

Berthing Guidelines

Chapter: 2

GENERAL REMARKS

- (1) These guidelines should be construed as the operations to be performed are conducted under normal conditions with due regards to weather, ship maneuverability, sea and swell etc.
- (2) The conditions hereto as regards to the number of tugs deployed and the working parameter require are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements as such. Should the condition and circumstances be changed which may affect any working parameter; the pilot may at his discretion to amend any requirements therein. Any additional tug in excess of the said requirement as required by the Master and/or ship's operators to enhance the safety be concurred and encouraged by all pilots. When two or more Grade II tugs are stipulated in the Berthing Guidelines, they should not be replaced by one Grade I tug.
- (3) Transverse thruster or thrusters in good working condition at one end may be accepted to substitute for one tug. Transverse thruster with under-power will not be considered as equivalence to one tug.
- (4) An under-keel clearance of 10% of the vessel's deepest draught is required in maneuvering basins, sheltered fairways and approaches to berths. 15% under-keel clearance for any exposed waterways **including East Lamma Channel, West Lamma Channel, Western Fairway, Ma Wan Fairway, Urmston Road and Tathong Channel**. To ensure safe navigation, the required UKC must be maintained throughout the entire Berthing/Unberthing operation or transit all tidal conditions. Ample margin must be allowed for the following when calculating the effective UKC:
 - (i) Listing due to e.g. inadequate GM (Vessel Tender),
 - (ii) Delay of berthing/unberthing due to delayed schedule, traffic congestion, weather etc. particularly on a falling tide.

Warning:
Owners or masters of vessels may be liable to lighten their vessels to avoid touching of bottom due to insufficient UKC.
- (5) The depths of the berths provided in these guidelines are as declared by the berth operators. Close liaison among the ships agent, berth operators and pilots should be maintained at all times to ensure sufficient depth for berthing and unberthing of the vessels. Good liaison should be maintained among all concerned parties for vessels required to 'wedge-in' and 'wedge-out' to ensure ample and safe **fore-and-aft** clearances are achieved.
- (6) For vessel moving to and/or from a buoy, the working pilot may take a passage at the time he considers to the best and safest route for such vessel.
- (7) In any special circumstance of the case arises, e.g. adverse weather, No.3 or above typhoon signal is hoisted up, boisterous sea and swell, different pilot embarking and disembarking areas, hampered vessels or vessels with special construction or characteristics, etc., special requirements for tugs, working condition, servicing time, etc. need to be further consulted.
- (8) All entries in these Guidelines are subject to change without notice.
- (9) All Guidelines should be exercised with flexibility subject to circumstances arising.