

**Tug Requirements for Vessels Berthing /
Unberthing at Sha Chau Oil Terminal**

Purpose

This paper suggests to members that berthing/deberthing trials are to be conducted on small tankers which are smaller than that stated in the sliding scales of the 'tug requirement table for vessels fitted with transverse thruster' under paragraph 7 in Chapter 4 of the Berthing Guidelines, to determine the minimum number of tug(s) to be required for their berthing/unberthing operations at Sha Chau Oil Terminal. [The sliding scale table is for vessels whose LOA is 131metres or upward. A copy of it is attached hereto for ease of reference.]

Background

2. Applications and enquiries have been received from shipping companies operating fuel supply at frequent intervals to Sha Chau Oil Terminal on the number of tugs required (or reduced) for their vessels, which are fitted with bow thrusters and whose lengths over-all and power of the thrusters are smaller than that stipulated in the sliding scales under paragraph 7 of Chapter 4 of the 'Berthing Guidelines'.

3. In fact, the topic was brought up for discussion at the PAC WG meeting held on 5 November 1998. One of the suggestions thereat was to extend the scales downward to meet future enquiries and applications. However, this idea was dropped by members due to the expected complexities and impracticality (conducting sea-trials of sample vessels for each step downward) in compiling such extension to the sliding scales. Another suggestion was to conduct berthing/unberthing trials for vessels on an individual basis to determine their tug requirements. Different opinions were experienced during the discussion and no conclusion had been drawn before the close of the meeting.

Further Discussion and Findings

4. After the PAC WG meeting mentioned above, discussion on the topic continued within the Marine Department. Pros and cons related to the matter were examined and discussed. On balance and to be fair to everyone in the shipping

industry and without compromising safety of the Port, it was concluded that, upon request, berthing/unberthing trials should be conducted on these *bona-fide* traders (vessels) which are outwith that stipulated in the 'sliding scales', with a view to determining the number of tugs actually required for the vessels operating at Sha Chau.

Recommendation

5. The issue is again brought up to seek members' view. Members are recommended to endorse that berthing/unberthing trials should be conducted on (*bona-fide*) vessels outwith the 'scales', with a view to determining the actual number of tugs required for them to operate at Sha Chau Oil Terminal.

Pilotage Advisory Committee
Marine Department
December 1998.

Subject File : HQ/COM 928/18

Berthing Guidelines

Date : 16-Sep-98

Time : 3:58 PM

User : TEL073

2. Additional tug(s).
3. Co-pilot
4. Weather condition (wind speed, and avoidance of very strong current flow.)
5. Good co-ordination/communication from berth attendents to ensure ample fore and aft clearance.
6. Any other recommendation from Mardep/HKPA at the prevailing circumstances to improve safety margin.

Any movements within Kwai Chung which are not in parallel with the guidelines endorsed by PAC should have the consent from following personnel:-

- Duty pilot + Technical Director + 1 Executive Director/1 member from the Technical Committee,
- General Manager of HKPA should be the co-ordinator.

- 7) Transverse thruster(s) at one end meets conditions stipulated below, not limited to, may be accepted to substitute one tug:-

1. It is in good working condition, such that the control button can be adjusted to full power operating position.
2. It can run continuously for not less than 30 minutes.
3. It must be totally immersed in water.
4. It must not be interrupted by the operation of the main engine.

Note: Master should consider Pilot's recommendation to use tug even the above conditions are met, especially in adverse weather or small manoeuvring area.

Vessel's Length over all	Actual minimum Horse power	Kilo watts	Kilo newtons
131-180m	800	584	61
181-250m	1000	730	75
>250m	1500	1095	113