

JURONG ISLAND, HORIZON BANYAN TERMINAL(S) PTE LTD - OBH

JETTY	DEPTH A/S (m)	APPROACH DEPTH (m)	MAX LOA (m)	MAX DISPL. (Tons)	REMARKS
OBH1	17.0	16.2	336	275,000	
OBH2	15.7		260	150,000	
OBH3	15.0		200	66,000	
OBH4	15.3		200	66,000	

GENERAL INFORMATION

- 1 No berthing for vessels above maximum displacement.
- 2 Berth 1 (OBH1) is located in tidal water (Outer Banyan Basin).
- 3 Approaches to the Banyan Basin entrance is affected by cross current and tidal restriction apply – see Pilotage guidelines below.
- 4 During the approach to the entrance of Banyan Basin, it is prudent to stem the prevailing current particularly when the tidal stream exceeds 1 knot in the Sinki Fairway prior entering the Banyan Basin.
- 5 Communication : Pilot Walkie Talkie channel - P07
: Operation room number - +65-6303-8222/3/5
- 6 Tugs requirement:
 - a) If vessel's LOA >250 metres and draft > 14.0 metres, 3 tugs are to be assigned.
 - b) VLCC with draft >15m or GT >100,000, 4 tugs to assist for berthing or unberthing operation.
 - c) VLCC when transiting the channel shall have two tugs to escort.

PILOTAGE GUIDELINES

1 BERTHING (Day and Night)

Flood and Ebb Tide

a) Tidal strength ≤ 0.5 kts

Day: No restriction

Night: No restriction

b) Tidal strength >0.5 to <1.0 kts

Day: No restriction

Night: Draft <15.0 metres or GT $<100,000$ T: No restriction

Draft ≥ 15 metres: No berthing if LOA ≥ 270 metres

c) Tidal strength >1.0 kts to <1.5 kts

Day: Draft <12.5 metres: No restriction

Draft ≥ 12.5 metres: No berthing if LOA ≥ 250 metres.

Night: Draft <12.0 metres: No restriction

Draft ≥ 12.0 metres: No berthing if LOA ≥ 230 metres.

GT $\geq 100,000$: No berthing

d) Tidal strength >1.5 kts to <2.5 kts

Day: Draft <11.0 metres: No restriction

Draft ≥ 11.0 metres: No Berthing if LOA ≥ 240 metres

Draft ≥ 12.5 metres: No Berthing if LOA ≥ 200 metres

GT $\geq 100,000$ T: No berthing

Night: Draft <11.0 metres: No restriction

Draft ≥ 11.0 metres: No berthing if LOA ≥ 230 metres

Draft ≥ 12.5 metres: No berthing if LOA ≥ 180 metres

GT $\geq 100,000$ T: No berthing

e) Tidal strength > 2.5 kts

Day: Draft <10.0 metres: No restriction

Draft ≥ 10.0 metres: No Berthing if LOA ≥ 220 metres

Draft ≥ 11.0 metres: No Berthing if LOA ≥ 200 metres

GT ≥100,000: No berthing

Night: Draft <10.0 metres: No restriction
Draft ≥10.0 metres: No berthing if LOA ≥200 metres
Draft ≥11.0 metres: No berthing if LOA ≥ 180 metres
GT ≥100,000: No berthing

2 UNBERTHING (Day and Night)

Flood and Ebb tide

a) Tidal strength ≤0.5 kts

Day: No restriction

Night: No restriction

b) Tidal strength >0.5 kts to <1.5 kts

Day: No restriction

Night: Draft <14.0 metres: No restriction
Draft ≥14.0 metres: No unberthing if LOA ≥240 metres

c) Tidal strength >1.5 kts to <2.5 kts

Day: No restriction

Night: Draft <13.0 metres: No restriction
Draft ≥13.0 metres: No unberthing if LOA ≥240 metres
GT ≥100,000: No unberthing

d) Tidal strength >2.5 kts

Day: No restriction
GT ≥100,000: No unberthing

Night: Draft <12.0 metres: No restriction
Draft ≥12.0 metres: No unberthing if LOA ≥ 240 metres
GT ≥100,000: No unberthing

*Note: The Jetty is located in slack water. The above tidal restrictions are meant for the approach to Banyan basin entrance.

MOORING ARRANGEMENT RECOMMENDATIONS & TUGS ASSIGNMENT GUIDELINES

The following are recommendations for vessels mooring arrangement and guidelines for assigning tugs to vessels berthing & unberthing @:
OBH1, OBH2, OBH3 and OBH4.

LENGTH OVERALL OF VESSEL (LOA)	MOORING ARRANGEMENT	NUMBER OF TUGS	REMARKS
Up to 70 metres	FWD: 3 Headlines and 2 Spring Lines AFT: 3 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		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		2 small tugs	
153 to 180 metres	FWD: 4 Headlines and 2 Spring Lines	2 medium tugs	
181 to 250 metres	AFT: 4 Stern lines and 2 Spring lines	2 big tugs	
251 metres and above with draft > 14 metres	FWD: 4 Headlines, 2 Breast lines, 2 Spring Lines	3 big tugs	Mooring as per Pilot/Terminal discretion
251 metres and above with GT > 75,000	AFT: 4 Stern lines, 2 Breast lines, 2 Spring lines	4 big tugs	