



ULSTA

NTS

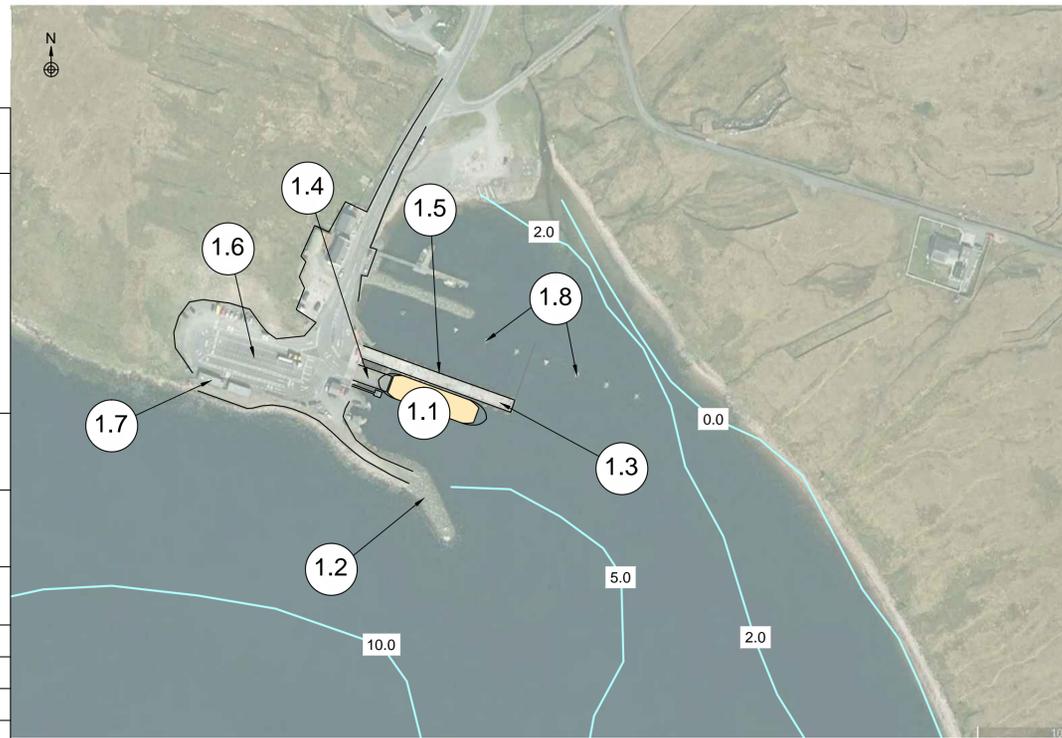


ULSTA FERRY TERMINAL

TOFT FERRY TERMINAL
NTS

1) CURRENT CONDITION

1.1	Current Main Vessel	<p>Size:</p> <p>MV DAGGRI</p> <ul style="list-style-type: none"> Loa = 65.36 m Beam = 13.8 m Draught = 3.70 m <p>Capacity:</p> <ul style="list-style-type: none"> 144 passengers 31 PCU 	<p>MV DAGALIEN</p> <ul style="list-style-type: none"> Loa = 65.36m Beam = 13.8m Draught = 3.70 m <ul style="list-style-type: none"> 144 passengers 31 PCU
1.2	Breakwater	Rubble mound 100 m long	
1.3	RoRo Ferry Berth	<ul style="list-style-type: none"> Piled jetty 90 m long. The berth extends 70 m from the end of the larger sized linkspan. Jetty provided with supercone fenders 	
1.4	Linkspan	Large 9.3 m wide x 20.47 m long	
1.5	Lay-by berth	Approx. 85m	
1.6	Parking/waiting area	200 lane metres	
1.7	Facilities	Toilets & booking office	
1.8	Safety piles	Safety berthing piles provided with cone fenders	



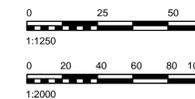
Scale approx. 1:2500

NOTES:

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5. IMAGERY FROM GOOGLE EARTH.
6. BED LEVELS FROM ADMIRALTY CHART 3298 YELL 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.

SHETLAND TIDAL LEVELS

LOCATION	MHWS	MHWN	MLWN	MLWS
Burra Voe	2.3	1.8	0.9	0.4



ORIGINAL DIMENSION 90mm

Reference Drawings:

B	18/07/16	SIC comments
A	15/06/16	PBA comments
Rev	Date	Details

Client:



Project:
SHETLAND INTER-ISLAND TRANSPORT STUDY

Title:
YELL - ULSTA OPTIONEERING



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Status:	FOR DISCUSSION	Scale at A1 Original:	AS SHOWN
Drawn:	DP	Checked:	GR
Date:	24/03/16	Revision:	B
Drawing Number:	1537-01-802		

2) LIKE FOR LIKE OPTION No Terminal upgrades

2.1	Vessel	TYPE 3
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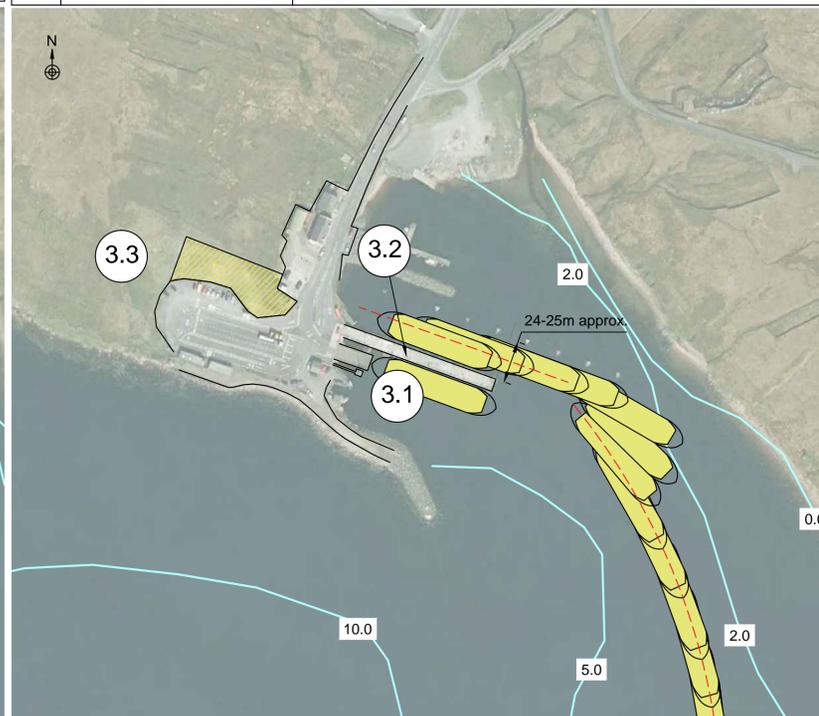
See note 7.



Scale approx. 1:1250

3) LARGER VESSEL Terminal upgrades

3.1	Vessel	TYPE 4
3.2	RoRo Ferry Berth	<ul style="list-style-type: none"> See notes 7 & 8. When moored vessel slightly overhangs but is not considered an issue. Lay-by berth could be used as overnight berth. Dredging to provide adequate berth pocket will be required. To facilitate access manoeuvring, some safety piles could be removed.
3.3	Marshalling area	Recommended to extend marshalling area.



Scale approx. 1:1250