

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

JETTY	DEPTH A/S (m)	APPROACH DEPTH (m)	MAX LOA(m)	MAX DISPL. (tonnes)	REMARKS
OSEP1	13.8	11.0	180	45,000	OSEP1 and OSEP2 share the same linear berth. For berthing of vessel at OSEP2, refer to general information para 5.
OSEP2					
OSE1A	16.4	16.6	274.5	160,000	
OSE1B	8.8	16.6	132	10,000	
OSE1C	17.3	16.6	108	8,000	

**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  $\leq 25,000$  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  $\leq 1.0$  knot - No restriction

Tidal strength  $> 1.0$  knot - Vessel's displacement restricted to  $\leq 50,000$  tons.

Ebb Tide

(i) When no counter current exists - Vessels' displacement restricted to  $\leq 50,000$  tons

(ii) When counter current exists - Vessels' displacement restricted to  $\leq 25,000$  tons.

#### 4 UNBERTHING (NIGHT)

a) **OSEP1 and OSEP2**

No night movement

b) **OSE1A, OSE1B and OSE1C**

Flood and Ebb Tide

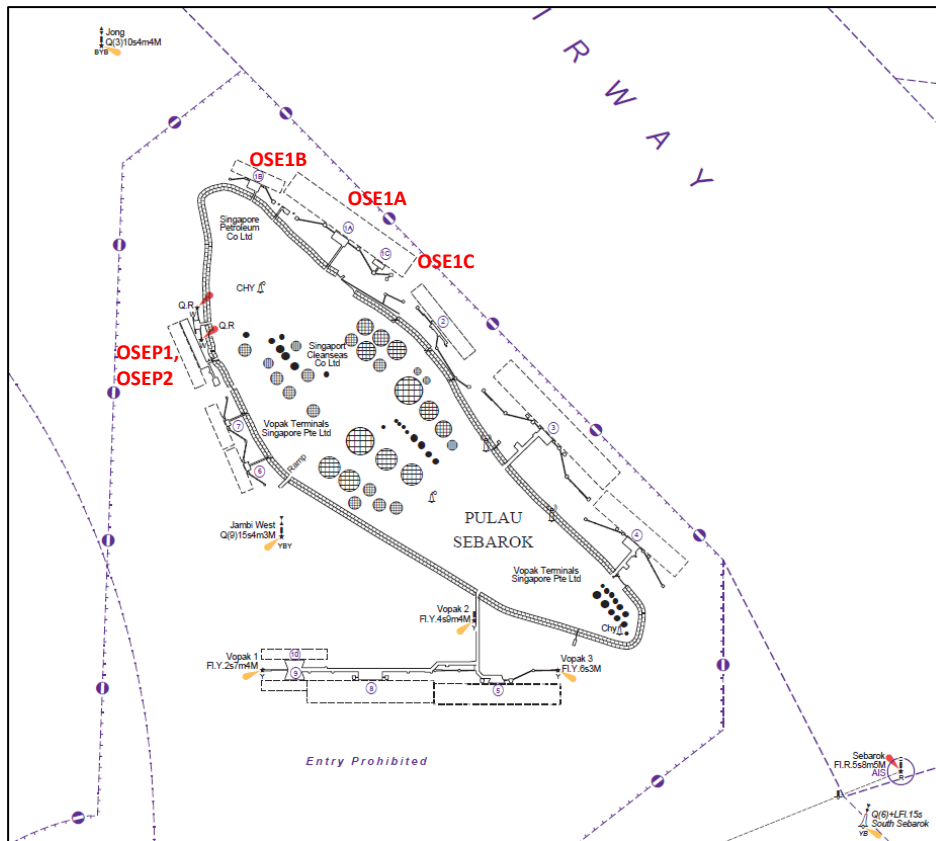
No restriction

### **MOORING ARRANGEMENT RECOMMENDATIONS & TUGS ASSIGNMENT GUIDELINES**

The following are recommendations for vessels mooring arrangement and guidelines for assigning tugs to vessels berthing & unberthing @:  
**OSEP1, OSEP2, OSE1A, OSE1B, and OSE1C.**

<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	Pilot, in consultation with the master, may order a tug from the tug company nominated by the ship's agent	
71 to 122 metres	FWD: 3 Headlines and 2 Spring Lines AFT: 3 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.
123 to 152metres		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, 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
281 metres and above	AFT: 4 Stern lines, 2 Breast lines, 2 Spring lines	4 big tugs	

## CHARLET



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