



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR

NO. 15 OF 2014

1 Dec 2014

Shipping Community

REVISION OF SINGAPORE EASTERN PILOT BOARDING GROUNDS AND MEASURES TO ENHANCE SAFETY OF NAVIGATION FOR THE EASTERN APPROACHES OF THE PORT OF SINGAPORE

1. The Port Master hereby makes the following revisions to the Pilot Boarding Grounds for the Port of Singapore:

Revision of Eastern Pilot Boarding Grounds

- a. Relocation of Singapore Pilot Eastern Boarding Ground "B" (PEBGB)
PEBGB will be relocated to (01° 15.408' N, 103° 56.956' E). This boarding ground is to be used by all vessels arriving from the west proceeding to the anchorages in the eastern sector of the port, or as may be directed by the Port Master.
- b. Introduction of new Singapore Pilot Eastern Boarding Ground "C" (PEBGC)
A new Singapore Pilot Eastern Boarding Ground "C" (PEBGC) will be implemented at position (01° 15.885' N, 103° 57.834' E). This boarding ground is to be used by all vessels arriving from the east proceeding to the eastern or western sector of the port, or as may be directed by the Port Master.

2. There will be no changes to the other existing Pilot Boarding Grounds in the Port of Singapore. (Please refer to **Appendix 1** for the revised list of Pilot Boarding Grounds in the port.)

Measures to Enhance Safety of Navigation for the Eastern Approaches of the Port of Singapore

3. MPA and PSA Marine have put in place a scheduling system for vessels embarking pilots at PEBGB and PEBGC. Only 1 vessel will be scheduled to arrive at PEBGB and PEBGC

at any one time; and the next vessel at an interval of not less than 15 minutes. To complement this, MPA has also established interim recommendatory measures for vessels embarking pilots at PEBGB and PEBGC. These vessels are strongly advised to adopt the following measures to ensure safety of navigation in the approaches to PEBGB and PEBGC.

- a. A vessel proceeding to PEBGB or PEBGC should maintain a minimum separation distance of 1 nautical mile with a vessel ahead which is also proceeding to PEBGB or PEBGC. The information on vessels proceeding to PEBGB and PEBGC will be provided by the Singapore VTIS.
- b. Vessels when executing the passage plan to the approaches of PEBGB and PEBGC shall do so at a safe speed, taking into consideration the separation distance and factors listed in Rule 6 of the COLREGs, such as the state of visibility, available sea room and traffic density among others.
- c. Vessels on the eastbound lane of the Traffic Separation Scheme (TSS) intending to cross the TSS on an approach to PEBGB are advised to do so at right angles to the TSS, and in compliance with the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) and the good practice of seamanship.

4. The Singapore Strait is a relatively narrow and busy waterway. For safety of navigation, Masters and watchkeeping officers of all vessels are reminded to fully comply with the COLREGs at all times. Masters and watchkeeping officers of vessels are also reminded of the importance of keeping proper lookout and proceeding at safe speeds when navigating. They are also reminded to conduct passage planning for the safe conduct of vessels.

5. In line with the good practice of seamanship to enhance the situational awareness of other marine traffic in the vicinity, Masters of vessels making an approach to the Singapore Pilot Boarding Grounds (as listed in Appendix 1) are recommended to share their designated pilot embarkation ground in their onboard Automatic Identification System (AIS). For example, vessels heading to PEBGB are encouraged to indicate "Singapore – PEBGB" in their AIS.

6. Shipowners, Managers and agents are requested to bring the contents of this circular to the attention of Masters and officers.

7. A chartlet showing the revisions to the Pilot Boarding Grounds is attached in **Appendix 2**. Notices to Mariner will also be promulgated to inform mariners of the change in position of PEBGB and the new PEBGC.

8. This circular shall take effect from 0001 hours (Local Time) on 1 January 2015.

9. Any queries relating to this circular should be directed to Capt Charles De Souza at DID (65) 6325 2420 and /or Capt Henry Heng at DID (65) 67737433.

CAPT DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

APPENDIX 1**PILOT BOARDING GROUNDS IN THE PORT OF SINGAPORE**

Name	Position	Purpose
Eastern Boarding Ground "A" (PEBGA)	01° 13.517' N 103° 53.447' E	For vessels other than tankers arriving from the east or west, proceeding to port facilities and anchorages in the eastern or western sector, or as may be directed by the Port Master.
Eastern Boarding Ground "B" (PEBGB)	01° 15.408' N 103° 56.956' E	For vessels arriving from the west calling at the anchorages in the eastern sector of the port, or as may be directed by the Port Master.
Eastern Boarding Ground "C" (PEBGC)	01° 15.885' N 103° 57.834' E	For vessels arriving from the east proceeding to the anchorages in the eastern or western sector of the port, or as may be directed by the Port Master.
Southern Boarding Ground (PSBG)	01° 11.702' N 103° 49.666' E	Upon prior permission from the Port Master.
Western Boarding Ground "A" (PWBGA)	01° 12.906' N 103° 36.073' E	For vessels arriving from the west, or as may be directed by the Port Master.
Western Boarding Ground "B" (PWBGB)	01° 12.027' N 103° 39.481' E	For tankers, chemical and gas carriers bound for the ALGAS anchorage and port facilities located in the western side of Singapore, or as may be directed by the Port Master.
East Johor Strait Boarding Ground (PJSB)	01° 17.650' N 104° 06.393' E	For vessels arriving from the east or west, calling at the anchorages in Changi or the Eastern Sector and port facilities in the East Johor Strait or upon prior permission from the Port Master.
Gusong Boarding Ground (PGBG)	01° 10.465' N 103° 46.887' E	For vessels arriving from the east calling at the anchorages in Sudong Sector or Raffles Reserved Anchorage with prior permission from the Port Master.

APPENDIX 2

Revised Pilot Boarding Grounds

