

PILOTAGE ADVISORY COMMITTEE

Tugage Exemption for M.T. “Sunrise Lily”

Purpose

The purpose of this paper is to seek members’ endorsement on exempting M.T. “Sunrise Lily” from full compliance of the tug requirements for berthing and unberthing at the Sha Chau Oil Terminal.

Background

2. Under the existing Berthing Guidelines (revised July 1999), the tugage requirements for tanker of LOA between 80 metres and 120 metres docking at the Sha Chau Oil Terminals are two Grade I tugs for berthing and two Grade I tugs for unberthing (or one Grade I tug if vessel is fitted with a bowthruster of more than 300 Horse Power).

3. M.T. “Sunrise Lily” is a regular caller to Hong Kong carrying aviation fuel to the Sha Chau Oil Terminal. Her gross tonnage is 4215 and LOA is 110 metres. She is fitted with a 840 HP bowthruster. The vessel’s operator earlier applied for tugage exemption for berthing/unberthing at the Sha Chau Oil Terminal.

Practical Trials

4. HKPA and MD together conducted a total of six berthing/unberthing trials for “Sunrise Lily” in December 1999. The result showed that the bowthruster of the vessel was very effective, and that the vessel could be safely berthed and unberthed with one Grade II tug under normal circumstances.

Recommendation

5. Members are recommended to endorse the granting of exemption to M.T. “Sunrise Lily”, such that the vessel could employ at least one Grade II tug for berthing/unberthing at the Sha Chau Oil Terminal.

Vessel Traffic Services Branch
Port Control Division
Marine Department
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