



Puerto de Avilés



Autoridad Portuaria de Avilés

REGULATIONS FOR PORT ENTRY/EXIT MANOEUVRES

JULY 2014



MAXIMUM DIMENSIONS FOR VESSEL ADMITTANCE TO THE PORT OF AVILÉS

Total length	235 m.
Total beam	33 m.
Real draft	The maximum draft compatible with five (5) feet UKC (under keel clearance) at the entry and exit of the port in good weather conditions. In Pedro Menéndez Channel and San Agustín Basin, three (3) feet UKC (under keel clearance) will be required
Cruises and passenger boats at Niemeyer dock	215 m.

MINIMUM NUMBER OF TUGBOATS REQUIRED FOR ENTRY/EXIT MANOEUVRES

Vessels carrying dangerous or polluting goods*	1	
Vessels between 100 and 130 m. LOA	1 > 40 ton BP** capacity	
Vessels between 130 and 210 m. LOA	2 > 40 ton BP capacity each	
Vessels between 210 and 228 m. LOA	<i>Draft < 11 m. + no reverse manoeuvre</i>	2 > 40 ton BP each, total pull of > 90 ton BP, + azimuthal propulsion for the biggest pull
	<i>Draft > 11 or there is reverse manoeuvre</i>	3 > 40 ton BP each, total pull > 130 ton BP, + azimuthal propulsion for the two biggest pull
Vessels more than 228 m. LOA	3 >40 ton BP each total pull > 140 ton BP, all with azimuthal propulsion	
Cruises and passenger boats up to 225 m LOA	1 >45 ton BP and azimuthal propulsion	

* With respect to these regulations, we understand “**dangerous goods**” as those classified in the IMDG Code, including radioactive materials referred to in the INF Code, in Chapter 17 of the IBC Code and in Chapter 19 of the IGC Code. By “**polluting goods**” we understand the hydrocarburates as defined in MARPOL Convention (Annex II), noxious liquid substances as per MARPOL Convention (Annex II), and harmful substances defined in MARPOL Convention (Annex III).

**Bollard pull

MINIMUM NUMBER OF TUGBOATS REQUIRED FOR BERTHING CHANGE MANOEUVRES

The Pilot will decide with no contradiction to the requirements established for entry/exit manoeuvres

EXEMPTIONS

Short sea shipping regular liner vessels < 140 m. LOA with powerful and effective bow propellers and no dangerous gross goods on board will need one tugboat for entry, reverse and berthing manoeuvres. When exiting the port with no reverse manoeuvre implied, as their bow is already facing the entrance of the port, these vessels **may be exempt** from using a tugboat.

When regular liner vessels carry intermodal transport units (containers or semitrailers), the technical disposition for vessels carrying dangerous or polluting goods **may be exempt**, with the Harbour Master authorisation.

Manoeuvres of vessels equal or more than 225 m LOA will be performed in **daylight**, unless the Pilot decides that concurrent conditions are safe for the operation to be performed otherwise.

All the above mentioned dispositions are basic requirements and will be implemented with no harm to the competencies and functions legally assigned to the Port Authority of Avilés, to the Maritime Administration, particularly to the Harbour Master of Avilés and the Port Pilots. Pilots may recommend the captain using further means of tugging for safety reasons in the case of big draft vessels, low manoeuvrability or adverse weather conditions.

