

# **Guidelines of Port's Operation Service for Ships**

## **Entering and Leaving the Hualien Port**

### **1. Control operation of ships entering and leaving**

#### **(1). Authorization:**

The control of the ship's entering, leaving, shifting berth and the port VHF communications are directed by the Hualien Port Vessel Traffic Service (Vessel Traffic Service VTS).

#### **(2). Explanation of operation:**

##### **A. Report of ship's movement**

- (1). Before arriving, the ship must report her estimated time of arrival (ETA), via VHF (CH-14), 10 miles from the port, to the Hualien Port Vessel Traffic Service (VTS).
- (2). The ship must report the time to the Hualien Port Vessel Traffic Service (VTS) when the ship arrives two nautical miles away from the east breakwater pole (Position 23°57'11 N", 121° 37 '41"E). The duty officer at the Vessel Traffic Service (VTS) watches to confirm and record the time for arranging the ship's order of entry.
- (3). Ship navigation pilot station confirmation report  
Vessels that require a pilot for inbound, need to wait at the pilot station after communicate and confirm with the VTS. (the Hualien pilot station is located 1 nautical mile away bearing 180° from the east breakwater pole, 23°57'11 N", 121° 37 '41"E).
- (4). Exception situations that the pilot cannot board the vessel outside of the port
  - i. Situations caused by wind or tide:  
When the water level in the surrounding waters of the Hualien Port area is higher than 2 meters. Or within 15 minutes, the average wind (level) has reached 7 or higher in the Beaufort scale level as observed by the VTS. The pilot may embark/disembark at the port entrance after assessing the situation and having an agreement with the vessel's captain and with the verification of the VTS.
  - ii. Situations caused by Comply with the epidemic prevention requirements:  
Due to the prevention of certifiable disease, once a vessel reported any confirmed cases of COVID-19 on board or the ship requires quarantine(isolation). All units may operate according to "Guidelines to Remote / Shore-based Pilotage" after the pilot assesses the situation, vessel's seaworthiness, and safety risk, and with the agreement of the vessel's captain, and with the verification by MOTC East Taiwan Maritime affairs center.

##### **B. Application for ship's entry**

(1). A ship operated with a pilot

An application to enter must be made by the pilot who is boarding in the vicinity of the pilot station, via VHF ( CH-14 ) to the Hualien Port Vessel Traffic Service ( VTS). When permission is received, then she may enter the port.

(2). A ship operated without a pilot

An application to enter must be made by the captain via VHF ( CH-14 ) to the Hualien Port Vessel Traffic Service ( VTS). When permission is received, then she may enter the port.

**C. Application for leaving the port**

(1). A ship operated with a pilot

i. Once the pilot is on board, an application to depart the port must be made via VHF ( CH-14 ) to the Hualien Port Vessel Traffic Service ( VTS). When permission is received, then she may leave the port.

ii. When the pilot leading ships to main channel and hold on course ,pilot can leave ships after obtaining approval from the captain. Captain can request the pilot leading ships outside the port before ships leave berth, the pilot can't refuse the request without bad weather.

(2). A ship operated without a pilot

The captain applies to depart to the Hualien Port Signal Station via VHF ( CH-14 ) . The ship can leave when permission is received.

**D. Control of the ship's shifting berth**

(1). When application is made for a ship's shifting berth by the pilot or captain, the duty officer At the Vessel Traffic Service ( VTS) can only permit the application and operate port control after the shifting time and berth are reconfirmed even though they are already informed by the Harbor control center.

(2). The application for a ship's shifting berth won't be accepted by the duty officer of the Vessel Traffic Service ( VTS) without permission from the Harbor control center. A ship can only agree to shift berth after the shifting-berth inform-list is facsimiled from the agency to be permitted by the Harbor control center.

**2. Under the abnormal weather, all vessels entering or leaving Hualien Port are regulated in accordance with the following criteria:**

**A. Visibility**

(1). If the visibility is lower than one nautical mile, Hualien Port shall be suspended inbound and outbound operations.

If the visibility is higher than one nautical mile, but the visibility still bad, the pilot can suspend operations under the circumstances.

(2). Hualien Port will be resumed inbound and outbound operations after the visibility increases more than one nautical mile.

## B. Wind

- (1). Average wind force: wind speed averaged 10 minutes of data measured by the anemometer.
- (2). Average wind speed measured by the anemometer installed the Vessel Traffic Service (VTS) or on the west breakwaters reaches Beaufort scale 7, Hualien Port shall be suspended inbound and outbound operations. The ships in the port should strengthen the mooring.
- (3). Hualien Port will be resumed inbound and outbound operations after the average wind force decreases than Beaufort scale 7.

## C. Typhoon and swell

- (1). A typhoon warning has been issued included Hualien.
  - i. The swell heaves more than one meter of wharf No.25, Hualien Port shall be suspended inbound and outbound operations.
  - ii. The swell heaves below one meter of wharf No.25, Hualien Port will be resumed inbound and outbound operations.
- (2). The typhoon warning not included Hualien.
  - i. The swell heaves more than one meter of wharf No.25:
    - If the swell heaves below one meter of wharf No.8, outer harbor shall be suspended inbound and outbound operations, inner harbor shall be suspended inbound operations.
    - If the swell heaves more than one meter of wharf No.25 and No.8, outer and inner harbor shall be suspended inbound and outbound operations.
  - ii. Hualien Port will be resumed inbound and outbound operations after the swell heaves below one meter of wharf No.25.
- (3). Swell
  - i. The swell heaves more than one meter of wharf No.25:
    - If the swell heaves below one meter of wharf No.8, outer harbor shall be suspended inbound and outbound operations, inner harbor shall be suspended inbound operations.
    - If the swell heaves more than one meter of wharf No.25 and No.8, outer and inner harbor shall be suspended inbound and outbound operations.
  - ii. Hualien Port will be resumed inbound and outbound operations after the swell heaves below one meter of wharf No.25.

## 3.Be watchful during the ship's entry and departure

- (1). In the Hualien Port, the fore-and-aft leading lights align to indicate the central navigational channel for a ship's entry. When the weather conditions are good, a ship should aim for this fore-and-aft leading group of lights at a distance of 0.5 miles SW of the Red lighthouse of the east-breakwater. The course is 23.5 degrees. When the NE monsoon is strong, at a distance of 0.75 miles SW of the Red

lighthouse of the east-breakwater, the ship should first aim for this Red lighthouse, sail quickly ahead to pass it by keeping at the windward, then reduce her speed to enter the port. The ship which is permitted to be needless of a pilot and encounter bad sea conditions, its captain should assure to command the ship's condition. If there is any hesitance of safety, it should be applied immediately for the help of a pilot to prevent from hazard.

- (2). The southern side of the inner fairway of this port is filled with foundation-stones (which may be partially emerged during the lowest tide) for guarding the banks. A ship should secure the depth conditions and keep a distance of at least 20 meters from the bank while sailing through the fairway.
- (3). In addition to following the International Regulations for Preventing Collisions At Sea, 1972, a ship sailing in the port also needs to follow the Commercial Port Law and the Governing Rules on Port Services at an International Commercial Port which are concerned about regulations of navigation and give-way.
- (4). Ships entering and leaving must follow the rule of 'single-inbound or single-outbound' in the Hualien Port. A ship departing must be safely outbound before an entering ship approaches the harbor entrance. Once the ship approaches the range of this port's area, ship should monitor VHF (CH.14) continually to receive the Vessel Traffic Service (VTS) information about safely entering or leaving the port.
- (5). Pilot can suggest the captain increase tug to finish inbound or outbound operation due to bad weather, if the captain reject it, he should be responsible for making sure that the ship and port facility is safe, and the pilot can suspended operation until the weather gets better.

### **3. Be watchful during ship's anchorage**

- (1). Anchorage of the Hualien Port is at a distance of 0.7 miles SW of the east-breakwater. The range of the anchorage, within the connecting lines of points A'-B'-C'-D', is indicated on CN Charts No.0351 (WGS-84) published by the Chinese Naval Hydrographic & Oceanographic Office. Its depth is about 12-65 meters. The seabed is sandy and the surface area is 1,072,500 square meters.  
Point A' : Lat23°57'21.8" E、Long121°36'39.2" E (WGS-84)  
Point B' : Lat23°58'24.5" N、Long121°37'16.2" E (WGS-84)  
Point C' : Lat23°57'55.8" N、Long121°37'24" E (WGS-84)  
Point D' : Lat23°57'24.6" N、Long121°37'10.2" E (WGS-84)

#### **B. Suggested anchorage for ship is:**

- (1). Anchorage A-1 Lat 23°58'02" N、Long 121°37'14.3" E (WGS-

- 84) range within the radius of 200 meters, depth about 16-26 meters, ship less than 20,000 G.T..
- (2). Anchorage A-2 Lat 23°57'49.5" N、Long 121°37'06.5" (EWGS-84) range within the radius of 250 meters, depth about 16-49 meters, ship less than 30,000 G.T..
  - (3). Anchorage A-3 Lat 23°57'32.5" N、Long 121°36'59.5" E (WGS-84) : range within the radius of 300 meters, depth about 29-65 meters, ship less than 45,000 G.T..
  - (4). The water area of the Hualien Port anchorage is limited. The anchoring position should be reported to the Vessel Traffic Service (VTS) before and after the ship's anchoring, so as to control each ship's position in order to keep a suitable and safe distance between ships. Each year from October to March is the period of the NE monsoon. The wind direction is NNE and wind force is up to more than 6 on the Beaufort wind scale, causing the anchor to drift easily. Ships should be especially careful and stand-by main engine. Also do not anchor too close to the bank to prevent floating aground.
  - (5). While the ship is in anchor, sea conditions should be monitored at times. A ship should also be kept with the ability against the emergencies. Anchorages A2 and A3 and the nearby water area are not completely sheltered by the breakwater and part of their depth exceeds 50 meters, anchored ships should be especially careful in this area. If sea conditions become bad, a ship can slowly shift to the open sea without affecting the navigating safety of other ships.

#### **4. Be watchful during a ship's shifting outside the port**

- (1). It's an open sea outside of the Hualien Port. The inshore seabed sharply decents, the depth of water changes very much. Less than 5 miles off shore, the depth already falls to about 1,000 meters. Ships should take careful note of changes of the seabed.
- (2). There are many rocks around the outside of the east and west breakwaters. A safe distance should be kept in navigating the nearby sea area. A shallow-rock area is 0.5 miles south of the fore-leading light of this port and about 0.3 miles around the eastern side of the east breakwater. Ships should avoid getting into this dangerous area.
- (3). Ships, entering and leaving the port, often navigate in the eastern water area outside the east breakwater; to navigate this area safely, arriving ships shifting in this area should be especially careful about navigating safety.

#### **5. Be watchful and prepared during typhoons in the Hualien Port**

- (1). This port faces the Western Pacific Ocean and is short of natural shelters. Typhoons easily form large and powerful swells in the port

area. These are able to break the cables of mooring ships. For the sake of securing the safety of the ships and port area, the ships in the port should especially monitor the movement of a typhoon. Before a typhoon hits the Hualien Port, the ship should be prepared to escape from the port at any time.

- (2). The Hualien Port is likely to be affected by typhoons from April to November each year. Arriving ships should prepare enough oil, water and cables (it's not convenient to purchase cables in the Hualien area) in order to strengthen the mooring or to prepare to leave the port immediately once the swells begin to form.

## **6. Emergency maritime accident procedures**

- (1). The Vessel Traffic Service (VTS) listens to VHF (CH16) at all times. If there is a call for help from an emergency maritime accident, it will be reported to relevant authorities who will respond with rescuing actions at any time.
- (2). A ship in an emergency must file an entering and leaving application to get permission from the Vessel Traffic Service (VTS), then she can follow the order to enter or leave. The Agency must fulfill the entering or leaving procedures according to regulations thereafter.

## **7. Communication of port VHF**

- (1). The Hualien Port Vessel Traffic Service (VTS): monitored 24 hours a day by the duty officer of the Vessel Traffic Service (VTS).
- (2). Call sign : Hualien Port Radio or Hualien Port Control.
- (3). VHF frequency :
  - Main channel : 156.70 MHZ (VHF CH.14), for ship contact with Port Vessel Traffic Service (VTS).
  - Auxiliary channel: 156.80 MHZ (VHF CH.16), for emergent calling for help of ship's maritime Accident
  - Spare channel : 156.60 MHZ (VHF CH.12) and 156.65 MHZ (VHF CH.13)
- (4). Communication distance : 10 miles
- (5). Communication languages : Mandarin and English
- (6). Communication details :
  - A. Contact the message of ship's entering and leaving
  - B. Contact the details concerning about ship
  - C. The other emergent details
- (7). Be watchful :
  - A. According to the procedures of the International VHF Communication.
  - B. Only common language can be used, unless special permission has been given. All secret codes and private talk are prohibited.

C. Use CN Charts No.0351 ( WGS-84 ) ,2005

**8. This Guideline shall take effect on the date of promulgation.**