

JURONG ISLAND, ADVARIO SINGAPORE - OTK

JETTY	DEPTH A/S(m)	APPROACH DEPTH(m)	MAX LOA(m)	MAX DISPL(tons)	REMARKS
OTK1	14.1	8.1	116	13,000	Berthing velocity must be 0.11 m/sec or lower
OTK2	13.7	14.4	320	133,000	
OTK3	14.0	8.1	116	13,000	Berthing velocity must be 0.11 m/sec or lower
OTK4	13.7	12.9	260	114,000	High spot of 12.3m exist at the end of the berth box
OTK5	13.1	10.4	116	9,300	Shallow depth of 8.0m exists bearing 280 degree(T) x 291.5m from OT3 beacon
OTK6	12.2	10.4	161	26,000	Berthing velocity must be 0.11 m/sec or lower
OTK 9	15.9	15.0	335	160,000	Min LOA 163m
OTK10	11.9	12.9	200	81,000	See Item 5 in General Information and Pilotage Guidelines
OTK11	14.7	12.5	236	80,000	
OTK12	13.8	12.5	220	66,667	
OTK18	15.7	13.9	280	132,000	
OTK19	15.0	12.9	235	72,000	
OTK20	15.1	12.9	150	19,500	See Note 2 on General Information
OTK21	13.9	12.9	105	6,000	See Note 3 on General Information
OTK22	14.0	13.2	250	90,000	Shallow depth of 12.7m exists bearing 290 degree(T) x 4.8c from Pusing buoy

GENERAL INFORMATION

- 1 No berthing of vessel above the max displacement.
- 2 For vessel berthing or unberthing to/from OTK20, two beacons (OTS4 and OTS5) are installed to mark the channel limit on the port side of the channel.
- 3 For vessel berthing or unberthing to/from OTK21, two beacons (OTS-N1 and OTS-N2) are installed on the port side of the channel to mark the navigable area for vessel and tugs assist making their approach to OTK21.
- 4 Pilot Walkie Talkie: P03
Operation Room: 6883 6503/4
- 5 No berthing or unberthing movements allowed from OTK1 and OTK3 when there is a vessel double banked to OTK10.
- 6 No berthing or unberthing movements allowed from OTK5 when OTK6 is occupied.
- 7 No berthing or unberthing movements allowed from OTK6 when OTK5 is occupied.

PILOTAGE GUIDELINES

1 BERTHING and UNBERTHING (DAY)

No restriction for all berths except OTK21

2 BERTHING and UNBERTHING (NIGHT)

LOA ≤ 280m	No restriction
LOA > 280m	No un/berthing

For **OTK21**, refer to paragraph 4 below.

3 VLCC

Only daylight movement

4 OTK21

Two tugs are recommended for vessels of LOA 70m or more.

BERTHING and UNBERTHING (DAY and NIGHT)

With the installation of OTS-N1 and OTS-N2, there is no restriction to berthing or unberthing at OTK21 when the vessel beam is 15m or less.

Vessel with beam >15m, OTK20 must be vacant when berthing or unberthing to or from OTK21.

5 OTK10 (Double Banking)

BERTHING and UNBERTHING (DAY and NIGHT)

No restrictions

MOORING ARRANGEMENT RECOMMENDATIONS & TUGS ASSIGNMENT GUIDELINES

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

OTK1, OTK3, OTK5, OTK6, OTK20 & OTK21.

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	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.
71 metres and above	FWD: 3 Headlines and 2 Spring Lines AFT: 3 Stern lines and 2 Spring lines	2 small tugs	

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

OTK2, OTK4, OTK9, OTK10, OTK11, OTK12, OTK18, OTK19 & OTK22.

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	

LENGTH OVERALL OF VESSEL (LOA)	MOORING ARRANGEMENT	NUMBER OF TUGS	REMARKS
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	2 big tugs (Pilot may order additional tug)	
281 metres and above	AFT: 4 Stern lines, 2 breast lines and 2 Spring lines	4 big tugs (Pilot may order additional tug)	Pilot, in consultation with the master, may order an additional tug from the tug company nominated by the ship's agent. Mooring as per Pilot/terminal discretion

CHARTLET

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

