TUAS F2 TERMINAL – INTERIM (T203-T210)

BERTH	DEPTH A/S (m)	APPROACH DEPTH(m)	MAX LOA (m)	REMARKS
T203	23.0	22.9	400	
T204	23.0	22.9	400	
T205	23.0	22.9	400	
T206	23.0	22.9	400	
T207	23.0	22.9	400	
T208	23.0	22.9	400	A high spot of 22.9m exists approx. 80m perpendicular to WM 1935
T209	23.0	22.9	400	
T210	23.0	22.9	206	

PILOTAGE GUIDELINES

1 GENERAL INFORMATION

Berthing/Unberthing (Day/Night)

No restrictions.

2 DISTANCES TO DEAD END BERTH

LOA OF VESSEL (m)	DAY/NIGHT CLEARANCE (m)
≤ 150	15
>150 - 250	20
>250 - 300	25
>300 – 350	30
>350 - 400	35
>400	40

Note: Clearance is measured from the toe of the revetment when the dead end involves a slope revetment. When positioning vessel, the bridge position indicator should be used.

3 COMMUNICATION

Communication with the Terminal Wharf Supervisor:

(a) **T203 to T210**: Walkie-Talkie Channel P08

TUGS ASSIGNMENT GUIDELINES

The following are guidelines for assigning tugs to vessels berthing & unberthing:

LENGTH OVERALL OF VESSEL (LOA)	NUMBER OF TUGS	REMARKS
Up 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 180 metres	2 medium tugs	
181 to 299 metres	2 big tugs	
300 metres and above	2 big tugs	Pilot in consultation with master, may order an additional tug when bow thruster is confirmed not working, unreliable or not in good working condition.

BERTHING & UNBERTHING PROCEDURES

SEQUENCE	BERTHING PROCEDURES	ACTION BY
1	Pilot to check that the vessel's whistle is in working order.	Pilot
2	Pilot to confirm tug requirements with tug service provider when passing Rasu buoy (approaching from PWBGB) or TVE5 buoy (approaching from PWBGA)	Pilot/ Tug service provider
3	Tug service provider to respond with names of attending tugs	Tug service provider
4	Pilot to notify Jurong Control (JC) when passing abeam of Rasu buoy or TVE5 buoy on Hague plan VHF Channel 22	Pilot/ MPA (JC)
5	Pilot to check with TT Control Room (TT CR) when passing Rasu buoy or TVE5 buoy to ensure that the berth is ready to receive the vessel.	Pilot/ TT CR
6	Pilot may call MCC for assistance in alerting TT CR.	Pilot/ MCC/ TT CR
7	Pilot to call Wharf Supervisor (WS) on Walkie-Talkie (WT) channel P08 to check bridge bow distances, berth readiness and confirm side to wharf	Pilot/ WS
8	To be done before vessel approaches the berth: - • Placement of bridge marker • QC to be parked in correct position and boomed up • Mooring men to be ready	WS
SEQUENCE	**UNBERTHING PROCEDURES**	**ACTION BY**
1	Pilot to check whistle is in operational condition	Pilot

2	Pilot to contact WS and tug(s). If unable; contact MCC to alert TT Control Room MCC will contact TT CR to alert Wharf Supervisor	Pilot / Tug(s)/ MCC/ WS
3	Pilot to call Jurong Control (JC) to notify vessel's departure on Hague plan VHF Channel 22	Pilot/ MPA (JC)
SEQUENCE	**POSITIONING OF QUAY CRANES**	**ACTION BY**
1	Shift Duty Manager shall ensure that quay cranes (QC) not working over any vessel must be boomed up during un/berthing operations in the area	SDM
2	QC at the allocated berth where a vessel is to be un/berthed must be boomed up. The positioning of the QC are to be carried out in the following order of priority:- 1. All QC to be positioned at least 30 m away from the bow and stern, i.e. outside the vessel's wharf marks or 2. All QC within the ship's length to be position near amidships; or 3. Pilots to be informed if (1) and (2) above could not be met. If required, pilot may order additional tug to assist in the un/berthing. 4. Master/Pilot could request that selective cranes be boomed up due to inclement weather conditions, strong winds, vessels with poor manoeuvring qualities or cranes which detrimentally affect the angle of approach/departure of the vessel. 5. SDM to notify MCC and pilot of any QC which cannot be boomed up or under repair with the boom down. In the event of breakdown the Emergency Procedures would be initiated. The safety distance from the boom down QC would be generally be as follows: i) for vessels having to pass the QC - 100m ii) for vessels which do not have to pass the QC (i.e. QC ahead or astern and away from the direction of the movement of the vessel) - 50m. 6. During berthing operations, QC should not be lowered until vessels are properly secured to the wharfmarks and in position with 3 lines and a spring at each end. If this practice is not being observed by TT, pilots are to inform Wharf Supervisor immediately and on returning to the office, inform the Duty Manager for follow-up action.	TT Pilot SDM/ WS/ Pilot Duty Manager
SEQUENCE	**EMERGENCY PROCEDURES**	**ACTION BY**

1	Container Equipment Specialist (CES) should keep a sharp lookout and boom up their respective cranes should they observe that a vessel is closing in towards them and creating a dangerous situation	CES
2	In an emergency, Master/Pilot would sound the vessel's whistle comprising one prolonged blast followed by two short blast (**- ..**) to alert the crane operator to take evasive action accordingly. The WS should also be informed that the vessel is experiencing an emergency the times of the sounding the signal and informing the Berthing supervisor should be logged in the vessel's log book.	Pilot WS

CHARLET

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