Up-date & Revised on 2021. 02. 01.

導船計劃과 情報交換 Pilotage Plan & Informations

⇨Keep this Pilotage plan with pilot card for further reference and PSC/Oil major inspection purpose

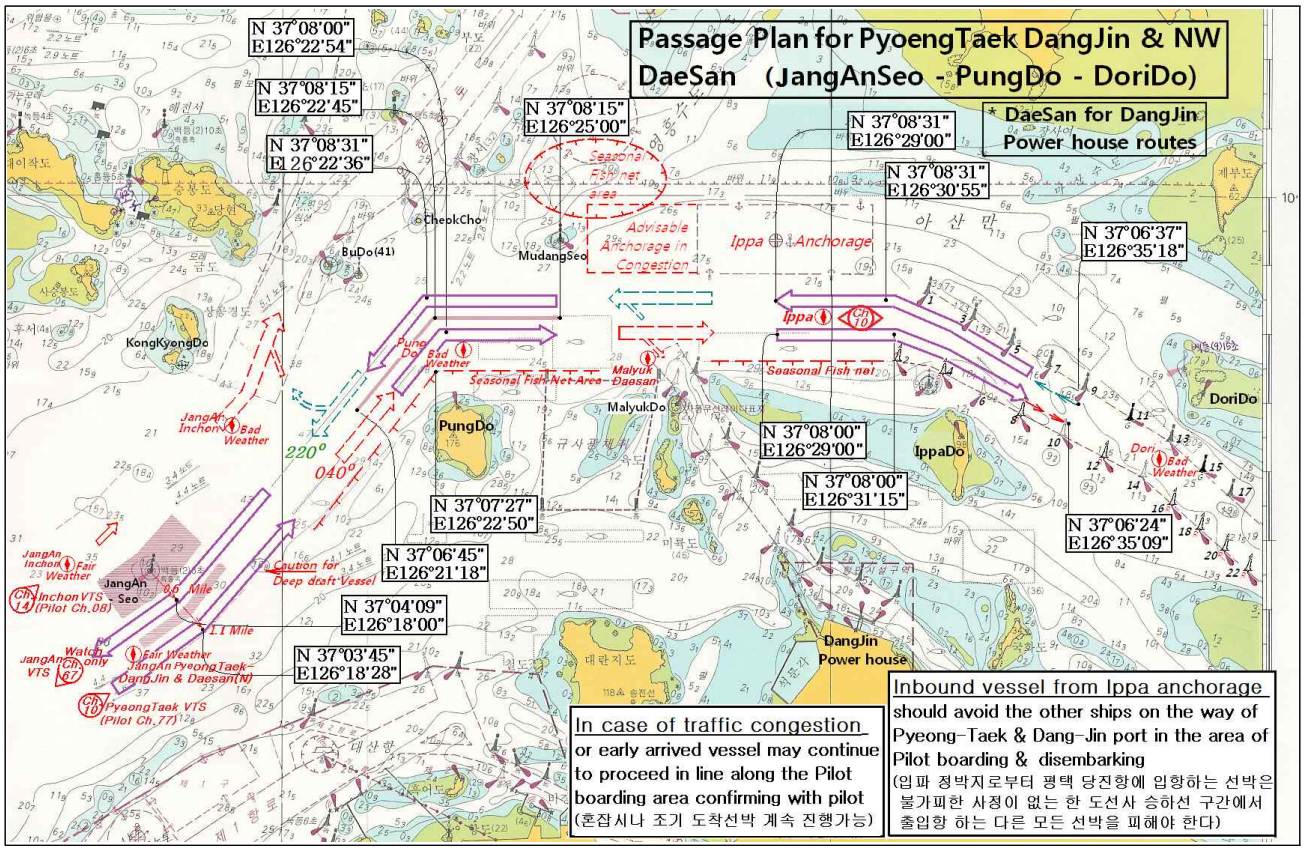
⇨입항선박에 제공/설명후 [도선-써티]에 선장서명으로 수신 확인 ⇨

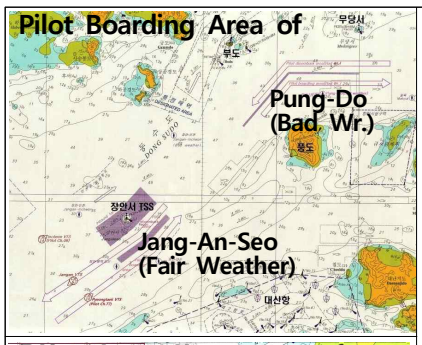
□ NIGHT	APPROVED BY
□ SUNDAY / HOLIDAY	
□ LOW SPEED (KT)	
□ DWT (100% ↑ / 200% ↑)	MASTER
□ AGREEMENT ( )	Received Pilotage Plan & Informations
□ LS & ETC (D/N)	

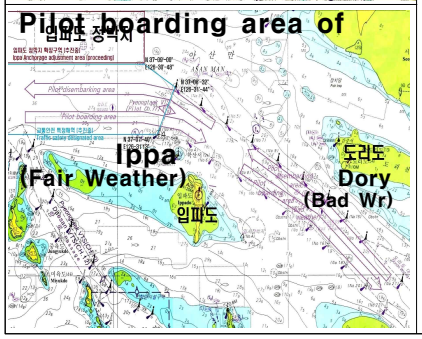
港口 Port ; 平澤 Pyeong-Taek • 唐津 Dang-Jin, 埠頭名 Berth Code ( )

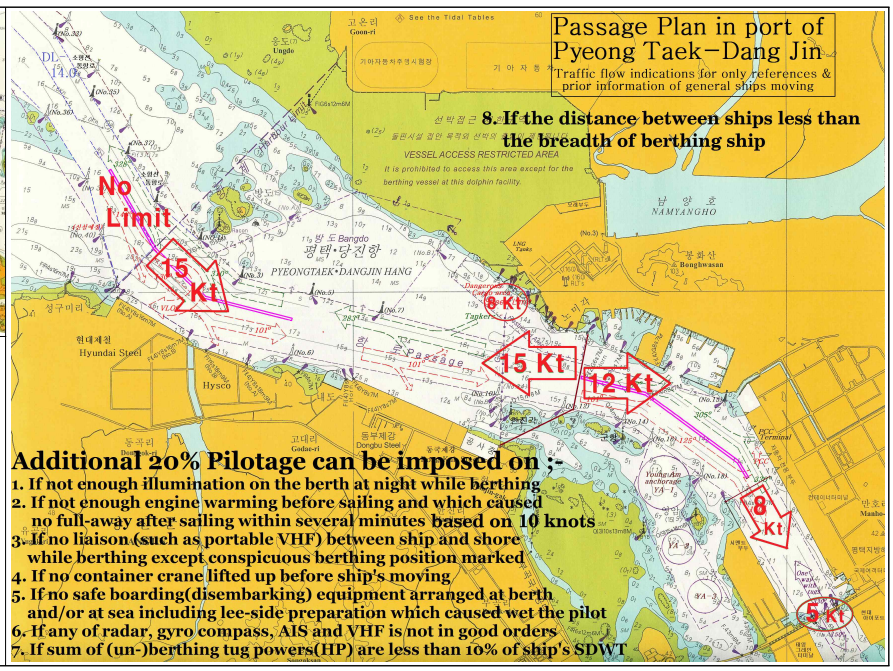
接岸舷(Mooring) ; Port( ) stbd( ), Mooring Lines (- -), 曳船數 Tugs ( )

1. 移動經路 & 導船士 乘下船 區間 Passage Plan & Pilot Boarding Area









2. 詳細 案內 Further Informations ; Please contact the home page of Pyeong-Taek Dang-Jin pilot association <e-mail; ptpilot.co.kr⇒Pilotage⇒도선관련규정(導船關聯規定)> or request the same informations through ship's agent prior to ship's arrival.

3. 現場 案內 Onboard Informations ; The boarding pilot explains to the master as required for the ship's navigation, maneuvering & Mooring (Incl. tugs, tidal streams, weather forecast)

4. IMO STCW 1978 AS AMENDED ; Part2 Voyage planning, Part3 Watch-keeping at sea including clause 49, 65 & 81 (Coastal and congested waters ; The officer in charge of the engineering watch shall ensure that all machinery involved with maneuvering of the ship can immediately be placed in the manual mode of operation when notified that the ship is in congested waters), so the computer load-down of Engine be released immediately in any emergency situations & be available astern engine any time unless prior noticed otherwise.

5. 區間別 船速計劃과 埠頭接近 操縱船速 (SPEED REDUCTION PLAN)

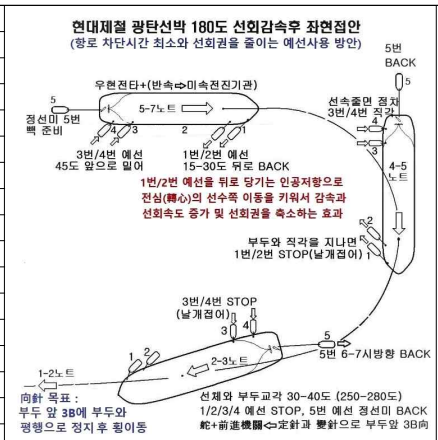
接岸操縱 船速表 MANEUVERING SPEED TABLE (SOG, L=Ships Length, M=Mile)

VESSEL DWT	5 Miles to Berth	4 Miles to Berth	3 Miles to Berth	2 Miles to Berth	1 Mile or Before 180° turn	1L-2L to the Berth	Sp'd Reduct-ion per Mile
1萬 以下 Less 10K	-	-	Eng S/B	11 Knot	6-7 Knot	2-3 Knot	2~3 knot + 4 Knot/mile
Panamax & Cape	-	Eng S/B	12 Knot	9 Knot	5-6 Knot	2-3 Knot	2~3 knot + 3 Knot/mile
VLOC ULOC	Eng S/B	11 Knot	9 Knot	7 Knot	4-5 Knot	2-3 Knot	2~3 knot + 2 Knot/mile

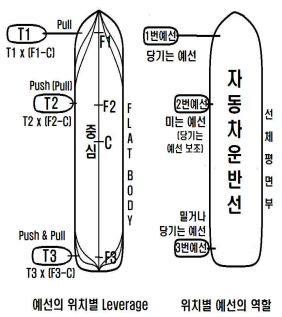
* 接岸 反對舷 錨 非常投錨 準備 ; Emergency S/B anchor(Opposite-side of the berth or Both)
* 2 steering motors should be used together in pilot service area unless advised otherwise
* Estimate speed of big draft vessel after 180° turn by tugs would be 30~40%(20~30% against current) ranges of initial speed without astern engine. (see above 1Mile & 1L-2L to the berth)

6. 曳船現況 (2020.11.30.) Tugboat Particulars & Arrangement of Berthing Tugs

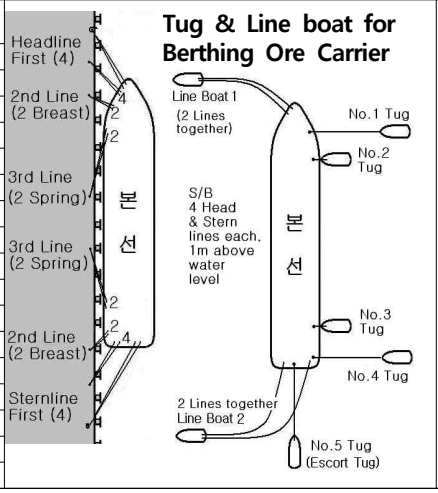
會社名	TUG NAME	GT	HP (Ton)
대륙(주)	NEW DAE RYUK	466	6,000 (75)
㈜대륙	NEW JIN	307	5,200 (66)
	DAE GUN	268	4,500 (63)
	NEW DAE JIN	198	3,600 (46)
	NEW DAE YANG	113	1,660 (18)
(주)한창 산업	HI YANG	376	6,000 (75)
	NEW HAN CHANG	269	5,220 (66)
(주)흥해	KWANG SUNG	262	5,220 (69)
	CAPE CASTLE	257	5,200 (70)
	BEST CASTLE	258	5,000 (68)
	NEW EVER CASTLE	260	4,500 (57)
	EUN SUNG	232	4,500 (60)
	YONG SUNG	157	2,600 (32)
	BEN CASTLE	161	2,000 (24)
영운선박 (구 금강 선박)	BAEK DU	321	6,400 (75)
	SO-RAK	281	5,200 (64)
	KUM GANG	281	5,000 (60)
파트너 마리타임(주)	HAN-LA	284	5,200 (62)
해양환경 관리공단	KEUM RYONG 550	295	5,200 (62)
	DAE RYONG 313	190	3,600 (43)
	HWANG RYONG 202	120	1,880 (24)
대성항운	DAE SUNG 1	337	5,220 (66)
대성항업	DAE SUNG 3	265	4,500 (60)
	DAE SUNG 5	298	4,500 (61)
대성선박	DAE SUNG 7	245	4,500 (60)
(주)해나루 항만	HAENARU 1	273	5,200 (62)
	HAENARU 2	273	5,200 (62)
해양선박	SANG ROK 5	289	5,220 (64)
세종예선	SE JONG 7	287	5,220 (65)
국제물류 (주)	KWANG NAM HO	298	5,000 (63)
	KWANG MYONG HO	292	5,000 (62)
정승해운	JEONG SUNG 7	288	5,000 (63)
15개 업체	32척		



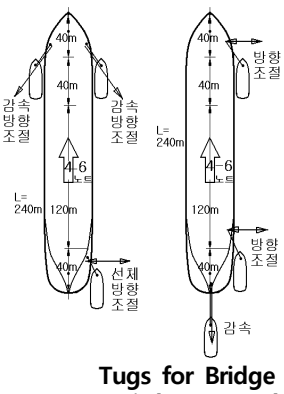
Ore Carriers Berthing Porcedures



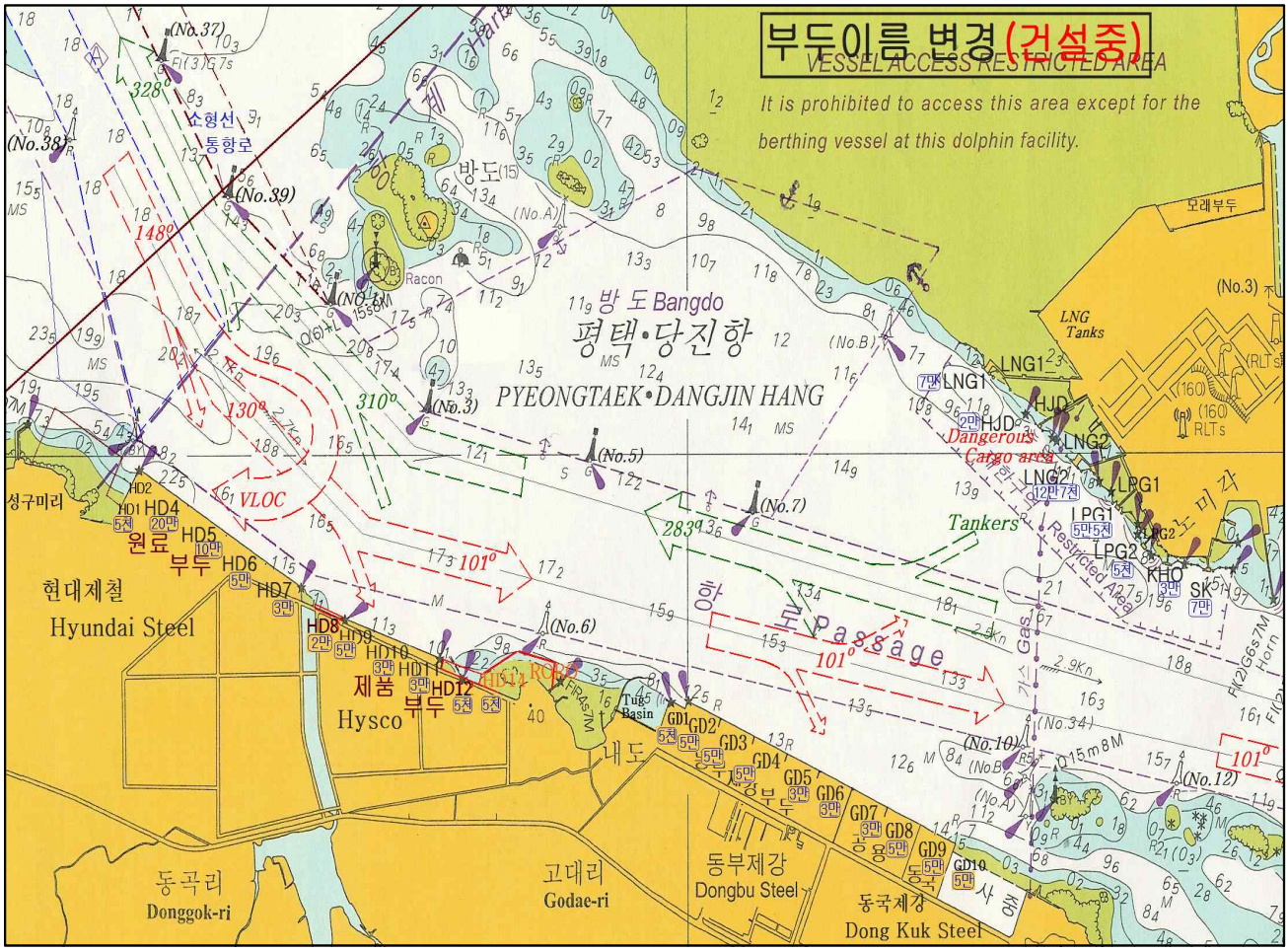
Tugs of Car Carriers for Heavy Weather Operation



Tug & Line boat for Berthing Ore Carrier



Tugs for Bridge & Birth excess ship



港界內 通航路와 埠頭名稱 및 設計基準 (HD, GD & Liquid Cargo Berth)

港界 以內 船速制限(1 page 그림 참조)

(오차를 감안하여 10% +/- 범위를 준수함)

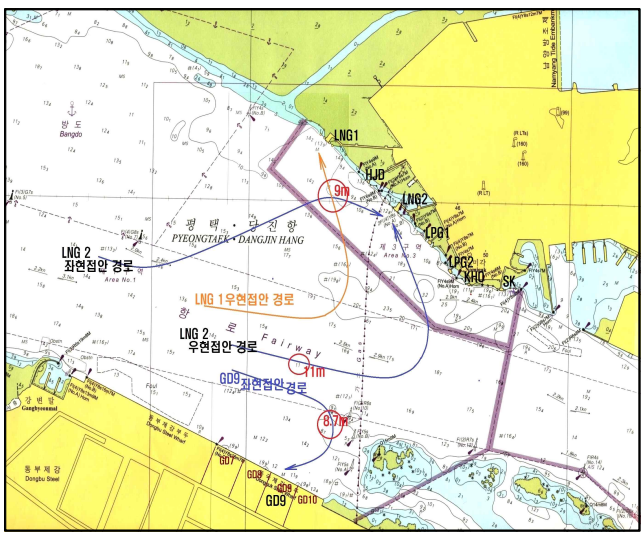
15 Kt ; 港界 ⇔ 한진각/원정리 연결선

12 Kt ; 한진각/원정리 ⇔ 西埠頭 防波堤

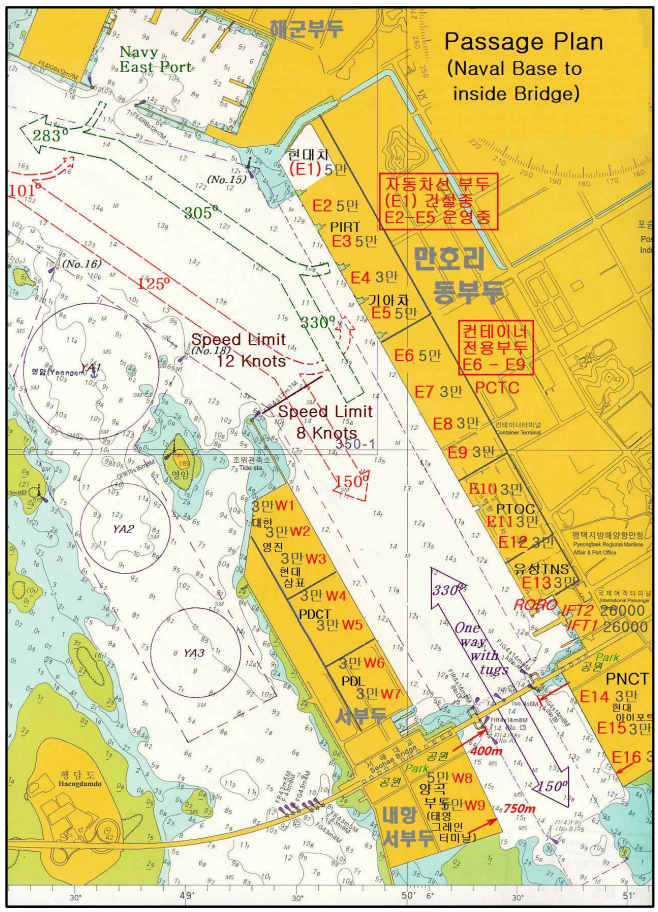
8 Kt ; 西埠頭 防波堤 ⇔ 西海大橋

(원정리 危險貨物) 埠頭 區間

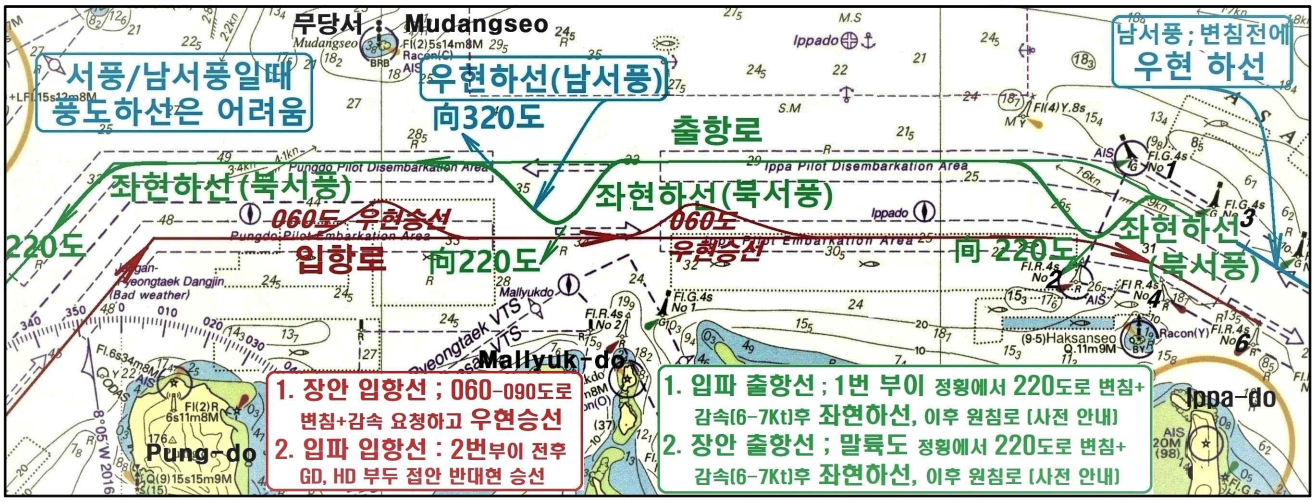
5 Kt ; 西海大橋 通航 速力

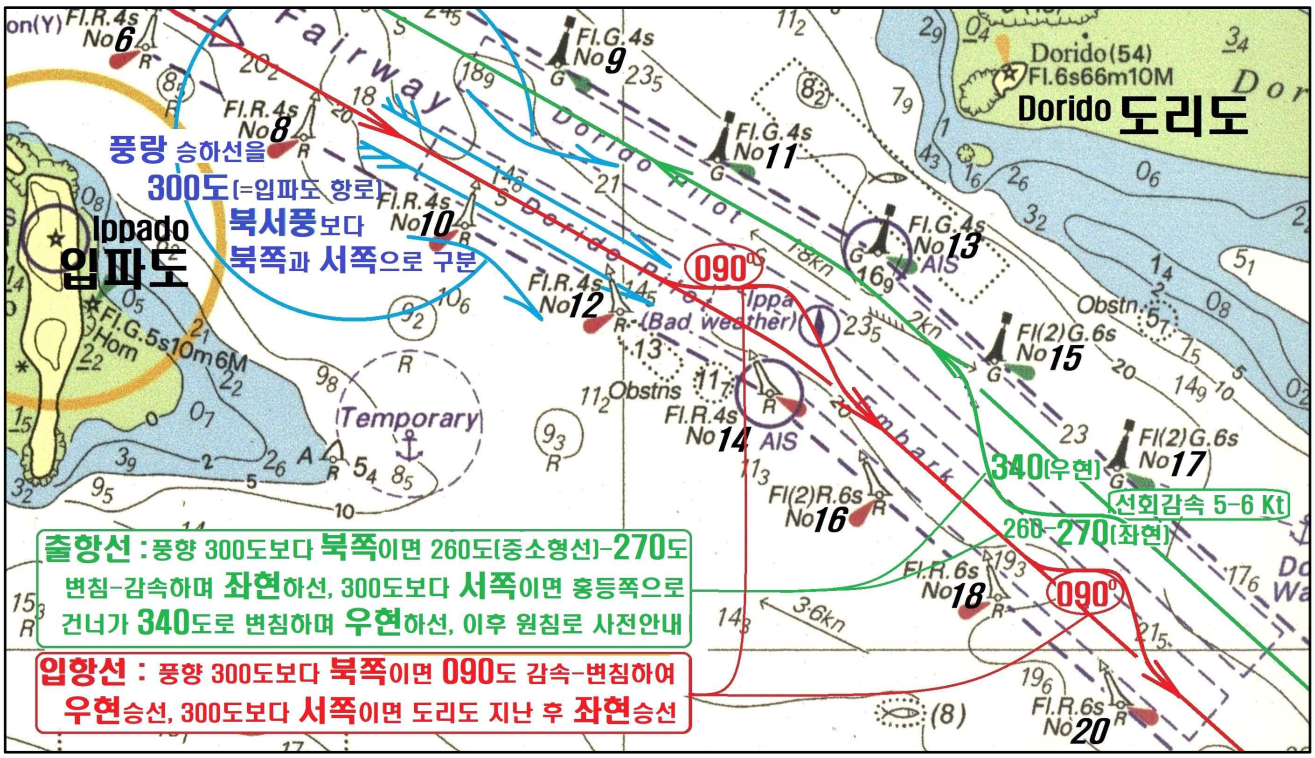


埠頭 接近 經路上 底水深 & 淺堆, 障碍物



ManHo 東西埠頭 名稱과 設計基準





풍랑기상 승하선 (도선 매뉴얼 2.1.3)

1. 장안도선 대상선박의 풍랑 승하선

1) 하선 ; 입파-말륙-풍도구간 넓은 수역

입파-말륙-풍도 270도 구간 출항중 **220도로** 선회+減速하며 **左舷하선** (以後 原針路 -그림)

2) 승선 ; 입파-말륙-풍도 구간 (뒷바람)

090 또는 060도 변침/감속 요청하여 **右舷승선**

2. 입파도선 대상선박의 도리도 승하선

풍향 300도보다 북쪽/서쪽으로 구분하여 승하선 현측판단 (그림의 설명 참조)

3. Car Ferry 下船 (선사/VTS 협의 전제)

서풍쪽 ; 38호⇨33호의 340도 침로 右舷하선

북풍쪽 ; 260도 침로 左舷하선 (그림 참조⇨)

