

PASIR PANJANG TERMINAL

BERTH	DEPTH A/S (m)	APPROACH DEPTH(m)	MAX LOA (m)	REMARKS
P01	15.0	15.0	-	
P02	15.0	15.0	-	
P03	15.0	15.0	-	
P04	15.0	15.0	-	
P05	15.0	15.0	-	
P06	15.0	15.0	-	
P07	15.0	15.0	-	
P08	15.0	15.0	-	
P09	15.0	15.0	-	
P10	15.0	15.0	-	
P11	15.0	15.0	-	
P12	14.7	15.0	-	
P13	14.8	15.0	-	
P14	14.8	15.0	-	
P15	16.0	16.0	-	Tidal Berth
P16	16.5	16.5	-	Note: High spot of 16.3m located at 99.3 °(T) and 0.22nm from Seraya Buoy Tidal Berth
P17	16.5	16.9	-	Tidal Berth
P18	16.5	16.9	-	Tidal Berth
P19	16.5	16.9	-	Tidal Berth
P20	16.5	16.9	-	Tidal Berth
P21	16.5	16.9	-	Tidal Berth
P22	16.5	16.9	-	Approach depth from West Keppel Fairway Tidal Berth
P23	16.0	16.3	-	
P24	16.0	16.0	-	
P25	16.0	16.0	-	
P26	15.4	15.2	-	WM 1080 to WM 1300

P27	15.1 18.0	15.2 18.0	- -	WM 62 to WM 150 WM 151 to WM 420 Note: High spot of 15.2 m located at 165m and bearing 210° (T) from P27 WM 151
P28	18.0	18.0	-	
P29	18.0	18.0	-	
P30	18.0	18.0	-	
P31	18.0	18.0	-	
P32	18.0	18.0	-	
P33	18.0	18.0	-	
P34	18.0	18.0	-	
P35	Maintained Depth 18.0	18.6	-	Tidal berth
P36	Maintained Depth 18.0	18.6	-	Tidal berth
P37	Maintained Depth 18.0	18.0	-	Tidal berth
P38	Maintained Depth 18.0	18.0	-	Tidal berth
P39	18.0	18.0	-	Tidal berth
P40	18.0	18.0	-	
P41	18.0	18.0	-	

PILOTAGE GUIDELINES

1 GENERAL INFORMATION

Berthing /Unberthing (Day and Night) - No restriction

Minimum clearance from corner 30m

2 DISTANCES TO DEAD END BERTH

LOA OF VESSEL (m)	DAY/NIGHT CLEARANCE (m)
≤ 150	15
>150 - 250	20
>250 - 300	25
>300 – 350	30
>350 - 400	35
>400	40

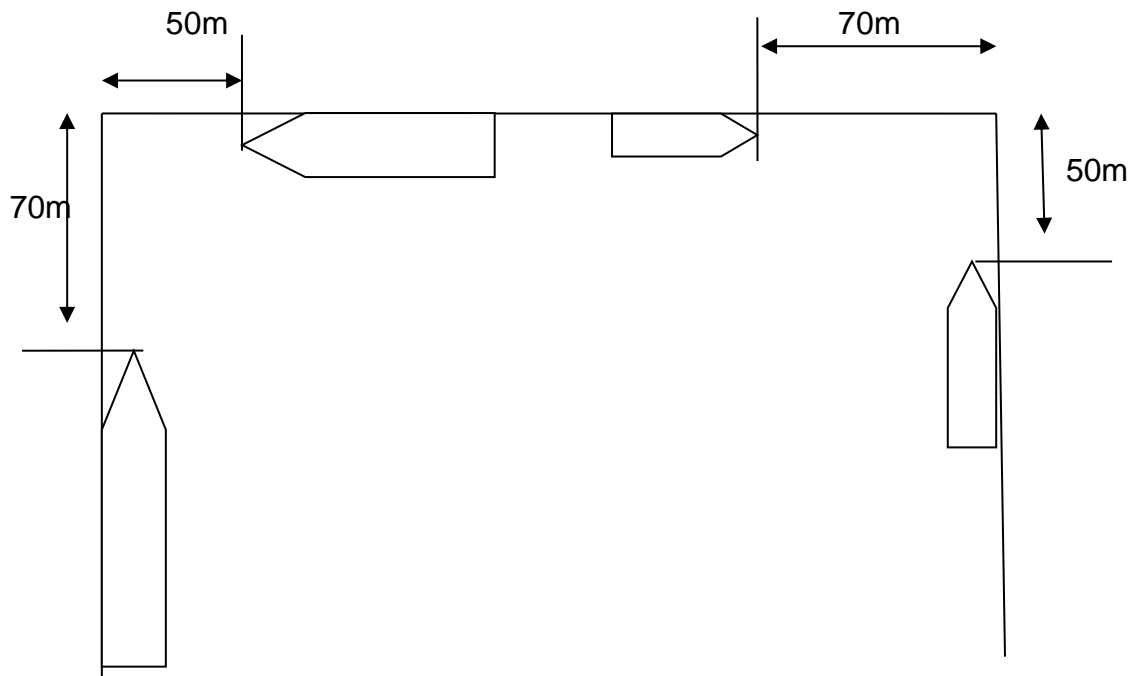
Note: Clearance is measured from the toe of the revetment when the dead end involves a slope revetment. When positioning vessel, the bridge position indicator should be used.

3 COMMUNICATIONS

Communication with the Terminal Wharf Supervisor:

- (a) P01 to P07: Walkie-Talkie Channel P07
- (b) P08 to P14: Walkie-Talkie Channel P08
- (c) P15 to P22: Walkie-Talkie Channel P06
- (d) P23 to P29: Walkie-Talkie Channel P04
- (e) P30 to P34: Walkie-Talkie Channel P03
- (f) P35 to P41: Walkie-Talkie Channel P02

4 PSAC PPT CORNER BERTHS CLEARANCE CONFIGURATION



BERTHING AND UNBERTHING RECOMMENDATIONS

- 1 All berthing vessels with LOA more than 100m (except to corner berths) are recommended to attain a heading parallel or nearly parallel to the line of wharf when the lateral distance from the berth is either 3 beams or 100m (whichever is lesser).
- 2 All berthing vessels are recommended to make an athwartship approach speed of not more than 0.3 knots when the vessel's lateral distance from the berth is 1 beam.
- 3 All berthing vessels are also recommended to keep the heading of the vessel within ± 2 degrees to the line of wharf, before landing on the fenders. In addition, the vessel's landing speed must not be more than 0.1 knots.
- 4 All unberthing vessels with LOA more than 100m (except from corner berths) are recommended to remain in a heading parallel or nearly parallel to the line of wharf until the lateral distance from the berth is 0.5 beam.

MOORING ARRANGEMENT RECOMMENDATIONS & TUGS ASSIGNMENT GUIDELINES

The following are recommendations for vessels mooring arrangement and guidelines for assigning tugs to vessel's berthing & unberthing:

LENGTH OVERALL OF VESSEL (LOA)	MOORING ARRANGEMENT	NUMBER OF TUGS	REMARKS
Up to 100 metres	FWD: 3 Headlines and 2 Spring Lines	1 small tug	A vessel equipped with a suitable bow/stern thruster(s), in good working condition, may dispense with the need for a tug in that position.
101 to 180 metres	AFT: 3 Stern lines and 2 Spring lines	2 medium tugs	
181 to 299 metres	FWD: 4 Headlines, 2 Spring Lines AFT: 4 Stern lines, 2 Spring lines	2 big tugs	
300 metres and above	FWD: 4 Headlines, 2 Breast lines, 2 Spring Lines AFT: 4 Stern lines, 2 Breast lines, 2 Spring Lines	2 big tugs	

BERTHING & UNBERTHING PROCEDURES

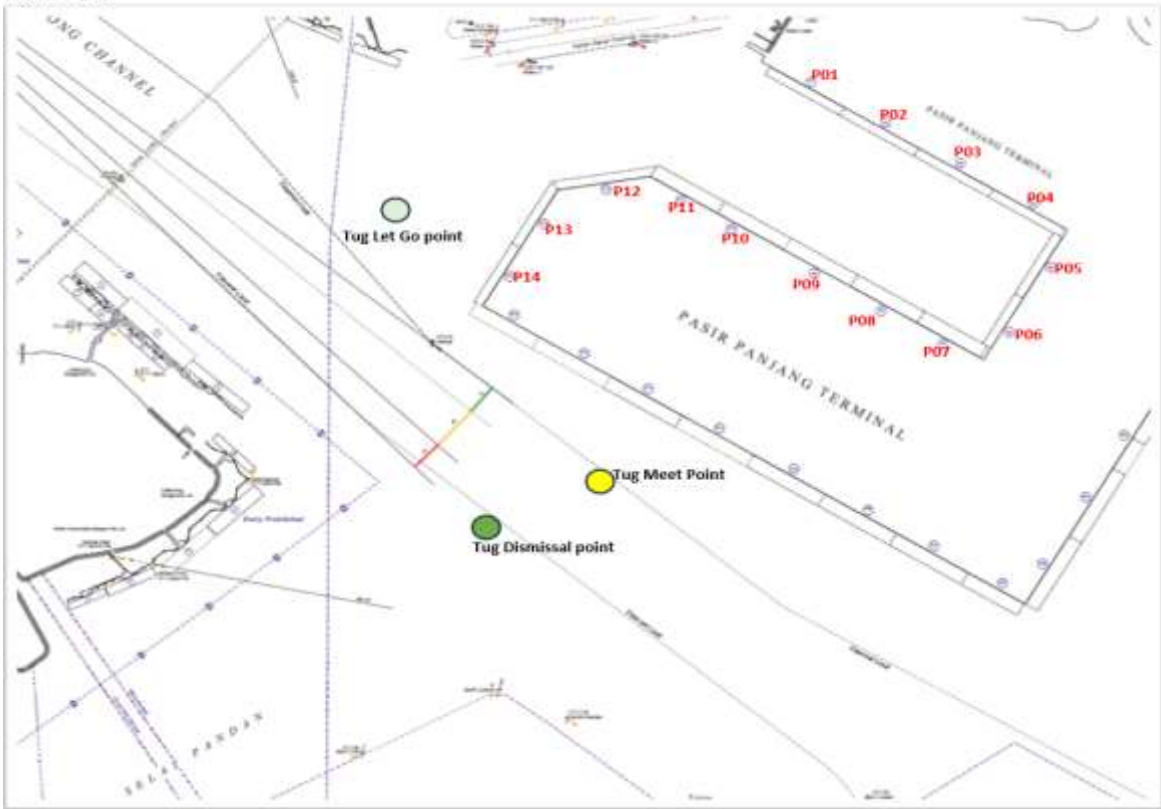
SEQUENCE	BERTHING PROCEDURES	ACTION BY
1	Pilot to check that the vessel's whistle is in working order.	Pilot
2	Pilot to confirm tug requirements with tug service provider when passing St John's Island (approaching from the East) or Sinki Bn (from the West)	Pilot/ Tug service provider
3	Tug service provider to respond with names of attending tugs	Tug service provider
4	Pilot to notify Pasir Panjang Control when passing abeam of Jong Island or Sinki Bn.	Pilot/ MPA – Pasir Panjang Control
5	Pilot to check with PPT Control Room (CR) when passing W3 (former East Cyrene Buoy) buoy to ensure that the berth is ready to receive the vessel.	Pilot PPT CR
6	Pilot may call MCC for assistance in alerting PPT CR.	Pilot MCC PPTCR
7	Pilot to call Wharf Supervisor (WS) on Walkie-Talkie (WT) channel P08 or WT channel P04 or WT channel P07 or WT channel P06 to check bridge bow distances, berth readiness and confirm side to wharf	Pilot WS
8	To be done before vessel approaches the berth: - <ul style="list-style-type: none"> • Placement of bridge marker • QC to be parked in correct position and boomed up • Mooring men to be ready 	WS
SEQUENCE	UNBERTHING PROCEDURES	ACTION BY
1	Pilot to check whistle is in operational condition	Pilot
2	Pilot to contact WS and tug/s. If unable; contact MCC to alert PPT Control Room MCC will contact PPT CR to alert Wharf Supervisor	Pilot / Tug/s MCC/WS
3	Pilot to call Pasir Panjang Control to notify vessel's departure	Pilot MPA - JC
4	Pilot to notify Pasir Panjang Control on WT channel P09 or Hague plan VHF Channel 25	Pilot / MPA
5	When outbound and passing the corner of P14/15, Pilot to notify Sinki Control if intending to transit Pasir Panjang Sector 1. If the vessel is using Jong Channel, Pilot to notify West Control on Hague Plan VHF channel 68 on passing buoy W3 (former East Cyrene Buoy).	Pilot / MPA
SEQUENCE	POSITIONING OF QUAY CRANES	ACTION BY
1	Shift Duty Manager shall ensure that quay cranes (QC) not working over any vessel must be boomed up during un/berthing operations in the area	SDM

2	<p>QC at the allocated berth where a vessel is to be un/berthed must be boomed up. The positioning of the QC is to be carried out in the following order of priority: -</p> <ol style="list-style-type: none"> 1. All QC to be positioned at least 30 m away from the bow and stern, i.e. outside the vessel's wharf marks or 2. All QC within the ship's length to be position near amidships; or 3. Pilots to be informed if (1) and (2) above could not be met. If required, pilot may order additional tug to assist in the un/berthing. 4. Master/Pilot could request that selective cranes be boomed up due to inclement weather conditions, strong winds, vessels with poor manoeuvring qualities or cranes which detrimentally affect the angle of approach/departure of the vessel. 5. SDM to notify MCC and pilot of any QC which cannot be boomed up or under repair with the boom down. In the event of breakdown, the Emergency Procedures would be initiated. The safety distance from the boom down QC would generally be as follows: i) for vessels having to pass the QC - 100m ii) for vessels which do not have to pass the QC (i.e. QC ahead or astern and away from the direction of the movement of the vessel) - 50m. 6. During berthing operations, QC should not be lowered until vessels are properly secured to the wharfmarks and in position with 3 lines and a spring at each end. If this practice is not being observed by PPT, pilots are to inform Wharf Supervisor immediately and on returning to the office, inform the Duty Manager for follow-up action. 	<p>PPT</p> <p>Pilot</p> <p>SDM WS Pilot</p> <p>Duty Manager</p>
SEQUENCE	EMERGENCY PROCEDURES	ACTION BY
1	Container Equipment Specialist (CES) should keep a sharp lookout and boom up their respective cranes should they observe that a vessel is closing in towards them and creating a dangerous situation	CES
2	In an emergency, Master/Pilot would sound the vessel's whistle comprising one prolonged blast followed by two short blast (- ..) to alert the crane operator to take evasive action accordingly. The WS should also be informed that the vessel is experiencing an emergency the times of the sounding the signal and informing the Berthing supervisor should be logged in the vessel's logbook.	Pilot WS

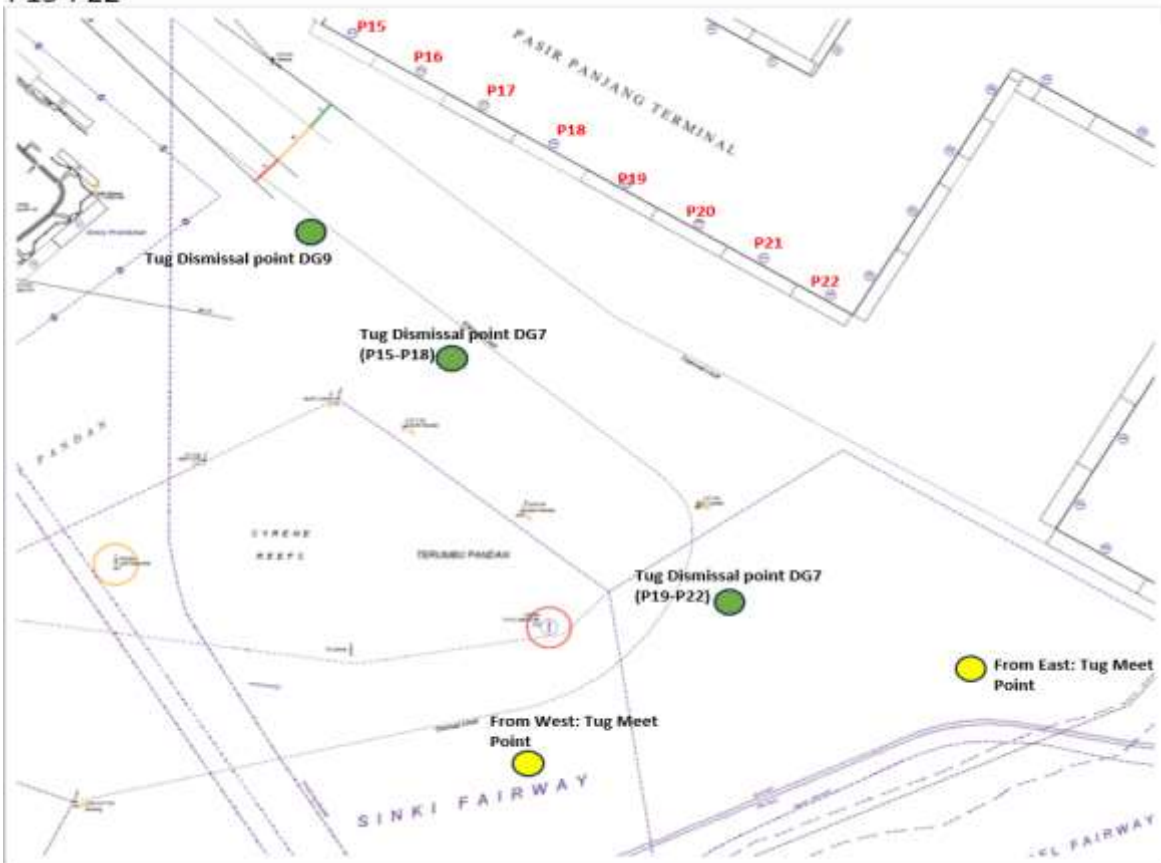
CHARTLET:

Chartlet is for illustration purposes only, not to be used for navigation. For navigation, mariners are advised to use the appropriate BA nautical charts.

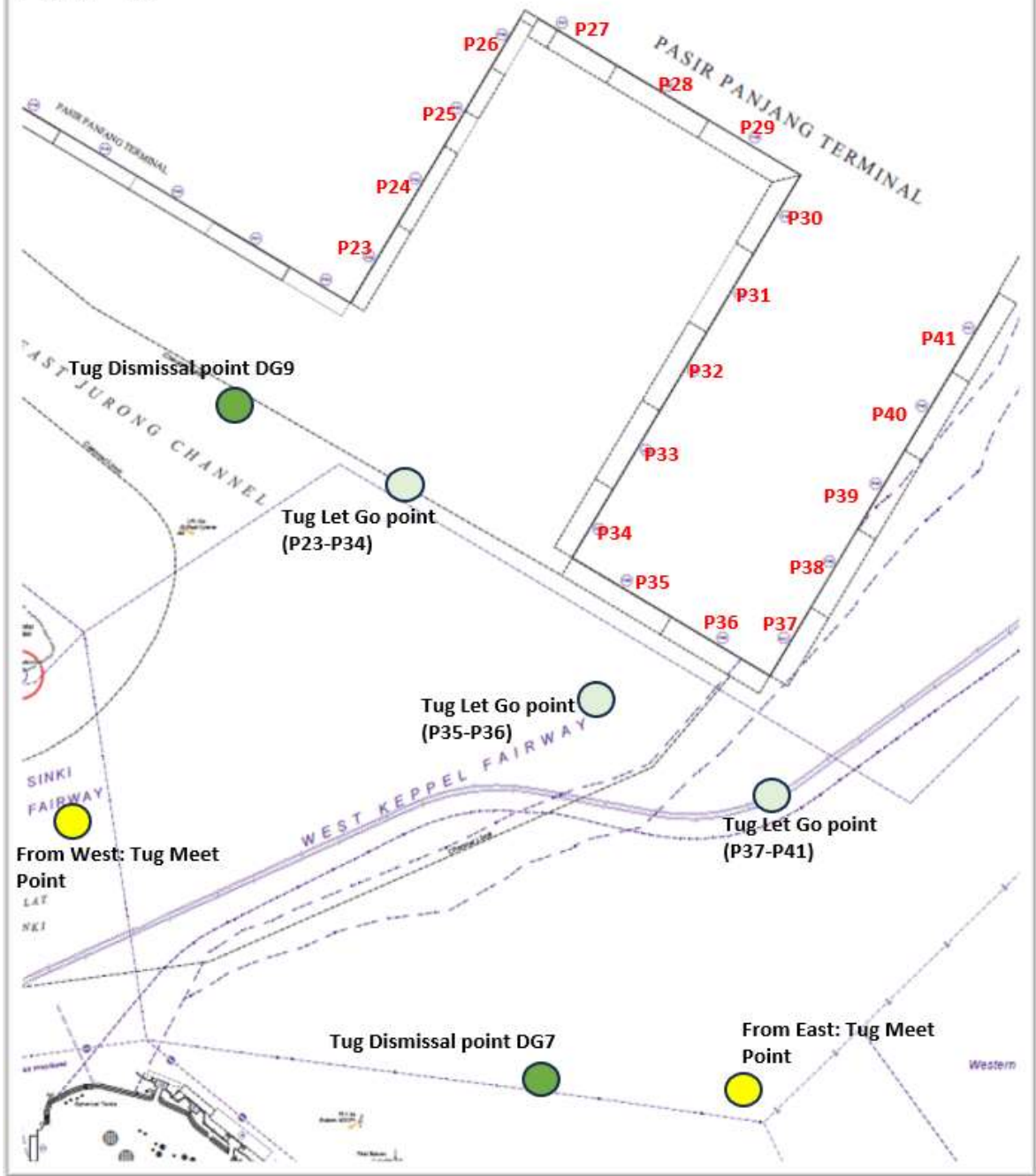
P01-P14






P15-P22



P23-P41



Legend:

	Tug meet Point	-
	Tug Dismissal Point	-
	Tug Let Go Point	Tug's line must not be let go earlier before this point, however if pilot deems it necessary to keep the tug until the dismissal point, he may do so.