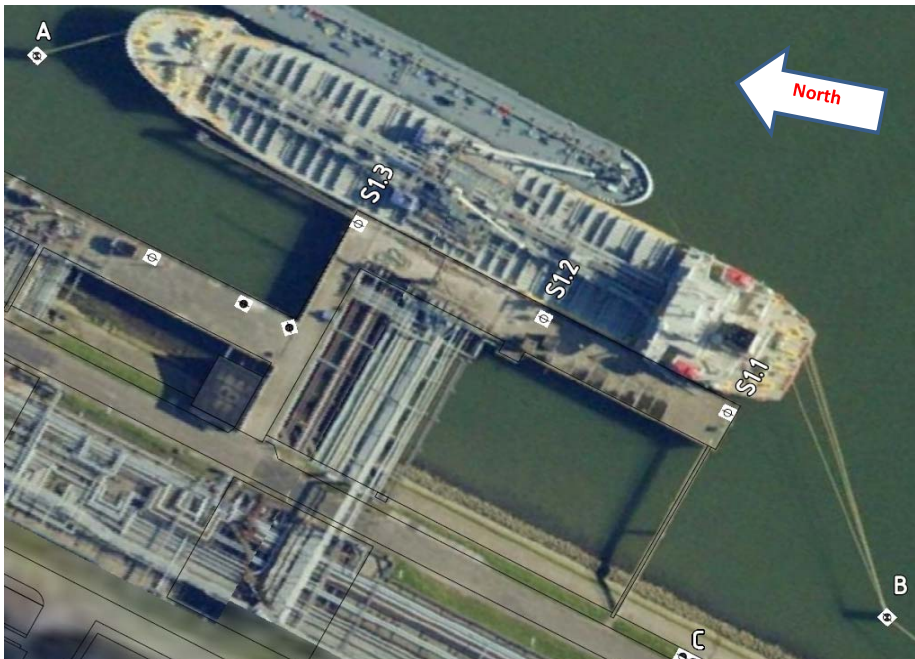
When a weather alarm is given the crew vessel will be notified 3 hours in advance of the forecasted weather.

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]
S1.1	100 (1000 kN)
S1.2	100 (1000 kN)
S1.3	100 (1000 kN)
A	80 (800 kN)
B	80 (800 kN)
C	260 (2600 kN)