

CHEVRON (OCHV)

JETTY	DEPTH A/S(m)	APPROACH DEPTH(m)	MAX LOA(m)	MAX DISPLACEMENT (tons)	REMARKS
OCHV1	12.9	14.2	300	150,000	
OCHV2	14.0	13.7	280m	181,216	12.2m patch located 225m SE of Southern dolphin
OCHV3	2.8	2.9			For small craft
OCHV4	11.8	14.0	140	13,300	
OCHV5	10.7	10.4	206	53,300	
OCHV6	11.5	10.4	115	10,200	
OCHV7	6.7	8.4	76	2,600	

GENERAL INFORMATION

1. No berthing of vessel above the max displacement.
2. Please note the existence of submarine pipelines located off OCHV1 and east of OCHV5/7.
3. Please note the existence of submarine cables located west of OCHV5/7.
4. Transit markers: Chevron Rear: Fl. Y 4s & Chevron Front: Fl Y 2s mark the eastern limit of the dredged channel of 14.1m.
5. For OCHV7, since the vessel has to manoeuvre between a 'gap' of 60m, additional measures are taken to ensure safe un/berthing. They are:
 - a) An additional standby tug is to be made available by Chevron to assist in the manoeuvre.
 - b) For vessels that are to be unberthed, a light signal showing green will be switched on to indicate to vessel that it is clear to pass through the 'gap' without being hampered by other vessels.
6. Pilot Walkie Talkie Channel: P04

PILOTAGE GUIDELINES (OCHV)

For OCHV1 and OCHV 2 - BERTHING/UNBERTHING (DAY)

No restrictions

Only daylight movement of VLCCs with 4 tugs

For OCHV1 and OCHV 2 - BERTHING/UNBERTHING (NIGHT)

LOA < 280 m – No restrictions

LOA ≥ 280 m – No berthing/unberthing

FOR ALL OTHER OCHV BERTHS

(DAY and NIGHT)

No restrictions.

SAFETY DISTANCE

Safety distance between two moored vessels.

VESSEL (LOA)	SAFETY DISTANCE
Below 220m	30m
221m to 280m	40m
281m and above	50m

MOORING ARRANGEMENT RECOMMENDATIONS & TUGS ASSIGNMENT GUIDELINES

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

Berth 1 to 6 (OCHV1 to OCHV6)

LENGTH OVERALL OF VESSEL (LOA)	Mooring Arrangement	NUMBER OF TUGS	REMARKS
Up to 70 metres	FWD: 2 Headlines and 2 Spring Lines AFT: 2 Stern lines and 2 Spring lines	Pilot, in consultation with the master, may order a tug from the tug company nominated by the ship's agent	
71 to 122 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.
123 to 152 metres	AFT: 3 Stern lines and 2 Spring lines	2 small tugs	
153 to 180 metres	FWD: 4 Headlines and 2 Spring Lines	2 medium tugs	
181 to 220 metres	AFT: 4 Stern lines and 2 Spring lines	2 big tugs	
221 to 280 metres	FWD: 4 Headlines, 2 breast lines and 2 Spring Lines AFT: 4 Stern lines, 2 breast lines and 2 Spring lines	2 big tugs	Pilot, in consultation with the master, may order an additional tug from the tug company nominated by the ship's agent
281 metres and above		4 big tugs	

Berth 7 (OCHV7)

One small tug is recommended for all vessels above 50 metres. *In addition, one standby tug would be deployed by Chevron.*

