

SEMBAWANG WHARVES - PSA SINGAPORE TERMINALS (S)

BERTH	LENGTH (m)	DEPTH A/S (m)	APPROACH DEPTH (m)	REMARKS
S01	228	11.6	11.4	Note: High spot of 11.5m exists approximately 2.5m perpendicular to WM528
S02	152	10.8	10.7	
S03	153	9.5	9.3	
S04	116	9.4	9.3	
S05	167	9.2	9.3	
S06	136	10.7	10.7	
S07	230	12.0	11.7	

PILOTAGE GUIDELINES

1. Basin width clearance

The total combined beam of vessels passing each other inside the basin should not exceed 60m. During daylight hours, this can be extended to 62m.

Note: When a catamaran is used, an additional distance of 1.83m is to be taken into consideration in the computation of total combined beam.

2. Dead tows

Dead tows are only allowed for berth S01, S02, S06 and S07. When proceeding to S02 or S06, the preceding berths i.e. S01 or S07, should be vacant.

3. Night movements

- (a) For a vessel LOA \leq 153m - no tidal restriction.
- (b) For vessels of LOA 153m to 170m, when berthing at S01, S02 or S03, the preceding berth(s) should be vacant. i.e. if going to S03, S01 and S02 should be vacant.

4. Holding off

Holding off movements should be deferred to daylight hours.

5. Tug allocation for vessels except car carrier

(a) Vessels of LOA \leq 200m:

- (i) vessel equipped with bowthruster - 1 tug
- (ii) vessel without bow thruster - 2 tugs

(b) Vessels of LOA >200m:

- (i) vessel equipped with bowthruster- 2 tugs
- (ii) vessel without bow thruster - 3 tugs

(c) For vessels >15000 GT or draft >9.2m, an additional tug should be deployed to assist in berthing.

6. Berthing of car carrier

(a) Berthing stern-in

- | | | |
|-----------------|---|---|
| LOA \leq 120m | - | no berthing restriction |
| LOA >120m-165m | - | vessel to berth at S01 |
| LOA >165m | - | Vessel to berth at S01: <ul style="list-style-type: none">(i) if there is naval vessel at S07, vessel to berth only during daylight on slack tide period and 2 tugs to be allocated.(ii) if there is no naval vessel at S07, the normal guideline as for other vessel applies. |
| LOA >200m | - | Vessel to berth at S1: <ul style="list-style-type: none">(i) if there is naval vessel at S07, to berth only during daylight on slack tide period. 2 tugs if vessel equipped with bow thruster and 3 tugs for vessel without bow thruster.(ii) no triple banking at SSL8. |

7. Unberthing of car carrier

- (a) No restrictions for all lengths.
- (b) Tug allocation:
 - (i) 1 tug if vessel has bow thruster
 - (ii) 2 tugs for vessel without bow thruster.

Note: Slack tide period means a duration of 2 hrs before and after HW or LW.

8. Vessel berthing stern-in

- (a) Generally, only S01 and S07 are to be allocated for stern-in berthing.
- (b) If the inner berths are allocated, the following conditions are applicable:
 - (i) the preceding berths should be vacant i.e. for vessel berthing at S03, S01 and S02 should be vacant.
 - (ii) if the vessel is berthing at S06, S07 should be vacant.
 - (iii) in all cases, one side of the basin should be cleared i.e. S05 to S07 should be vacant if a vessel is backing into S03 when S01 and S02 are occupied. However, if the vessel is berthing at S02, S06 and S07 should be vacant.
- (c) As S03 is a dedicated berth for cable ships which are generally easier to manoeuvre, a departure from the above guidelines is acceptable.

TUG ASSIGNMENT GUIDELINES

**TUG RECOMMENDATION FOR VESSELS BERTHING AND UNBERTHING @:
BERTHS 1 to 7 (S01 to S07).**

LENGTH OVERALL OF VESSEL (LOA)	NUMBER OF TUGS	REMARKS
Up to 70 metres	Pilot , in consultation with the master, may order a tug from the tug company nominated by the ship's agent	

71 to 100 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.
101 to 130 metres	2 small tugs	
131 to 170 metres	2 medium tugs	
171 metres and above	2 big tugs	
For Car carriers 201 metres and above	3 big tugs	

1. For vessels more than 15,000 GT or draft more than 9.2 metres berthing at Sembawang Terminal, an additional tug may be requested by the pilot/master.
2. Car carriers more than 165 to 200 metres intending to berth at S1 stern-in (starboard side to wharf) with a naval vessel at S7 may require an additional tug if requested by pilot/master.
3. For berthing and unberthing of naval vessels, pilotage service provider should be consulted.

CHARTLET

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

