

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

———— The purpose of this paper is to seek members' comments and endorsement on the proposed amendments to the Berthing Guidelines (BGL) as shown in Annexes.

Proposed Amendments

———— 2. The proposed amendments are detailed in the notes on proposed amendments in Annex I and highlighted in red in the mark-up pages (Annexes II to VI). It is to update the guidelines for the following berths :-

- (i) Kai Tak Cruise Terminal Berth No. 1 (KTCT-1),
- (ii) Kwai Chung Berth 6 outer-foul (KC6/O-F),
- (iii) Kwai Chung Berth 7 outer-foul (KC7/O-F),
- (iv) Kwai Chung Berth 13-14 (KC 13-14); and
- (v) Anchorages south of Lamma Island (SLA).

Consultation

3 The proposed amendments to the berthing guidelines had been discussed and agreed by members of the PACWG meeting held on 12 May 2015.

Recommendation

4. Members are recommended to endorse the proposed amendments to the Berthing Guidelines.

**Pilotage Unit
Marine Department
June 2015**

Annex I to PAC Paper No. 1/2015

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)
1	Chapter 12 – Location KTCT-1	(a) Delete remark 4 “Prior approval from VTC is required for berthing starboard side to.”	<ul style="list-style-type: none"> ● Problem of blocking the propagation path of radio signals of the VTS radar has been resolved. ● To remove restriction on port side to only.
		(b) Insert new remark 4 “ Minimum fore and aft clearances are 40m. ”	To ensure safe berthing and mooring.
2.	Chapter 12 – Location KC6/O-F	(c) Item 010 – add remark “ Thrusters not considered if stern in. ”	To maintain adequate safety margin for stern-in operation.
		(d) Item 020 – amend “Thruster...” in “Remarks” to read “Thrusters...”	To correct typo.
3.	Chapter 12 – Location KC7/O-F	(a) Item 010 – add remark “ Thrusters not considered if stern in. ”	To maintain adequate safety margin for stern-in operation.
		(b) Item 020 – amend “Thruster...” in “Remarks” to read “Thrusters...”	To correct typo.

4.	Chapter 12 – Location KC 13-14	<p>(a) Add header “ON TRIAL” to this page;</p> <p>(b) Insert new items 070 and 071 as follow :-</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>070 Berthing LOA: Max 400m</p> <p>Draft: Max. 15.0m + tide – 10%UKC</p> <p>Time: D&N LW+1 to HW+2.</p> <p>Tugs: 4 incl. 1 GI est. if no bow thruster. D>12.5m, 5 incl. 1 GI est. if no bow thruster, 4 if one 5000HP tug is used.</p> <p>Remarks: Starboard side to.</p> </td> <td style="width: 50%; vertical-align: top;"> <p>071 Unberthing LOA: Max 400m</p> <p>Draft: Max. 15.0m + tide – 10%UKC</p> <p>Time: D&N LW+1 to HW+2.</p> <p>Tugs: 4.</p> <p>Remarks:</p> </td> </tr> </table>	<p>070 Berthing LOA: Max 400m</p> <p>Draft: Max. 15.0m + tide – 10%UKC</p> <p>Time: D&N LW+1 to HW+2.</p> <p>Tugs: 4 incl. 1 GI est. if no bow thruster. D>12.5m, 5 incl. 1 GI est. if no bow thruster, 4 if one 5000HP tug is used.</p> <p>Remarks: Starboard side to.</p>	<p>071 Unberthing LOA: Max 400m</p> <p>Draft: Max. 15.0m + tide – 10%UKC</p> <p>Time: D&N LW+1 to HW+2.</p> <p>Tugs: 4.</p> <p>Remarks:</p>	<ul style="list-style-type: none"> ● To update information and reflect current operational need based on practical experience. ● Additional tug requirement for LOA Max 400m with a choice of using 5000HP tug. ● Restricted to straight in starboard side berthing only.
<p>070 Berthing LOA: Max 400m</p> <p>Draft: Max. 15.0m + tide – 10%UKC</p> <p>Time: D&N LW+1 to HW+2.</p> <p>Tugs: 4 incl. 1 GI est. if no bow thruster. D>12.5m, 5 incl. 1 GI est. if no bow thruster, 4 if one 5000HP tug is used.</p> <p>Remarks: Starboard side to.</p>	<p>071 Unberthing LOA: Max 400m</p> <p>Draft: Max. 15.0m + tide – 10%UKC</p> <p>Time: D&N LW+1 to HW+2.</p> <p>Tugs: 4.</p> <p>Remarks:</p>				
5.	Chapter 12 – Location SLA	<p>Item 010 and 011,</p> <p>(a) Amend “LOA: Max 350m” to read “LOA: Max 400m”</p> <p>(b) Amend “Draft: Max 16.8m(min 10% UKC)” to read “Draft: Max 18.0m (Min 15% UKC)”</p>	<ul style="list-style-type: none"> ● Draft revised to maintain minimum UKC of 15% for safety. ● LOA revised to meet port operation need. 		

ON TRIAL

Location : KTCT-1

Kai Tak Cruise Terminal Berth 1*(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)*

010 **Berthing** LOA: Max 130m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: .

011 **Unberthing** LOA: Max 130m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max. 11m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. If D>10m incl.1 TCS4 est.
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max. 11m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. If D>10m incl.1 est.
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max. 11m (min 10% UKC)
Time: Starboard side to:
 D&N HW to LW
 Port side to:
 D&N LW to HW
Tugs: 3 incl. 1 TCS4 est.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max. 11m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 incl. 1 est.
Remarks:

040 **Berthing** LOA: Max 365m
Draft: Max. 11m (min 10% UKC)
Time: Starboard side to:
 D&N HW to LW
 Port side to:
 D&N LW to HW
Tugs: 3 incl. 1 TCS4 est.
Remarks: 2 pilots.

041 **Unberthing** LOA: Max 365m
Draft: Max. 11m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 incl. 1 est.
Remarks: 2 pilots.

General Remarks:

1. KTCT-1: Berth Length 450m and Berth Direction 134° / 314°.
2. For LOA > 270m, berthing/unberthing operations shall be postponed when wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
3. The BGL of Cruise Ship Transiting Central Harbour shall be applied for vessels crossing Central Harbour.
- ~~4. Prior approval from VTC is required for berthing starboard side to.~~
4. Minimum fore and aft clearances are 40m.

Berthing Guidelines

Annex III to PAC Paper No. 1/2015

Location : KC6/O-F

Kwai Chung berth 6 outer-foul
(Declared Depth at berth 14.2m)

010 **Berthing** LOA: Max 200m
Draft: Max. 10.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered if stern
 in.

011 **Unberthing** LOA: Max 200m
Draft: Max. 10.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 250m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

021 **Unberthing** LOA: Max 250m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

030 **Berthing** LOA: Max 290m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3
Remarks: No stern in.
 Full length of opposite berth
 must be clear.

031 **Unberthing** LOA: Max 290m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

General Remarks:

1. Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
3. KC6/7 Basin declared depth 15.5m

Berthing Guidelines

Annex IV to PAC Paper No. 1/2015

Location : KC7/O-F

Kwai Chung berth 7 outer-foul
(Declared Depth at berth 15.5m)

010 **Berthing** LOA: Max 200m
Draft: Max. 10.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered if stern
 in.

011 **Unberthing** LOA: Max 200m
Draft: Max. 10.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 250m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

021 **Unberthing** LOA: Max 250m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

030 **Berthing** LOA: Max 290m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3
Remarks: No stern in.
 Full length of opposite berth must
 be clear.

031 **Unberthing** LOA: Max 290m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

General Remarks:

1. Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
3. KC6/7 Basin declared depth 15.5m

ON TRIAL

Location : KC13-14

Kwai Chung berth 13-14

(Declared Depth at berth 15.5m)

060 Berthing LOA: Max 370m Draft: Max. 15.0m + tide – 10% UKC Time: 24 hrs. D>12.5m, D&N LW+1 to HW+2. Tugs: 3 incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted. D>12.5m, 4 incl. 1 GI est. if no bow thruster. Remarks: Starboard side to.	061 Unberthing LOA: Max 370m Draft: Max. 15.0m + tide – 10% UKC Time: 24 hrs. Tugs: 3, 2 if bow & stern thrusters fitted. Remarks:
070 Berthing LOA: Max 400m Draft: Max. 15.0m + tide – 10%UKC Time: D&N LW+1 to HW+2. Tugs: 4 incl. 1 GI est. if no bow thruster. D>12.5m, 5 incl. 1 GI est. if no bow thruster, 4 if one 5000HP tug is used. Remarks: Starboard side to.	071 Unberthing LOA: Max 400m Draft: Max. 15.0m + tide – 10%UKC Time: D&N LW+1 to HW+2. Tugs: 4. Remarks:

General Remarks:

1. Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
3. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow and/or stern thruster(s) are fitted.

Location : SLA

Anchorage south of Lamma Island

010	To anchorage	LOA: Max 350m 400m	011	From anchorage	LOA: Max 350m 400m
Draft:	Max. 16.8m 18.0m (min 10% 15% UKC)		Draft:	Max. 16.8m 18.0m (min 10% 15% UKC)	
Time:	24 hrs.		Time:	24 hrs.	
Tugs:	1		Tugs:	1	
Remarks:			Remarks:		