



BERTH DATA SHEET



FINNART OCEAN TERMINAL – LOCH LONG

PARTICULARS/BASIC INFORMATION

Admiralty Chart No.	3746 Plan B	Survey Drawing No	HM-
Min. Depth Alongside	Jetty 2 17.4m Jetty 3 24.7m	Fendering	Rubber tanker fendering
Quay Design	Piled jetty	Avg Water Density	1016 kg/m ³
Latitude	56°07.00'N	Longitude	004°50.00'W
Quay length overall	Berth 2 (product) 100m Berth 3 (crude) 135m	Eastings/Northings	386011,6220578
No of berths	2	SWL Bollards	75T
Max vessel LOA	101,600 DWT Jetty 2 335,000 DWT Jetty 3	Avg bollard spacing	
Max vessel beam	N/A	Line of the berth	Berth 2 = 191° Berth 3 = 224°
Air Draught restrictions	76m Power cable in Loch Long	Quayside SWL	
ISPS Status	Compliant	Height of cope edge*	

*from Chart Datum

QUAYSIDE FACILITIES – BY PRIOR ARRANGEMENT

Fresh Water	No	Shore Power	No
Port Waste	On arrangement	Cranes	No

TIDAL INFORMATION – BASED ON Greenock

HAT	4.5m	MHWS	3.4m
MHWN	3.0m	MLWN	1.0m
MLWS	0.3m	LAT	-0.3m
Comments			

BERTH OPERATOR

NAME	Ineos	CONTACT DETAILS	01436 810381
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COMMENTS:

Mooring - Berth 2 = 2+2+2, Berth 3 = 3+2+2

Finnart Marine Guidelines require minimum 0.5nm visibility for berthing/unberthing.

KHM General Direction - Minimum visibility for all towage operations is 400m or the assisted vessels length if greater, and such that the Master/Pilot can see the tug and the Tug Master can see the towed vessel bridge.

Refer Clydeport Towage Matrix for tug requirements.

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Jetty 3 currently has VLCC "Australis" alongside. Crude tankers berth PST 2+2+2 for STS. Yokohama fendering is used. Daylight only berthing.