JURONG PORT PTE LTD, JURONG TERMINAL (J)

BERTH	DEPTH A/S (m)	APPROACH DEPTH (m)	MAX LOA (m)	REMARKS
J1	2.5	3.7		
J1A	5.0	4.6		
J1B	5.0	4.6		
J1C	5.0	4.8		
J2A	6.3	6.8	120	
J2	6.4	6.8	120	
J3	7.9	7.3	120	For movements of LOA >100m 2 tugs to be deployed
J3A	8.5	7.7		
J4	12.5	14.0		
J4A	13.1	14.0		Overhang not to exceed 10m
J5	12.5	}		
J6	12.5	}		
J7	12.5	} 14.0		
J8	12.5	}		
J9	13.6	}		
J10	13.8	}		
J11	13.8	14.0		
J12A (WM 1524 – 1677)	10.8	12.0		See General Information
J12B (WM1677 – 1867)	10.9	12.0		See General Information
J13	10.5	11.2	130	
J14	15.8	}		
J15	16.0	}		
J16	16.5	} 16.0		
J17	16.3	}		Max Beam for J17: 30m
J22	12.3	}		
J23	12.4	} 14.0		
J24	13.6	}		

J25	12.4	14.0		
Fishery Wharves	1.8	3.1	Managed AVA	

GENERAL INFORMATION

1 High spot of 8.2m exist in the middle of the approach channel, about 15m from the western end on the of J12B. A yellow buoy marks the high spot.

2 Pilot Walkie Channel: P05

PILOTAGE GUIDELINES

1 **BERTHING AND UNBERTHING (DAY AND NIGHT)**

No restrictions.

2 **J13**

For vessel LOA >130m to 145m (day and night):

i) be self propelled; and
ii) berth portside to wharf.

Note: Actual length of berth is 130m. An overhang of 15m is permissible when the dolphin bollard is utilised.

3 **FISHERY WHARVES**

No night movement.

TUG ASSIGNMENT GUIDELINES

Tug Recommendation For Vessels Berthing And Unberthing: J1 To J3

LENGTH OVERALL OF VESSEL (LOA)	NUMBER OF TUGS	REMARKS
Up to 70 metres	Pilot , in consultation with the master, may order a tug from the tug company nominated by the ship's agent	
71 to 100 metres	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.
101metres and above	2 small tugs	

Tug Recommendation For Berthing And Unberthing: J4 To J23

LENGTH OVERALL OF VESSEL (LOA)	NUMBER OF TUGS	REMARKS
Up to 70m	Pilot , in consultation with the master, may order a tug from the tug company nominated by the ship's agent	
71 to 122m	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 152m	2 small tugs	
153 to 180m	2 medium tugs	
181 to 299m	2 big tugs	
300m and above	2 big tugs	Pilot in consultation with master, may order an additional tug when bow thruster is confirmed not working or unreliable.

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 tug service provider when passing St John's Island (approaching from the East) or Sinki Bn (from the West)	Pilot/ Tug service provider
3	Tug service provider to respond with names of attending tugs	Tug service provider
4	Pilot to check with Wharf Supervisor when passing W3 (former East Cyrene Buoy) buoy to ensure that the berth is ready to receive the vessel.	Pilot WS
5	Pilot may call MCC for assistance in alerting Jurong Control Room (JCR).	Pilot MCC JCR
6	Pilot to call Wharf Supervisor (WS) on Walkie-Talkie (WT) channel P05 to check bridge bow distances, berth readiness and confirm side to wharf	Pilot WS
7	To be done before vessel approaches the berth: - • 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 MCC to alert J Control Room MCC will contact JCR to alert Wharf Supervisor	Pilot / Tug/s MCC/WS
3	Pilot to call Pasir Panjang Control to notify vessel's departure	Pilot MPA - JC
4	Pilot to notify Pasir Panjang Control on WT channel P05 or Hague plan VHF Channel 25	Pilot / MPA
5	When outbound and passing the corner of P14/15, Pilot to notify Sinki Control if intending to transit Pasir Panjang Sector 1. If the vessel is using Jong Channel, Pilot to notify West Control on Hague Plan VHF channel 68 on passing buoy W3 (former East Cyrene Buoy).	Pilot / MPA
SEQUENCE	**POSITIONING OF QUAY CRANES**	**ACTION BY**
1	Jurong Port (JP) Shift Duty Manager (SDM) 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:- 1. All QC to be positioned at least 30 m away from the bow and stern, i.e. outside the vessel's wharf marks or	JP Pilot

	2. All QC within the ship's length to be position near 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 PSAM MCC 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 vessel) - 50m. 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 JP, pilots are to inform Wharf Supervisor immediately and on returning to the office, inform the PSAM Duty Manager for follow-up action.	SDM WS Pilot SDM
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