



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 5 OF 1998

3 Feb 98

To: Shipping Community

**PROCEDURES AND GUIDELINES FOR THE BERTHING OF TANKERS AND
CONVENTIONAL VESSELS CARRYING BULK LIQUID CARGO AT APPROVED
CONVENTIONAL WHARVES**

1 Former Port Circular No 49 of 1984 is cancelled. This is a reproduction of the circular with amendments.

2 Masters, owners and agents of vessels are hereby advised to comply with the following procedures and guidelines for tankers intending to berth at approved conventional wharves, eg. Jurong Port or Sembawang wharves.

- (a) Tankers carrying bulk liquid cargo other than the products which fall within the ambit of the Petroleum Act (Cap.256) with a flash point between 23°C and 60°C, may be permitted alongside approved conventional wharves, eg. Jurong Port or Sembawang wharves subject to the following conditions:
 - (i) the bulk cargo is to be stowed in centre tanks only;
 - (ii) such cargo stowed in centre tanks must have an inert blanket of nitrogen or other inert gas; and
 - (iii) the vessels are certified by an internationally accepted Classification Society for such carriage and documentary evidence of such Certificate must be shown to the Authority on every application for a berth.

- (b) Notwithstanding the above conditions, masters, owners or agents are required to submit the stowage plan and the correct technical names with their flash points, if applicable, of the cargoes carried, before such vessel can be permitted to proceed alongside approved conventional wharves, eg. Jurong Port or Sembawang wharves.
- (c) The master of the vessel shall at all times be responsible for the safe conduct of the vessel whilst in port and for strict compliance with Reg 61 of MPA Dangerous Goods, Petroleum and Explosives Regulations, 1997. In addition the safety guide outlined below shall be complied with:-
- (i) the maximum draft of the vessel must be such that a minimum Under Keel Clearance of 0.3m be maintained at all times including minus tides at Chart Datum.
 - (ii) berthing and unberthing of tankers carrying bulk hazardous cargo shall be restricted to daylight hours only.
 - (iii) the vessel should have on deck overside towing springs rigged and a pilot ladder available for emergency use.
 - (iv) no hot work whatsoever is to be carried on board and in the immediate vicinity of the vessel.
 - (v) fire hoses are to be rigged on deck.
 - (vi) all empty tanks that contained flammable liquid previously are to be certified free from flammable vapour by the Port Chemist.
 - (vii) all tanks other than those required to be worked are to be properly secured.
 - (viii) gas freeing of tanks while the vessel is alongside is prohibited.
 - (ix) only authorised officers or persons authorised by the Master and engaged in the servicing of the vessel shall be permitted on board and in the vicinity of the vessel.
 - (x) no mechanical equipment other than the mobile crane necessary for assisting in the hooking up and disconnecting operation is to be permitted in the vicinity of the vessel.
 - (xi) shore telephone is to be provided on board at all times.
 - (xii) internal tank to tank transfer of bulk liquid cargo is not permitted when the tanker is alongside the wharf.

- (d) Tankers carrying bulk liquid cargo with a flash point above 60°C are allowed to berth at approved conventional wharves, eg. Jurong Port or Sembawang wharves provided the contents of para 2(b) and 2(c) of this Port Marine Circular are strictly adhered to.

- (e) Conventional Cargo Vessels carrying bulk liquid cargo in deep tanks with a flash point of 60°C and above are allowed to berth at approved conventional wharves, eg. Jurong Port or Sembawang wharves provided the contents of para 2(b) and 2(c) of this Port Marine Circular are strictly adhered to.

LIM KHOK CHENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel : 325 2471
Fax : 325 2484