

Fawley Marine Terminal and its jetty opened in 1953 and now handles in the region of 2,700 tanker calls per year. These vessels range from small coasters and barges through to ULCCs of up to 350,000 DWT. The famous 'double-tides' in the Solent make the location an ideal site for moving large deep-draught vessels to and from the terminal. The terminal serves the large refinery complex operated by ExxonMobil (Esso) and the refinery is one of the most complex sites in Europe handling approximately 100 different oil, chemical and crude products.

Five (5) outside & Four (4) inside berths



Water salinity at Fawley is: 1.025

Maximum channel draft approach to berths can vary from 14.3m to 14.7m

<u>Moorings (each end)</u>	<u>Breast or Head/Stern lines</u>		<u>Springs</u>
<1,000DWT	1		1**
1,000 to 4,000DWT	2	or 2	1**
4,000 to 8,000DWT	3	or 3	1**
8,000 to 12,000DWT	2	or 2	2
>12,000DWT	3	or 2	2

Ships over 60,000DWT require individual mooring plans constructed by the Marine Inspection Group

** Where ship is using hard arm minimum of two (2) springs required at each end

Weather Restrictions

Vessel berthing/unberthing interrupted when wind speeds >30 knots

Cargo operations interrupted when wind speeds >35 knots

Gas carrier movements are restricted if visibility is <0.5 n.miles (inside port limits)

Fawley – Berth Data & Product Information

ESSO 1	CPP, DPP, Chems & Gas	N/A	10.2M	12.0M	<51,000
ESSO 2	CPP, DPP, Chems & Gas	N/A	10.5M	12.0M	<83,000
ESSO 3	CPP, DPP, & Lubs	N/A	12.6M	12.0M	<66,000
ESSO 4	CPP, DPP, Chems & Crude	N/A	14.9M	16.0M	<179,000
ESSO 5	Crude	N/A	14.9M	24.0M	<244,000
ESSO 6	CPP, DPP, Chems & Bitumen	100.5M	5.6M	N/A	<4,900
ESSO 7	CPP, DPP, Chems	N/A	5.6M	N/A	<3,600
ESSO 8	CPP, DPP, Chems & Gas	N/A	5.6M	N/A	<3,600
ESSO 9	CPP, DPP, Chems & Gas	N/A	6.6M	N/A	<8,200

<u>Vessel Type</u>	<u>DWT</u>	<u>GRT</u>	<u>NRT</u>	<u>LOA</u>	<u>Beam</u>
Small Coaster	3000	2350	816	93m	14m
Handysize	45000	29250	12026	185m	32m
Aframax	105000	58446	30901	245m	43m
Suezmax	159000	81085	52045	285m	48m

Southampton is one of the UK's busiest and most important ports. It handles in excess of 42 million tonnes of cargo annually, around 7% of the UK's entire seaborne trade. It is strategically located close to the main international shipping lanes, being less than a 100 nautical miles from mainland Europe and the main gateway for Far East imports.

A unique double tide contributes to 17 hours of high water each day, resulting in a longer operational window for ships to arrive and leave the port. Along with a deep main channel and all berths being tidal and lock free, there is unhindered access for the world's largest vessels.

Aided by the sophisticated Vessel Traffic System (VTS), the port is able to welcome the world's largest vessels, from deep-sea containerships to cruise giants.

The port is equipped to handle any type of cargo home and is the UK's second largest container terminal, a leading car-handling port and the sole UK port for all Canary Islands fresh produce imports.

Southampton port is also widely recognised as the capital of the country's cruise industry and each year increasingly more cruise liners are taking advantage of Southampton's superb cruise terminals.

While the port is situated in the heart of the city, it is within easy reach of the local airport, the neighbouring naval port of Portsmouth and the New Forest National Park. The port is also home to Red Funnel ferries which operates a regular daily service to the picturesque Isle of Wight.



Cheryl

Past 2 days been looking fanatically for info you need/want about Fawley; crude tankers, tugs, escorting, rules & regs, etc.

Larger crude carriers had to be lightered to enter the Solent channel before dredging. A new dredging project is planned for deeper draft ships.

Distance to open water (the English Channel) is only about 25 to 30 km, but there is a lot of ship traffic (container, cruise ships...) to and from Southampton.

Tug escort are required for crude oil tankers, pilots for foreign tankers.

Sorry for not having uncovered more.

I have set up a OpenOffice database of printed information of use I come across on Enbridge, tankers, oil spill, accidents/incidents, LNG, RTA, etc. Will keep expanding it in as much time as I have.

Per

March 21, 2013