

Chapter 3

BERTHING REMARKS

Fore and Aft Clearance

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

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End</u>
>370m	35 metres
> 300m to ≤370m	25 metres
> 200m to ≤300m	20 metres
≤ 200	15 metres

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 21 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 for $LOA \leq 370m$, or 35 metres for $LOA > 370m$.

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 $LOA \leq 370m$, or 35 metres for $LOA > 370m$.

Note 5 : Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible. For vessels of $LOA > 370m$, 35 metres are required.

2. 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. For vessels of $LOA > 370m$, 35 metres are required.

Depth of Berths

3. The depths of 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.
4. Declared Depths at Kwai Chung Berths: (KC basin maintained depth 15.0m)

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

*Remarks:

- (a) Depth at 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.
- (b) Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to HKPA in ample time for consideration as required.
 - i. Water density used for calculating the declared draft;
 - ii. Draft at water density SG 1.017;
 - iii. TPC (tonnes per centimetre);
 - iv. Estimated GM at sailing;
 - v. Squat Table; and
 - vi. Heeling Table.