

PILOTAGE ADVISORY COMMITTEE WORKING GROUP

Proposed Amendments to the Berthing Guidelines

Purpose

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

Proposed Amendments

2. It was proposed to amend the BGL with updated information as follows:
 - A. Chapter 5 - 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 - amend with updated information on Government Mooring Buoy as shown in *Annex II*.
 - C. Chapter 10 - amend with textual correction on pilot boarding station; and updated information on fairways and buoys as shown in *Annex III*.
 - D. Chapter 12 –
 - (i) **Chevron T/Y LPG Berth (CVX-LPG)** - In order to avoid the confused tide at low water slack which caused safety concerns, it is considered necessary to amend the berthing time slot to a period with a more definite tide. Therefore, it was 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 is introduced on trial. It was further proposed that the tug requirement for berthing item "020" should be 2 grade I tugs for their better maneuvering power over the grade II tugs in such tight location. Details as shown in *Annex IV*; and

- (ii) **Shell oil terminal LPG berth (SHELL-LPG)** – along the same rationale in (i) above, it was 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*.

Presentation

3. Marine Manager / Pilotage, Mr George Y. K. Tang, will present this paper and illustrate the proposed changes for members’ comments.

Pilotage Unit
Marine Department
September 2019

Berthing Guidelines

Endorsed w.e.f. 04 Jan 2018(Proposed 2019)

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 (tonnes)	Grade	Remarks
<u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<u>Kam Hung Tug (Tel.: 2619 6981-3)</u>				
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	
<u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u>				
H.K. United 20	2 x 850	20	II	
<u>Hong Kong Tug (Tel.:2612 6800)</u>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Mai Po	6500	85.7	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Sung Kong	6500	83.0	I	
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	
<u>South China Tug (Tel.: 2548 5205)</u>				
Guangzhou	4000	53	I	
Guilin	4000	52.7	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyeng Shenyang	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
<u>Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)</u>				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Da	4000	52	I	
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	

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Chapter 8 GOVERNMENT MOORING BUOYS

BUOY	LOA (m.)	Draft (m.)	BUOY	LOA (m.)	Draft (m.)
‘A’ Buoy:					
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			
A71	183	9.1			
A72	183	9.5			
A73	183	9.5			
A74	183	9.5			
A77	183	9.5			
A78	183	9.8			
‘B’ Buoy:					
B02	137	6.4	B04	137	9.1
B03	137	6.7	B30	137	8.1 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.

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Chapter 10

MISCELLANEOUS

Width of Fairways

1.	Eastern fairway	412m 395m
2.	Hung Hom fairway	370m
3.	Central fairway	370m
4.	Northern fairway	305m 380m
5.	Southern fairway	220m 590m (East part of Southern Fairway)
6.	Sulphur channel	280m 270m (West part of Southern Fairway)
7.	North Green Island fairway	244m 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	22° 12'00"N	114° 05'18"E
2.	Area off the turning buoy in the Tathong Channel	22° 16'00"N	114° 15'40"E
3.	Area off Lam Kok Tsui (Black Point) in Urmston Road	22° 25'01"N	113° 53'12"E
4.	Area off the entrance to Tolo Channel (<i>Chik Chau</i>)	22° 29'36"N	114° 19'42"E
5.	Area off Ngan Chau in East Lamma Channel	22° 13'03"N	114° 09'42"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	22°17.867'N	114°08.617'E
	22° 18.000'N	114° 08.579'E
Northern 2 (N2) buoy	22°18.933'N	114°07.525'E
	22° 18.722'N	114° 07.707'E
TCS4 buoy	22° 16.333'N	114° 15.500'E

Berthing Guidelines

Edition 07 Jan. 2016(Proposed 2019)

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

Berthing Guidelines

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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.