

GENERAL GUIDELINES

A VLCC MOVEMENT

1 VLCC FROM THE WEST PROCEEDING TO AWQI

(a) Day Movement

- (i) During westerly tidal stream (flood tide), pilot to board the vessel at PWBGA. During easterly tidal stream (ebb tide), pilot to board the vessel at PEBGB.

(b) Night Movement

- (i) Pilot to board the vessel at PEBGB

2 VLCC FROM THE EAST PROCEEDING TO AWQI

(a) Day and Night Movement

- (i) No restriction - Pilot to the vessel board at PEBGB

3 VLCC DEPARTING FROM AWQI TO DG 7

(a) Day and Night Movement

- (i) No restriction

4 VLCC DEPARTING AWQI AND TRANSITING JONG AND SINKI FAIRWAYS

(a) Day Movement

- (i) During westerly tidal stream (flood tide), movements of vessels are to be programmed for tidal strength of not more than 1.0 knot.

- (ii) During easterly tidal stream (ebb tide) - no restriction.

(b) Night Movement

- (i) No movement allowed

B NIGHT TOWING

As a general rule, night towing is not allowed within the Port except for "special cases" and in emergencies. "Special cases" could arise due to a particular location, restricted tidal conditions resulting in very long delays, etc. In such cases, the pilots must ensure that all safety precautions are taken and adequate number of tugs are available.

C DIFFICULT TOWS

Examples of difficult tows are: Oil Rigs, FSO (Floating Storage Tanker), etc. Ship owners/agents are advised to check with the pilotage service provider when booking a pilot for difficult tows.

D SHIPYARD'S MOVEMENTS

- (a) All towing jobs shall be programmed to be completed within daylight hours.
- (b) All movements refer to vessels under own power unless otherwise stated.
- (c) No night movement shall be carried out unless permission is obtained from MPA.
- (d) Shipyards shall programme and conduct movements according to the pilotage guidelines.
- (e) Jobs could be deferred for vessels >250m if wind velocity exceeds 15 knots.
- (f) Berthing alongside another vessel shall be conducted during daylight hours.
- (g) Unberthing of another vessel during the hour of darkness shall be considered on a job by job basis.
- (h) There shall be sufficient room for vessels and tugs to manoeuvre safely.
- (i) Shipyards shall ensure that all personnel working in a dry dock are evacuated, prior to a vessel being berthed or unberthed at the entrance of the dry-dock.
- (j) Shipyards shall ensure that a vessel berthed adjacent to the entrance of any dry-docks (which are in operation) shall be of such a length as not to extend beyond the width of the entrance of the dock.

- (k) Shipyards shall ensure that all personnel working over the side of a vessel are cleared whenever there are any vessel movements close to that particular berth.

E CLASSIFICATION OF TUGS

For operations purposes, harbour tugs are classified under the following 3 categories:

10 to 16 tonnes bollard pull	-	small tug
17 to 24 tonnes bollard pull	-	medium tug
25 to 45 tonnes bollard pull	-	big tug
Above 45 tonnes bollard pull	-	x-big tug

Revised: 6 March 2014