**PULAU SEBAROK - SPC /SINGAPORE CLEANSEAS PTE LTD (OSE)**

<table>
<thead>
<tr>
<th>JETTY</th>
<th>DEPTH A/S (m)</th>
<th>APPROACH DEPTH (m)</th>
<th>MAX LOA (m)</th>
<th>MAX DISPL. (tonnes)</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>OSEP1</td>
<td>13.8</td>
<td>11.0</td>
<td>180</td>
<td>45,000</td>
<td>OSEP1 and OSEP2 share the same linear berth. For berthing of vessel at OSEP2, refer to general information para 5.</td>
</tr>
<tr>
<td>OSEP2</td>
<td>17.1</td>
<td>16.6</td>
<td>274.5</td>
<td>160,000</td>
<td></td>
</tr>
<tr>
<td>OSE1A</td>
<td>9.6</td>
<td>16.6</td>
<td>132</td>
<td>10,000</td>
<td></td>
</tr>
<tr>
<td>OSE1B</td>
<td>17.5</td>
<td>16.6</td>
<td>108</td>
<td>8,000</td>
<td></td>
</tr>
<tr>
<td>OSE1C</td>
<td>17.1</td>
<td>16.6</td>
<td>274.5</td>
<td>160,000</td>
<td></td>
</tr>
</tbody>
</table>

**GENERAL INFORMATION**

1. Shallower depths of water exist behind the line of Jetty between the first dolphin south of the Jetty 1C and the southernmost dolphin.

2. Please note the existence of the Shell submarine pipeline located west of jetty OSEP1.

3. No berthing of vessel above the maximum displacement.

4. Pilot Walkie Talkie Channel: P05
   Terminal contact number: +65-98280538

5. OSEP1 and OSEP2
   a) Generally during the beginning of the flood stream at Main Strait – Off Shell SBM Buoy Station, the tidal stream at jetty flows in a 345°T direction.

   b) A counter tidal stream occurs and flows in the opposite direction (-165°T) at around the time of the maximum flood prediction at Main Strait – Off Shell SBM Buoy.

   c) The tidal stream would continue in the direction of 165°T till the time of the maximum ebb (Main Strait – Off Shell SBM Buoy Prediction) when it would reverse its direction and flow in a direction of 345°T right through the next flood.

   d) The recommended approach to and from the jetty is via the channel south of Sebarok Beacon.

   e) For berthing of vessel at OSEP2 when OSEP1 is occupied, the combined LOA of both vessels plus a 30-metre safety distance between the two vessels shall not exceed 180m.
PILOTAGE GUIDELINES

1 BERTHING (DAY)

a) Flood Tide
   No restriction

b) Ebb Tide
   (i) When no counter current exist - No restriction.
   (ii) When counter current exist - Vessels’ displacement restricted to ≤25,000 tons

2 UNBERTHING (DAY)

Flood and Ebb Tide
No restriction

3 BERTHING (NIGHT)

a) OSEP1 and OSEP2
   No night movement.

b) OSE1B and OSE1C
   Flood and Ebb Tide
   No restriction

c) OSE1A
   Flood Tide
   Tidal strength ≤1.0 knot - No restriction
   Tidal strength >1.0 knot - Vessel’s displacement restricted to ≤50,000 tons.
   Ebb Tide
   (i) When no counter current exists - Vessels’ displacement restricted to ≤50,000 tons
   (ii) When counter current exists - Vessels’ displacement restricted to ≤25,000 tons.
4 UNBERTHING (NIGHT)

a) OSEP1 and OSEP2
   No night movement

b) OSE1A, OSE1B and OSE1C
   Flood and Ebb Tide
   No restriction

TUG ASSIGNMENT GUIDELINES

Tug Recommendation for Berthing and Unberthing @: OSEP1, OSEP2, OSE1A, OSE1B, and OSE1C.

<table>
<thead>
<tr>
<th>LENGTH OVERALL OF VESSEL (LOA)</th>
<th>NUMBER OF TUGS</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 70 metres</td>
<td>Pilot, in consultation with the master, may order a tug from the tug company nominated by the ship’s agent</td>
<td></td>
</tr>
<tr>
<td>71 to 122 metres</td>
<td>1 small tug</td>
<td>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.</td>
</tr>
<tr>
<td>123 to 152 metres</td>
<td>2 small tugs</td>
<td></td>
</tr>
<tr>
<td>153 to 180 metres</td>
<td>2 medium tugs</td>
<td></td>
</tr>
<tr>
<td>181 to 220 metres</td>
<td>2 big tugs</td>
<td></td>
</tr>
<tr>
<td>221 to 280 metres</td>
<td>2 big tugs</td>
<td>Pilot, in consultation with the master, may order an additional tug from the tug company nominated by the ship’s agent</td>
</tr>
<tr>
<td>281 metres and above</td>
<td>4 big tugs</td>
<td></td>
</tr>
</tbody>
</table>