



SAFE . PROFESSIONAL . RELIABLE . EFFICIENT

Information for Merchant Ships

by

PSA Marine (Pte) Ltd - Pilotage Services Department

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Nearly a third of the world's traded goods pass through Singapore and Malacca straits. [6]

At any one time, there are about 1,000 vessels in the Singapore port. [7]

Every 2-3 minutes, a ship arrives or leaves Singapore. [7]

Calling a port has its own challenges and they include but are not limited to: -

- ◆ heavy concentration of traffic and navigational hazards, and
- ◆ heavy workload during port-stay.

Arrival at Pilot boarding grounds near the busy waterways of Singapore Straits can test the skills of even seasoned seafarers.

A safe boarding arrangement is crucial for the safety of pilots and the vessels .

A Pilot who has climbed a sound ladder, well-rigged and attended by an officer and deck party will be in the right frame of mind to give his best attention to the safety of the vessel.[12]

This brochure covers: -

Safe Pilot Transfer

Correct procedures and methods of rigging and highlights of some common deficiencies encountered

Singapore Pilot Boarding Grounds

Information and recommendations from a Pilot's perspective to supplement your local knowledge and enhance your situational awareness

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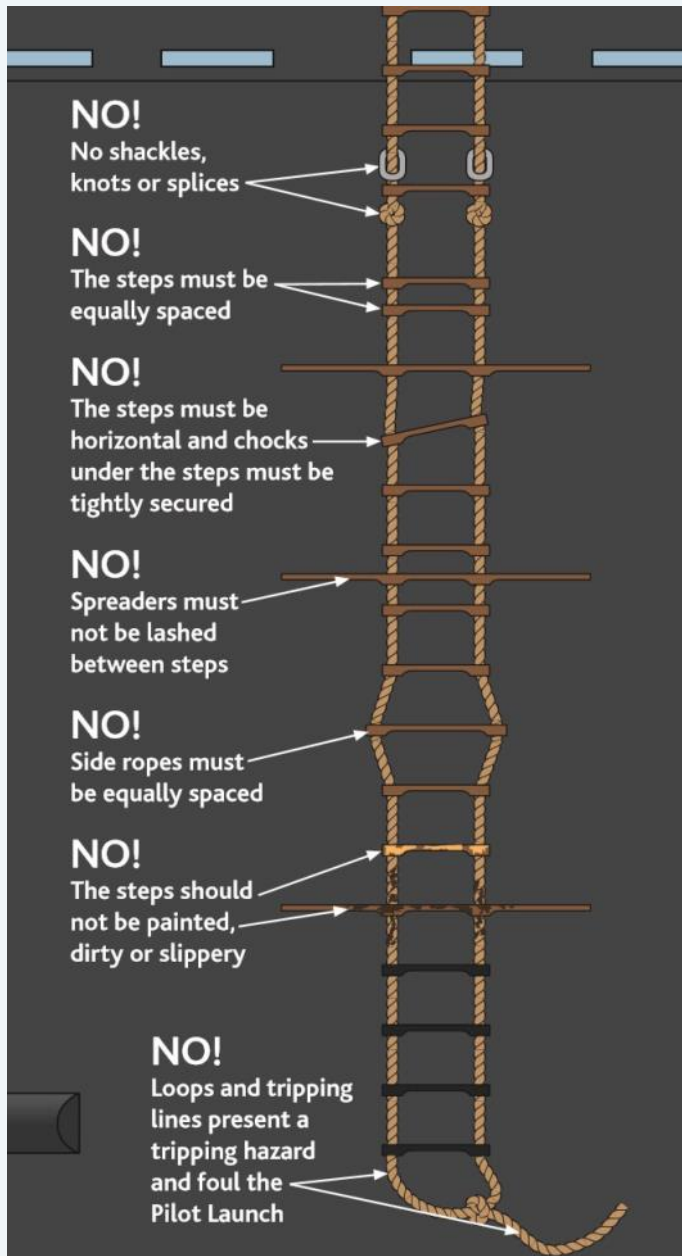
Safe Pilot Transfer

Checklist

- Boarding arrangement rigged on Leeward Side [6]
Arrivals from West - Boarding arrangement, recommended to be rigged on both sides
(Wind direction and traffic conditions affecting the final approach to pilot station can be unpredictable)
- Speed < 6 knots
Arrivals to PEBGB with draft > 16m; speed < 4 kts
- As far as it is safe and practicable, propeller is stopped
- Pilot boarding arrangement inspected by Responsible Officer [1]
- Entire length of Pilot Ladder rests flat against ship side
- Responsible Officer in attendance to assist Pilot's embarkation / disembarkation: - [1]
 - Pilot Ladder - On deck at pilot access
 - Combination Ladder - On lower platform
- Lifebuoy with self-igniting light [1]
- Heaving line [1]

Pilot Ladder [1] [2]

Waterline to pilot access level $\leq 9\text{m}$

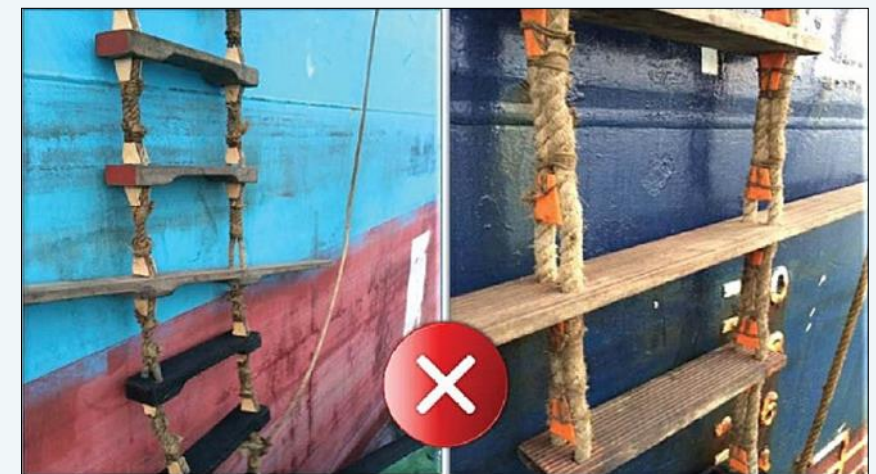


[3]



Retrieval line if used, should be fastened at or above the last spreader and should lead forward.

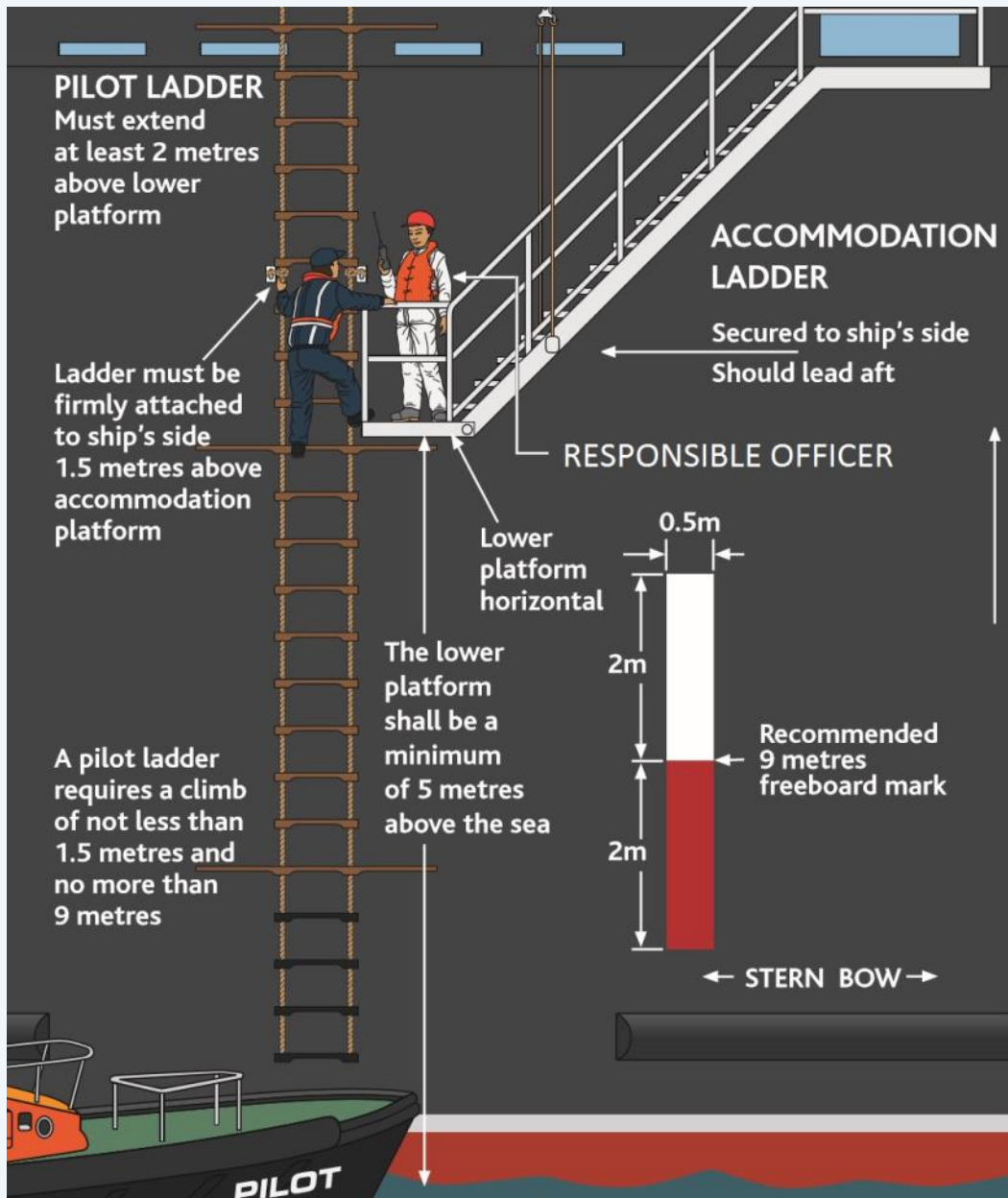
Retrieval line should not hinder the pilot nor obstruct safe approach of the Pilot boat. [2]



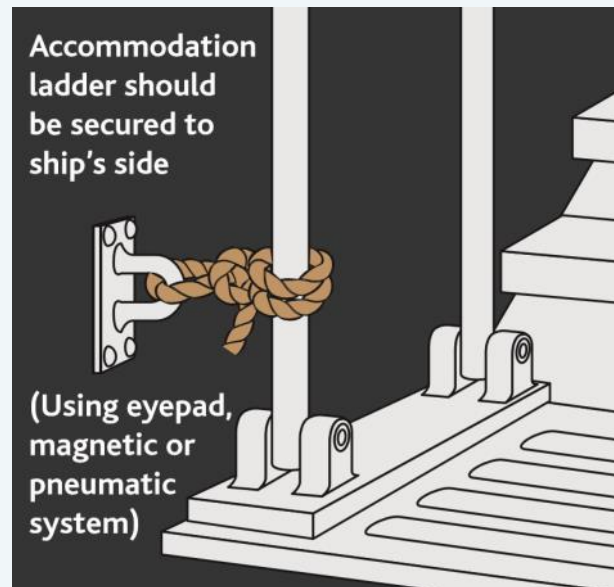
Steps should be horizontal and equally spaced. [2] [8]

Combination Ladder [1][2]

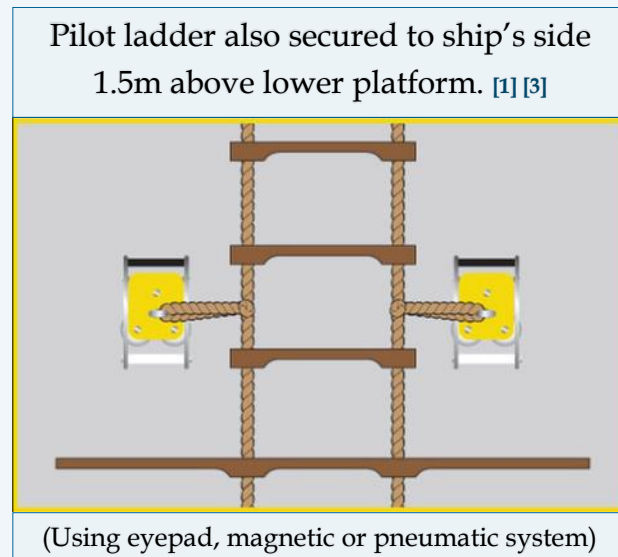
Waterline to pilot access level > 9m



[3]



[3]



Examples

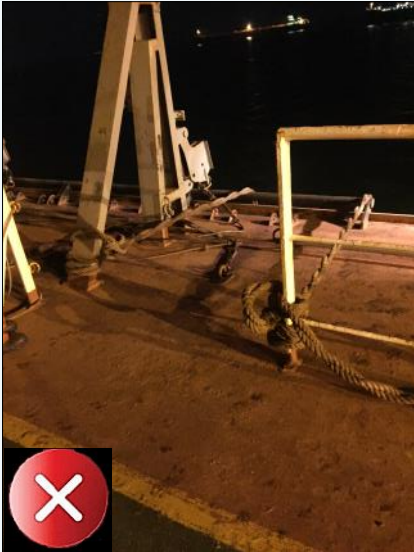
Pneumatic



Magnetic



Common Deficiencies



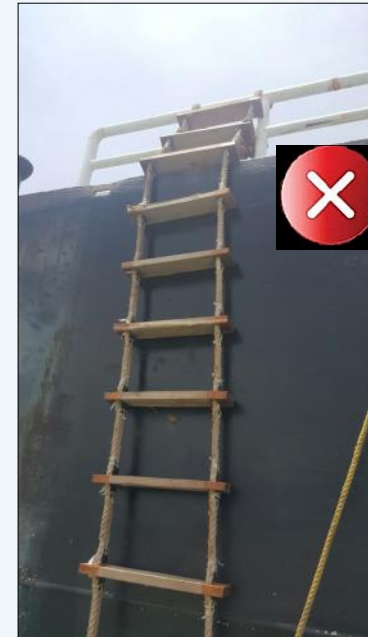
Pilot ladder should be secured to strong points on ship.

The strong points, shackles and securing ropes should be at least as strong as the side ropes.

Breaking strength per side rope > 24 KN. [2]



Retrieval line should not hinder pilot. [2]

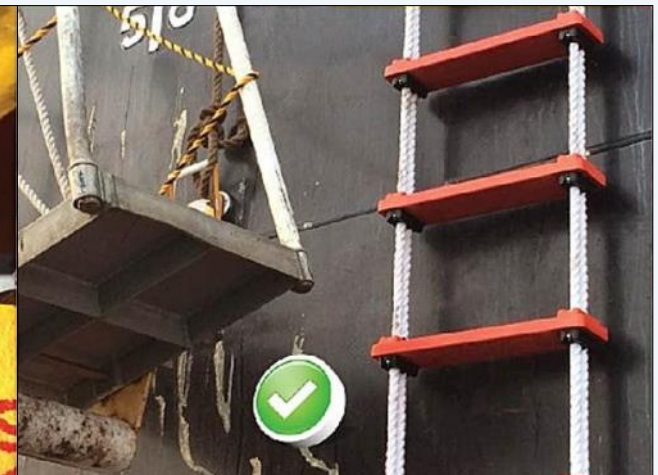
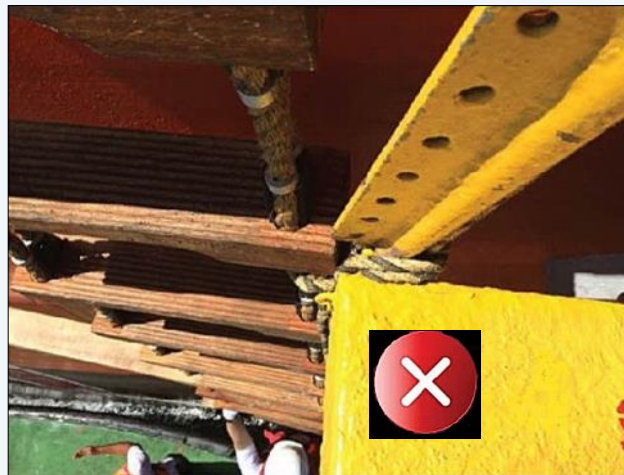


Safe, convenient and unobstructed access should be provided. [1]



Both accommodation ladder and pilot ladder should be secured to ship side. [1]

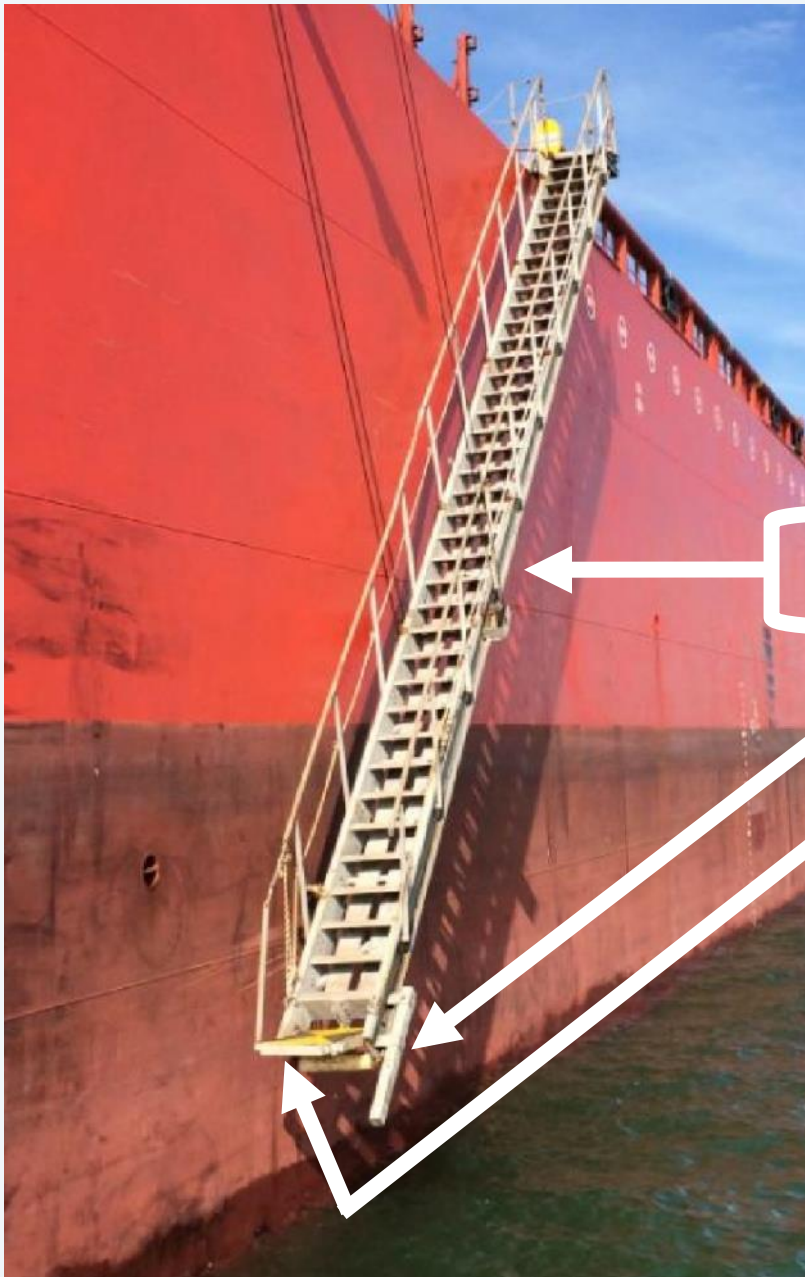
Accommodation ladder is too low. Lower platform should be at least 5m above waterline. [2]



Horizontal distance between pilot ladder and lower platform should be between 0.1 and 0.2 m. [2] [8]

Pilot Transfer by Accommodation Ladder [5]

(Only if requested by Pilot)



When vessel is underway, accommodation ladder shall not be used unless it is deemed necessary.

(If used when underway, vessel shall take all way off.)

Should the accommodation ladder be used;

- ✓ Ladder must be leading aft and rigged on the leeward side.
- ✓ Safe working angle specified by the manufacturer not to be exceeded.
- ✓ Fender at the lower platform to be extended.
- ✓ Lower platform should be horizontal.

If the arrangement is considered unsuitable by Pilot, pilot-transfer will be deferred until satisfactory corrections are made or pilot-transfer arrangement is rigged in accordance to SOLAS.

Singapore Pilot Boarding Grounds (PBG)

Useful Tips

- Go through 'Safe Passage in Singapore Strait' Videos and Interactive Training Package
(Copies have been distributed to shipping companies to share with their fleet. Videos are also available online on YouTube)
- Plan your approach keeping in mind: -
 - ✓ Direction and strength of tidal stream and prevailing winds
 - ✓ Possibility of other vessels approaching the boarding ground at the same time
 - ✓ Possibility of vessels departing Singapore, either joining West bound lane or crossing to join East bound lane
- Obtain above information from VTIS if required
- Display night signals of 3 all-round green lights in a vertical line when crossing TSS [9]
- Refer to pages 4 - 8 for rigging of Pilot Boarding Arrangements
- Forward stations to be manned for additional look-out and emergency anchoring
Both anchors are to be ready for letting go
- Arrive at PBG with minimum steering speed and be ready to take all way off when required
- As far as it is safe and practicable, refrain from entering port limit
- Allow time for Pilot to appraise the situation and be in a position to provide navigational advice
- Passage plans for Pilotage district are online and available for download at
<https://www.psamarine.com/quick-links/ordering-our-services/order-pilotage-service/>

PBG Information [4]

Maximum of 3 vessels are allowed at each PBG within a window period of 15 min.

PWBGA	PWBGB	PGBG	PSBG	PEBGA	PEBGB	PEBGC	PJSB
01° 12.906' N 103° 36.073' E	01° 12.027' N 103° 39.481' E	01° 10.465' N 103° 46.887' E	01° 11.702' N 103° 49.666' E	01° 13.517' N 103° 53.447' E	01° 15.408' N 103° 56.956' E	01° 15.885' N 103° 57.834' E	01° 17.650' N 104° 06.393' E

Only with prior arrangement with Port Operations Control.

Only 1 vessel is allowed at each PBG within a window period of 15 min.
Vessels are required to maintain a minimum distance of 1 nm from the preceding vessel to the same PBG.

Chart Legend

Arrival Vessels enroute to PBG

Piloted Vessels - Intraport

Departure Vessels - Bound East or West

Generally
Expected
Traffic in Port

Easterly Tidal Stream

Westerly Tidal Stream

DG #

Pilot Disembarkation Ground #

Western Boarding Ground "A" (PWBGA)

For Vessels arriving from West. [4]

General Information: -

- ✓ Many vessels may be found anchored west of PWBGA.
- ✓ Crossing westbound lane can take time. Arrive precautionary area in good time to find suitable opportunity to cross safely.
- ✓ Request assistance from VTIS if required.

Expected Traffic: - (see next page)

- ✓ Vessels and barges in/outbound from the anchorages west of PWBGA and project areas north of PWBGA.



Western Boarding Ground "B" (PWBGB)

For chemical and gas carriers bound for the ALGAS anchorage and facilities located in western side of Singapore. [4]

Expected Traffic: - (see next page)

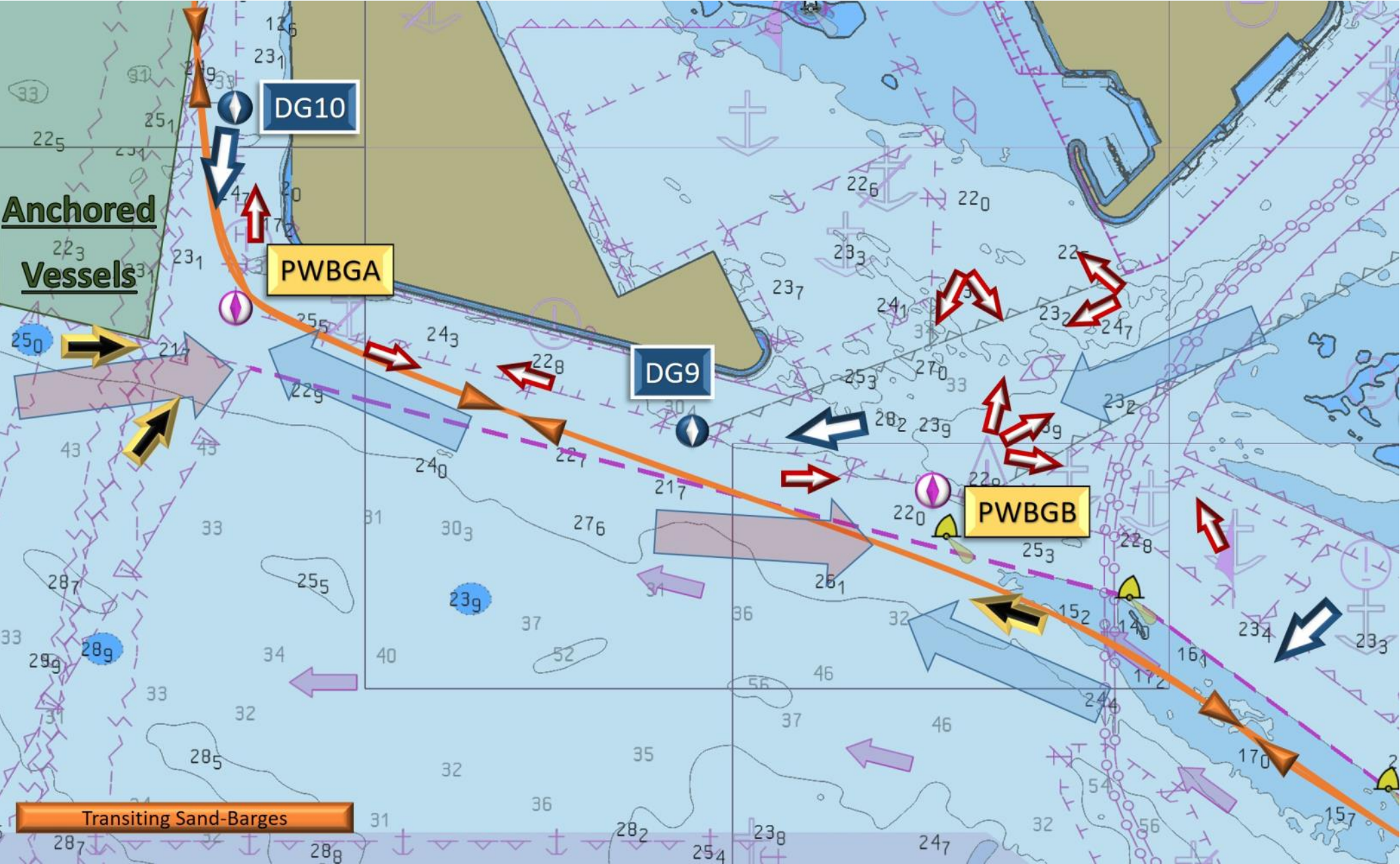
- ✓ Inbound from PWBGA towards Sinki fairway and Sudong Anchorages.
- ✓ DG9: Departure (Outbound) traffic from Sinki and Temasek Fairway towards TSS.

Recommendations: -

- ✓ Avoid impeding safe passages of the above-mentioned traffic.
- ✓ Be aware of vessel's set due to tidal stream especially towards Sudong Holding Anchorage (ASH) or Rasu buoy.



PWBGA and PWBGB



Gusong Boarding Ground (PGBG)

For vessels arriving from east calling at the anchorages in Sudong Sector or Raffles Reserved Anchorage with prior permission from Port Master. [4]

Expected Traffic: - (see next page)

- ✓ Departure (DG7) traffic from Jong fairway towards TSS.

Recommendations: -

- ✓ Proceed with caution when approaching DG7 as outbound traffic is blocked from view by St John's Island.
- ✓ Proceeding in the lane of TSS does not give a vessel her right of way. When risk of collision is deemed to exist, Colregs apply.



Southern Boarding Ground (PSBG)

This boarding ground is to be used only through prior arrangement with Port Operations Control Centre. [4]

General Information: -

- ✓ TSS is the narrowest in this region. West bound lane is only 530m wide at its narrowest.

Expected Traffic: - (see next page)

- ✓ Departure (DG7) traffic from Jong fairway towards TSS.
- ✓ Intraport traffic in Southern Fairway.



PGBG and PSBG



Eastern Boarding Ground "A" (PEBGA)

Expected Traffic: -

- ✓ Departure (Outbound) traffic from Container terminals and Anchorages towards TSS.
- ✓ East and westbound intra port traffic (within port limits).
- ✓ Arrivals from both East and West (crossing TSS) come to PEBGA.



Eastern Boarding Ground "B"

(PEBGB)

This boarding ground is to be used by all tankers when proceeding to pick up pilots in the Eastern Sector. [4]

&

Eastern Boarding Ground "C"

(PEBGC)

This boarding ground is to be used by vessels arriving from east proceeding to eastern or western sector of the port, or as may be directed by the Port Master. [4]



Expected Traffic for PEBGB and PEBGC: - (See next page)

- ✓ Outbound traffic from Anchorages bound for TSS.
- ✓ East and west bound intra-port traffic (within port limits).

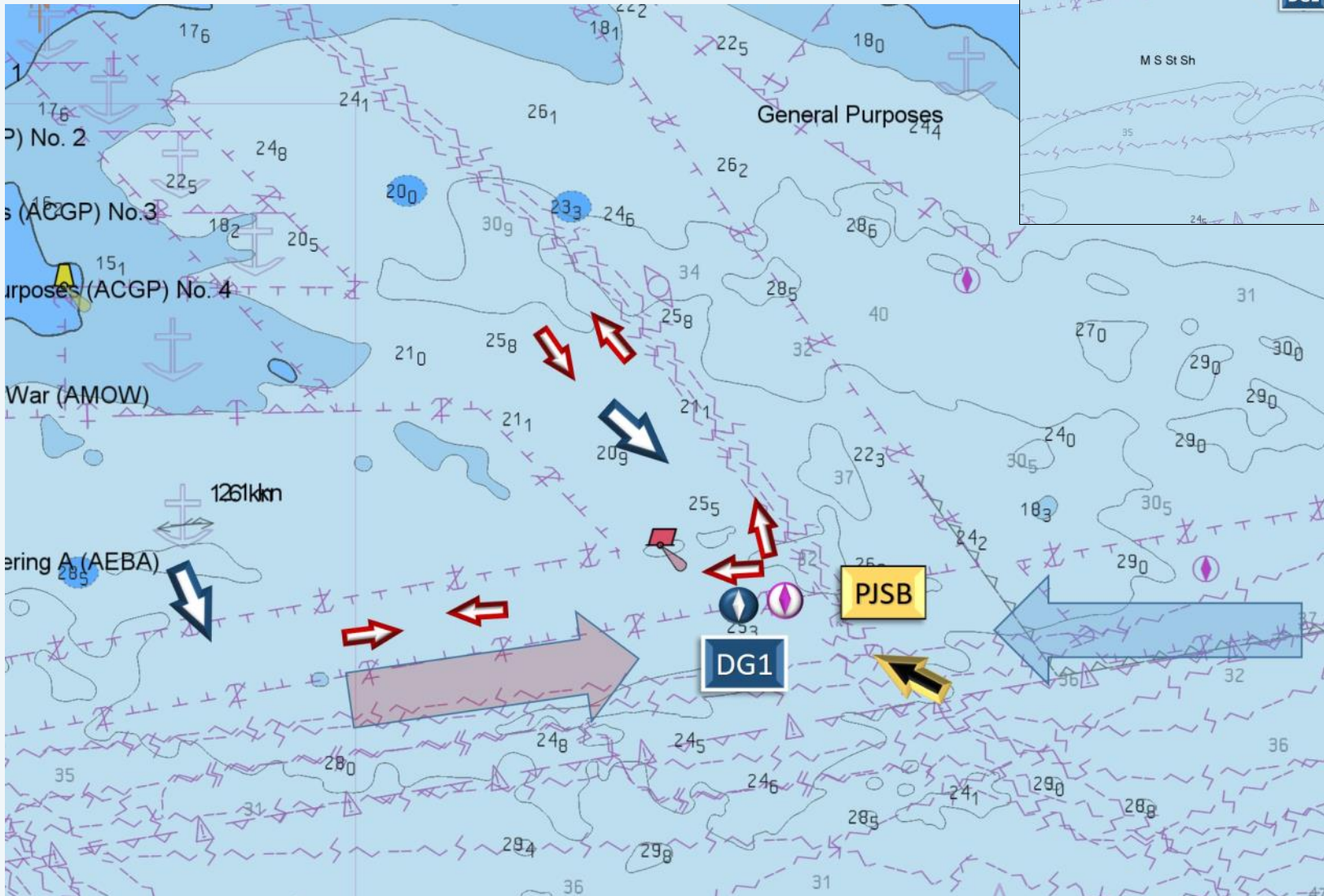
PEBGB and PEBGC



East Johor Straits Boarding Ground (PJSB)

Expected Traffic: -

- ✓ Outbound traffic from East Johor Straits and Anchorages bound for TSS.
- ✓ Easterly intra-port traffic bound for East Johor Straits.



References

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- [2] IMO, 2011. Resolution A.1045(27). s.l.:s.n.
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