

GENERAL GUIDELINES

A VLCC MOVEMENT

1 VLCC FROM THE WEST PROCEEDING TO AWQI

(a) Day Movement

- (i) During westerly tidal stream (flood tide), pilot to board the vessel at PWBGA. During easterly tidal stream (ebb tide), pilot to board the vessel at PEBGB.

(b) Night Movement

- (i) No movement in Jong Fairway
(ii) No movement in West Keppel Fairway
(iii) No Movement in East Jurong Channel

2 VLCC FROM THE EAST PROCEEDING TO AWQI

(a) Day and Night Movement

- (i) No restriction - Pilot to the vessel board at PEBGB

3 VLCC DEPARTING FROM AWQI TO DG 7

(a) Day and Night Movement

- (i) No restriction

4 VLCC DEPARTING AWQI AND TRANSITING JONG AND SINKI FAIRWAYS

(a) Day Movement

- (i) During westerly tidal stream (flood tide), movements of vessels are to be programmed for tidal strength of not more than 1.0 knot.

- (ii) During easterly tidal stream (ebb tide) - no restriction.

(b) Night Movement

- (i) No movement allowed

B NIGHT TOWING

As a general rule, night towing is not allowed within the Port except for "special cases" and in emergencies. "Special cases" could arise due to a particular location, restricted tidal conditions resulting in very long delays, etc. In such cases, the pilots must ensure that all safety precautions are taken and adequate number of tugs are available.

Line-towed barges are slow and not easy to manoeuvre. Also, they are not easily identified by other vessels, particularly at night or in restricted visibility. Hence they pose a navigational hazard at night. To enhance safety of navigation, line-towed barging is prohibited in the Western Sector from 1900 hours to 0630 hours, with effect from 1st Jun 2000.

C DIFFICULT TOWS OR "SPECIAL JOBS"

Ship owners/agents are advised to check with the pilotage service provider (PSP) when booking a pilot for difficult tows or "special jobs" such as towage of jack-up oilrig, jack-up barge, semi-/submersible vessel, FPSO (Floating Production Storage and Offloading), cumbersome/unwieldy tow, etc. These "special jobs" shall be manually vetted by the PSP. Consultation meetings shall be arranged between PSP and the shipping agents/owners and pilots assigned for these jobs shall be briefed in advance of the movement. For these "special jobs", the PSP shall on a case-to-case basis assign two pilots after consultation with the agent/owner. In addition, the ship owners/agents are required to seek approval from MPA for the operations.

D SHIPYARD'S MOVEMENTS

- (a) All towing jobs shall be programmed to be completed within daylight hours.
- (b) All movements refer to vessels under own power unless otherwise stated.
- (c) No night movement shall be carried out unless permission is obtained from MPA.
- (d) Shipyards shall programme and conduct movements according to the pilotage guidelines.
- (e) Jobs could be deferred for vessels >250m if wind velocity exceeds 15 knots.
- (f) Berthing alongside another vessel shall be conducted during daylight hours.
- (g) Unberthing of another vessel during the hour of darkness shall be considered on a job by job basis.

- (h) There shall be sufficient room for vessels and tugs to manoeuvre safely.
- (i) Shipyards shall ensure that all personnel working in a dry dock are evacuated, prior to a vessel being berthed or unberthed at the entrance of the dry-dock.
- (j) Shipyards shall ensure that a vessel berthed adjacent to the entrance of any dry-docks (which are in operation) shall be of such a length as not to extend beyond the width of the entrance of the dock.
- (k) Shipyards shall ensure that all personnel working over the side of a vessel are cleared whenever there are any vessel movements close to that particular berth.

E CLASSIFICATION OF TUGS

For operations purposes, harbour tugs are classified under the following categories:

10 to 16 tonnes bollard pull	-	small tug
17 to 24 tonnes bollard pull	-	medium tug
25 to 45 tonnes bollard pull	-	big tug
Above 45 tonnes bollard pull	-	x-big tug

F SUBMARINE CABLES, PIPELINES AND TUNNELS

Submarine cables, pipelines and tunnels exist in many places within the port. No vessel, including small craft, is to anchor outside of a designated anchorage. No vessel is to drop anchor or lower any trawling apparatus or lower its legs (such as of jack-up oilrig and jack-up barge) in the vicinity of submarine cables, pipelines and tunnels. High-voltage submarine cables pose a serious risk to personal safety if any attempt is made to cut the cables. Vessel's operator, master or person-in-charge, and pilot must immediately contact Port Operations Control Centre if their vessel causes, or is suspected to have caused, any damage to a submarine cable or pipeline or tunnel. Offenders whose vessels damage submarine cables, pipelines and tunnels may be prosecuted.