

SEMBAWANG TERMINAL (S)

BERTH	LENGTH (m)	DEPTH A/S (m)	APPROACH DEPTH (m)	REMARKS
S01	228	11.6	11.4	Note: Shallower depths of less than 11.4m exist within 15m of the S01 line of wharf.
S02	152	10.7	10.7	
S03	153	9.5	9.3	
S04	122	9.4	9.3	
S05	167	9.2	9.3	
S06	136	10.7	10.7	
S07	230	12.0	11.7	

GENERAL INFORMATION

1 Minimum overall clearance for berthing (Day & Night)

VESSEL'S LOA (m)	OVERALL CLEARANCE (m)
≤120	14
>120 - 180	20
>180 - 220	30
>220 - 250	40
>250	50

PILOTAGE GUIDELINES

1 Basin width clearance

The total combined beam of vessels passing each other inside the basin should not exceed 60m. During daylight hours, this can be extended to 62m.

Note: When a catamaran is used, an additional distance of 1.83m is to be taken into consideration in the computation of total combined beam.

2 Dead tows

Dead tows are only allowed for berth S01, S02, S06 and S07. When proceeding to S02 or S06, the preceding berths i.e. S01 or S07, should be vacant.

3 Night movements

- (a) For a vessel LOA \leq 153m - no tidal restriction.
- (b) For vessels of LOA 153m to 170m, when berthing at S01, S02 or S03, the preceding berth(s) should be vacant. i.e. if going to S03, S01 and S02 should be vacant.

4 Holding off

Holding offs movements should be deferred to daylight hours.

5 Tug allocation for vessels except car carrier

- (a) Vessels of LOA \leq 200m:
 - (i) vessel equipped with bowthruster - 1 tug
 - (ii) vessel without bow thruster - 2 tugs
- (b) Vessels of LOA >200m:
 - (i) vessel equipped with bowthruster- 2 tugs
 - (ii) vessel without bow thruster - 3 tugs
- (c) For vessels >15000 GT or draft >9.2m, an additional tug should be deployed to assist in berthing.

6 Berthing of car carrier

- (a) Berthing stern-in
 - LOA \leq 120m - no berthing restriction
 - LOA >120m-165m - vessel to berth at S01
 - LOA >165m - Vessel to berth at S01:
 - (i) if there is naval vessel at S07, vessel to berth only during daylight on slack tide period and 2 tugs to be allocated.
 - (ii) if there is no naval vessel at S07, the normal guideline as for other vessel applies.

- LOA >200m - Vessel to berth at S1:
- (i) if there is naval vessel at S07, to berth only during daylight on slack tide period. 2 tugs if vessel equipped with bow thruster and 3 tugs for vessel without bow thruster.
 - (ii) no triple banking at SSL8.

7 Unberthing of car carrier

- (a) No restrictions for all lengths.
- (b) Tug allocation:
 - (i) 1 tug if vessel has bow thruster
 - (ii) 2 tugs for vessel without bow thruster.

Note: Slack tide period means a duration of 2 hrs before and after HW or LW.

8 Vessel berthing stern-in

- (a) Generally, only S01 and S07 are to be allocated for stern-in berthing.
- (b) If the inner berths are allocated, the following conditions are applicable:
 - (i) the preceding berths should be vacant i.e. for vessel berthing at S03, S01 and S02 should be vacant.
 - (ii) if the vessel is berthing at S06, S07 should be vacant.
 - (iii) in all cases, one side of the basin should be cleared i.e. S05 to S07 should be vacant if a vessel is backing into S03 when S01 and S02 are occupied. However, if the vessel is berthing at S02, S06 and S07 should be vacant.
- (c) As S03 is a dedicated berth for cable ships which are generally easier to manoeuvre, a departure from the above guidelines is acceptable.

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