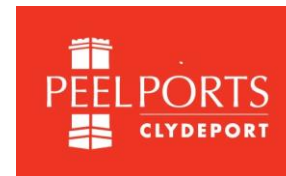


BERTH DATA SHEET

ROTHESAY DOCK FUEL TERMINAL - CLYDEBANK



PARTICULARS/BASIC INFORMATION

Admiralty Chart No.	2007 Plan B	Survey Drawing No	HM-1013-1
Min. Depth Alongside	Refer Survey Drawing	Fendering	Yokohama fenders
Quay Design	Solid concrete	Avg Water Density	1006.6 kg/m ³
Latitude	55° 53.55'N	Longitude	004° 23.86'W
Quay length overall	127m	Eastings/Northings	412591, 6194998
No of berths	1	SWL Bollards	
Max vessel LOA	160m	Avg bollard spacing	25m
Max vessel beam	23m	Line of the berth	122°/302°
Air Draught restrictions	Erskine Bridge	Quayside SWL	
ISPS Status	Compliant	Height of cope edge*	6.93m

*from Chart Datum

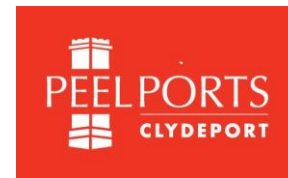
** up to 49.8m from MHWS unrestricted, up to 53.3m from MHWS 3 months' notice

QUAYSIDE FACILITIES – BY PRIOR ARRANGEMENT

Fresh Water	No	Shore Power	No
Port Waste	Yes	Cranes	No

BERTH DATA SHEET

ROTHESAY DOCK FUEL TERMINAL - CLYDEBANK



TIDAL INFORMATION – BASED ON Clydebank

HAT		MHWS	4.8m
MHWN	3.9m	MLWN	1.8m
MLWS	0.7m	LAT	
Comments			

BERTH OPERATOR

Interterminals	01414358000
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COMMENTS:

Rothesay Dock Fuel is used for the import of refined fuels

Berth 5 is not normally used as it is obstructed by the Fire Water Pump house for the fuel terminal

Max draught 8.7m, may arrive at this draught but must be able to discharge to the berth design depth of 6.7m by LW (+HoT)

Vessels will enter the river 3 hours before HW Glasgow, thus their ETA at Cumbrae Pilot Station should be 5 hours before HW Glasgow. On sailing it is recommended to avoid the first hour of the flood. Vessels of over 100m will normally depart at half flood Glasgow.

TIDAL RESTRICTIONS

LOA	ARRIVAL	DEPARTURE
<= 100m	Berth on flood tide	Avoid last 2hrs of ebb tide
100m to 120m with bow thruster	Arrive off Rothesay Dock 1hr before HW Glasgow	Sail 3hrs either side of HW Glasgow
>=120m	Arrive off Rothesay Dock 1hr before HW Glasgow	Sail 3hrs before HW Glasgow

Refer to Clydeport Towage Matrix for guidance on tug requirements