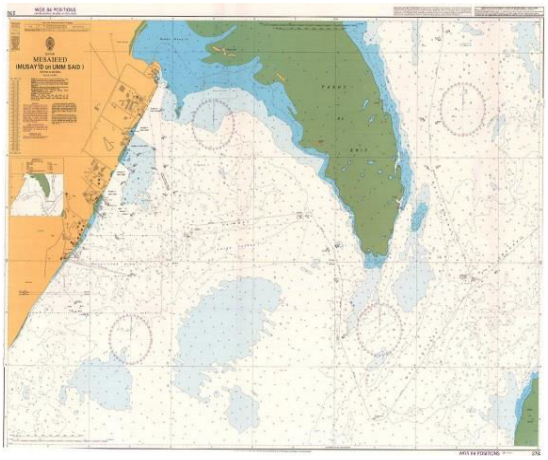
MESAIEED PORT

INTRODUCTION:

Mesaieed Port is located in a natural bay about half way south on the east coast of the State of Qatar, approximately 45 km. south of Doha. Mesaieed Port lies in the industrial heartland of the country and is the premier Port in the State of Qatar providing services to Petrochemical, metallurgical plants and construction related industries through 29 active berths.

PORT LIMIT

Mesaieed Port limits are between Lat. 24°50' N and Lat. 025°14' N; and from 5.5 km from the eastern coastline to Long. 051°48.50' E. The port is located in a natural bay on the East coast of the State of Qatar, approximately 45 km. south of Doha. Mesaieed Port limits include the Inner Harbour and the Outer Channels to the Mesaieed Approach Buoy.



NAVIGATIONAL INFORMATION

- Time Zone : GMT+ 3
- Admiralty Pilot: No.63
- BA Chart No. : 3787 & 3783
- Tide table :ATT 3
- Working hours: 24 / 7
- Admiralty List of Lights and Fog Signals D (NP77)
- CHARTS/ECDIS & NAUTICAL PUBLICATIONS :
  Chart BA 3783 – MESAIEED (Musay'id or Umm Said) and;
  Chart BA 3787 – Approaches to Mesaieed and Doha (AD Dawhah)
  Chart BA 3950 - Mesaieed (Musay'id or Umm said) to Ras Laffan.
  ECDIS may be accepted as meeting the chart carriage requirement.
- DENSITY: The relative density of seawater in Mesaieed Harbour ranges from 1.030 to 1.035.

PORT FACILITY

- Four Pilot boats at cruise speed 27 knots.
- Eight Tugboats of 80t x 2, 55tx 4, 35t x 2 BP at cruise speed 12 knots.
- Six Mooring boats at cruise speed 10 knots.
- One Service boat at cruise speed 21 knots.
- ISPS Level – 01 (One)
- 24 hrs. Pilotage services.

COMMUNICATION

- All communications shall be in English language.
- All communication with Port Control (VTS) can be maintained on Ch-16 and Ch-11 which is available 24 hours/day for communications and on following numbers +974 4013 8502/03.
- PORT WORKING HOURS: The Port working hours are 24 x 7.

فيرست للشحن
First Shipping

OTHERS:

- MARPOL : current limit for Sulphur content of fuel oil is 3.50% mm in Mesaieed Port, and will be required to attain 0.50% m/m on and after 1 January 2020.
- GARBAGE DISPOSAL: Collection of garbage (inert and domestic (non -hazardous) wastes) are available at selective cargo berths and small craft jetty.
- Collection of inert and domestic (non -hazardous) wastes from the Liquid Product berths, SPM MPB and LNG berths are not available.
- SLUDGE AND OILY WATER DISPOSAL: The disposal of sludge and oily water is available at some selective berths only. Sludge and oily water is disposed via trucks.

RESTRICTIONS FOR CHANNEL TRANSIT:

- Maximum Beam of vessels calling at Mesaieed Port is 60 meters.
- Maximum Draft for VLCC is 12.5 meters and 13.0 meter for all other vessels.
- Maximum trim for all vessels is 3.0 meters.
- For specific berth restrictions, refer to the criteria for each individual berth

CONTACT INFORMATION – MESAIEED PORT

- Port Control // +974 44772997 // mesaieedVTS@qp.com.qa
- Assistance Manager // +974 40138405 //mportops@qp.com.qa
- Emergency Control Centre (ECC) //+974 40146933 // +974 40146000
- Port security Officer // +974 55518772
- PFS Officer contact info: Tel.+974 44771684 Mob.+974 55304296
- Coast Guard Authorities : +974 44772997
- Fire Dept: +974 44770476
- Police : +974 44765555
- Ambulance : +974 44773333
- Mesaieed Industrial City // website: www.mic.com.qa

SUITABILITY

All vessels intending to engage in trade for cargo to and from Mesaieed Port shall ensure that the vessel is screened by Port Authority (PMIS system) and the suitability acceptance is issued prior to vessel calling Mesaieed Port. Further, each industrial berth has specific requirements and general guidelines, which are appended in MIS booklet section 6. It is the responsibility of the carrier to ensure that vessel meets berth /Industrial specific requirements prior to tendering suitability request for Mesaieed port.

All vessels must ensure that all statutory Class certificates and cargo gear certificate (if gear being used) are valid when applying for suitability.

In addition, all Qatari flagged vessels must ensure that apart from having valid statutory certificates, it must have a valid trading certificate issued by Ministry of Transport and Communication.

فيرست للشحن
First Shipping

Mesaieed Port consists of the following Berths and Jetties from the north:

BERTH	CARGOS
Gabbro Berths	Gabbro, clinker, bulk, etc.
Q-Ship	Ship Repair & Fabrication
Qatar Navigation	Ship Repair, Dry dock
QASCO (1-3)	Iron ore, scrap metal, Bulk, general cargo
QATEX #4	Jet Fuel A-1
Refined Products #6	White & Black oils
Commercial #9 & #10	Bulk, general cargo
QALCO #10	Lubricating oil
WOQOD #10	Bitumen
QAFAC #16	Methanol, MTBE
QAPCO #18	LDPE in containers
QAPCO/QVC #18/19	Bulk Sulphur & Salt
QVC #19	Ethylene, VCM, EDC, Caustic Soda
QAFCO 1-3 (#20-#22)	Ammonia, bagged & bulk area (prilled & granular)
QAFCO 4 (# 23)	Bulk Urea, Ammonia
NGL Jetty	Propane, Butane, Condensate
Multi Product Berth	Crude oil, Naphtha, Condensate (under commissioning - 2005)

Q-Chem Berths	HDPE in containers; Hexene-1 liquid ; Bulk Sulphur
North Berth (SPM)	Crude oil, Naphtha

GABBRO BERTHS

The berth is used to Import gabbro stones, clinker cement, other bulk materials and general cargo.

Port Authority may shift the vessel to another commercial jetty when the vessel draft is reduced to below 10.0m in order to allow another deep draft vessel to moor at these berths.

Gabbro Berths # 1, 2 & 3:

- Length of Berth 470 m (Main Quay) and 150 m (Return Quay)
- Depth at Berth 13.0 m (Main Quay) and 6.0 m (Return Quay)
- Max LOA 230 m (can be longer if no vessel on adjacent berth)
- BERTH NO.1 - LOA 190 MTRS / MAXIMUM 80,000 MTS DISPLACEMENT
- BERTH NO.2 - LOA 229 MTRS / MAXIMUM 80,000 MTS DISPLACEMENT
- BERTH NO.3 - LOA 253 MTRS / MAXIMUM 110,000 MTS DISPLACEMENT
- BEAM - 60 MTRS / MAXIMUM DRAFT AT CHANNEL & BERTH IS 12.5 MTRS
- Maximum Arrival Displacement 80,000 mt
- Height of Wharf Apron 4.25 m above CD
- Design load on wharf 5.0 tonnes/sq.m
- Berthing approach speed max 0.10 m/sec

- VESSELS ARE BERTHING FIRST COME FIRST SERVE BASIS AND SUBJECT TO THE CUSTOMS AND MOE CLEARANCE.
- EXPECTED DAILY PRODUCTION -USING WITH 03-04 SHORE CRANES.
- DISCHARGE RATE CAN BE ACHIEVED @ 25000/ 30000 MT PER DAY.
- SUB TO PORT CONVENIENCE, THE AUTHORITIES WILL ASSESS BERTHING ANY VESSEL BETWEEN 185 MTRS (COMMERCIAL) & 190 MTRS (GABBRO).
- DISCHARGING METHODS: GABBRO BERTH: BY SHIP + SHORE CRANES
- SHIP TO MEET AVERAGE PRODUCTIVITY OF I.E. DISCHARGE RATE OF 10,000MT PER DAY.
- BERTHING PRIORITY WILL BE GIVEN TO QATALUM EXPORT SHIPMENTS / PROJECT CARGO SHIPS / MILITARY SHIPS AT COMMERCIAL BERTH

- IF SHIPS PERFORMANCE IS NOT SATISFIED. PORT MAY ASK THE SHIP TO SHIFT TO ANCHORAGE 'IF REQUIRED'.
- UN-BERTHING / RE-BERTHING CHARGES WILL BE ON A/C OF SHIP.
- DISCHARGE METHODS AND DAILY GANG UNITS TO BE ARRANGED - CARGO DISCHARGE USING SHIP'S CRANE AND GRABS (GEARED VESSEL).
- USING OF SHORE CRANES SUBJECT TO TERMINAL DISCRETION AND USUALLY 4 GANGS ARE USED.

QASCO BERTHS

Berth # 1:

Length of Berth 350 m
Depth at Berth 15 m
Max LOA 270 m
Max Beam 40 m
Maximum Deadweight 100,000 mt
Height of Wharf Apron 4.25 m above CD
Design load on wharf 5.0 tonnes/sq.m
Berthing approach speed max 0.12 m/sec

Details: Bridgestone cellular fenders at 21.26 m centers, alternate with cylindrical rubber fenders 1.3 m Outside diameter by 1.5 m long at 21.26 m centers.

A conveyer unloading system off-loads Iron Ore pellets at a rate of 1000 tph. The total distance of travel of the unloader is 340 m. The maximum outreach of the unloader is 30 m. The maximum height of the grab above the deck is 21 m, and the maximum drop below the wharf is 17.4 m. The unloader has a maximum clearance 6.5 m between the underside and the wharf deck.

The berth is used to Import Iron Ore pellet, HBI, Ferro manganese, Scrap metals chemicals and minerals, which are utilised to manufacture steel for export.

Mooring Arrangements:-
1. Vessels moor in either direction at Pilot's discretion.
2. The actual "tie-up" will be 3,3 & 2 Fore & Aft. (3 Head/Stern Lines, 3 Breast Lines & 2 Springs).
3. Berthing and un-berthing during daylight only.
4. Ships gangway to be used. Vessel to maintain watch on VHF channel 11.

Berth # 2:
Length of Berth 190 m
Depth at Berth 15 m
Max LOA 170 m (may be exceeded if no vessel on adjacent berth).

Berth # 3:
Length of Berth 250 m
Depth at Berth 15 m
Max LOA 240 m (may be exceeded if no vessel on adjacent berth).

Details: Bridgestone cellular fenders at 21.26 m centers, alternate with

cylindrical rubber fenders 1.3 m Outside diameter 1.5 m long at 21.26 m centers.

Berth # 2 & # 3 are used for loading and unloading facilities to handle the finished products of QASCO, as well as import of scrap metal and certain minerals and chemicals used in steel production. There are three portal jib-type dockside crane of 1.5 tonne capacity. The crane has working range of 10.0 m radius to 26.5 m radius. The total distance of travel is 600 m the maximum height if hook above the wharf deck is 12 m and maximum drop below the wharf deck is 14 m the crane have minimum clearance of 5 m between the underside and the wharf deck.

Mooring/unmooring daylight hours only. The maneuvering area adjacent to Berth # 1-4 provides a swinging basin of 500m diameter and permits vessels up to 250 m length to be turned and maneuvered.

QATEX BERTH

Berths # 4:

Length of Berth 247 m

Max LOA 238 m

Depth at Berth 13.0 m

Max load on wharf 4.0 tonne/sq.m

Maximum arrival displacement 60,000 mt

Details: The jetty has bollard spaced at 21.5 m intervals. The jetty fendering consists of solid rudder, cylindrical fenders of 1.5 m length and 1.0 m diameter spaced at 10.5 m intervals.

The berth has been modified by installation of quick release hooks and loading arm to accept product tankers.

Jet A-1 is handled on this berth.

Mooring Arrangements:

1. Vessels moor in either direction at Pilot's discretion.
2. The actual "tie-up" will be 3,3 & 2 Fore & Aft. (3 Head/Stern Lines, 3 Breast Lines & 2 Springs).
3. Berthing and un-berthing on 24 hour basis.

Ships gangway to be used. Vessel to maintain watch on VHF channel 11.

REFINED PRODUCTS BERTH

Berth # 6 has bollards spaced at 21.5 m intervals. The jetty fendering consists of solid rubber, cylindrical fenders of 1.5 m length and 1.0 m diameter spaced at 10.5 m intervals.

Mooring Arrangements:

1. Vessels may moor in either direction at Pilot's discretion.

2. The actual "tie-up" will be 3, 3 & 2 Fore & Aft. (3 Head/Stem lines, 3 Breast lines & 2 Springs).

3. Maximum permitted length overall 780 feet/238 metres.

4. Maximum bow or stern distance to manifold 390feet/119metres.

5. Maximum draft is 12 metres and maximum beam 45 metres.

6. Maximum arrival displacement not to exceed 60,000 tonnes.

7. Maximum depth of water at Berth 13.0 m.

8. Extreme care should be taken to tend moorings and gangway, especially in North Westerly winds.

9. Ship's gangway to be used.

Vessel to maintain watch on VHF channel 11.

Mooring and unmooring operations are on 24 hours basis. The use of 2 tugs is mandatory for berthing and un-berthing at

this Berth.

Loading Arrangements:

1. A & B represent 8” loading arms for Heavy fuel oil.

2. C & D represent 8” loading arms (E = 12") for other products. (White Oils)

3. The pumping rates are as follows:

4. Heavy fuel oils 1300 m³/hour with two loading arms and 650 m³/hour with one loading arm.

5. White oils 1100 m³/hour with two loading arms and 550 m³/hour with one loading arm.

Vessels fitted with inert gas must arrive fully inerted. Mandatory inerting is as follows:

Product	*Inerting requirements*
Mogas 90 Ron (Unleaded)	Yes - mandatory
Mogas 97 Ron (Unleaded)	Yes - mandatory
Jet A-1	Yes - mandatory
Fuel Oil CST 180	Preferable but not mandatory
Fuel Oil CST 380	Preferable but not mandatory
Gas Oil	Preferable but not mandatory

COMMERCIAL BERTHS

Berth # 9:

Length of Berth 200 m

Depth at Berth 10.0 m

Berth # 10 :

Length of Berth 200 m

Depth at Berth 10.0 m

Width of concrete decking	21.25 m
Max of loading on wharf	3.0 tones/sq.m
Height of wharf apron	4.21 m above CD
Bollard Capacity	50 Tonnes
Min distance between bollards	30 m
Open storage at No. 9/10	6,000 sq.m
Covered storage at Berth # 10	9,000 sq.m

Details: Bridgestone cylindrical rubber fenders 1.0 m outside diameter by 2.5 m long at 10.0 m centers.

The maneuvering area adjacent to Berths # 9 & # 10 provides a swinging area of 450m diameter.

Mooring Arrangements:

1. Vessels moor in either direction at Pilot's discretion.
2. The actual "tie-up" will be 3,3 & 2 Fore & Aft. (3 Head/Stern Lines, 3 Breast Lines & 2 Springs).
3. Berthing and un-berthing on 24 hour basis.
4. Ships gangway to be used. Vessel to maintain watch on VHF channel 11.

QALCO BERTH

The jetty has bollards spaced at 30 m intervals. Fendering consists of solid rubber, cylindrical fenders of 1.5 m length and 1.0 m diameter, spaced at approximately 10 m intervals.

- All Mesaieed Port rules, regulations and procedures apply.
- Vessels moor in either direction at Pilot's discretion.
- Mooring and departure operations on 24 hours basis.
- For restrictions and maximum depth of water, see previous page.
- QALCO pig launcher must be positioned on vessel deck, as per local regulations.
- Vessel crane is required to position the pig launcher on vessel deck.
- Vessel crane is required to raise flexible hose from jetty to vessel deck for attachment to pig launcher.
- Vessel crane is required after disconnection from pig launcher to lower back to jetty.
- Compressed air required from vessel for pig launcher operation.
- Unloading of QALCO base oil is from vessel manifold to pig launcher, and by flexible hose from pig launcher to 6 inch base oil pipeline.
- The pipeline end is situated in a chamber, sealed of from a service trench, and accessed via a removable manhole cover 4.5 M from jetty edge to center.

- The pipeline runs within the service trench for a distance of approximately 1 km to the QALCO storage tanks.
- Care of the environment is paramount.

Mooring Arrangements:

1. Vessels moor in either direction at Pilot's discretion.

2. The actual "tie-up" will be 3,3 & 2 Fore & Aft. (3 Head/Stern Lines, 3 Breast Lines & 2 springs).

3. Berthing and un-berthing on 24 hour basis.

4. Ships gangway to be used. Vessel to maintain watch on VHF channel 11.

QAPCO BERTH

Berth # 18:

Length of Berth	255 meters
Max vessel LOA	235 meters
Depth at Berth	13 meters
Height of wharf apron	4.25 meters above Chart Datum
Design loading of wharf	5.0 tones/sq.m

Details:

The berth has 100 tones beam bollards placed at 17 meters between centers. The berth has Bridgestone cylindrical rubber fenders 1.3 m outside diameter by 1.5 m long at 10.16 m center.

A maneuvering area adjacent to Berths # 18 & # 19 provides a swinging basin of 500 meters.

Berth # 18 is used for the export of low-density polyethylene (LDPE) chips. These chips are bagged and palletized and loaded in containers.

A single electric multi-purpose dockside crane of 24 tones capacity is provided to handle exports and imports for this berth.

Ships gangway to be used. Vessel to maintain watch on VHF channel 11.

QVC BERTH

Length of berth	255 metres
Max vessel LOA	235 metres
Depth at berth	13 metres

The Berth has bollards spaced at 17 m intervals apart. The jetty fendering consists of solid rubber, cylindrical fenders of 1.5 m length and 1.0 m diameter spaced at approximately 10.0 m intervals.

Mooring Arrangements:

1. Vessels moor in either direction at Pilot's discretion.

2. The actual "tie-up" will be 3,3 & 2 Fore & Aft. (3 Head/Stern Lines, 3 Breast Lines & 2 Springs).

3. LOA 235m as general guide though any vessel having a stern to manifold distance in excess of 94.0 m should ask the Agents of Port Department for further details prior to arrival.

4. Ships gangway to be used. Vessel to maintain watch on VHF channel 11.

Loading Arrangements:

Cargo:	**Ethylene**	**Dichloro Ethane (EDC)**	**Vinyl Chloride Monomer (VCM)**	**Caustic Soda (CSS)**
Chicksan	Loading 12" Vapour 6" Flange 150 ASA	Loading 10" Vapour 6" Flange 150 ASA	Loading 12" Vapour 6" Flange 150 ASA	Loading 16" Flange 150 ASA
Development height	46 ft (14m)	2.5m – 10.0m	3.5m – 12.5m	2.5m – 14.5m
Loading rate	600 tph	1000 m^3/h	1400 m^3/h	2000 m^3/h

QAFCO BERTHS

QAFCO-1 (Berth # 20):

Length of jetty	260 m
Depth at jetty	12 m
Max LOA	225 m (bulk carrier) - 215 m (LPG Tanker)
Max Beam	30 m
Max Deadweight	45,000 mt

QAFCO Jetty No.1 is a finger Jetty of 260m long and 30m wide, located at Lat. 24 55.0N Long 51 34.3E on the shoreline and lies in a direction of 310 Deg.-130 Deg. (T). QAFCO-1 berth is on the north side of the Jetty and QAFCO-2 is on the south side.

Gravity fendering arrangements on jetty head protected by tubular rubber slings.

Bollards are located over the full length of the jetty head at 18m intervals.

QAFCO 1 berth is used for exporting Ammonia and Bulk Urea. Ammonia Arm - one 10” 150 ASA liquid loading arm is located at a fixed point with a loading capacity of 450 mt/hr. Bulk Urea - one mobile, bulk urea automatic loader with a capacity of 400 mt/hr serves the full length of the berth.

QAFCO-2 (Berth # 21):

Length of jetty	213 m
Depth at jetty	12 m
Max LOA	193 m
Max Beam	30 m
Max Deadweight	45,000 mt

QAFCO Jetty No.1 is a finger Jetty of 213m long and 30m wide, located at Lat. 24 55.0N Long 51 34.3E on the shoreline and lies in a direction of 310 Deg.-130 Deg. (T). QAFCO-1 berth is on the north side of the Jetty and QAFCO-2 is on the south side.

Gravity fendering arrangements on jetty head protected by tubular rubber slings.

Bollards are located over the full length of the jetty head at 18m intervals.

QAFCO 2 berth is used for exporting bagged Urea. Two mobile, bagged urea automatic ship loaders are available with a loading capacity of 125 mt/hr each.

No cargo operations are permitted on this berth when Ammonia is being loaded at QAFCO-1.

QAFCO – 3 (Berth # 22):

Max LOA 213 m

Max Beam 26 m

Max Deadweight 45,000 mt

Jetty Length	Jetty Head	199 m
	Distance jetty head to mooring dolphin	34 m
Jetty width	Jetty road way	4.5 m
	Jetty conveyor to platform	5.5 m
	Jetty head	19.0 m
Dredging	Dredged level is 12.5 m alongside	
Ships	Ships to be handled 5000 DWT to 45,000 DWT.	

QAFCO-3 berth is located on the north side of QAFCO No.2 Jetty and lies to the south of QAFCO No.1 Jetty.

Ships loader capacity is 1000 mt of Urea per hour.

There is a flashing red navigational light on the mooring dolphin at the end of the jetty.

The jetty has been extended to seaward (under construction 2003) to construct a new berth on the north side named QAFCO-4 (Berth # 23). The new berth will be of similar size to Berth # 22 and will have facilities for loading bulk Urea and Ammonia.

The jetty has been extended to seaward to construct a new berth on the north side named QAFCO-4 (Berth # 23). The new berth is of similar size to Berth # 22 and has facilities for loading bulk Urea and Ammonia.

QAFCO - 4 (Berth # 23):

NGL JETTY

This is a “T” type jetty with breasting dolphins flanked either side by two mooring dolphins. Water depth at the Berth is 12.8 m. The jetty is fitted with a telescopic ladder located near position 4.

Mooring and unmooring operations are on a 24 hours basis. The use of 2 tugs is mandatory for berthing and un-berthing at the NGL jetty.

Products loaded are Butane, Propane and Stabilized NGL Condensate. Vapour recovery lines are provided for Butane & Propane and must be connected. Vessels without provision for this connection will not be accepted. Vessels must arrive with tanks fully inerted or under cargo vapours.

Notes:

- Vessels may moor port or starboard side alongside but Masters must ensure that their vessel’s manifold arrangement is compatible with the jetty chicksan booms arrangement as detailed below.
- The actual “tie-up” will be 3, 3 & 2 Fore & Aft. (3 Head/Stem lines, 3 Breast lines & 2 springs).
- Position 1, 2, 5 & 6 are isolated mooring dolphins fitted with a small winch and 3 mooring hooks.
- Positions 3 and 4 are breasting dolphins fitted with a small winch and 2 mooring hooks.
- Position 7 is the loading platform fitted with chicksan loading arms for:

Vessel to maintain watch on VHF Ch. 11

(A) Propane Vapour Return	8" x 150 (ASA) flanges
(B) Propane Liquid	12" x 150 (ASA) flanges.
(C) Butane Liquid	12" x 150 (ASA) flanges.
(D) Butane Vapour Return	8" x 150 (ASA) flanges.
(E) Condensate	12" x 150 (ASA) flanges.

- Items numbered 8 are Yokohama Fenders. (Vessel minimum parallel body 80 meters at all times)

Loading rates are as follows:

Butane	1200 metric tonnes per hour
Propane	1200 metric tonnes per hour
Condensate	1400 metric tonnes per hour

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QCHEM BERTH

Total length of Berths	360 m
Depth at berths	12.0 m
Height of Wharf above CD	4.0 m
Max load on wharf	20 tons/sq.m
75 tons Bollards spaced at	16.5 m

These are two berths served with 2 container gantry cranes with maximum outreach of 25 m. No. 1 Berth is also used for the loading of bulk sulphur by a mobile loader. No. 2 Berth can accommodate tankers for loading of the 1-Hexene liquid by a chicksan loading arm. A mooring dolphin is located 116 m south of the loading arm.

Vessel design criteria as follows:

Ship Type	**Feeder Container**	**Bulk carrier**	**Tanker**
Cargo	HDPE	Sulphur	1-Hexene
Max displacement	14,000T	25,000T	30,000T
Max LOA	180m	180m	185m

Cargo Equipment	**Container Crane**	**Liquid Loading Arm**
Max height above wharf	15.0 m	12.9 m
Min height below wharf	10.2 m	Level
Average Loading rate	25 moves per hour	175 tons per hour
Size	40 tons SWL	8 inch 150 ASA

Vessel to use own accommodation ladder and maintain watch on VHF Ch. 11

OFFSHORE BERTHS

Qatar Petroleum (QP) Terminal Operations Offshore Loading Berth:

North Berth (SPM) - Crude Oil and Naphtha:

The North Berth consists of a two-product Single Point Mooring (SPM) Buoy in position Lat. 24° 53' 37.2" N. Long. 51° 34' 54" E.

Qatar Land Crude (QLC) oil loaded from the shore installation is connected to the Buoy by a 36" submarine pipeline. The seaward end of the pipeline and Buoy terminates in two 16" flexible floating hoses.

The SPM is also designed to accommodate vessels for loading Naphtha.
The submarine pipeline is 30" and the seaward end of the pipeline and Buoy terminates in two 16" flexible floating hoses.
Mesaieed Pilots act in the capacity of Berthing Masters in mooring of vessels, after which they supervise the raising of the flexible hoses and their connection to the ship's manifolds. During loading operations they act as QP Representatives (Loading Master).

Note: ship's crews are required to assist with hose connecting.

Cargo Berth	Maximum Rate	Fixed Sea Line	Sea line Length	Floating Hoses Length	Over rail Hoses
Crude Oil North Berth (SPM)	55,000 Bbls/hr	One 36"	2744m	274m	2 x 16"

Naphtha North Berth (SPM)	35,000 Bbls/hr	One 30”	2744m	271m)	2 x 16

a) Depth of Water at Berth:
Available depth of water at seaward end of sea line is as follows:
North Berth (SPM) – 19.6 m

b) Berth Limitations:
North Berth (SPM)
max 320,000 tons SDWT. ; max LOA 340m; max BEAM 60m;
min LOA 225. max Bow to manifold 180 m.

QAFAC BERTH

BERTH # 16:

METHANOL AND MTBE LOADING BERTH

Length of Berth	250 meters
Max LOA	230 m
Min LOA	110 m
Min freeboard	2.0 m (at all times)
Max water depth	13.0 m (extends up to 50 m to the north east of the berth)

Mooring of 10,000 – 50,000 DWT tankers is possible.

Mooring Arrangements:

1. Vessels moor in either direction at Pilot’s discretion.

2. The actual “tie-up” will be 3,3 & 2 Fore & Aft. (3 Head/Stern Lines, 3 Breast Lines & 2 Springs).

3. Berthing and un-berthing on 24 hour basis.

4. Ships gangway to be used. Vessel to maintain watch on VHF channel 11.

QAFAC loading equipment is located northern half of the Berth, immediately north of the centerline of the Berth, and extends about 40 meters north. There is a centrally located crane of 1000-kg SWL at maximum reach, to handle loading hoses. The hook height is 12.8 m max, and 1.7 m at its lowest position. Maximum reach from centerline of crane to tip is 22 meters. Loading area is illuminated.

Methanol/MTBE max. Loading rate 2500 m3/hr on 4 hoses - 8 inch dia. ANSI 150, RF flanged ends. Hose weight, each section: 205 kg, each section is 10 m long.

Utility nitrogen is available on Berth.

Main fire fighting agents available are foam, powder and water for use on the Berth.

No sanitary facilities are available on the Berth.