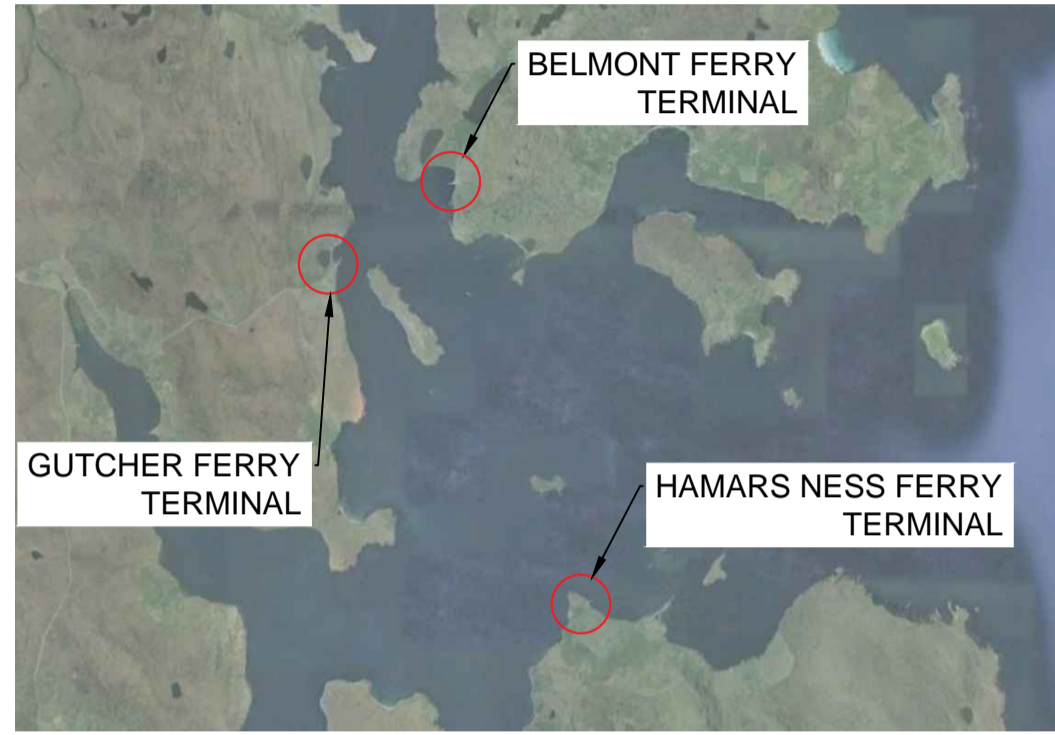


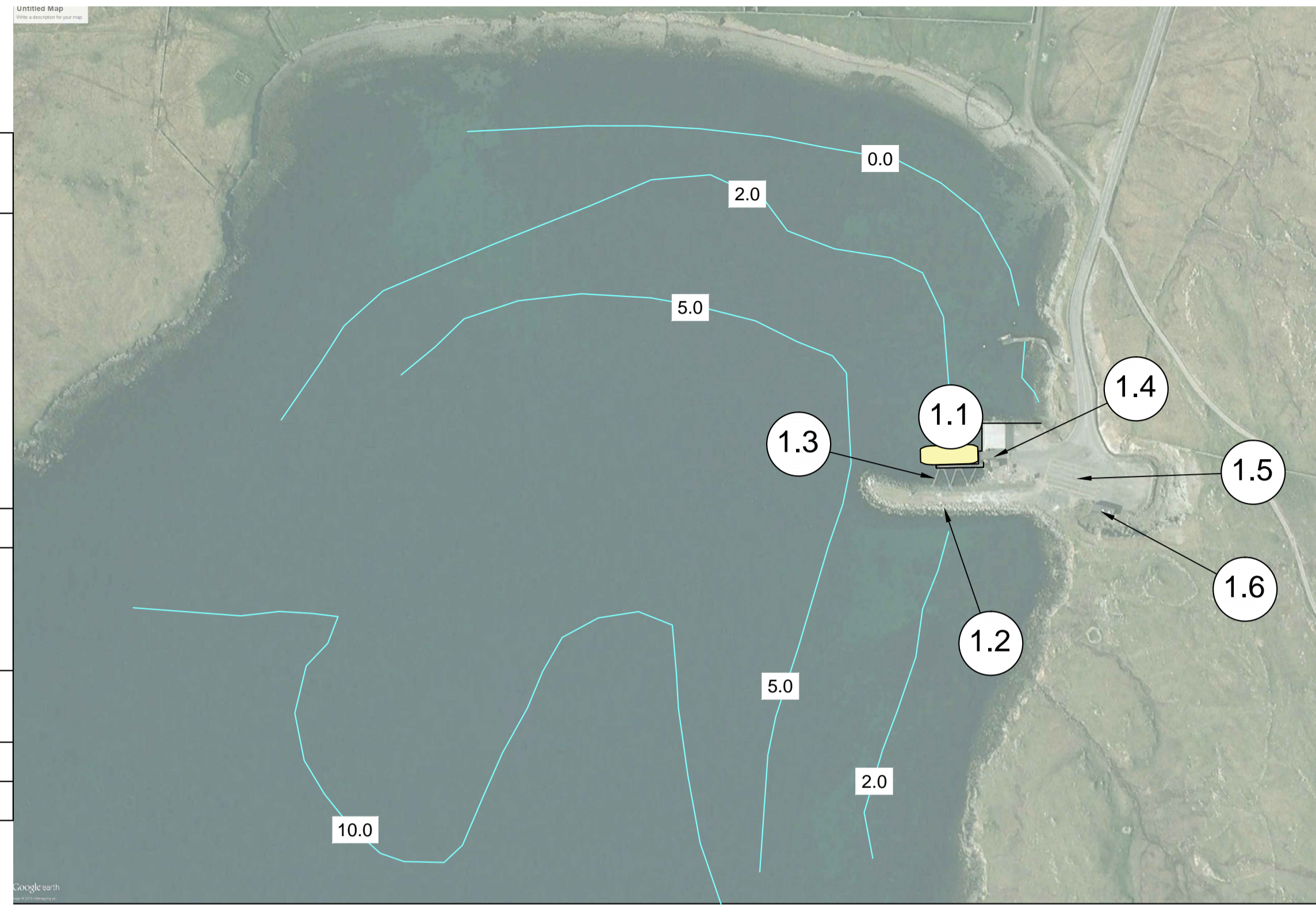
NTS



NTS

### 1) CURRENT CONDITION

1.1	Current Main Vessel	<p>Size:</p> <p>MV BIGGA</p> <ul style="list-style-type: none"> <li>• Loa = 33 m</li> <li>• Beam = 10.1 m</li> <li>• Draught = 2.61 m</li> </ul> <p>Capacity:</p> <ul style="list-style-type: none"> <li>• 96 passengers</li> <li>• 14 PCU</li> </ul>	<p>MV GEIRA</p> <ul style="list-style-type: none"> <li>• Loa = 30m</li> <li>• Beam = 9m</li> <li>• Draught = 2.61m</li> </ul> <ul style="list-style-type: none"> <li>• 96 passengers</li> <li>• 10 PCU</li> </ul>
1.2	Breakwater	Rubble mound 100m long	
1.3	RoRo Ferry Berth	<ul style="list-style-type: none"> <li>• 60m long berth composed by 3 timber dolphins supported against the breakwater with timber struts.</li> <li>• Vertical rubber D type fenders.</li> </ul>	
1.4	Linkspan	Small 4.5m wide x 13.915 m long	
1.5	Parking/waiting area	150 lane meters approx.	
1.6	Facilities	Toilets & waiting room	



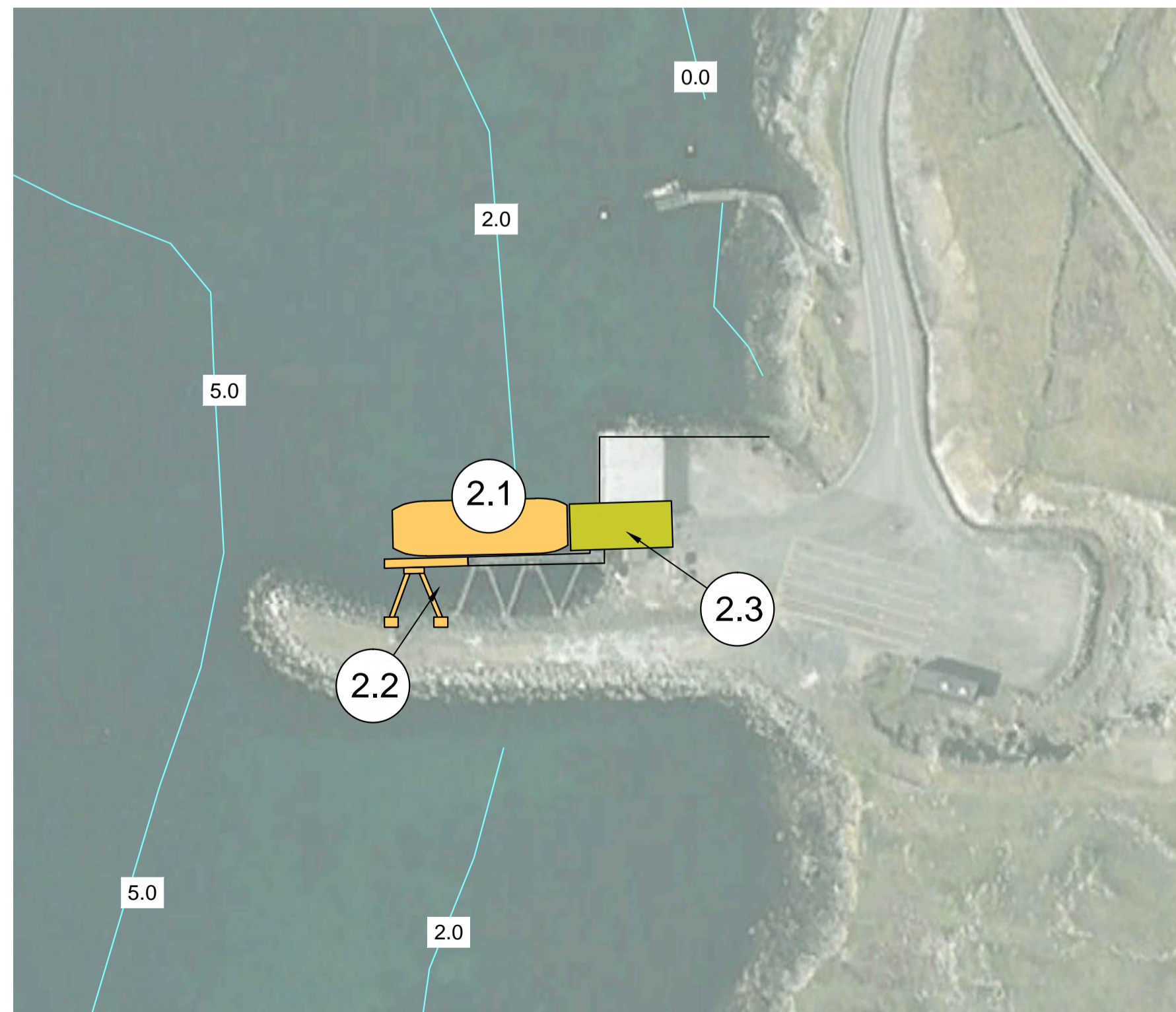
Scale approx. 1:2500

### 2) LIKE FOR LIKE OPTION Terminal upgrades

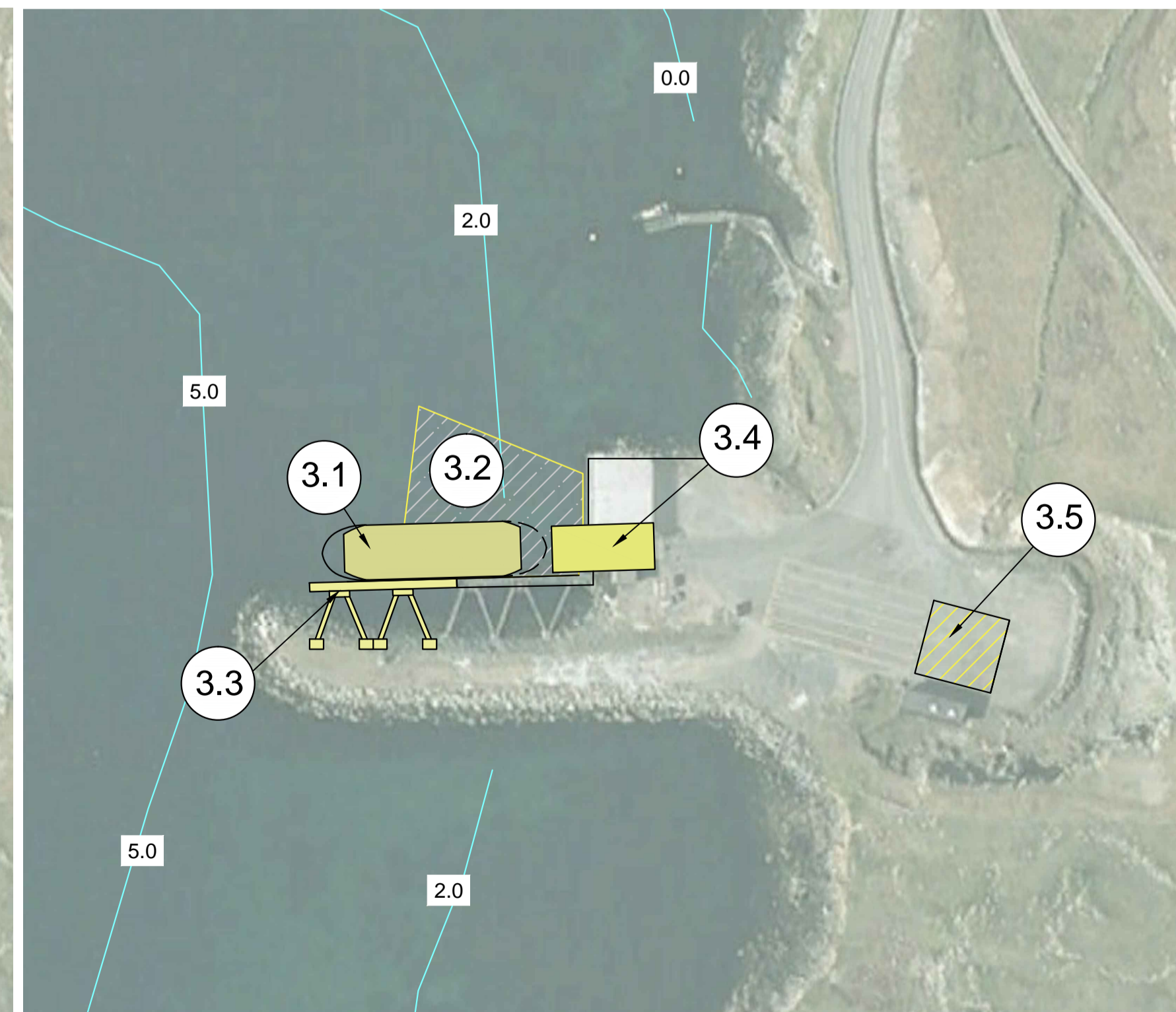
2.1	Vessel	<b>TYPE 1</b>
2.2	RoRo Ferry Berth	<ul style="list-style-type: none"> <li>• Vessel slightly overhangs from berth.</li> <li>• Sheltered from southerly waves.</li> <li>• If used for overnight berthing it is recommended to extend the berth circa 15m.</li> </ul> <p>See notes 7 &amp; 8.</p>
2.3	Linkspan	Upgrade to Large Linkspan (9.3m wide x 20.47m long) see note 9.

### 3) LARGER VESSEL Terminal upgrades

3.1	Vessel	<b>TYPE 2</b>
3.2	Dredging	Dredge pocket and maneuvering area to be dredged to approx. -3.5mCD.
3.3	RoRo Ferry Berth	<ul style="list-style-type: none"> <li>• Extension of RoRo berth circa 30m (see note 7).</li> <li>• Installation new bollards and fenders along the structure (see note 8).</li> </ul>
3.4	Linkspan	Upgrade to Large Linkspan (9.3m wide x 20.47m long) see note 9.
3.5	Waiting area	Additional waiting area for busy periods.



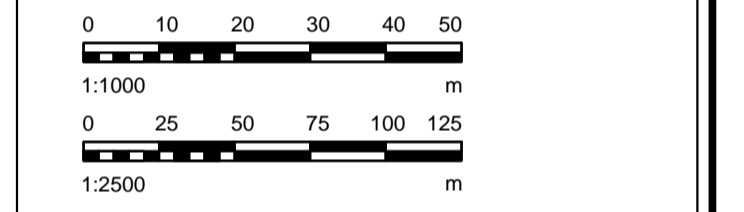
Scale approx. 1:1000



Scale approx. 1:1000

- NOTES:**
1. COPYRIGHT BECKETT RANKINE, EXCEPT WHERE NOTED OTHERWISE. THIS DRAWING, DESIGN AND CONCEPT IS CONFIDENTIAL AND MAY NOT BE REPRODUCED, MANUFACTURED OR EXPLOITED IN WHOLE OR PART WITHOUT WRITTEN CONSENT.
  2. THIS DRAWING IS FOR THE SOLE USE OF THE NAMED CLIENT FOR THE PURPOSE SHOWN.
  3. DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED.
  4. OFFICIAL ISSUES OF THIS DRAWING ARE IN PAPER OR PDF FORMAT ONLY. DWG FORMAT FILES ARE FOR REFERENCE ONLY.
  5. IMAGERY FROM GOOGLE EARTH.
  6. BED LEVELS FROM ADMIRALTY CHART 3292 EASTERN APPROACHES TO YELL SOUND, COLGRAVE SOUND AND BLUEMULL SOUND.
  7. BERTH STRUCTURE REQUIRES FURTHER ASSESSMENT TO ESTABLISH NECESSARY REPAIRS/STRENGTHEN WORKS OR COMPLETE REPLACEMENT TO COMPLY WITH A 30 YEARS SERVICE LIFE.
  8. FENDERS AND BOLLARDS FOR OVERNIGHT MOORING REQUIRE FURTHER ASSESSMENT TO ESTABLISH THEIR ADEQUACY FOR LARGER VESSELS.
  9. IF BERTH STRUCTURE IS TO BE REPLACED IT IS RECOMMENDED TO UPGRADE / REPLACE LINKSPAN.

**SHETLAND TIDAL LEVELS**  
 LOCATION MHSW MHWN MLWN MLWS  
 Bluemull Sound 2.6 1.9 1.0 0.5



ORIGINAL DIMENSION 90mm

Reference Drawings:

B	18/07/16	SIC comments
A	14/06/16	PBA comments
Rev	Date	Details

Client:



Project:  
**SHETLAND INTER-ISLAND TRANSPORT STUDY**

Title:  
**BLUEMULL - BELMONT OPTIONEERING**



47 Gillingham Street  
 Westminster, London SW1V 1HS

[www.beckettrankine.com](http://www.beckettrankine.com)

Status: FOR DISCUSSION AS SHOWN

Drawn: DP Checked: GR Date: 16/03/16

Drawing Number: 1537-01-302 Revision: B