

## PILOTAGE ADVISORY COMMITTEE

### Proposed Amendments to the Berthing Guidelines

#### Purpose

The purpose of this paper is to seek members' advice and endorsement on proposed amendments to the Berthing Guidelines ("BGL").

#### Proposed Amendments

2. As part of the continuous process of reviewing the BGL, the Pilotage Advisory Committee Working Group agreed at its meeting held on 6 September 2019 to present the following amendments for endorsement:
  - A. Chapter 5 – to amend with updated information on tug's name, "Shenyang" and adding four grade I tugs (namely: Guilin, Hai Da, Mai Po and Sung Kong) to the list as shown in *Annex I*.
  - B. Chapter 8 – to amend with updated information on Government Mooring Buoy as shown in *Annex II*.
  - C. Chapter 10 – to amend the followings with details as shown in *Annex III*:-
    - (i) textual correction, migration to WGS84 datum and addition of three pilot boarding stations in Mirs Bay; and
    - (ii) providing updated information on fairways and buoys.
  - D. Chapter 12 –
    - (i) **Chevron T/Y LPG Berth (CVX-LPG)** - in order to avoid the confused tide at low water slack causing safety concerns, it is considered necessary to amend the berthing time slot to a period with a more definite tide. Therefore, it is proposed to amend the berthing time from "D&N LW to LW+3" to "D&N LW+1 to LW+3" for item "010"; and from "Day LW to LW+2" to "**D&N LW+1 to LW+3**" for item "020". Night operation for this item has been introduced on trial. It is further proposed that the tug

requirement for berthing item “020” should be two grade I tugs for their better maneuvering power over grade II tugs in such tight location. Details are shown in *Annex IV*; and

- (ii) **Shell oil terminal LPG berth (SHELL-LPG)** – along the same rationale in (i) above, it is proposed to amend the berthing time in items “010”, and “020” from “...*D&N LW to LW+2*” to “...*D&N LW+1 to LW+3*” as shown in *Annex V*.

## **Way Forward**

3. Subject to the endorsement of the Committee, a clean copy of the amendments together with the updated table of contents would be prepared and uploaded to Marine Department’s website.

Pilotage Unit  
Marine Department  
January 2020

**Berthing Guidelines**

*(Proposed January 2020)*

**Chapter 5**

**TUGS INFORMATION**

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (Attention: MO/Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

| Name  | HP          | BP<br>(tonnes) | Grade    | Remarks |
|---|-------------|----------------|----------|---------|
| <b><u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u></b>               |             |                |          |         |
| Chung Hing No.1 (忠興壹)   | 2 × 624     | 18             | II       |         |
| Wallex 2 (華力二)  | 2 × 624     | 18             | II       |         |
| <b><u>Kam Hung Tug (Tel.: 2619 6981-3)</u></b>                          |             |                |          |         |
| Dong Tai  | 1280        | 19             | II       |         |
| Kam Hung 18   | 1500        | 23             | II       |         |
| Kam Hung 28   | 1280        | 19             | II       |         |
| Kam Hung 38   | 1280        | 19             | II       |         |
| Kam Hung 88   | 1500        | 23             | II       |         |
| <b><u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u></b> |             |                |          |         |
| H.K. United 20  | 2 x 850     | 20             | II       |         |
| <b><u>Hong Kong Tug (Tel.:2612 6800)</u></b>                            |             |                |          |         |
| Ap Chau   | 4000        | 54             | I        |         |
| Hung Hom  | 3200        | 45.5           | I        |         |
| Kau Lung  | 3200        | 45.5           | I        |         |
| Lamma   | 3200        | 45.5           | I        |         |
| <b>Mai Po</b>   | <b>6500</b> | <b>85.7</b>    | <b>I</b> |         |
| Sha Chau  | 4000        | 54             | I        |         |
| Sha Tin   | 4000        | 54             | I        |         |
| <b>Sung Kong</b>  | <b>6500</b> | <b>83.0</b>    | <b>I</b> |         |
| Taikoo  | 5000        | 74.5           | I        |         |
| Tai O   | 5000        | 71.8           | I        |         |
| Tap Mun   | 3200        | 45.5           | I        |         |
| Ting Kau  | 4000        | 54             | I        |         |
| Yuen Kok  | 4000        | 54             | I        |         |
| Whampoa   | 5000        | 68.6           | I        |         |
| Yam O   | 5000        | 71.8           | I        |         |

|   |             |             |          |  |
|---|-------------|-------------|----------|--|
| Tsing Yuk   | 2 x 600     | 18.7        | II       |  |
| <b><u>South China Tug (Tel.: 2548 5205)</u></b>         |             |             |          |  |
| Guangzhou   | 4000        | 53          | I        |  |
| <b>Guilin</b>   | <b>4000</b> | <b>52.7</b> | <b>I</b> |  |
| Nanning   | 4000        | 55          | I        |  |
| Shanghai  | 4000        | 55          | I        |  |
| <b>Shenyang Shenyang</b>                                | 5000        | 70          | I        |  |
| Shunde  | 4000        | 56          | I        |  |
| Suzhou  | 5000        | 65.5        | I        |  |
| <b><u>Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)</u></b> |             |             |          |  |
| Hai An  | 4000        | 52          | I        |  |
| Hai Ba  | 5000        | 62          | I        |  |
| <b>Hai Da</b>   | <b>4000</b> | <b>52</b>   | <b>I</b> |  |
| Hai Fa  | 3200        | 42          | I        |  |
| Hai Hoi   | 5000        | 62          | I        |  |
| Hai Li  | 5000        | 62          | I        |  |
| Hai Man   | 4000        | 52          | I        |  |
| Hai Qi  | 3200        | 42          | I        |  |
| Hai Shan  | 6000        | 75          | I        |  |
| Hai Tai   | 4000        | 52          | I        |  |
| Hai Tong  | 4000        | 52          | I        |  |
| Hai You   | 4000        | 52          | I        |  |
| Hoi Lian  | 4000        | 52          | I        |  |
| Yiu Lian 26   | 2600        | 35          | I        |  |
| You Da  | 3200        | 42          | I        |  |

**Berthing Guidelines**

**Chapter 8 GOVERNMENT MOORING BUOYS**

| <b>BUOY</b>       | <b>LOA<br/>(m.)</b> | <b>Draft<br/>(m.)</b> | <b>BUOY</b> | <b>LOA<br/>(m.)</b> | <b>Draft<br/>(m.)</b> |
|-------------------|---------------------|-----------------------|-------------|---------------------|-----------------------|
| <b>‘A’ Buoys:</b> |                     |                       |             |                     |                       |
| A17               | 183                 | 9.0                   | A29         | 160                 | 9.0                   |
| A38               | 183                 | 6.4                   | A35         | 160                 | 9.5                   |
| A39               | 183                 | 7.4                   | A36         | 160                 | 8.1                   |
| A43               | 183                 | 9.3                   |             |                     |                       |
| <del>A71</del>    | <del>183</del>      | <del>9.1</del>        |             |                     |                       |
| <del>A72</del>    | <del>183</del>      | <del>9.5</del>        |             |                     |                       |
| A73               | 183                 | 9.5                   |             |                     |                       |
| A74               | 183                 | 9.5                   |             |                     |                       |
| A77               | 183                 | 9.5                   |             |                     |                       |
| A78               | 183                 | 9.8                   |             |                     |                       |
| <b>‘B’ Buoys:</b> |                     |                       |             |                     |                       |
| B02               | 137                 | 6.4                   | B04         | 137                 | 9.1                   |
| B03               | 137                 | 6.7                   | B30         | 137                 | <del>8.1</del><br>9.3 |

**Remarks:**

1. Government Mooring Buoys (GMB) may from time to time being classified as Non-typhoon mooring buoy via promulgation of a Marine Department Notice. Vessels which are moored to these buoys shall leave the mooring buoy if so directed by the Director.
2. Buoy link diameter = 146mm
3. Location and allocation of mooring buoys are subjected to review; sounding may also vary. Agents/operators are reminded to check with Marine Department notices, notices to mariners and up-to-date navigation charts for latest information before booking GMB.

**Berthing Guidelines  
Chapter 10**

**MISCELLANEOUS**

**Width of Fairways**

|     |                            |  |
|-----|----------------------------|--|
| 1.  | Eastern fairway            | <del>412m</del> 395m                                 |
| 2.  | Hung Hom fairway           | 370m   |
| 3.  | Central fairway            | 370m   |
| 4.  | Northern fairway           | <del>305m</del> 380m                                 |
| 5.  | Southern fairway           | <del>220m</del> 590m (East part of Southern Fairway) |
| 6.  | Sulphur channel            | <del>280m</del> 270m (West part of Southern Fairway) |
| 7.  | North Green Island fairway | <del>244m</del> 600m                                 |
| 8.  | Ha Pang fairway            | 600m   |
| 9.  | Castle Peak fairway        | 380m   |
| 10. | Urmston Road fairway       | 580m   |

**Naval Anchorages**

| Mooring Buoys |     | Location     |               |
|---------------|-----|--------------|---------------|
| 1.            | ZA1 | 22° 18.567'N | 114° 08.604'E |
| 2.            | ZA2 | 22° 18.348'N | 114° 08.504'E |
| 3.            | ZB1 | 22° 18.712'N | 114° 08.406'E |
| 4.            | ZB2 | 22° 18.514'N | 114° 08.345'E |

**Pilot Boarding Stations**

| Name-Description |  | Location                              |   |
|------------------|--|---------------------------------------|---|
| 1.               | Area off Ha Mei Wan, west of Lamma Island                  | <del>22° 12'00"</del><br>22° 11.908'N | <del>114° 05'18"</del><br>114° 05.447'E |
| 2.               | Area off the turning buoy in the Tathong Channel           | <del>22° 16'00"</del><br>22° 15.908'N | <del>114° 15'40"</del><br>114° 15.814'E |
| 3.               | Area off Lam Kok Tsui (Black Point) in Urmston Road        | <del>22° 25'01"</del><br>22° 24.925'N | <del>113° 53'12"</del><br>113° 53.347'E |
| 4.               | Area off the entrance to Tolo Channel ( <i>Chik Chau</i> ) | <del>22° 29'36"</del><br>22° 29.508'N | <del>114° 19'42"</del><br>114° 19.848'E |
| 5.               | Area off Ngan Chau in East Lamma Channel                   | <del>22° 13'03"</del><br>22° 12.958'N | <del>114° 09'42"</del><br>114° 09.847'E |
| 6.               | Area off Ping Chau in Mirs Bay                             | 22° 32.800'N                          | 114° 23.600'E                           |
| 7.               | Area off Crooked Island in Mirs Bay                        | 22° 33.500'N                          | 114° 20.200'E                           |
| 8.               | Area off Shek Ngau Chau in Mirs Bay                        | 22° 29.700'N                          | 114° 26.540'E                           |

**Other Useful Locations**

|                      |  |   |   |
|----------------------|--|---|---|
| Ngan Chau            |  | 22° 13.0'N                              | 114° 11.0'E                               |
| Shek Kok Tsui        |  | 22° 14.2'N                              | 114° 06.1'E                               |
| Waglan               |  | 22°11.0'N                               | 114° 18.0'E                               |
| Yuen Kok             |  | 22° 11.0'N                              | 114° 08.8'E                               |
| SW Lamma Island      |  | 22° 10.0'N                              | 114° 06.0'E                               |
|                      |  |   |   |
|                      |  |   |   |
| Northern 1 (N1) buoy |  | <del>22° 17.867'N</del><br>22° 18.000'N | <del>114° 08.617'E</del><br>114° 08.579'E |
| Northern 2 (N2) buoy |  | <del>22° 18.933'N</del><br>22° 18.722'N | <del>114° 07.525'E</del><br>114° 07.707'E |
| TCS4 buoy            |  | 22° 16.333'N                            | 114° 15.500'E                             |

**Annex IV**

*(Proposed January 2020)*

**Berthing Guidelines**

**ON TRIAL**

Location: **CVX-LPG**

**Chevron T/Y LPG berth**

010      **Berthing**      LOA: Max 80m  
**Draft:**      Max 6.5m (min 10% UKC)  
**Time:**      D&N LW+1 to LW+3  
**Tugs:**      1 (grade II)

**Remarks:** Starboard side to.  
Bow not to pass 6.5m sign board.

020      **Berthing**      LOA: Max 114m  
**Draft:**      Max 6.5m (min 10% UKC)  
**Time:**      Day&N LW+1 to LW+23  
**Tugs:**      ~~2 (grade II) tug and which shall not  
be replaced by 1 (grade I) tug.~~

**Remarks:** Starboard side to.  
Bow not to pass 6.5m sign board.

011      **Unberthing**      LOA: Max 80m  
**Draft:**      Max 6.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      1 (grade II) tug for unberthing on  
flood tide.  
2 (grade II) tugs on ebb tide.

**Remarks:**

021      **Unberthing**      LOA: Max 114m  
**Draft:**      Max 6.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 (grade II) tugs for unberthing on  
flood tide.  
2 (grade I) tugs on ebb tide.

**Remarks:**

**General Remark:**

Thrusters are not considered as substitute for tug.



**Annex V**

*(Proposed January 2020)*

**Berthing Guidelines**

Location: **SHELL-LPG Shell oil terminal LPG berth**

010 **Berthing** LOA: Max 100m  
**Draft:** Max 7m (min 10% UKC)  
**Time:** D&N HW-1 to HW+2 & D&N  
LW +1 to LW+23  
**Tugs:** 2 (grade II)  
**Remarks:** Port side to.

011 **Unberthing** LOA: Max 100m  
**Draft:** Max 7m (min 10% UKC)  
**Time:** 24 hr  
**Tugs:** 2 (grade II)  
**Remarks:**

020 **Berthing** LOA: Max 135m  
**Draft:** Max 8m (min 10% UKC)  
**Time:** D&N HW-1 to HW+2 & D&N  
LW+1 to LW+23  
**Tugs:** 2  
**Remarks:** Port side to.

021 **Unberthing** LOA: Max 135m  
**Draft:** Max 8m (min 10% UKC)  
**Time:** 24 hr  
**Tugs:** 2  
**Remarks:**

**General Remark:**

Thrusters are not considered as substitute for tug.