

ADVARIO HELIOS SINGAPORE (OHT)

JETTY	DEPTH A/S (m)	APPROACH DEPTH (m)	MAX. LOA(m)	MAX DISPL (tons)	REMARKS
OHT1	18.4	16.0	220	61,640	
OHT2	18.4	16.0	280	185,600	
OHT3	14.0	16.0	145	13,100	See General Information
OHT4	18.5	16.0	220	61,640	
OHT5	18.5	16.0	280	185,600	
OHT6	18.5	16.0	145	13,100	

GENERAL INFORMATION

1. Communication : Pilot Walkie Talkie channel: P07
: Operation room number: +65-6795-6046
2. Berths are located in the Temasek Basin. Turning Circle is 420m wide within the Temasek Basin. However, note that when there is a LNG vessel berthed at OSLN1, a 170m Exclusive Exclusion Zone (EEZ), centre at the manifold of the OSLN1 exist. Vessels manoeuvring in the Temasek Basin are to keep out of the EEZ.
3. OHT 3 is located on the eastern side of the finger jetty towards the land. The slope of the land tilts towards OHT 3 thereby causing a reduction to the manoeuvring room for the assisting tug. To overcome this and allow more room for the tug to manoeuvre, it is recommended that the tug be secured on the port shoulder of the vessel when berthing starboard side or forward of the accommodation when berthing port side to.
4. Tug recommendations:
 - (a) For a vessel between 250m to 280m LOA, 4 big tugs should be deployed during berthing and unberthing as follows:
 - (i) Draft 14 m to < 17m ~ at least one of the tugs at the bow and at the stern should have a bollard pull of not less than 45 tons.
 - (ii) Draft \geq 17m ~ all 4 tugs should have a bollard pull of at least 45 tons each.
 - (b) All tugs deployed to assist a vessel with draft of 17m or more in berthing or unberthing are required to have a backup towline for emergency purposes.

PILOTAGE GUIDELINES

BERTHING and UNBERTHING (DAY/NIGHT)

No restriction

MOORING ARRANGEMENT RECOMMENDATIONS & TUGS ASSIGNMENT GUIDELINES

The following are recommendations for vessels mooring arrangement and guidelines for assigning tugs to vessels berthing & unberthing @:

Berth OHT 1, 2, 4, 5 and 6.

LENGTH OVERALL OF VESSEL (LOA)	MOORING ARRANGEMENT	NUMBER OF TUGS	REMARKS
Up to 70 metres	FWD: 2 Headlines and 2 Spring Lines AFT: 2 Stern lines and 2 Spring lines	Pilot, in consultation with the master, may order a tug from the tug company nominated by the ship's agent	
71 to 122 metres	FWD: 3 Headlines and 2 Spring Lines	1 small tug	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.
123 to 152 metres	AFT: 3 Stern lines and 2 Spring lines	2 small tugs	
153 to 180 metres	FWD: 4 Headlines and 2 Spring Lines	2 medium tugs	
181 to 249 metres	AFT: 4 Stern lines and 2 Spring lines	2 big tugs	
250 to 280 metres	FWD: 4 Headlines, 2 breast lines and 2 Spring Lines AFT: 4 Stern lines, 2 breast lines and 2 Spring lines	Draft 14m to < 17m (4 big tugs with at least 2 must have a bollard pull of 45 tons each) Draft ≥ 17m (4 big tugs each with a bollard pull of at least 45 tons) All tugs deployed to assist a vessel with draft of 17m or more in berthing or unberthing are required to have a backup towline for emergency purposes.	

Note: Due the curvature of the shoreline, the following are recommendations for vessels mooring arrangement and guidelines for assigning tugs to vessels berthing & unberthing @ OHT3:

LENGTH OVERALL OF VESSEL (LOA)	NUMBER OF TUGS	NUMBER OF TUGS	REMARKS
Up to 70 metres	FWD: 2 Headlines and 2 Spring Lines AFT: 2 Stern lines and 2 Spring lines	1 small tug	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.
71 to 145 metres	FWD: 3 Headlines and 2 Spring Lines AFT: 3 Stern lines and 2 Spring lines	2 small tugs	

CHARTLET

Chartlet for illustration purposes only, not to be used for navigation. For navigation, mariners are advised to use the appropriate BA nautical charts.

