### GENERAL INFORMATION

1. No berthing for vessels above maximum displacement.

2. Berth 1 (OBH1) is located in tidal water (Outer Banyan Basin).

3. Approaches to the Banyan Basin entrance is affected by cross current and tidal restriction apply – see Pilotage guidelines below.

4. During the approach to the entrance of Banyan Basin, it is prudent to stem the prevailing current particularly when the tidal stream exceeds 1 knot in the Sinki Fairway prior entering the Banyan Basin.

5. Communication:
   - Pilot Walkie Talkie channel - P07
   - Operation room number - +65-6303-8222/3/5

6. Tugs requirement:
   
   a) If vessel’s LOA >250 metres and draft > 14.0 metres, 3 tugs are to be assigned.

   b) VLCC with draft >15m or GT >100,000, 4 tugs to assist for berthing or unberthing operation.

   c) VLCC when transiting the channel shall have two tugs to escort.
PILOTAGE GUIDELINES

1 BERTHING (Day and Night)

Flood and Ebb Tide

a) Tidal strength ≤0.5 kts

Day:  No restriction

Night: No restriction

b) Tidal strength >0.5 to <1.0 kts

Day:  No restriction

Night: Draft <15.0 metres or GT <100,000T: No restriction
          Draft ≥15 metres: No berthing if LOA ≥ 270 metres

c) Tidal strength >1.0 kts to <1.5 kts

Day:  Draft <12.5 metres: No restriction
          Draft ≥12.5 metres: No berthing if LOA ≥250 metres.

Night: Draft <12.0 metres: No restriction
          Draft ≥12.0 metres: No berthing if LOA ≥230 metres.
          GT ≥100,000: No berthing

d) Tidal strength >1.5 kts to <2.5 kts

Day:  Draft <11.0 metres: No restriction
          Draft ≥11.0 metres: No Berthing if LOA ≥240 metres
          Draft ≥12.5 metres: No Berthing if LOA ≥200 metres
          GT ≥100,000T: No berthing

Night: Draft <11.0 metres: No restriction
          Draft ≥11.0 metres: No berthing if LOA ≥230 metres
          Draft ≥12.5 metres: No berthing if LOA ≥180 metres
          GT ≥100,000T: No berthing

e) Tidal strength > 2.5 kts

Day:  Draft <10.0 metres: No restriction
          Draft ≥10.0 metres: No Berthing if LOA ≥220 metres
          Draft ≥11.0 metres: No Berthing if LOA ≥ 200 metres

Updated: 27 Aug 2020
GT \geq 100,000: \quad \text{No berthing}

Night: \quad \text{Draft} < 10.0 \text{ metres: No restriction}
\text{Draft} \geq 10.0 \text{ metres: No berthing if LOA} \geq 200 \text{ metres}
\text{Draft} \geq 11.0 \text{ metres: No berthing if LOA} \geq 180 \text{ metres}
\text{GT} \geq 100,000: \quad \text{No berthing}

2 \quad \text{UNBERTHING (Day and Night)}

\text{Flood and Ebb tide}

a) \quad \text{Tidal strength} \leq 0.5 \text{ kts}

Day: \quad \text{No restriction}

Night: \quad \text{No restriction}

b) \quad \text{Tidal strength} > 0.5 \text{ kts to} < 1.5 \text{ kts}

Day: \quad \text{No restriction}

Night: \quad \text{Draft} < 14.0 \text{ metres: No restriction}
\text{Draft} \geq 14.0 \text{ metres: No unberthing if LOA} \geq 240 \text{ metres}

c) \quad \text{Tidal strength} > 1.5 \text{ kts to} < 2.5 \text{ kts}

Day: \quad \text{No restriction}

Night: \quad \text{Draft} < 13.0 \text{ metres: No restriction}
\text{Draft} \geq 13.0 \text{ metres: No unberthing if LOA} \geq 240 \text{ metres}
\text{GT} \geq 100,000: \quad \text{No unberthing}

d) \quad \text{Tidal strength} > 2.5 \text{ kts}

Day: \quad \text{No restriction}
\text{GT} \geq 100,000: \quad \text{No unberthing}

Night: \quad \text{Draft} < 12.0 \text{ metres: No restriction}
\text{Draft} \geq 12.0 \text{ metres: No unberthing if LOA} \geq 240 \text{ metres}
\text{GT} \geq 100,000: \quad \text{No unberthing}

*Note: \quad \text{The Jetty is located in slack water. The above tidal restrictions are meant for the approach to Banyan basin entrance.}
**TUG ASSIGNMENT GUIDELINES**

**TUG RECOMMENDATION FOR BERTHING AND UNBERTHING @: OBH1, OBH2, OBH3 and OBH4.**

<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 250 metres</td>
<td>2 big tugs</td>
<td></td>
</tr>
<tr>
<td>251 metres and above with draft &gt; 14 metres</td>
<td>3 big tugs</td>
<td></td>
</tr>
<tr>
<td>251 metres and above with GT &gt; 75,000</td>
<td>4 big tugs</td>
<td></td>
</tr>
</tbody>
</table>