

Sea jetty 2

Ship types		
Ship type(s)		Barge/Vessel
Vessel berth compatibility criteria		
Berth type		T shape jetty
Hose / loading arm		Loading arm
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]	17,5
Max/min manifold height between ship and jetty deck (relative to NAP)	Min.[m]	-0,4
Min distance bow to centre manifold	[m]	na
Min distance stern to centre manifold	[m]	na
	Max.[m]	8
Max/min distance manifold to rail	Min.[m]	4
Min height manifold to deck/drip tray	Min.[m]	0,39
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] / [ft/sec]	0.15 / 0.486
Double banking allowed		Yes
Max. DWT combined during Double banking	[tonnes]	70.000
Bottom type		Sand/mud mixture
Krane SWL [tonnes] (if applicable)	[tonnes]	0,8
Vapour recovery system		No VRU, Stack available
Gangway range relative to NAP (if applicable)	[m]	min. -3,0 max.+ 14,5
Design wind conditions gangway	[knots]	max. 42

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.

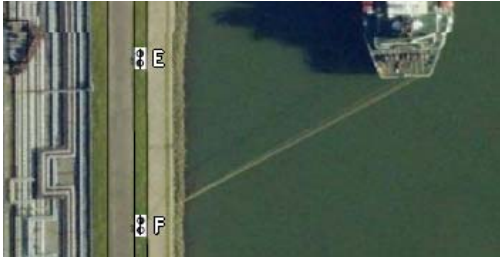
At force 8 (17,2-20,7m/s or 34-40 knots) the manipulating will be stopped and the loading arms will be disconnected.

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]
S2.1	100 (1000 kN)
S2.2	no info*
S2.3	100 (1000 kN)
S2.4	no info*
S2.5	100 (1000 kN)
S2.6	no info*
S2.7	100 (1000 kN)
B	80 (800 kN)
C	260 (2600 kN)
D	260 (2600 kN)
E	260 (2600 kN)
F	260 (2600 kN)

* Do not use these bollards

Loading arm size

Loading arm	Size
1	8"
2	8"
3	8"
4	10"
5	10"