

Chapter: 4 **BERTHING REMARKS**

(1) Kwai Chung Terminals

- a. Sufficient fore-and-aft clearances should be allowed for during berthing and unberthing operations. The following table shall be used to determine the clearances required:

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End*</u>	<u>Remarks</u>
367m and above	35 metres	
300m to under 367m	25 metres	Note 2
200m to under 300m	20 metres	Note 1,2,3 & 4
Under 200m	15 metres	Note 1,2,3 & 4

Note 1 : A mooring rope serving as back spring is needed to be in place on the appropriate bollard of the berth before the vessel is closing in and reaches a position which is about half ship breadth from the outer-side of the vessels secured at the adjacent berths. Under adverse weather conditions, such as when wind speed is above 22 knots, additional tug(s) may be called for with the consent of the Master.

Note 2 : At the western most of KC5, KC6, KC7, KC10 and KC14, the southern most of KC4 and KC9, the northern most of KC8 and any other berth with one end open, a minimum clearance of 5 metres less than those specified in the above table would be acceptable at the end adjacent to the berth occupied by other ships, but in no circumstances should a clearance be less than 15 metres.

Note 3 : When a vessel is required to berth alongside in a reverse direction to its approach (i.e. stern in approach), such as the cases like portside alongside to KC1, KC2, KC3, KC4, KC7, KC11, KC12, KC13 & KC14 and starboard side alongside to KC6 & KC10 & KC15-20, an additional 5m clearance at both ends, more than those specified in the table above should be allowed, but it needs not be more than 25 metres, or 35 metres for LOA >367m.

Note 4 : During typhoons and when visibility is less than 3 cables, terminal operators should endeavour to arrange the fore-and-aft clearance of not less than 25 metres for all vessels, except vessels of LOA ≥367m which require 35 metres.

* Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible, except vessels of LOA ≥367m which require 35 metres.

- b. Berthing of ships with LOA exceeding berth length requires an extra length of quay front from adjacent berth(s). Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11, except vessels of LOA ≥367m which require 35 metres.

Chapter 4 *cont'd...*

- c. Under Keel Clearance (**UKC**) at berth and throughout the harbour passage:
 To ensure safe navigation, **10% UKC** must be maintained throughout the entire berthing/unberthing operation at all tidal conditions. The tidal height to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the berthing/unberthing operation. The required 10% UKC is allowed for various factors, including but not limited to the following:
 - (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.
 - (iii.) Squat

Warning:

Owners or masters of vessels may be liable to lighten their vessels to avoid touching of bottom due to insufficient UKC.

- d. Declared Depths at Kwai Chung Berths: (**KC basin maintained depth 15.0m**)

<u>Berth No.</u>	<u>*Depth @ berth</u>	<u>Max. Sailing or Arrival Draft @ KC Basin</u>
KC 1,2,3 & 5	14.0m	14.0m + Tide -10% UKC
KC 4 & 6	14.2m	14.2m + Tide -10% UKC
KC 7	15.5m	15.0m + Tide -10% UKC
KC 8 & 9	15.5m	15.0m + Tide -10% UKC
KC 10 -14	15.5m	15.0m + Tide -10% UKC
KC 15 - 20	15.5m	15.0m + Tide -10% UKC

Remarks:

- ❖ *Depth @ berths (50m from berth to seaward) were declared and maintained by terminal operators and may subject to change. Masters, agents & operators are cautioned to check with terminal operator for updated information.
- ❖ Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to **VTC & HK Pilots** in ample time for consideration.
 - (i.) Water density used for calculating the declared draft
 - (ii.) Draft at water density SG 1.017
 - (iii.) TPC (tonne per centimetre)
 - (iv.) Estimated GM @ sailing
 - (v.) Increase of draft due to squat @ 8 and 12 knots respectively
 - (vi.) Increase of draft due to heeling of 1 & 2 degrees respectively
- e. Any berthing movements within Kwai Chung which are not in compliance with the guidelines endorsed by the PAC should have the agreement from the Duty Pilot and/or one of the Executive Directors of HKPA. General Manager of HKPA would be responsible for coordinating with all the involved parties.

Chapter 4 *cont'd...*

- (2) CLPTSK – China Light & power (Tap Shek Kok coal wharf)
Tap Shek Kok Coal wharf – If berth is partly occupied, then berth with bow pointing to each other @ slack water (HW+2 or LW+2 to +3, but may vary with seasons). Agents to be advised that limited anchorage off berth.

- (3) TPGAS – Tai Po Town Gas berth, Tolo harbour
Town gas berth, Tolo Harbour – give warning upon typhoon signal No.1 is hoisted or likely to affect HK as per pilot’s advice.

- (4) EUROASIA wharf. Tsing Yi
 - a. VHF watch on ch.11 by berths’ supervisor. Also ch.8,9,15,17,69,72,73 and 77 are available.
 - b. Clearance from barges would be required during berthing and unberthing.
 - c. Bridge mark/light available.

- (5) Sea trial – due to the limited sea room and congest traffic flow in Hong Kong waters, sea trial will only be carried out at day light hours for safety reason. Water at West and South of Lamma Island will be a suitable location to carry out sea trial, compass adjustment and DF calibration.

- (6) Transverse thruster(s) at one end meets conditions stipulated below, not limited to, may be accepted to substitute one tug: -
 - a. It is in good working condition, such that the control button can be adjusted to full power operating position.
 - b. It can run continuously for not less than 30 minutes.
 - c. It must be totally immersed in water.
 - d. It must not be interrupted by the operation of the main engine or other auxiliary engine.

Note: Master should consider Pilot’s recommendation to use tug even the above conditions are met, especially in adverse weather or small maneuvering area.

Vessel’s Length over all	Actual minimum Horse Power	Actual minimum Kilo Watts	Actual minimum Kilo Newton
<131m	600	438	45
131-180m	800	584	61
181-250m	1000	730	75
>250m	1500	1095	113