

PASIR PANJANG TERMINAL (P)

BERTH	DEPTH A/S (m)	APPROACH DEPTH(m)	MAX LOA (m)	REMARKS
P01	15.0	15.0	-	wm from zero
P02	15.0	15.0	-	
P03	15.0	15.0	-	
P04	15.0	15.0	-	max wm 1455
P05	15.0	15.0	-	wm from zero
P06	15.0	15.0	-	max wm 490
P07	15.0	15.0	-	
P08	15.0	15.0	-	
P09	15.0	15.0	-	
P10	15.0	15.0	-	
P11	15.0	15.0	-	
P12	15.0	15.0	-	
P13	15.0	15.0	-	
P14	15.0	15.0	-	
P18	16.0	16.3	-	Tidal berth
P19	16.0	16.3	-	Tidal berth
P20	16.0	16.3	-	Tidal berth
P21	16.0	16.3	-	Tidal berth
P22	16.0	16.3	-	Note1: Approach depth from West Keppel Fairway Note 2 : This is a tidal berth
P23	16.0	16.3	-	
P24	16.0	15.4	-	Note1: High spot of 15.4m exist approx 200m SE from P24 (about 80m towards the end of P24)
P25	16.0	15.4	-	WM 720 to WM 820
P25	15.0	15.0	-	WM 820 to WM 1080
P26	15.0	15.0	-	

BERTHING/UNBERTHING OF RORO VESSELS/CAR CARRIERS AT P26

General Information

Berthing /Unberthing (Day and Night) - No restriction

Minimum clearance from corner 30m

1. DISTANCES TO ADJACENT VESSEL AT NON-TIDAL BERTH

LOA OF VESSEL(m)	DAY/NIGHT CLEARANCE(m)	OVERALL CLEARANCE(m)
≤ 150	7	14
> 150M-220	10	20
> 220M-250	15	30
>250	20	40

2. DISTANCES TO DEAD END BERTH

LOA OF VESSEL(m)	DAY/NIGHT CLEARANCE(m)
≤ 150	15
>150M-250	20
>250	25

Note: When positioning vessel, the bridge position indicator should be used.

Communication with the Terminal Wharf Supervisor is on Walkie Talkie Ch 08 for P01 to P14 and Walkie Talkie Ch 04 for P15 to P26.

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 TDS when passing St John's Island or Sinki Bn when approaching from Selat Sinki	Pilot MSCC
3	TDS to respond with names of attending tugs	MSCC
4	Pilot to notify Cyrene Control when passing East Cyrene Buoy	Pilot MPA - JC
5	Pilot to check with PPT Control Room (CR) when passing Cyrene Beacon to ensure that the berth is ready to receive the vessel.	Pilot PPT CR

6	Pilot may call MSCC for assistance in alerting PPT CR.	Pilot MSCC PPTCR
7	Pilot to call Wharf Supervisor (WS) on P08 or P04 to check bridge bow distances, berth readiness and confirm side to wharf	Pilot WS
8	To be done before vessel approaches the berth: - <ul style="list-style-type: none"> • 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 MSCC to alert PPT Control Room MSCC will contact PPT CR to alert Wharf Supervisor	Pilot / Tug/s MSCC/WS
3	Pilot to call Cyrene Control to notify vessel's departure	Pilot MPA - JC
4	Pilot to notify Cyrene Control on VHF Channel 25	Pilot / MPA
5	When outbound, Pilot to notify Port Operation West when passing corner of P14/P15 when using Selat Pandan or East Cyrene when using Jong Channel	Pilot / MPA
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:- <ol style="list-style-type: none"> 1. All QC to be positioned at least 30 m away from the bow and stern, i.e. outside the vessel's wharfmarks; or 2. All QC to be position at 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 MSCC 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 	PPT Pilot SDM WS Pilot

	<p>vessel) - 50m.</p> <p>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 PPT, pilots are to inform Wharf Supervisor immediately and on returning to the office, inform the Office Pilot for follow-up action.</p>	Office Pilot
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

Revised: 23 Jan 2009