

Chapter 2

GENERAL

Purposes of Berthing Guidelines

1. The Berthing Guidelines (BGL) provides guidance on the efficient provision of pilotage services.
2. The BGL is a reference for all port users requiring pilotage services. In order to expedite the arrangement of operation involving pilotage, the BGL set out the agreed operational parameters and measures which were endorsed by the Pilotage Advisory Committee (PAC). Owners, operators and agents of ships are encouraged to disseminate relevant information contained in this BGL to their masters of ships.
3. For operations which are not contained in the BGL, it should be discussed among relevant parties, such as VTC and HKPA, on a need basis subject to case by case merits.

Amendments to BGL

4. Proposed amendment should be addressed to PAC (attention: MO Pilotage, see Chapter 11 for contact information) and HKPA for discussion and consideration.

General Remarks

5. These guidelines should be construed as the operations to be performed and conducted under normal conditions with due regards to weather, ship maneuverability, sea and swell etc.
6. The working parameters required and the number of tugs deployed 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. Subjected to the prevailing circumstances and working parameters; the pilot may, in order to maintain adequate safety margin, at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the master and/or ship's operators to further enhance the safety is encouraged.
7. Any berthing movement which does not fully meet with the parameters set out in the guidelines endorsed by the PAC, but not compromising the safety of the operation, should have the agreement from the Duty Pilot and/or one of the Executive Directors of the HKPA. HKPA would be responsible for coordinating with all the parties involved.
8. For vessel moving to and/or from a buoy, the working pilot may take a passage at the time he considers to be the best and safest route for such vessel.
9. When any special circumstance of the case arises, e.g. adverse weather, No.3 or above tropical cyclone (typhoon) warning signal is issued, 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.

10. In emergency or as the situation warrants, these Guidelines are subject to change at short notice.

Under-Keel Clearance (UKC)

11. An UKC of 15% of the vessel's deepest draught is required for any exposed waterways and anchorages including East Lamma Channel, West Lamma Channel, Western Fairway, Ma Wan Fairway, Urmston Road and Tathong Channel.
12. An UKC of 10% of the vessel's deepest draught is required in sheltered fairways, harbour passage, maneuvering basins and approaches to berths and anchorages.
13. To ensure safe navigation, the required UKC must be maintained throughout the entire transit and/or berthing/unberthing operation in all tidal conditions. The height of tide (HoT) to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the whole operation.
14. Ample margin must be allowed for the following when calculating the effective UKC. The required UKC is allowed for various factors, including but not limited to the following:
 - (a) Listing due to e.g. inadequate GM (Vessel Tender);
 - (b) Delay of berthing/unberthing due to delayed schedule, traffic congestion, weather etc. particularly on a falling tide; and
 - (c) Squat.
15. Caution: Owners or masters of vessels should consider lightening their vessels to avoid touching bottom due to insufficient UKC.

Time of Operation

16. Time of operation may be imposed as day, night or day light only as follow:-
 - (a) Day - from sunrise to sunset;
 - (b) Night - from sunset to sunrise; and
 - (c) Day Light - 30 minutes before sunrise to 30 minutes after sunset.

Ma Wan Transit Tidal Window

17. For operations requiring the transit through the Ma Wan Fairway, reference shall be made to the transit periods for the type and size of the vessel concerned as published by the Hydrographic Office and can be found in their web-site (<http://www.hydro.gov.hk/eng/transit.php>).

18. The general restrictions for Ma Wan transit window are as follows:-

- (a) **Bulker & Tanker (URMPS/URMA)**
(All vessels other than passenger & container ship)

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤230m	≤12.5m	>2.5	>1.5	
	>12.5m - ≤13.0m	>2.5	>1.5	Day light transit only
>230m - ≤255m	≤15m	>2.0	>1.0	Day light transit only
>255m - ≤290m	≤16.8m	>1.5	>0.5	Day light transit only
>290m	≤16.8m	>1.0	>0.5	Day light transit only

- (b) **Container ship (URMPS-C/URMA-C)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤14.5m	>3.0	>2.0	
	>14.5m - ≤15m	>2.5	>1.5	
	>15.0m - ≤16.0m	>2.0	>1.0	Day light transit only

- (c) **Passenger ship (Conventional) (URMPS-PC/URMA-PC)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.0	>2.0	

- (d) **Passenger ship (Highly Maneuverable) (URMPS-PH/URMA-PH)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.5	>2.5	

Notes :- Highly maneuverable passenger ships should meet the following requirements:

(a) bow thrusters of total power ≥ 8000HP

(b) Equipped with azipods.