

JURONG PORT TANK TERMINAL (OJPT)

JETTY	DEPTH	APPROACH DEPTH (m)	MAX LOA(m)	MAX DISPL (tons)	REMARKS	
	A/S (m)					
OJPT1	15.6	15.7	240	98,500	Port side alongside only ¹	Using deep water channel at East Jurong Channel
OJPT2	19.0	15.7	132	14,300	Starboard side alongside only ²	
OJPT3	17.8	15.7	274	226,000	Port Side alongside only ¹	Using deep water channel at East Jurong Channel. Shallower depths exist 50m east of the centre of the removable steel bridge
OJPT4	19.1	15.7	195	61,352	Starboard side alongside only ²	Using deep water channel at East Jurong Channel

¹ Vessel can go starboard side alongside only if terminal can't accept vessel port side alongside due to operational constraints.

² Vessel can go port side alongside only if terminal can't accept vessel starboard side alongside due to operational constraints.

GENERAL INFORMATION

- 1 No berthing for vessels above maximum displacement.
- 2 Pilot Walkie channel: P05
Control Room: 64139660 / 64139661

PILOTAGE GUIDELINES

1 BERTHING AND UNBERTHING (DAY/NIGHT)

OJPT1

When both J17 and OJPT4 are occupied, the beam of the vessel berthing or unberthing to or from OJPT1 shall be less than 26m.

When J17 is occupied and OJPT4 is vacant, the beam of the vessel berthing or unberthing to or from OJPT1 shall be less than 33m.

When OJPT4 is occupied and J17 is vacant, the beam of the vessel berthing or unberthing to or from OJPT1 shall be less than 33m.

Quay cranes/ship cranes at J17 are to boom up/swing in when there are movements to/from OJPT1.

OJPT2, OJPT3 & OJPT4

No restrictions.

3 SAFETY DISTANCE

Safety distance between two moored ships/to dead end.

VESSEL LOA (m)	SAFETY DISTANCE
221m LOA and Above	Minimum 40m
220m LOA and Below	Minimum 30m

MOORING ARRANGEMENT RECOMMENDATIONS & TUG ASSIGNMENT GUIDELINES

FOR BERTHING AND UNBERTHING @: OJPT1 & OJPT2.

LENGTH OVERALL OF VESSEL (LOA)	NUMBER OF TUGS	MOORING ARRANGEMENT	REMARKS
Up to 70 metres	Pilot , in consultation with the master, may order a tug from the tug company nominated by the ship's agent	FWD: 3 Headlines and 2 Spring Lines	
71 to 122 metres	1 small tug	AFT: 3 Stern lines and 2 Spring lines	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.
123 to 152 metres	2 small tugs		
153 to 180 metres	2 medium tugs	FWD: 4 Headlines and 2 Spring Lines	
181 to 250 metres	2 big tugs	AFT: 4 Stern lines and 2 Spring lines	

FOR BERTHING AND UNBERTHING @:OJPT3 & OJPT4.

LENGTH OVERALL OF VESSEL (LOA)	NUMBER OF TUGS	MOORING ARRANGEMENT	REMARKS
Up to 70 metres	Pilot , in consultation with the master, may order a tug from the tug company nominated by the ship's agent	FWD: 3 Headlines and 2 Spring Lines	
71 to 122 metres	1 small tug	AFT: 3 Stern lines and 2 Spring lines	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.
123 to 152 metres	2 small tugs		
153 to 180 metres	2 medium tugs	FWD: 4 Headlines and 2 Spring Lines	
181 to 250 metres	2 big tugs	AFT: 4 Stern lines and 2 Spring lines	
251 metres and above with draft >14.0m	3 big tugs	FWD: 4 Headlines, 2 Breast lines, 2 Spring Lines	
251 metres and above with GT > 75,000	4 big tugs	AFT: 4 Stern lines, 2 Breast lines, 2 Spring lines	

CHARTLET

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

