

## JURONG PORT UNIVERSAL TERMINAL (OMU)

JETTY	DEPTH A/S (m)	APPROACH DEPTH(m)	MAX LOA (m)	MAX DISPL. (tonnes)	REMARKS
OMU1	23.7	From East – 15.0 From West 22.5	346	384,604	VLCC berth
OMU2	23.7	From East – 15.0 From West 22.5	346	384,604	VLCC berth
OMU3	22.9	From East – 15.0 From West 22.5	204	61,549	
OMU5	23.6	10.7	145	27,700	
OMU6	17.4	10.7	116	8,900	
OMU7	19.3	10.7	111	8,900	
OMU8	10.5	10.7	145	33,000	
OMU9	10.4	10.7	145	33,000	
OMU10	10.2	10.7	145	33,000	
OMU11	17.5	)	186	56,850	
OMU12	17.5	) From East – 15.0 ) From West 16.5 )	280	208,000	
OMU13	17.5	)	186	56,850	
OMU15	10.2	10.7	145	25,600	
OMU16	10.8	10.7	145	19,670	
OMU17	10.6	10.7	102		

### GENERAL INFORMATION

1. Communication : Pilot Walkie Talkie Channel- P06  
: Operation room number - +65-6303-0001/2
2. OMU5 to OMU10 and OMU15 to OMU17 are jetties in the inner basin. Approaches to the entrance of the basin are subjected to cross tidal stream.
3. For vessel berthing or unberthing at OMU12, the tug recommendations are:
  - a) **Vessel with LOA 210 metres to ≤260 metres**

- i) Vessel with draft  $\leq 10.5$  metres – 4 big tugs
- ii) Vessel with draft  $>10.5$  metres – 4 big tugs with at least 45 tonnes Bollard Pull

**b) Vessel with LOA  $>260$  metres**

- i) 4 big tugs with least 45 tonnes Bollard Pull to be provided

**4. Tug requirements for VLCCs**

- (a) At least 4 big tugs should be deployed to assist VLCCs berthing and unberthing from OMU1 and 2. For VLCCs with a draft of 17m or more, all 4 tugs should have a bollard pull of at least 45 tons each.
- (b) For vessels from 250m to 280m LOA, when swinging is required, 4 big tugs should be deployed during berthing and unberthing as follows:
  - (i) Draft 15m to  $< 17$ m ~ at least one of the tugs at the bow and at the stern should have a bollard pull of not less than 45 tons.
  - (ii) Draft  $\geq 17$ m ~ all 4 tugs should have a bollard pull of at least 45 tons each.
- (c) All tugs deployed to assist a vessel with draft of 17m or more in berthing or unberthing are required to have a backup towline for emergency purposes.

**PILOTAGE GUIDELINES**

**1. BERTHING**

**i) OMU1 & OMU2 (VLCC berths) and OMU3**

**FLOOD TIDE**

- a) Tidal strength  $\leq 1.5$  knot  
No restriction
- b) Tidal strength  $>1.5$  to 2.0 knots  
Vessel with draft  $>17.0$  metres – No berthing
- c) Tidal strength  $>2.0$  to 2.5 knots  
LOA  $>240$  metres or draft  $>14$  metres - No berthing
- d) Tidal strength  $>2.5$  knots  
LOA  $>220$  metres or draft  $>12$  metres – No berthing

## **EBB TIDE**

- a) Tidal strength  $\leq 0.5$  knot  
No restriction
  - b) Tidal strength  $> 0.5$  to  $1.5$  knots  
Vessel with draft  $> 15.5$  metres - No berthing when approaching from the west
  - c) Tidal strength  $> 1.5$  knots to  $2.0$  kts  
LOA  $> 260$  metres or draft  $> 14$  metres - No berthing when approaching from the west
  - d) Tidal strength  $> 2.0$  knots  
LOA  $> 240$  metres or draft  $> 12$  metres – No berthing
- ii) **OMU 5, 6, 7, 8, 9, 10, 15, 16 and 17**

## **FLOOD AND EBB TIDE**

- a) Tidal strength  $\leq 1.5$  knots  
No restriction
  - b) Tidal strength  $> 1.5$  knots to  $\leq 2.5$  knots  
LOA  $> 110$  metres – No berthing
  - c) Tidal strength  $> 2.5$  knots  
LOA  $> 90$  metres – No berthing
- iii) **OMU 11, 12 & 13**

## **FLOOD and EBB TIDE**

- a) Tidal strength  $\leq 1.0$  knot  
LOA  $< 260$  metres or draft  $\leq 14.0$  metres - No restriction
- b) Tidal strength  $0.5$  knot to  $\leq 1.0$  knot  
LOA  $> 260$ m or draft  $> 14.0$  metres – No berthing
- c) Tidal strength  $> 1.0$  knot  
LOA  $> 185$  metres – No berthing

## **2. UNBERTHING**

- i) **OMU1 & OMU2 (VLCC berths) and OMU3**

### **FLOOD TIDE**

- a) Tidal strength  $\leq 0.5$  knot  
No restriction
- b) Tidal strength  $0.5$  knot to  $\leq 1.5$  knot

Port alongside: No restriction  
Starboard alongside: Draft >17.0 metres – No unberthing

- c) Tidal strength >1.5 knot to ≤2.0 kts  
Port side alongside: Draft >17.0 metres – No unberthing  
Starboard alongside: Draft >14 metres – No unberthing
- d) Tidal strength >2.0 knots  
LOA >240 metres or Draft >14 metres – No unberthing

### **EBB TIDE**

- a) Tidal strength ≤0.5 knot  
No restriction
- b) Tidal strength 0.5 knot to ≤1.5 knot  
Port alongside: Draft >15.0 metres – No unberthing  
Starboard alongside: No restriction
- c) Tidal strength >1.5 knot to ≤2.0 knots  
Port alongside: Draft >14 metres – No unberthing  
Starboard alongside: Draft >17.0 metres – No unberthing
- d) Tidal strength >2.0 knots  
LOA >240 metres or Draft >14 metres – No unberthing

### **ii) OMU 5, 6, 7, 8, 9, 10, 15, 16 and 17**

#### **FLOOD and EBB TIDE**

- a) Tidal strength ≤2.5 knots  
No restriction
- b) Tidal strength >2.5 knots  
LOA >90 metres: No unberthing

### **iii) OMU 11, 12 & 13**

#### **FLOOD and EBB TIDE**

- a) Tidal strength ≤1.0 knot  
LOA <260 metres or draft ≤14.0 metres - No restriction
- b) Tidal strength 0.5 knot to ≤1.0 knot  
LOA >260m or draft ≥14.0 metres – No unberthing
- c) Tidal strength >1.0 knot  
LOA >185 metres – No unberthing

**MOORING ARRANGEMENT RECOMMENDATIONS & TUGS ASSIGNMENT GUIDELINES**

The following are recommendations for vessel's mooring arrangement and guidelines for assigning tugs to vessel's berthing & unberthing @ OMU1 and OMU2:

<b>LENGTH OVERALL OF VESSEL (LOA)</b>	<b>MOORING ARRANGEMENT</b>	<b>NUMBER OF TUGS</b>	<b>REMARKS</b>
181 to 280 metres	FWD: 4 Headlines,2 Breast lines, 2 Spring Lines AFT: 4 Stern lines,2 Breast lines, 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
281metres and above or GT >75,000 with draft <17 metres	FWD: 4 Headlines,4 Breast lines, 2 Spring Lines	4 big tugs	
281metres and above or GT >75,000 with draft≥17m	AFT: 4 Stern lines,4 Breast lines, 2 Spring lines	(i) Draft 15 m to <17m ~ 4 big tugs with at least 2 must have a bollard pull of 45 tons or above each.  (ii) Draft ≥17m ~ 4 big tugs each with at least 45 tons bollard pull.  (iii) All tugs assigned to assist a vessel with draft of 17m or more in berthing or unberthing are required to have a backup towline for emergency purposes.	

The following are recommendations for vessel's mooring arrangement and guidelines for assigning tugs to vessel's berthing & unberthing @ OMU3:

<b>LENGTH OVERALL OF VESSEL (LOA)</b>	<b>MOORING ARRANGEMENT</b>	<b>NUMBER OF TUGS</b>	<b>REMARKS</b>
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		2 small tugs	Vessel with a bow bow/stern thruster(s), will still be assigned 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 220 metres	AFT: 4 Stern lines and 2 Spring lines	2 big tugs	

The following are recommendations for vessel's mooring arrangement and guidelines for assigning tugs to vessel's berthing & unberthing @ OMU5 to OMU10 and OMU15 to OMU17:

<b>LENGTH OVERALL OF VESSEL (LOA)</b>	<b>MOORING ARRANGEMENT</b>	<b>NUMBER OF TUGS</b>	<b>REMARKS</b>
Up to 70 metres	FWD: 2 Headlines and 2 Spring Lines AFT: 2 Stern lines and 2 Spring lines	1 small tug	Pilot, in consultation with the master, may order an additional tug from the tug company nominated by the ship's agent when tidal strength > 1.5 knot.
71 metres and above	FWD: 3 Headlines and 2 Spring Lines AFT: 3 Stern lines and 2 Spring lines	2 small tugs	Vessel with a bow thruster will still be assigned a tug in that position.

The following are recommendations for vessel's mooring arrangement and guidelines for assigning tugs to vessel's berthing & unberthing @ OMU11 to OMU13:

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		2 small tugs	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	Vessel with a bow thruster will still be assigned a tug in that position.
181 to 210 metres	AFT: 4 Stern lines and 2 Spring lines	2 big tugs	
211 to 260 metres	FWD: 4 Headlines, 2 Breast lines, 2 Spring Lines AFT: 4 Stern lines, 2 Breast lines, 2 Spring lines	(i) Draft $\leq 10.5\text{m}$ - 4 big tugs  (ii) Draft $> 10.5\text{m}$ - 4 big tugs each with at least 45 tons bollard pull	
261 metres and above	Spring lines	4 big tugs each with at least 45 tons bollard pull	

# CHARTLET

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

