

**JURONG ISLAND - SAKRA BASIN
PETROCHEMICAL CORPORATION OF SINGAPORE (OPCS)**

JETTY	DEPTH A/S (m)	APPROACH DEPTH (m)	MAX LOA (m)	MAX. DISPL. (tons)	REMARKS
OPCS1	1.5	2.5	41		Barge Pier.
OPCBA	3.1	3.0	100		Barge Pier. No night movement.
OPCS 3	10.0	10.0	130	8,000	PCs shall ensure 60m overall clearance between vessels for daylight operations and 100m overall clearance for night operations.
OPCS 4	11.6	12.0	140	14,000	
OPCS 5	11.7	11.9	140	45,760	
OPCS 6	14.2	14.2	259	145,000	

GENERAL INFORMATION

- 1 No berthing if wind speed > 20 knots.
- 2 No movement above maximum displacement
- 3 Please note the existence of submarine gas pipelines located in close proximity of OPCS6.
- 4 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.
- 5 The maximum LOA for vessels berthing at jetty 5 is 140m. This is due to piles supporting the dolphins are inclined and protruding towards the line of jetties.
- 6 Pilot Walkie-Talkie Channel: P03

PILOTAGE GUIDELINES

1. **BERTHING / UNBERTHING (DAY)**
 - a. **OPCS1, OPCS3, OPCS4, OPCS5 and OPCBA**
No restriction.

b. OPCS6

Flood Tide

Tidal strength ≤ 2.0 knots (Sinki Fairway – BANYAN Prediction)
- No restriction.

Tidal strength > 2.0 knots (Sinki Fairway – BANYAN Prediction)
- No berthing/unberthing.

Ebb Tide (Berthing)

Tidal strength ≤ 0.5 knots (Sinki Fairway – BANYAN Prediction)
- No restriction.

Tidal strength > 0.5 to 1.5 knots (Sinki Fairway – BANYAN Prediction)
- LOA ≤ 122 m.

Tidal strength > 1.5 knots (Sinki Fairway – BANYAN Prediction)
- No berthing.

Ebb Tide (Unberthing)

Starboard A/S

Tidal strength > 1.0 knots (Sinki Fairway – BANYAN Prediction) and Draft ≥ 12 m
- No unberthing.

Tidal strength > 2.0 knots (Sinki Fairway – BANYAN Prediction)
- No unberthing.

Port A/S

Tidal strength ≤ 0.5 knots (Sinki Fairway – BANYAN Prediction)
- No restriction.

Tidal strength > 0.5 to 1.5 knots (Sinki Fairway – BANYAN Prediction)
- LOA ≤ 122 m.

Tidal strength > 1.5 knots (Sinki Fairway – BANYAN Prediction)
- No unberthing.

2. BERTHING / UNBERTHING (NIGHT)

a. OPCS1 and OPCBA

No night movement.

b. OPCS3 to OPCS5

- i) LOA \leq 122m No restriction.
- ii) LOA $>$ 122m No berthing/unberthing.

c. OPCS6

Flood Tide

Tidal strength \leq 2.0 knots (Sinki Fairway – BANYAN Prediction)
- No restriction.

Tidal strength $>$ 2.0 knots (Sinki Fairway – BANYAN Prediction)
- No berthing/unberthing.

Ebb Tide (Berthing)

Tidal strength \leq 0.5 knots (Sinki Fairway – BANYAN Prediction)
- No restriction.

Tidal strength $>$ 0.5 to 1.5 knots (Sinki Fairway – BANYAN Prediction)
- LOA \leq 122m.

Tidal strength $>$ 1.5 knots (Sinki Fairway – BANYAN Prediction)
- No berthing.

Ebb Tide (Unberthing)

Starboard A/S

Tidal strength $>$ 1.0 knots (Sinki Fairway – BANYAN Prediction) and Draft \geq 12m
- No unberthing.

Tidal strength $>$ 2.0 knots (Sinki Fairway – BANYAN Prediction)
- No unberthing.

Port A/S

Tidal strength \leq 0.5 knots (Sinki Fairway – BANYAN Prediction)
- No restriction.

Tidal strength $>$ 0.5 to 1.5 knots (Sinki Fairway – BANYAN Prediction) - LOA \leq 122m.

Tidal strength $>$ 1.5 knots (Sinki Fairway – BANYAN Prediction)
- No unberthing.

MOORING ARRANGEMENT RECOMMENDATIONS & TUGS ASSIGNMENT GUIDELINES

The following are recommendations for vessels mooring arrangement and guidelines for assigning tugs to vessels berthing & unberthing @: Jetties 3 to 6

LENGTH OVERALL OF VESSEL (LOA)	MOORING ARRANGEMENT	NUMBER OF TUGS	REMARKS
Up to 100 metres	FWD: 3 Headlines and 2 Spring Lines	1 small tug	
101 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 AFT: 4 Stern lines and 2 Spring lines	2 medium tugs	
181 metres and above	FWD: 4 Headlines,2 Breast Lines and 2 Spring Lines AFT: 4 Stern lines,2 Breast Lines and 2 Spring lines	2 big tugs	

Note: A vessel equipped with a thruster is **NOT** dispensed with the need for a tug in that position.

CHARTLET

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

