



PORT KEMBLA
PORT CORPORATION

Marine Operations

**PORT KEMBLA
LOCAL MARINE NOTICE
9/ 2009
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Svitzer (Port Kembla) (4275-2717)
Port Kembla Water Police (4274-9023)
Australian Amalgamated Terminals (4225 7901)
Port Kembla Coal Terminal
BlueScope Steel
GrainCorp
Port Kembla Gateway
Orica
All PK shipping agents

NOTICE TO MARINERS

Promulgation of Revised Tug Utilisation Table for Port Kembla

1. The attention of shipowners, operators, masters and pilots is drawn to the latest version of the PKPC Tug Utilisation Table, which is a sub-component of the PKPC Port Parameters and Berthing Priority Code which is attached at Annex A to this notice.
2. The revised table is issued pursuant to S88 of the *NSW Marine Safety Act 1998*. All other port parameters remain extant until further notice.

Kell Dillon
Harbour Master
Port Kembla Port Corporation

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Tug Utilisation Table

Port Kembla Tug Utilisation Table procedural notes:

- 1) This table articulates the required tug utilisation. The table has been drafted such that a pilot may use his discretion to reduce (or increase) the number of tugs under the conditions detailed in the Port Kembla Tug Utilisation Table. This discretion is underpinned by:
 - a) Conditions being suitable. Under normal circumstances, this would translate to:
 - For PCC, PCTC, Ro-Ro and other vessel types fitted with operational bow and or stern thrusters a mean wind speed of 15 knots or less.
 - For other vessels 201-231m LOA, using the discretionary reduction from 3 tugs to 2 tugs, a mean wind speed of 20 knots or less (vessels in light ship condition) or 25 knots or less (vessel in loaded condition).
 - b) Bow/Stern thrusters have been assessed as suitable for tug replacement for vessel manoeuvres at Port Kembla. This assessment will have been made in the PKPC Bow Thruster Assessment table and endorsed by the GMM & PO .
- 2) Vessel owner, operators and agents when quoting or making commercial appraisals based on tug utilisation are guided to use the table. Reductions in the numbers due to bow/stern thrusters or enhanced rudder facilities is the prerogative of the pilot at the time of the manoeuvre in accordance with the port Kembla Tug Utilisation Table procedural notes as detailed above.

General Rules

PCC/PCTC or Ro-Ro

Provided fitted with operational bow/thrusters. Otherwise, "Other vessels" rules apply.

IN

>265m = 3 Tugs

201-265m = 3 Tugs (2 at pilot's discretion provided conditions at paragraph 1 a) & b) are met)

<201m = 2 Tugs

OUT

>265m = 3 Tugs

201-265m = 2 Tugs (3 at pilot's discretion)

<201m = 2 Tugs

Out may have 1 tug reduction at pilot's discretion, provided vessel is berthed "Head out" and conditions detailed at paragraph 1a) and b) are met.

Other vessels (minimum tug requirements)

>201m = 3 Tugs (up to 231m may have 2 tugs at pilot's discretion)

107-201m = 2 Tugs (1 at pilot's discretion provided conditions at paragraph 1a) and b) are met).

<107m = 1 Tug

Except where:

- Extra tugs specifically required by pilot
 - Different number of tugs detailed in Tug Utilisation table, or
 - With specific GMM & PO approval.
- 3) Vessels with additional manoeuvring aids may be assessed on an individual basis to be approved for less tugs than detailed in the Port Kembla Tug Utilisation Table with the express permission of the GMM&PO, and will be subject of a formal risk assessment.
- 4) Iron Monarch LOA 179m remains approved for 0 tugs outward from berth 110 only on basis of fully operational bow thruster and CPP.

PORT KEMBLA TUG UTILISATION

BERTH	Vessel LOA (m)	SIDE TO		REQ'D TUGS		Special conditions or comments
		PORT	STB	IN	OUT	
101	< 107	P		2(1)	1	
101	< 107		S	1	2(1)	
101	108 - 200	P		2	2(1)	
101	108 - 200		S	2(1)	2(1)	
101	200 - 230	P	S	3	3	2 tugs @ pilot's discretion
102	< 107	P		2(1)	1	
102	< 107		S	1	2(1)	
102	108 - 200	P	S	2	2	<140m LOA, departs 1 tug @ pilot's discretion
102	201 - 300	P	S	3	3	2 tugs @ pilot's discretion if < 231m LOA
103	< 107	P	S	2(1)	2(1)	
103	108 - 200	P	S	2	2	< 140m LOA, departs 1 tug @ pilot's discretion if bow out
104	<107	P	S	2(1)	2(1)	
104	108 - 200	P	S	2	2	< 140m LOA, departs 1 tug @ pilot's discretion
104	201 - 300	P	S	3	3	2 tugs @ pilot's discretion if < 231m loa
105	<107	P		2(1)	1	
105	<107		S	1	2(1)	
105	108 - 200	P	S	2(1)	2(1)	In: 1 tug @ pilot's discretion (not PCC/PCTC/Ro-Ro) PCC/PCTC/Ro-Ro with thrusters see General Rules
105	201 - 300	P	S	3	3	PCC, PCTC and RoRo : see General Rules Other vessels < 231m = 2 tugs @ pilot's discretion
106	<107	P		2(1)	1	
106	<107		S	1	2(1)	

PORT KEMBLA TUG UTILISATION

BERTH	Vessel LOA (m)	SIDE TO		REQ'D TUGS		Special conditions or comments
		PORT	STB	IN	OUT	
106	108 - 200	P	S	2(1)	2(1)	Out: 1 tug @ pilot's discretion (not PCC/PCTC/RoRo) PCC, PCTC and RoRo with thrusters – see "General Rules"
106	201 - 300	P	S	3	3	PCC, PCTC and RoRo with thrusters see "General Rules" Other vessels < 231m = 2 tugs @ pilot's discretion
107	< 107	P	S	2(1)	1	
107	108 - 200	P		2	2(1)	
107	108 - 200		S	2	2	
107	201 - 265	P	S	3(2)	2(1)	PCC, PCTC and RoRo with thrusters see "General Rules" Other vessels < 231m = 2 tugs @ pilot's discretion
109	< 107	P		1	1	
109	< 107		S	2	1	
109	108 - 200	P		2(1)	2	
109	108 - 200		S	2	2	< 140m LOA, departs 1 tug @ pilot's discretion
110	< 107	P		1	1	
110	< 107		S	2(1)	1	
110	108 - 200	P		2	2	Iron Monarch only – 1 tug in/out
110	108 - 200		S	2	1	Iron Monarch only – In; 1 tug, Out; zero tugs @ pilot's discretion
111	< 107	P		1	1	
111	< 107		S	2(1)	1	
111	108 - 200	P		2(1)	2(1)	
111	108 - 200		S	2	2(1)	
111	201 - 300	P	S	3	3	2 tugs @ pilot's discretion if < 231m loa
112	<107	P		1	1	
112	<107		S	2(1)	1	

PORT KEMBLA TUG UTILISATION

BERTH	Vessel LOA (m)	SIDE TO		REQ'D TUGS		Special conditions or comments
		PORT	STB	IN	OUT	
112	108 - 200	P		2(1)	2(1)	
112	108 - 200		S	2	2(1)	
112	201 – 280	P	S	3	3	2 tugs @ pilot's discretion if < 231m loa
113	< 107	P		1	1	
113	< 107		S	2(1)	1	
113	108 - 200	P		2(1)	2(1)	
113	108 - 200		S	2	2(1)	
201	< 107	P		2	1	
201	< 107		S	2	2	
201	108 - 200	P	S	2	2	
202	< 107	P		1	1	
202	< 107		S	2(1)	1(0)	
202	108 - 200	P		2	2	
202	108 - 200		S	2	1(0)	
203	< 107	P		2(1)	1(0)	
203	< 107		S	1	1	
203	108 - 200	P		2	1(0)	
203	108 - 200		S	2	2	
204	< 107	P		1	1	
204	< 107		S	1	1(0)	
205	< 107	P		1	1(0)	

PORT KEMBLA TUG UTILISATION

BERTH	Vessel LOA (m)	SIDE TO		REQ'D TUGS		Special conditions or comments
		PORT	STB	IN	OUT	
205	< 107		S	1	1	
206	< 107	P		1	1	
206	< 107		S	1	1(0)	
206	108 - 180	P		2	2	
206	108 – 180		S	2	1(0)	

Bow/Stern Thruster Assessments

Vessels assessed for bow/stern thruster utilisation in lieu of a tug/s.

- 1) Thruster assessment is a summary only and does not contain raw data assessment details.
- 2) Assessment made of each vessel only by PKPC pilot and approved by GMM&PO. Result of assessment will be recorded in cPORTS.
- 3) Any reduction of tugs on the basis of thruster only remains within the limits set in each assessment.
- 4) Owner, operators and agents should quote the maximum tabulated number of tugs in the Tug Utilisation Table. It is the prerogative of the Duty Pilot to decide whether discretion is to be used.